

Members of the Board

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

Thursday, August 14, 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
 - i. New Member Appointment
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. Community Outreach Updates
 - b. Review of Financial Statements
 - c. Federal Legislative Report
 - d. State Legislative Report
 - e. Ridership Report
 - f. Service Reliability Report
 - g. Quarterly Review of Capital Program
6. CONSENT CALENDAR **Action**
 - a. Approve Board Meeting Minutes – June 10, 2025
 - b. Authorize the Submittal of an Application with the Metropolitan Transportation Commission for \$5,457,000 in Regional Measure 3 Capital Funds
 - c. Ratify the First Amendment to Contract #24-027 with Pacific Power Group, LLC for MV Peralta Main Engine Preventative Maintenance Services

**San Francisco Bay Ferry / Water Emergency Transportation Authority
August 14, 2025 Meeting of the Board of Directors**

7. AWARD CONTRACT TO THE DUTRA GROUP FOR THE VALLEJO FERRY TERMINAL DREDGING PROJECT **Action**

8. APPROVE DISADVANTAGED BUSINESS ENTERPRISE (DBE) AND SMALL BUSINESS ENTERPRISE (SBE) OVERALL TRIENNIAL GOALS FOR FFY 2026 THROUGH FFY 2028 **Action**

9. 2025 ONBOARD PASSENGER SURVEY RESULTS **Information**

10. PUBLIC COMMENTS FOR NON-AGENDA ITEMS

ADJOURNMENT

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

PUBLIC COMMENTS WETA welcomes comments from the public.

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

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

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

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

AGENDA ITEM 1
CALL TO ORDER

AGENDA ITEM 2
ROLL CALL

AGENDA ITEM 3
REPORT OF BOARD CHAIR

AGENDA ITEM 4
REPORTS OF DIRECTORS

NO MATERIALS

TO: Board Members

FROM: Seamus Murphy, Executive Director

DATE: August 14, 2025

RE: Executive Director's Report

Regional Revenue Measure

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

San Mateo County Transit District (SamTrans) approved opting in to SB 63 on August 6. Santa Clara Valley Transportation Authority (VTA) is scheduled to consider opting in to SB 63 at its evening meeting on August 7. Staff will provide a verbal update as to whether Santa Clara County will be included in the regional measure at the August 14 SF Bay Ferry board meeting. An agreement on the details such as the tax rate and expenditure plan is currently being finalized by the county transportation authorities. SF Bay Ferry has coordinated with the authors of the bill to be eligible for funding to address the agency's operating shortfall over the life of the measure. SF Bay Ferry is proposed to receive approximately \$7 million per year from the proposed expenditure plan.

On July 7 the Assembly Transportation Committee passed SB 63 with amendments that cap the share of revenue measure funds dedicated to rider-focused improvements at 5 percent; add SF Bay Ferry to the list of eligible funding recipients; and modifies the funding allocation process for East Bay operators to be the same as the process for the large operators. The bill was then passed by the Assembly Revenue & Taxation committee on July 14 with no additional amendments.

San Mateo and Santa Clara counties will vote to opt into the funding measure on August 6 and August 7, respectively.

The Assembly will be on summer recess until August 17, 2025. During this time, County Transportation Agencies (CTAs) have provided technical assistance to inform the expenditure plan to bill authors. Senators Wiener and Arreguin are circulating the draft expenditure plan, with the expectation to integrate the expenditure plan into the bill by August 11, 2025. It now moves to the Assembly Appropriations Committee and then to the Assembly Floor. Once on the Assembly Floor, it is assumed that it will be pulled back to the Assembly Transportation Committee for a hearing on the substance. The last day the bill can be amended is on or before September 9 and it must pass the Legislature by September 12. The Governor has until October 12 to act on bills.

VW Mitigation Trust Fund Grant Execution

In July, after months of negotiation over grant terms and conditions, the Executive Director executed a grant agreement with the Bay Area Quality Management District for \$14,575,186 to convert the MV Hydrus from a diesel-powered vessel to a battery electric vessel. More detailed information will be brought to the Board in the coming months.

FTA Tour

On July 1, SF Bay Ferry provided a tour for the Federal Transit Administration (FTA) Acting Administrator Tariq Bokhari, FTA Executive Director Matthew Welbes, FTA Deputy Associate Administrator Heather Babb, and Region IX Administrator Ray Tellis. Administrator Bokhari had time to tour one transit agency while he was attending the American Public Transportation Association's (APTA) Rail Conference in San Francisco, and he requested to tour SF Bay Ferry - certainly a tribute to the work that we have been doing over the last couple years. The tour on the Dorado included passing by the Seaplane Terminal, Central Bay, Chase Center, and Oracle Park while staff discussed the benefits and popularity of our service, our more than fully recovered ridership, the safety and security of our operation, our cost effectiveness compared to other modes of public transportation, our expansion plans, how ferry service can unlock the development potential for locations along the shore of the San Francisco Bay and drive economic development, the high-tech nature of our electrification plans resulting in major operational cost savings, job creation and other positive impacts on the economy.

Congressional Ferry Caucus

In June Washington State Representative Emily Randall announced the development of a new Congressional caucus focused on ferries. This new caucus will be bi-partisan and co-chaired by Rep. Randall (D-WA), Garamendi (D-CA), Begich (R-AK) and Malliotakis (R-NY) to advocate for increased and long-term federal investment in public ferry systems, pursue common legislative objectives and to help elevate issues. Representative Randall's staff reached out to the Public Ferry Coalition (PFC) to provide information to the new congressional caucus, coordinate with the public ferry operators around the country, and request to sponsor a kickoff reception for the caucus in September. The establishment of this caucus is great timing as committees are starting to draft up the next Surface Transportation Bill (current one expires on 9/30/26) and the caucus can play a critical role to advocate for federal ferry funding. Through the PFC, we will now have a direct line of communication with this new caucus and will be helping to provide critical information to advance their work.

July Tsunami Advisory Response

On July 30, a major earthquake struck near the Russian coastline, sparking tsunami advisories across the Pacific and along the West Coast of North America, including San Francisco. Staff coordinated quickly on the evening of July 30 to determine that minimal impacts were expected in the region and assessed that activation of SF Bay Ferry's Emergency Operation Center (EOC) was not warranted. This was supported by information collected from the U.S. Coast Guard and other first-responder agencies.

The advisory from the Pacific Tsunami Warning Center projected first impact of swells less than 1 foot in San Francisco Bay would be after midnight on July 31, when all SF Bay Ferry vessels would be tied up for the night. The agency directed Blue & Gold Fleet to prepare the vessels for impact to the extent possible using additional lines and to inspect facilities and vessels prior to the start of service on July 31. No impacts were observed and there were no service disruptions on July 31. Staff provided public messaging about its response to the tsunami advisory on both July 30 and July 31.

Community Outreach Updates

Chinatown-to-Chinatown Guided Tour

Bay Area residents have long cited first-and-last mile challenges as a barrier to riding the ferry. To encourage greater awareness of ferry service and lower barriers to accessing transit among low-income seniors, SF Bay Ferry recently worked with Next Steps Marketing and Oakland Chinatown community partner Family Bridges to curate a guided trip that brought a group of 23 Oakland residents

over the age of 60 to San Francisco Chinatown via the Oakland & Alameda ferry route, AC Transit and SF Muni.

The participants made their way to the Oakland Ferry Terminal, rode SF Bay Ferry to Downtown San Francisco, and took SF Muni Line 1 to the Chinese Historical Society of America Museum. The group was escorted back along the same route. Family Bridges participants received an introductory presentation about how to ride the ferry, including information about the service routes, fares and senior discounts, and weekday/weekend schedules.

According to the results of a pre- and post-trip survey that was conducted among the participants, 90% felt more confident about taking the ferry on their own in the future. The majority also indicated that they are very likely to ride the ferry again based on this guided trip experience. As the ferry continues to engage in local partnerships aimed at lowering barriers and increasing awareness about using our services, the agency looks forward to reaching broader communities and encouraging San Francisco Bay Area residents to choose transit.

Celebrating Fairyland with a Fairy Ferry

To kick off transit month and celebrate a major milestone of treasured Bay Area institution, San Francisco Bay Ferry is partnering with Children's Fairyland and coordinating with BART and AC Transit for Fairyland's 75th anniversary on September 1. SF Bay Ferry will run a special trip from Downtown S.F. to Oakland, where riders will board AC Transit buses to the 19th Street BART station. From there, participants will join a parade from the station to the park, where SF Bay Ferry will host a table and activities.

Our mistress of ceremonies for the day will be Keiyana Arnold, an East Bay entrepreneur and social media influencer who has been promoting the ferry to her thousands of followers and encouraging riders as the "Ferry Godmother." Ms. Arnold will greet passengers on the ferry, join in the parade, and take photos with ferry fans at the event.

South San Francisco Ferry Service Study

This Study aims to explore service restructuring options to enhance the productivity and long-term financial sustainability of the South San Francisco Ferry Service. Since its launch in 2012, the service has consistently underperformed in both ridership and farebox recovery compared to the broader San Francisco Bay Ferry system. In May, staff presented a plan to the Board to form a Working Group of public and private stakeholders to identify and evaluate potential improvements. The group held its first meeting in July to review the study process, assess current service performance, and consider an initial set of restructuring concepts. A second meeting is scheduled for August to further analyze and refine these options. The Study's findings, including any recommended service changes, will be presented to the Board in early 2026.

Released Request for Proposals

Procurements Posted since June:

- July 1: RFI for New Operating Agreement

Contract Authorizations executed in the last quarter of FY2025 under the Executive Director's authority are as follows:

- \$7,996 to Mavrik Marine for the Karl/Zalophus vessel project
- \$73,698 to Hamilton Jet for Cost Increases related to Tariffs
- \$434,087 to Bay Ship & Yacht for Gemini Class Mid Life scope changes
- \$99,651 to Bay Ship & Yacht for Pyxis/Vela Repairs
- (\$177,746) to Northern Lights Power and Energy for Gemini/Pisces parts cost reductions

END

MEMORANDUM

TO: Board Members

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

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

Recommendation

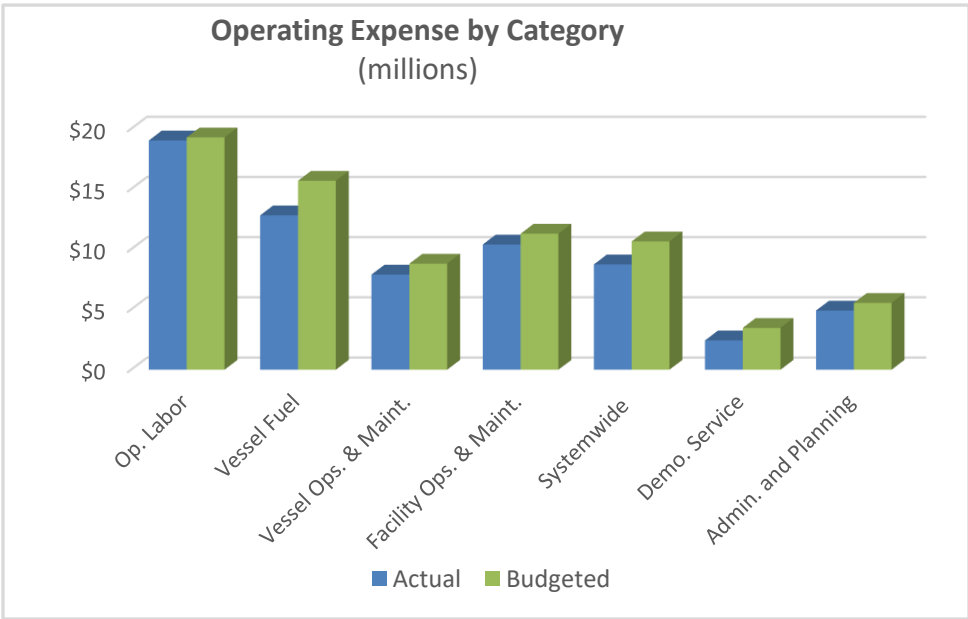
There is no recommendation associated with this informational item.

Financial Summary

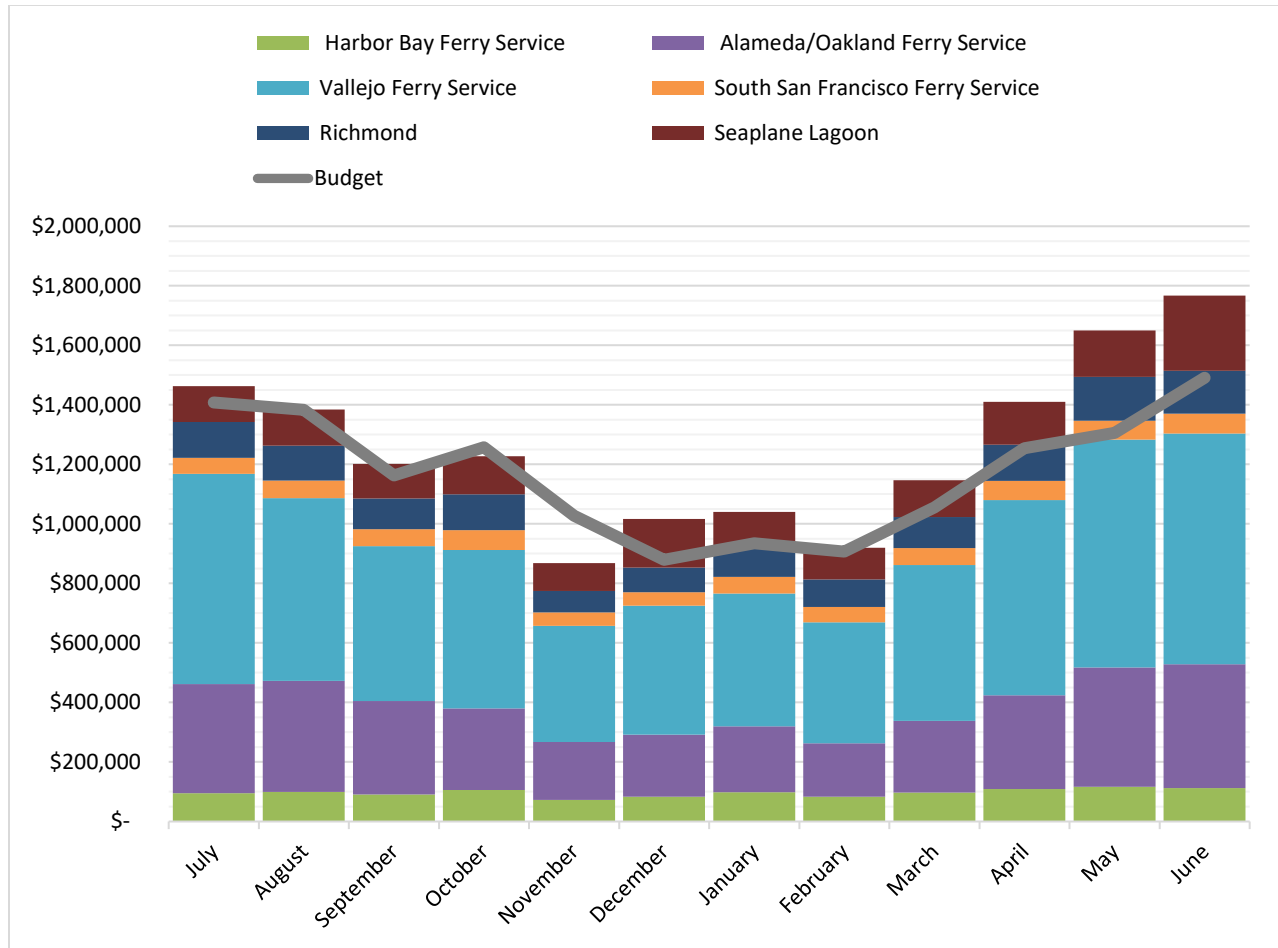
This report provides a summary and review of financial activity against budget through June 2025, which is the last month of Fiscal Year 2024/25. These amounts reflect unaudited revenues and expenses prior to adjustments that will be made for financial statement purposes as part of our annual audit process. Audited financial statements, which include assets, liabilities and other non-cash adjustments, will be presented by the end of December.

Operating Budget:

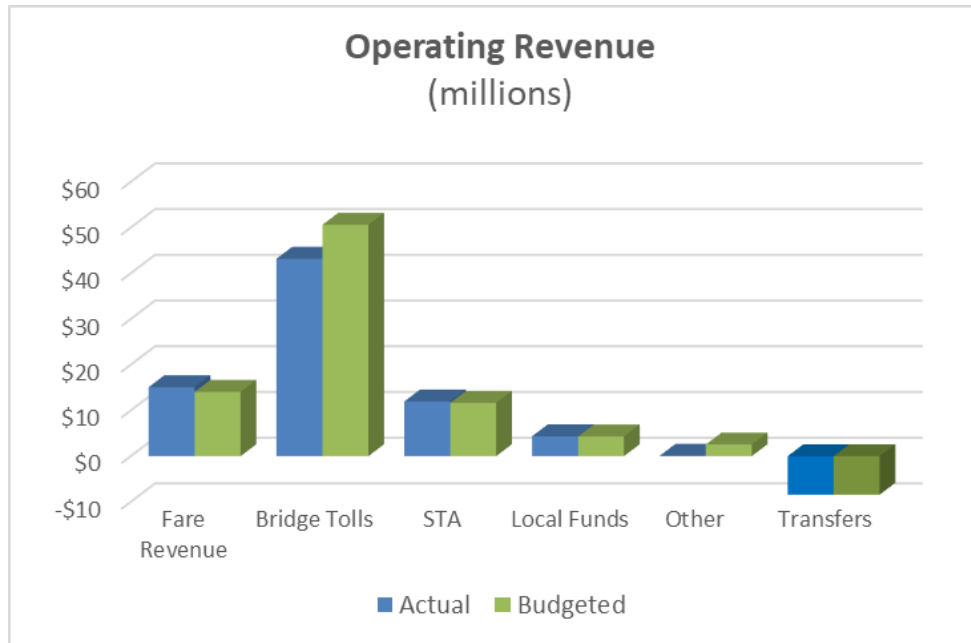
Expense for Fiscal Year 2024/25 was \$66.2 million. This is 11% below the budgeted amount of \$74.7 million. Of the \$8.5 million difference, \$2.9 million is for fuel, which is budgeted conservatively due to the volatility of that expense. Another \$1.9 million difference is related to various systemwide savings, including from Clipper 2 implementation delays, marine and other liability insurance savings, and advertising savings. Another \$1 million in savings are from SF Bay Ferry's two demonstration projects, the Sea Change and the Alameda Shuttle. Both demonstrations by nature were challenging to project during budget development due to the unknown schedules and operating costs. Administration and planning costs were \$632,192 under budget as a result of reduced use of professional services anticipated on a variety of planning and administrative projects.



Revenue for the fiscal year includes two positive outcomes. First, fare revenue receipts were stronger than budgeted, particularly for the last three months of the year, resulting in \$1 million in additional revenue for the system. The figure below shows the breakdown by service route over the 12 months of the Fiscal Year.

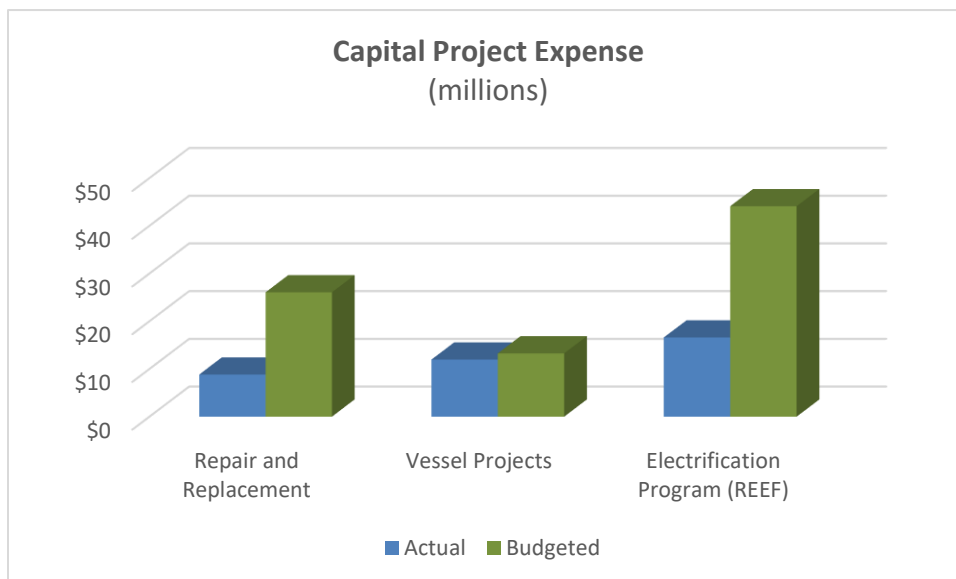


Total revenue anticipated for the year of \$54.6 million is balanced to actual expenses after taking fare revenue into account. The graphic below shows year-end revenue sources against the approved budget. The second positive outcome is that the combination of greater than anticipated fare revenue and lower than budgeted expense resulted in a reduced need for Bridge Tolls support. This reduced RM3 amount (almost \$7 million) benefits future ferry operations as those funds remain in the SF Bay Ferry RM3 operating reserves.



Capital Program Expense

Capital Budget expenses are summarized by category in the graph shown. Expenses for the year were \$37.4 million. Significant payments were processed last month for milestones related to the acceptance of the Karl for use tax and equipment for vessel rehabilitation. More detailed capital project data is provided on the last page of this report and a more narrative update is provided in the quarterly report by the Chief Capital Officer.



Investment Report

The total monthly balance held in both the Local Agency Investment Fund (LAIF) and our commercial bank as of June 30 is \$21.4 million as shown below. Quarterly earnings for our LAIF investment are also attached to this report.

	June 2025
Bank of America (Checking)	\$ 917,530
Bank of America (Measure B/BB)	6,617,054
Local Agency Investment Fund (LAIF)	13,919,963
Total	\$ 21,454,546

Fiscal Impact

There is no fiscal impact associated with this informational item.

END

Attachment A – Monthly Financial Statements

San Francisco Bay Ferry (WETA)
Operating & Administration Monthly Budget Report FY 2024/25
Through the Month Ending 6/30/2025

% of Year Elapsed 100%

	Month Jun. 2025 Actual	Year - To - Date		Total FY2024-25 Budget	% Budget
		FY2023-24 Actual	FY2024-25 Actual		
OPERATING REVENUE					
Fare Revenue	\$1,767,375	\$12,874,614	15,094,079	\$14,065,234	107%
Revenue Transfer to Reserve	(840,867)	-	(8,439,141)	(8,439,141)	100%
Federal Operating Assistance	48,165	23,240,684	48,165	-	-
Regional - Bridge Toll	4,697,007	18,055,712	43,187,178	50,606,165	85%
State Operating Assistance	-	2,946,748	11,955,728	11,664,129	102%
Local	343,803	3,761,720	4,349,871	4,307,450	101%
Other Revenue	9,544	29,039	51,913	2,545,000	2%
Total Operating Revenue	\$6,025,028	\$ 60,908,518	\$ 66,247,794	\$ 74,748,837	89%
OPERATING EXPENSE					
Harbor Bay Ferry Service					
Operations Labor	\$146,362	\$1,673,221	1,836,525	\$1,688,425	109%
Vessel Fuel	81,288	1,022,978	897,157	1,254,960	71%
Vessel Operations & Maintenance	70,014	836,633	782,638	1,023,362	76%
Facility Operations & Maintenance	51,118	784,438	683,824	760,837	90%
Systemwide Expense	89,856	793,151	792,656	966,188	82%
Total Harbor Bay Farebox Recovery	\$438,639	\$5,110,422	\$ 4,992,800	\$ 5,693,772	88%
	26%	20%	23%	19%	
Alameda/Oakland Ferry Service					
Operations Labor	\$374,037	\$4,027,804	\$4,389,136	\$4,408,474	100%
Vessel Fuel	232,253	2,747,279	2,563,729	2,823,660	91%
Vessel Operations & Maintenance	190,025	1,218,986	1,753,633	1,646,620	106%
Facility Operations & Maintenance	137,825	2,039,478	1,784,304	1,926,387	93%
Systemwide Expense	273,405	2,140,308	2,126,375	2,541,987	84%
Total Alameda/Oakland Farebox Recovery	\$1,207,545	\$ 12,173,854	\$ 12,617,176	\$ 13,347,128	95%
	34%	26%	28%	24%	
Vallejo Ferry Service (Vallejo)					
Operations Labor	\$455,350	\$4,665,307	\$5,243,177	\$5,851,832	90%
Vessel Fuel	510,956	6,299,587	5,640,204	\$6,745,410	84%
Vessel Operations & Maintenance	369,736	1,523,983	2,218,068	\$2,506,542	88%
Facility Operations & Maintenance	310,657	4,004,898	4,690,554	5,194,472	90%
Systemwide Expense	309,123	2,600,592	2,683,547	3,151,145	85%
Total Vallejo Farebox Recovery	\$1,955,822	\$ 19,094,367	\$ 20,475,550	\$ 23,449,402	87%
	40%	30%	33%	27%	
South San Francisco Ferry Service (SSF)					
Operations Labor	\$146,362	\$1,544,419	\$1,703,004	\$1,706,808	100%
Vessel Fuel	58,063	867,088	640,784	941,220	68%
Vessel Operations & Maintenance	48,922	1,065,620	786,357	1,129,078	70%
Facility Operations & Maintenance	38,154	745,968	692,074	719,434	96%
Systemwide Expense	72,414	583,478	605,915	800,037	76%
Total South San Francisco Farebox Recovery	\$363,916	\$ 4,806,572	\$ 4,428,135	\$ 5,296,577	84%
	18%	8%	16%	13%	
Richmond Ferry Service (Richmond)					
Operations Labor	\$308,987	\$3,088,581	\$3,443,092	\$3,384,571	102%
Vessel Fuel	162,577	1,885,573	1,794,758	2,196,180	82%
Vessel Operations & Maintenance	107,741	1,184,799	1,499,640	1,520,044	99%
Facility Operations & Maintenance	208,721	1,686,791	1,663,440	1,742,897	95%
Systemwide Expense	175,464	1,379,279	1,504,194	1,911,368	79%
Total Richmond Farebox Recovery	\$963,491	\$ 9,225,023	\$ 9,905,125	\$ 10,755,060	92%
	15%	12%	13%	12%	

(continued on next page)

San Francisco Bay Ferry (WETA)
Operating & Administration Monthly Budget Report FY 2024/25
Through the Month Ending 6/30/2025

% of Year Elapsed 100%

	Month Jun. 2025 Actual	Year - To - Date		Total FY2024-25 Budget	% Budget
		FY2023-24 Actual	FY2024-25 Actual		
OPERATING EXPENSE (continued)					
Seaplane Lagoon Ferry Service					
Operations Labor	\$195,150	\$2,159,454	\$2,423,006	\$2,251,233	108%
Vessel Fuel	116,126	1,327,761	1,282,013	1,725,570	74%
Vessel Operations & Maintenance	70,677	778,414	857,138	980,217	87%
Facility Operations & Maintenance	90,305	1,050,742	882,335	952,132	93%
Systemwide Expense	120,298	1,028,603	1,036,771	1,278,319	81%
Total Seaplane Lagoon	\$592,556	\$ 6,344,974	\$ 6,481,262	\$ 7,187,472	90%
<i>Farebox Recovery</i>	<i>43%</i>	<i>23%</i>	<i>25%</i>	<i>17%</i>	
Subtotal Operations (Regular Service)	\$5,521,969	\$ 56,755,212	\$ 58,900,048	\$ 65,729,411	90%
<i>Farebox Recovery (exclud. Admin.)</i>	<i>32%</i>	<i>23%</i>	<i>26%</i>	<i>21%</i>	
Hydrogen Demonstration Project (Sea Change)	\$1,487	921,987	\$ 1,578,573	\$2,143,724	74%
Alameda - Oakland Demonstration Project (Woodstock)	\$69,007	\$67,552	855,663	\$1,330,000	64%
Subtotal Ferry Operations (All)	\$5,592,464	\$ 57,744,751	\$ 61,334,284	\$ 69,203,135	89%
Planning and Administration					
Wages and Fringe Benefits	\$226,823	\$2,235,259	\$2,917,914	\$2,991,281	98%
Professional & Other Services	171,661	1,371,903	1,484,113	1,983,648	75%
Information Tech., Office, Supplies	5,482	39,297	86,542	99,000	87%
Utilities/Communications	1,841	21,614	28,515	25,632	111%
Insurance	1,941	27,177	24,945	28,059	89%
Dues, Memberships, Misc.	3,157	159,868	120,340	148,268	81%
Leases and Rentals	21,660	257,140	251,142	269,816	93%
Admin Overhead Expense Transfer		(948,491)	-		
Subtotal Planning & Administration	\$432,564	\$3,163,767	\$ 4,913,511	\$ 5,545,703	89%
Total Operating Expense	\$6,025,028	\$ 60,908,518	\$ 66,247,794	\$ 74,748,838	89%
Systemwide Farebox Recovery (Regular Service, incl. Admin.)			24%		

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

	Total Project Revenue/Expense	Prior Years	FY 2024/25 Budget (revised)	Year-To-Date FY2024/25 Actual	Total Future Year	% of Project Budget
CAPITAL REVENUE						
Federal Funds	\$ 166,951,683	\$ 17,266,907	\$ 37,035,764	\$ 25,392,930	112,649,012	26%
State Funds	78,802,033	25,932,860	22,204,389	2,301,628	30,664,784	36%
Regional - Bridge Toll	95,216,567	11,073,223	22,320,841	8,348,661	61,822,502	20%
Local /Other	6,590,000	707,943	1,856,893	1,337,613	4,025,164	31%
Total Revenue	\$ 347,560,283	\$ 54,980,933	\$ 83,417,887	\$ 37,380,832	\$ 209,161,463	
CAPITAL EXPENSE						
Vessel Projects: Dorado Class						
High Speed Vessels (Dorado/Delphinus)	30,420,100	30,183,002	237,098	-	-	99%
Vessel Replacements (Karl, Zalophus)	37,902,400	21,371,139	13,026,397	11,961,257	3,504,864	88%
Repair and Replacement Program: Vessels						
Vessel Mid-Life Reburishment - Gemini	4,488,000	20,275	4,213,000	215,638	254,725	5%
Vessel Waterjet Upgrade - Pyxis Class Vessels	700,000	214,429	360,528	416,068	125,043	90%
Vessel Mid-Life Refurbish. & Engine Overhaul - Pisces	4,679,000	8,381	4,670,000	45,105	619	1%
Water Jet Equipment	940,000	198,223	739,075	626,433	2,702	88%
Engine Overhauls and Improvements	9,425,000	249,824	9,175,176	4,089,578	-	46%
Component Improvements/Dry Dock	3,412,000	-	3,412,000	2,880,235	-	84%
Repair and Replacement Program: Facilities						
Vallejo Terminal Reconfiguration	16,696,000	451,663	600,000	214,404	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	287,795	3,355,000	8%
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	51,299	-	9%
Multiuse Emergency Float	200,000	-	200,000	-	-	0%
Electrification Program (REEF)						
Vessels						
New Electric Vessels (Three - 150 PX)	58,407,000	384,532	9,559,212	6,207,834	48,463,256	11%
New Electric Vessels (Two - 400 PX)	77,351,393	985,262	13,827,237	7,646,985	62,538,894	11%
Facility Electrification						
Central Bay Terminal	6,946,000	8,041	75,000	33,854	6,862,959	1%
Downtown San Francisco	28,315,432	848,878	12,447,141	1,023,381	15,019,413	7%
Treasure Island	6,798,681	-	2,593,681	436,145	4,205,000	6%
Main Street	5,689,830	-	640,313	-	5,049,518	0%
Seaplane Lagoon	11,189,000	-	780,313	369,398	10,408,688	3%
Harbor Bay	12,656,693	-	3,099,134	525,503	9,557,559	4%
Richmond Terminal	4,687,500	-	200,000	-	4,487,500	0%
Mission Bay Project	700,000	57,285	125,000	43,366	517,715	14%
Berkeley Pier/Ferry Project	3,000,000	-	200,000	107,202	2,800,000	4%
Oakland Ferry Terminal	16,913,670	-	550,000	199,353	16,363,670	1%
Total Expense	\$ 347,560,283	\$ 54,980,933	\$ 83,417,887	\$ 37,380,832	\$ 209,161,463	



MALIA M. COHEN
California State Controller

LOCAL AGENCY INVESTMENT FUND
REMITTANCE ADVICE

Agency Name SAN FRANCISCO BAY AREA WATER

Account Number



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 – August, 2025

This report covers the following topics:

- Launch of Congressional Ferry Caucus
- Update on FY26 Federal Appropriations Process
- Surface Transportation Reauthorization Priorities

Launch of Congressional Ferry Caucus

In June, we worked with Representatives Emily Randall (D-WA), John Garamendi (D-CA), Nicole Malliotakis (R-NY), and Nick Begich (R-AK) to launch the bipartisan Congressional Ferry Caucus, to advocate for policies and funding that will improve public ferry transportation. The timing of the caucus is crucial given that committees of jurisdiction have already started working on the next Surface Transportation Reauthorization bill. Congresswoman Randall celebrated the launch of the caucus with Transportation and Infrastructure Ranking Member and public ferry advocate Congressman Rick Larsen (D-WA).

SF Bay Ferry and the Public Ferry Coalition are working with the caucus co-chairs to recruit additional Members of Congress to join the new caucus. We expect caucus members to work with the Public Ferry Coalition to advocate for increased ferry funding and other policies that benefit public ferries. We are working with the Caucus on a launch event in the fall promoting public ferry service and advocating for PFC priorities.

Update on FY26 Federal Appropriations Process

The FY26 appropriations process is slowly moving forward. On July 24 the Senate Transportation-HUD (THUD) Subcommittee, which provides funding for Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) programs, took up and passed their FY26 spending bill.

Congressionally Directed Spending Request

Big News: the THUD bill includes \$1.98 million in funding for phase one of the Oakland Modernization Project. Senator Alex Padilla (D-CA) advocated for this request, which is a big deal given the amount of requests Senator Padilla receives each year. While this does not guarantee funding, it is a big first step forward in a competitive process. Funding will be used to prepare the Oakland Ferry Terminal for future zero-emission electric ferries.

Programmatic Funding

The bill includes an additional \$30 million for the FTA 5307(h) ferry program. SF Bay Ferry has received numerous grants through this program, and we have been able to “plus up” the funding every year since FY21. Without SF Bay Ferry advocating for increased funding it is unlikely that we would see yearly increases in this program. Additional funding increases the amount of money available to SF Bay Ferry and other systems by tens of millions of dollars.

Fiscal Year	Additional Funding Secured by SF Bay Ferry for the FTA 5307(h) Program
FY21	\$19,713,000
FY22	\$13,000,000
FY23	\$15,000,000
FY24	\$20,000,000
FY25	\$20,000,000
FY26	\$30,000,000

Status of the Appropriations Process

While Federal Fiscal Year 2026 begins on October 1, and although Congress *should* take up and pass all 12 appropriations bills by that time, the last time Congress finished its work by this deadline was in the 1990s. We fully expect Congress to pass a Continuing Resolution (CR) in September to keep the federal government running until House and Senate leaders can come to an agreement, which will not happen until December, at the earliest.

Surface Transportation Reauthorization Priorities

SF Bay Ferry and the Public Ferry Coalition finalized Surface Transportation Reauthorization Priorities earlier this year. We are communicating with APTA (American Public Transportation Association) to ensure their priorities for Surface Transportation Reauthorization are complementary of the PFC.

Respectfully Submitted,
Ray Bucheger, Mana Shim and Madison Hite



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

July 25, 2025

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

FM: Matt Robinson, Partner
Michael Pimentel, Partner

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

General Update

The Legislature is currently on a month-long Summer Recess, with members returning to their districts until mid-August. The Legislature reconvenes from Summer Recess on August 18. Once the Legislature returns, fiscal committees will have until August 29 to hear and pass bills to the floor of each house. As a reminder, bills with a nominal fiscal impact to the state are referred to the appropriations committees' suspense files. August 29 will be the appropriations committees' suspense file hearings. If bills pass the fiscal committees, they are moved to the floors of each house for final votes. Bills will need to be in their final form 72 hours prior to final votes. The Legislature will recess the first year of the two-year 2025-26 Legislative Session on September 12. For information about key legislative and budget deadlines, please see the 2025 Legislative Calendar available [here](#).

State Budget Agreement

On June 24, the Governor and Legislative Leaders announced that they had reached a “three-party agreement” on the FY 2025-26 budget. The Legislature subsequently passed two budget bill “juniors” (bills that amend the main spending bills) and more than a dozen budget trailer bills (bills that contain policy proposals implementing the budget) on June 27, which were then signed into law by the Governor. All told, the Budget Act of 2025 comprises \$321.1 billion in total spending and contains total reserves of \$15.7 billion.

Of significance to WETA, the FY 2025-26 budget staves off cuts initially proposed by the Governor in the May Revise and maintains \$1.078 billion in Greenhouse Gas Reduction Fund (GGRF) commitments for the SB 125 Transit Intercity Rail and Capital Program (TIRCP) and the Zero-Emission Transit Capital Program (ZETCP) funds and TIRCP Cycle 6, inclusive of the following line-items:

- FY 2025-26: \$188M for SB 125 - TIRCP
- FY 2025-26: \$180M for TIRCP Cycle 6
- FY 2026-27: \$230M for SB 125 - ZETCP
- FY 2027-28: \$460M for SB 125 - ZETCP

As a technical matter, the preservation of this funding is not reflected in appropriations from the GGRF just yet. Those appropriations will be made later this summer as part of the larger Cap-and-Trade Expenditure Plan.

The budget also appropriates \$1.196 billion in General Fund for SB 125 - TIRCP and TIRCP Cycle 6, inclusive of the following line-items:

- FY 2025-26: \$812M for SB 125-TIRCP (note that this investment, combined with the commitment above, fully funds SB 125 - TIRCP)
- FY 2025-26: \$384M for TIRCP Cycle 6 (note that this investment, combined with the commitment above, fully funds TIRCP Cycle 6)

In addition, the budget includes a \$750 million emergency loan program from the General Fund for select Bay Area transit agencies (AC Transit, BART, Caltrain, and SF Muni) "as they work through fiscal challenges until local revenues stabilize." This loan was included in the budget in lieu of the \$2 billion ask for new transit monies championed by Senator Jesse Arreguín (D-Berkeley) and Assemblymember Mark Gonzalez (D-Los Angeles). The Budget Act conditions this funding on several things, including that agencies have approved repayment plans and that SB 63 (Wiener and Arreguín) is signed by the Governor.

Cap-and-Trade Update

The Legislature largely punted on taking action on the Cap-and-Trade program and its corresponding Cap and Trade Expenditure Plan in the FY 2025-26 budget. As a refresher, while announcing his May Revise, the Governor also proposed extending the Cap-and-Trade program by an additional 15 years and making major changes to the GGRF:

- \$1 billion a year for the high-speed rail project
- \$1.5 billion for CAL FIRE (which, as an essential government agency, has always previously been funded through the General Fund)
- Reset all other expenditures, including continuous Low Carbon Transit Operations Program (LCTOP) and Transit and Intercity Rail Capital Program (TIRCP) funding

As noted above, the Legislature beat back some of his proposed changes (the \$1.078 billion in restored transit funding, as detailed above), acquiesced on others (by appropriating \$1.25 billion from the GGRF for CAL FIRE for FY 2025-26), but left most issues to deal with later this Summer.

These issues include high-speed rail funding, continuous TIRCP and LCTOP funding, and all additional programs that receive GGRF monies. The stakes for reaching an agreement are high: there are concerns that the next Cap-and-Trade auction, scheduled for August, may again produce tepid proceeds. The last auction, in May, was the worst performing since 2021. These proceeds directly fund the GGRF, and thus, the pot of money the Legislature, the Governor, and advocates are fighting over.

Bay Area Regional Measure

The Bay Area Regional Measure, ensconced in SB 63 (Wiener and Arreguín), continues to move through the legislative process. This bill seeks to generate additional revenue to support the Bay Area's public

transit systems. After passing the Senate Floor on June 2, the bill passed to the Assembly, where it was heard in its first policy committee – the Assembly Transportation Committee – on July 7. The bill passed the Committee on a party-line vote of 11-4. However, before passing, the author accepted Committee amendments that prioritize the operations of the San Francisco Bay Ferry (WETA) service and the East Bay bus systems over funding for transit transformation, while also reducing the transit transformation pot from 10 percent to 5 percent. Additionally, because the legislation is not in its final form, the author and the Chair agreed that the bill would again be heard in the Committee before the end of the Legislative Session, which is September 12.

The bill was next heard on July 14 in the Assembly Revenue and Taxation Committee, where it passed out 4-2. It now moves to the Assembly Appropriations Committee and then to the Assembly Floor. Once on the Assembly Floor, it is assumed that it will be pulled back to the Assembly Transportation Committee for a hearing on the substance.

The bill, as currently drafted, 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 could be applied for 10-15 years. 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 August 11, 2025.

The bill now proposes to allocate revenues to AC Transit, BART, Caltrain, Muni, County Connection, Tri Delta Transit, LAVTA, Union City Transit, WestCAT and SF Bay Ferry, and those revenues may only be used for transit operations. The measure would also provide up to 5 percent (down from 10 percent) of the revenues for transit transformation to be controlled by MTC and up to 1 percent of revenues for administration of the regional measure for the Transportation Revenue Measure District Board. The bill also currently requires performance audits of the major transit systems facing fiscal cliffs (AC Transit, BART, Caltrain, SF Muni), as well as provisions for stronger regional network management and authorizes a regional network manager to implement the network management framework in exchange for access to SB 63 funds.

On July 23, Senators Wiener and Arreguín sent a letter to MTC and county transportation agencies outlining their proposed expenditure plan for the five counties presumed to join the measure. The proposed expenditure plan assumes Alameda, Contra Costa, San Mateo, and Santa Clara Counties all pass a one-half cent sales tax and the City and County of San Francisco passes a one cent sales tax, all of them in effect for 14 years. SF Bay Ferry is proposed to receive approximately \$7 million per year from the proposed expenditure plan.

CARB LCFS Amendments Take Effect

On July 1, the California Air Resources Board's amendments to the Low Carbon Fuel Standard (LCFS) went into effect, following approval by the Office of Administrative Law. These amendments were adopted by CARB in November 2025 to strengthen the program, which aims to reduce the carbon intensity of the state's transportation fuel supply. Among other things, the program provides transit and rail agencies in the state the opportunity to generate credits for their use of low and no emission fuels, like electricity or hydrogen, which can be sold to create revenue that supports zero-emission operations.

Bills of Interest

SB 63 (Wiener) Regional Measure – SUPPORT

This bill seeks to generate additional revenue to support the Bay Area’s public transit systems by way of a regional transportation measure. See “*Bay Area Regional Measure*” for additional information.

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

Co-Sponsored by the California Transit Association, this bill, as amended July 17, would extend the current January 1, 2030 sunset date established by SB 922 (Wiener, 2022) for statutorily authorized CEQA exemptions for transit and transportation projects to January 1, 2040s, 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, as amended July 17, 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, and further requires that the development be eligible for streamlined, ministerial approval, while establishing allowable densities on these properties.

SB 707 (Durazo) Brown Act Reform – WATCH

This bill, as amended July 17, would make a number of changes to the Brown Act. Including new public access and participation requirements for specified legislative bodies, new exemptions from certain teleconferencing requirements for eligible subsidiary bodies and eligible multi-jurisdictional bodies, and extensions of law providing exemptions from certain teleconferencing requirements for specified legislative bodies or under specified circumstances. This bill contains several other provisions related to the Brown Act, including that certain special districts provide agenda translations and to reasonably assist members of the public with translation services, but does not require an agency to provide an interpretation for a meeting.

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. ***This is a two-year bill.***

AB 259 (Rubio) Brown Act Teleconferences – WATCH

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

AB 394 (Wilson) Transit Safety – SUPPORT

Co-Sponsored by the California Transit Association, this bill, as amended July 17, 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 and empowering agencies to seek a court-issued temporary restraining order against a perpetrator for a violation of Penal Code Section 243.3. The Amalgamated Transit Union and the Teamsters are co-sponsors of this bill.

AB 939 (Schultz) Transportation Bond – WATCH

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

MEMORANDUM

TO: Board Members

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

SUBJECT: Ridership Report – August 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

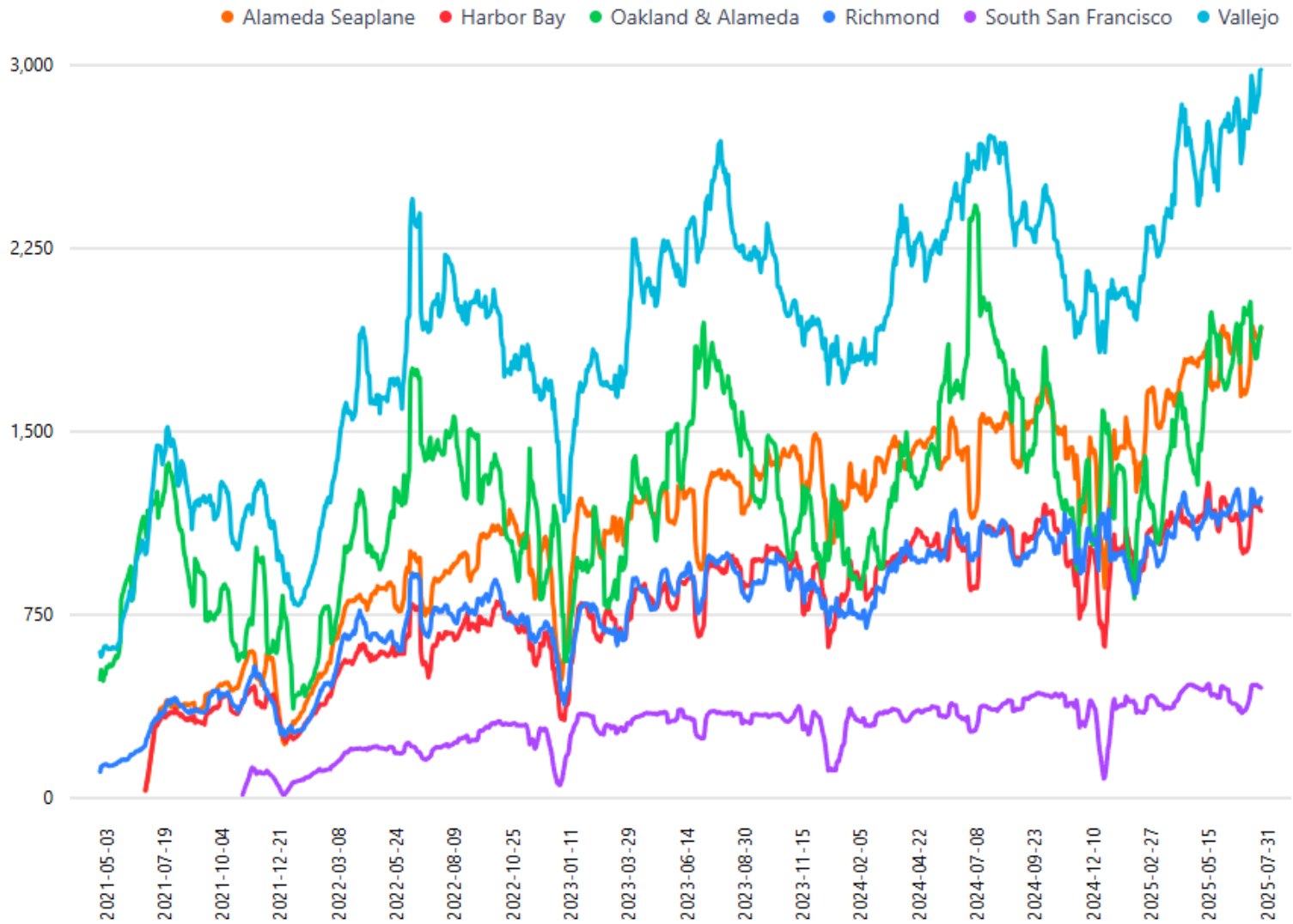
This report includes ridership data for July 2025. SF Bay Ferry had over 300,000 boardings in July. Compared to the same months in 2019, ridership was 92% of pre-pandemic July. Year-over-year ridership grew by 9% compared to July 2024 led by exceptionally strong Saturday ridership and continued steady Tuesday-Thursday growth. SF Bay Ferry continues to outperform in terms of ridership recovery relative to other regional transit operators. BART registered 47.5% of June 2019 ridership and Caltrain saw 65% of pre-pandemic ridership.

In May 2025, SF Bay Ferry achieved 100% of its monthly pre-pandemic ridership for the first time in over five years. With this milestone in ferry ridership, the agency plans to transition this monthly report to focus less on comparisons to 2019 ridership and pivot to insights more relevant to the present day.

Appendix A. Ridership Data Summary

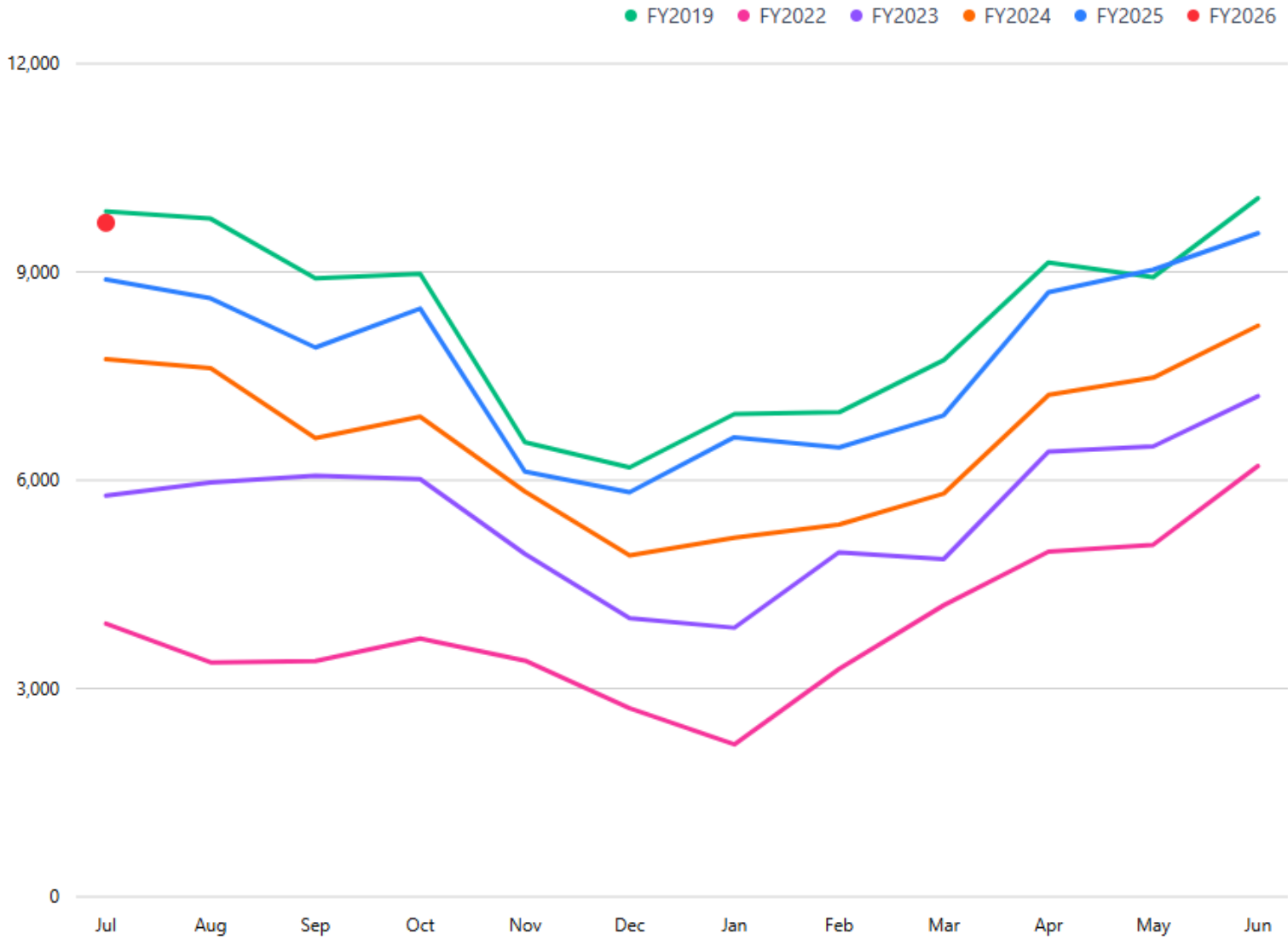
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10-Day Weekday Average Ridership



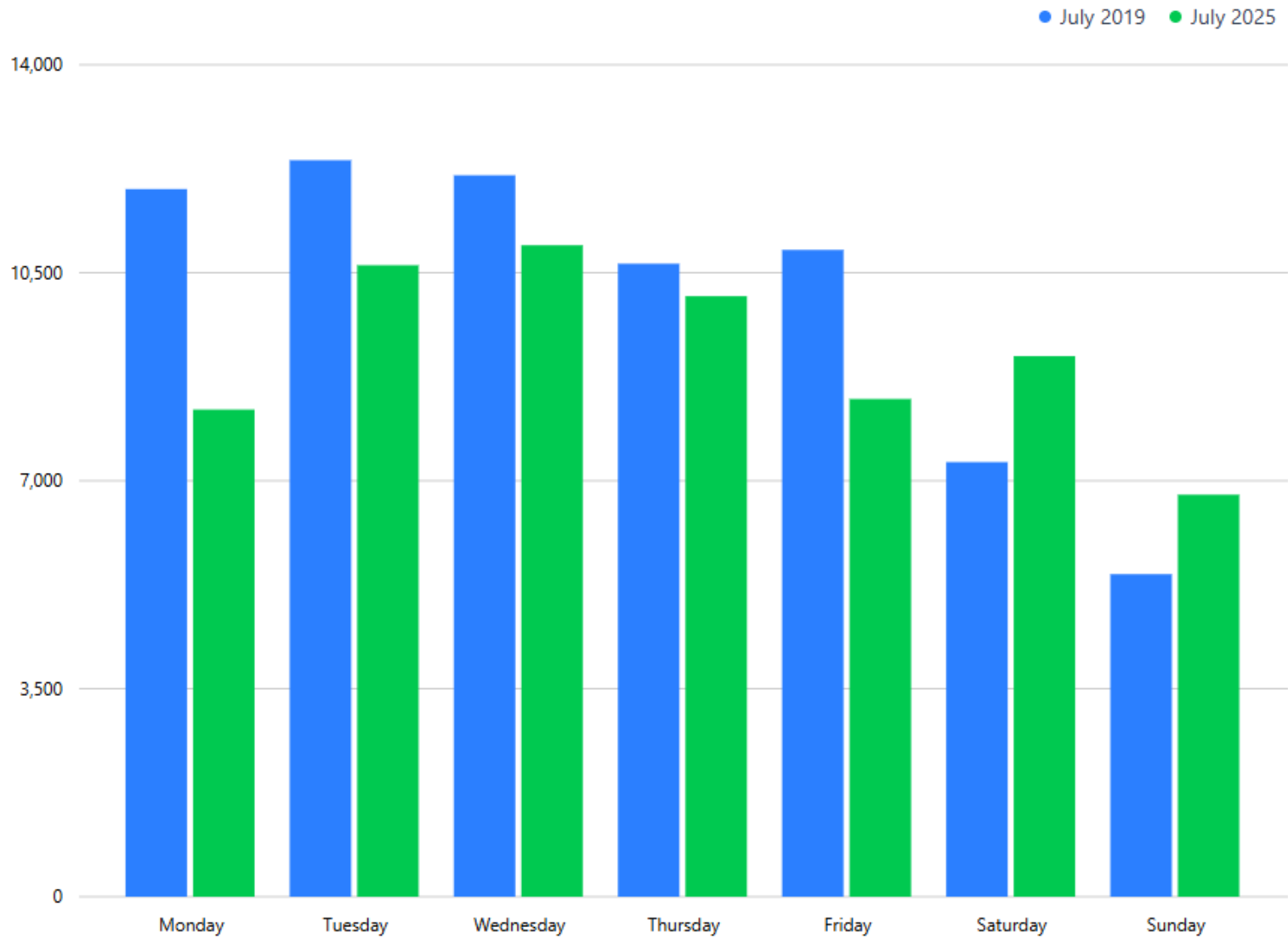
Ridership from other routes and event ridership is excluded.

Average Daily Ridership By Month



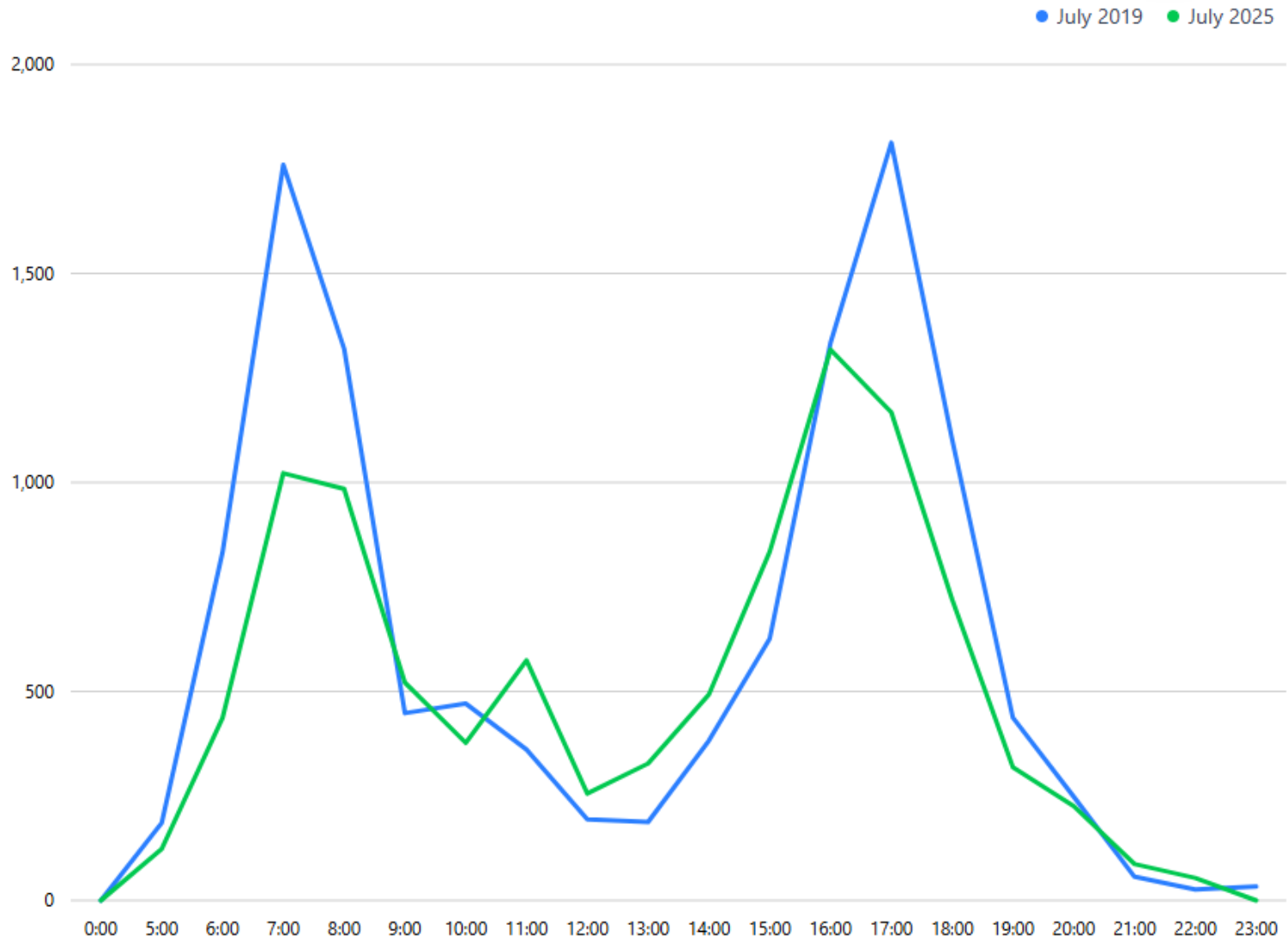
Event ridership is included.

Average Ridership by Day of Week Systemwide



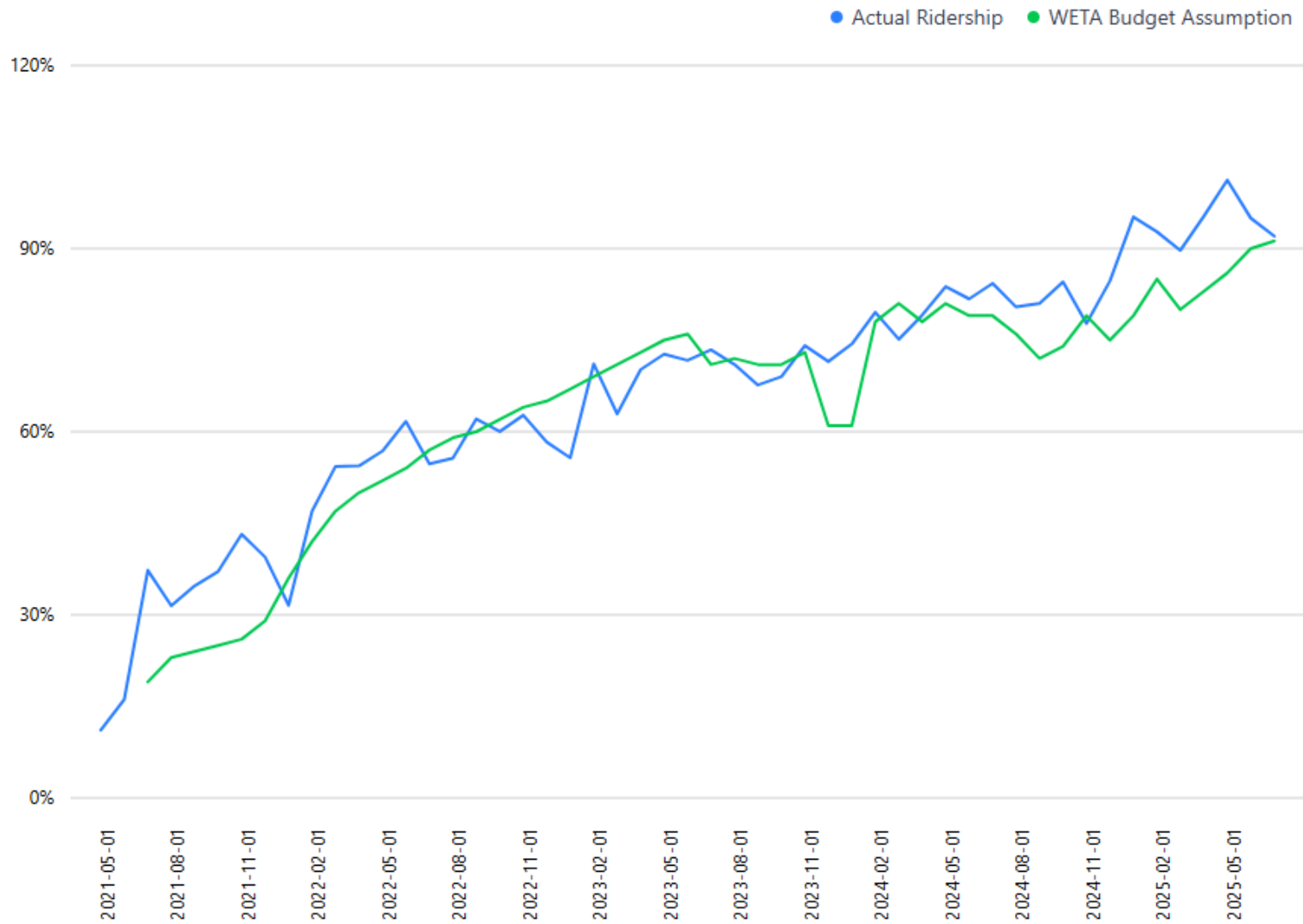
Event ridership is excluded. Holidays with no service are excluded.

Average Weekday Hourly Ridership

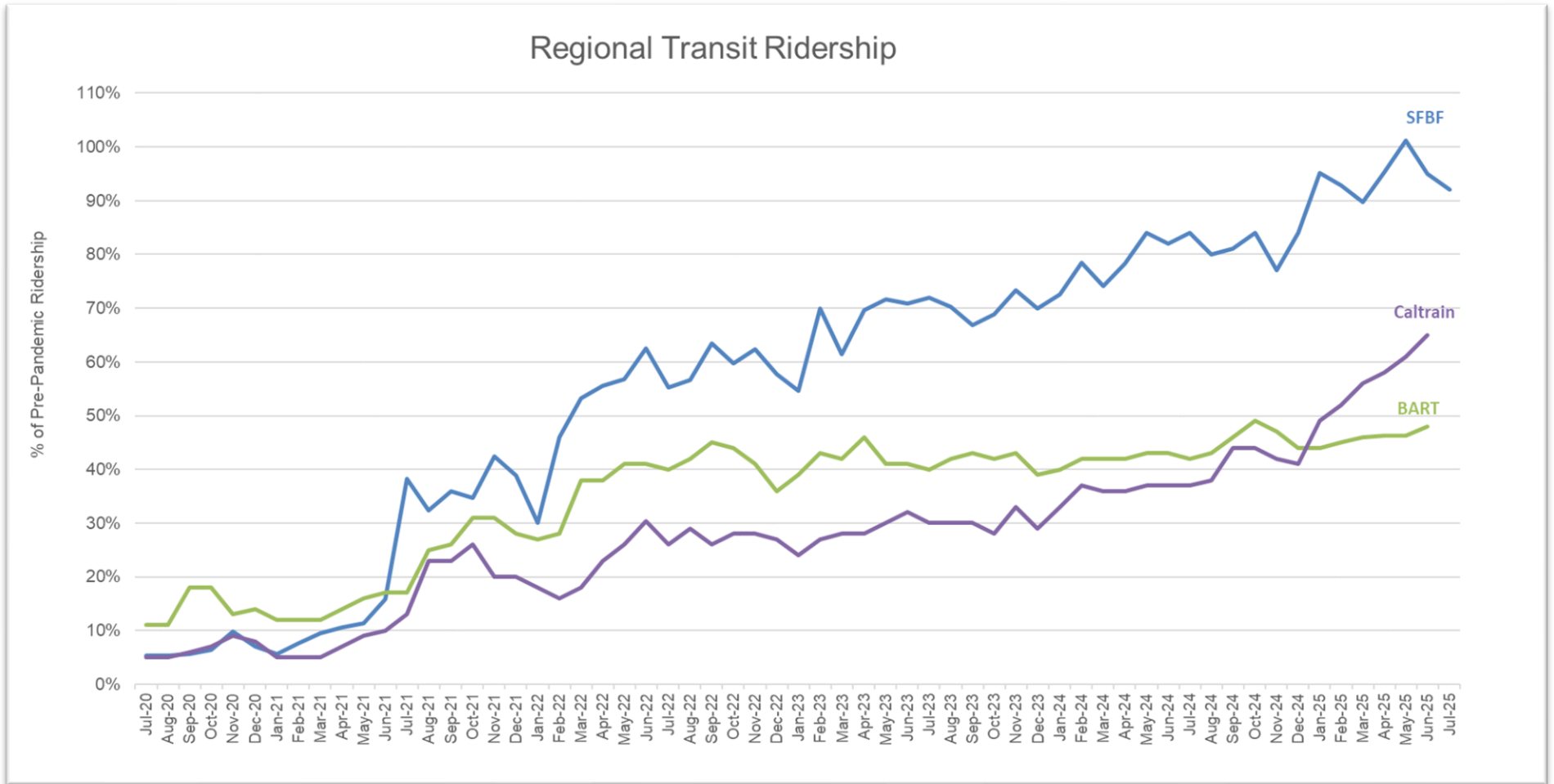


Event ridership is excluded. Scheduled trip segment start time is used.

Actual vs Budgeted Ridership



Event ridership is included.



Event ridership is included.

Operational Statistics

	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)	Ballpark (Richmond)	Systemwide
Total Ridership July 2025	76,502	34,754	26,064	9,907	42,249	85,376	210	13,153	6,233	981	5,260	257	300,946
Total Ridership June 2025	72,303	32,810	24,752	8,685	39,381	79,235	0	11,255	7,546	4,887	5,286	295	286,720
Percent Change	5.8%	5.9%	5.3%	14.1%	7.3%	7.8%		16.1%					5%
Total Ridership July 2025	76,502	34,754	26,064	9,907	42,249	85,376	210	13,153	6,233	981	5,260	257	300,946
Total Ridership July 2024	82,694	29,855	23,160	7,719	31,935	81,868	2,377	7,147	5,155	0	3,472	0	275,652
Percent Change	-7.5%	16.4%	12.5%	28.3%	32.3%	4.3%	-91.2%	84%					9.2%
Total Ridership FY2026 to date	76,502	34,754	26,064	9,907	42,249	85,376	210	13,153	6,233	981	5,260	257	300,946
Total Ridership FY2025 to date	82,694	29,855	23,160	7,719	31,935	81,868	2,377	7,147	5,155	0	3,472	0	275,652
Percent Change	-7.5%	16.4%	12.5%	28.3%	32.3%	4.3%	-91.2%	84%					9.2%
Average Weekday Ridership July 2025	1,946	1,208	1,185	450	1,920	2,887	210	411	429	491	313		10,069
Weekdays Operated in July 2025	23	23	22	22	22	23	1	18	7	2	9	0	23
Average Weekend Ridership July 2025	3,969	872				2,371		720	646		488	129	8,671
Weekend Days Operated in July 2025	8	8	0	0	0	8	0	8	5	0	5	2	8
Ridership Per Hour July 2025	156	83	129	71	157	109	420	85	483	420	247	110	121
Ridership Per Mile July 2025 [†]	11	4.6	6.3	3.9	10.1	4.1	24.1	39.4	40.6	34.8	8.7	∞	6.3
Revenue Hours July 2025	489	416	202	139	270	784	1	156	13	2	21	2	2,495
Revenue Hours FY To Date	489	416	202	139	270	784	1	156	13	2	21	2	2,495
Revenue Miles July 2025 [†]	6,965.1	7,600.2	4,162.4	2,530	4,188.8	20,915.2	8.7	333.5	153.6	28.2	601.6	0	47,487.3
Revenue Miles FY To Date [†]	6,965.1	7,600.2	4,162.4	2,530	4,188.8	20,915.2	8.7	333.5	153.6	28.2	601.6	0	47,487.3
% of planned trip segments July 2025	99.9%	99.6%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	99.9%
% of trip segments on time July 2025 [*]	99.8%	100%	99.8%	99.6%	99.9%	96.7%	0%						99.2%

[†]Statute miles.

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

MEMORANDUM

TO: Board Members

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

SUBJECT: Service Reliability Report – May and June 2025

Background

The following metrics are included in this report:

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

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

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

Discussion

Year to date, SF Bay Ferry is performing at a service reliability of 99.8% and an on-time performance of 96.7%. Both metrics exceed established goals so far in 2025.

Due to persistent max-out trips on weekdays in which the Giants had afternoon games on the Vallejo route, beginning in late June the agency added reservation-based direct service connecting Vallejo to Oracle Park for these games. This provides relief to both mid- to late-morning southbound trips as well as northbound trips in the late afternoon and evening, where a crush of Giants fans and commuters frequently caused max-outs, which represent a major disruption for passengers. Staff will analyze max-out data for the remainder of the baseball season to guide service level decisions for future Giants seasons. The addition of this direct service for the remainder of the 2025 season was made possible by high up-time for the North Bay fleet as well as the arrival of MV Karl in the spring.

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

- **Reliability:** SF Bay Ferry completed 4,396 of 4,400 trips in May, for a reliability rate of 99.9%.
- **On-time performance:** In May, 98% of SF Bay Ferry's trips were considered on-time.

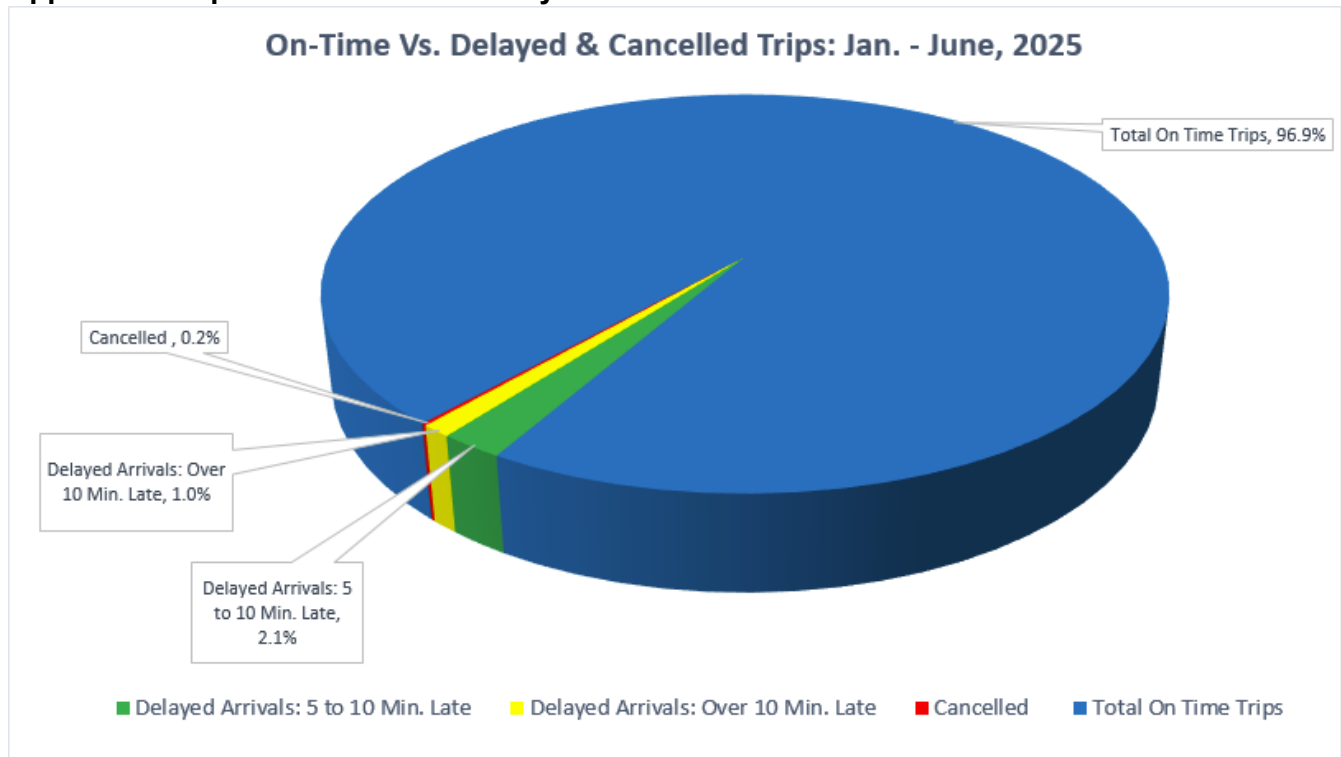
- **Max-Outs:** Eight non-reserved transbay trips hit 98% of maximum capacity in May. Seven of those were associated with Giants afternoon games. All of the trips were on the Vallejo (five) or Oakland (three) routes.

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

- **Reliability:** SF Bay Ferry completed 4,327 of 4,331 trips in June, for a reliability rate of 99.9%.
- **On-time performance:** In June, 98% of SF Bay Ferry's trips were considered on-time.
- **Max-Outs:** Twenty-two non-reserved transbay trips hit 98% of maximum capacity in June. Nineteen of those trips were associated with Giants afternoon games, with all but one occurring on the Vallejo or Oakland routes. The other occurred on the Richmond route. The other three max-outs in June occurred on June 28 and 29 during SF Pride events. SF Bay Ferry did run extra service on June 29 to avoid capacity constraints.

All charts presented include data through June 30, 2025.

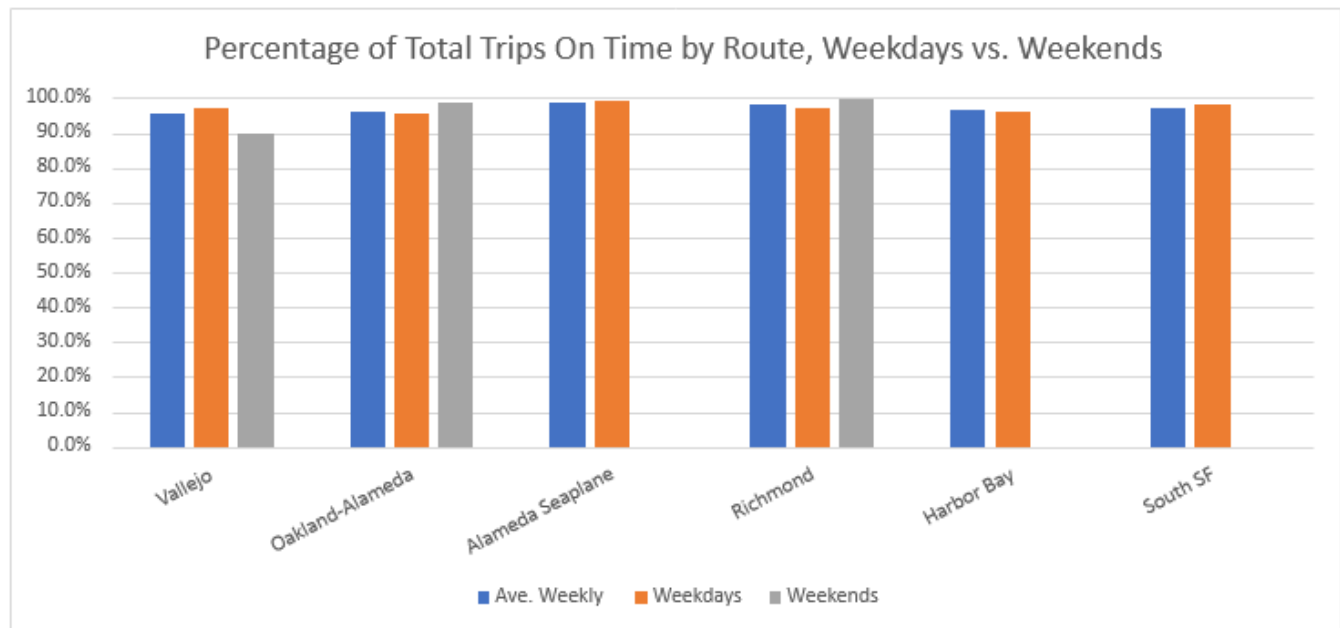
Appendix A. Operations Data Summary

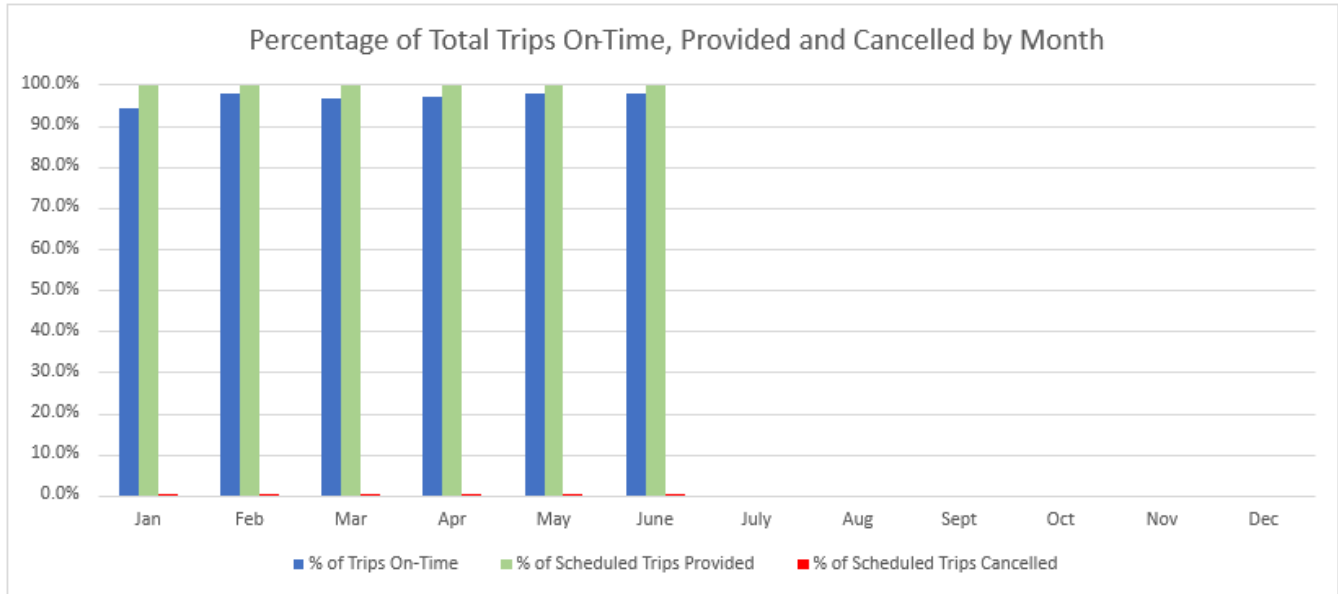


On-Time Performance: On Time Vs. Delayed & Cancelled Trips (Arrivals)

Route	Total Trips Provided*	Delayed Arrivals: 5 to 10 Min. Late	Delayed Arrivals: Over 10 Min. Late	Cancelled	Total On Time Trips
Vallejo	3,929	122	54	4	3,753
Oakland-Alameda	8,520	222	93	13	8,205
Alameda Seaplane	3,925	19	21	1	3,885
Richmond	3,874	75	20	9	3,779
Harbor Bay	2,660	53	53	6	2,554
South SF	1,631	27	7	7	1,597
Total System	24,539	518	248	40	23,773
% Distribution	100.0%	2.1%	1.0%	0.2%	96.9%

On-Time Performance & Reliability by Month			
	% of Trips On-Time	% of Scheduled Trips Provided	% of Scheduled Trips Cancelled
Jan	94.1%	99.8%	0.2%
Feb	98.0%	99.7%	0.3%
Mar	96.8%	99.8%	0.2%
Apr	97.0%	99.9%	0.1%
May	97.7%	99.9%	0.1%
June	97.8%	99.9%	0.1%
July			
Aug			
Sept			
Oct			
Nov			
Dec			
Year-to-Date Average	96.7%	99.8%	0.2%





*** END ***

MEMORANDUM

TO: Board Members

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

SUBJECT: Quarterly Review of FY 2024/25 Capital Program Ending June 30, 2025

Recommendation

There is no recommendation associated with this informational item.

Performance Summary

The Capital Program consists of the repair, replacement, and expansion of the SF Bay Ferry system including conversion to battery-electric operations. Major accomplishments since the last reporting period include:

- Advanced development of the three 150-passenger battery-electric vessels by All American Marine.
- Advanced development of the two 400-passenger battery-electric vessels by Nichols Brothers Boat Builders.
- Received and evaluating three proposals for the Universal Charging Floats.
- Successfully started revenue service of the MV *Karl* which is the third of the four-vessel order.
- Negotiated agreements with the 40 teams recently selected for the on-call professional services and now have the teams readily available on an as-needed basis.
- Received bids for the Treasure Island long-lead electrical equipment.
- Advanced electrification planning and design work for the Downtown San Francisco, Mission Bay, Seaplane Lagoon, Oakland, and Harbor Bay terminals.
- Advanced permitting and design for the Vallejo Terminal Reconfiguration Project.
- Received bids for the Vallejo Dredging Project with award pending Board approval.
- Began negotiations for the 2026 South San Francisco Ferry Terminal Dredging Project Memorandum of Understanding (MOU) with the San Mateo County Harbor District.
- Began negotiations of the Downtown San Francisco Terminal MOU with the Port and SFPUC.
- Progressed development of the Fleet Plan based on current and future service needs and conversion to battery-electric operation.
- Continued coordination with other ferry operators around the world, including Halifax and Region Stockholm, comparing plans for electric conversion.
- Developed a benefit/cost assessment of the conversion from diesel to electric operations.
- Started discussions with Alameda Municipal Power to identify the applicable rate and tariff structure for the Seaplane Lagoon and Harbor Bay terminals.
- Continued the Universal Charging Float review and approval process with the Port of San Francisco and San Francisco Fire Department.
- Conducted a briefing and boat tour for Federal Transit Administration officials.

Schedule Performance

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

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

(Through June 30, 2025)

- Notes: REEF Phase 1 Critical Path: ————
 REEF Phase 2 Critical Path: - - - - -
 Facilities include the Charging Floats
 * Schedule To Be Determined

Cost Performance

The following are the total project budgets, commitments to date, and expenditures as of the end of the reporting period and fiscal year based on the FY 2024/25 budgets. The new FY 2025/26 budgets are also shown for reference and will be used for future reports. The cost performance index will be reported in the next quarterly report based on the new budgets.

Project	Total Budget	Committed to Date	Expended to Date	Budget Remaining	Budget FY 2025/26
Vessel Projects					
High Speed (Dorado/Delphinus)	\$30.4	\$30.4	\$30.2	\$0.2	*
Replacements (Karl/Zalophus)	\$37.9	\$37.9	\$33.3	\$4.6	\$37.6
Repair and Replacement Program: Vessels					
Midlife Refurb/MV Gemini	\$4.5	\$4.5	\$0.2	\$4.3	\$4.5
Waterjet Upgrade/Pyxis	\$0.7	\$0.7	\$0.6	\$0.1	*
Midlife Refurb/Engine Overhaul	\$4.7	\$4.7	\$0.1	\$4.6	\$4.7
Waterjet Equipment	\$0.9	\$0.9	\$0.8	\$0.1	*
Engine Overhaul/Improve	\$9.4	\$9.4	\$4.0	\$5.4	\$15.9
Component Improve/Dry Dock	\$3.4	\$3.4	\$2.9	\$0.5	\$2.3
Repair and Replacement Program: Facilities					
Vallejo Terminal Reconfiguration	\$16.7	\$16.7	\$0.7	\$16.0	\$16.7
Floats Rehab – Pier 9	\$1.4	\$1.4	\$0.0	\$1.4	\$1.4
Vallejo Terminal Dredging	\$3.5	\$3.5	\$0.3	\$3.2	\$3.0
Parking Lot - SSF	\$0.2	\$0.2	\$0.0	\$0.2	*
NOBMF Fuel Farm Upgrades	\$0.4	\$0.4	\$0.0	\$0.4	\$0.5
Mare Island - Pier 9 Office	\$0.6	\$0.6	\$0.1	\$0.5	\$1.1
Multiuse Emergency Float	\$0.2	\$0.2	\$0.0	\$0.2	\$0.2
Electrification Program (REEF)					
Vessels					
New Electric (3-150PX)	\$58.4	\$58.4	\$6.6	\$51.8	\$58.4
New Electric (400PX/Intintoli)	\$41.1	\$41.1	\$6.3	\$20.1	\$41.0
New Electric (400PX/Mare Island)	\$36.3	\$36.3	\$0.0	\$26.5	\$36.3
Facilities					
Central Bay	\$6.9	\$6.9	\$0.0	\$6.9	\$3.1
Downtown San Francisco	\$28.3	\$28.3	\$1.7	\$26.6	\$77.9
Treasure Island	\$6.8	\$6.8	\$0.4	\$6.4	\$6.8
Main Street	\$5.7	\$5.7	\$0.0	\$5.7	\$11.9
Seaplane Lagoon	\$11.2	\$11.2	\$0.4	\$10.8	\$25.5
Harbor Bay	\$12.7	\$12.7	\$0.5	\$22.7	\$36.7
Richmond	\$4.7	\$4.7	\$0.0	\$4.7	\$4.2
Mission Bay	\$0.7	\$0.7	\$0.1	\$0.6	\$52.1
Berkeley Pier	\$3.0	\$3.0	\$0.1	\$2.9	\$3.0
Oakland	\$16.9	\$16.9	\$0.2	\$16.7	\$33.7

\$ Millions (Through June 30, 2025)

Note: Based on FY 2024/25 Budget

*Completed or Reallocated

Risk Management

The following are the major risks being tracked and managed based on the standard risk level assessments of probability and impact. There were no changes in the risk levels from the last quarterly report. The risk assessment is used to determine the level of unallocated contingency.

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

Look Ahead Summary

The following major activities are planned during the next quarter.

- Receive Board approval and award the contract for the Universal Charging Floats.
- Execute the MOU for the Treasure Island Terminal Electrification Project.
- Complete the design of the Treasure Island Terminal Electrification Project.
- Procure the long-lead electrical equipment for the Treasure Island Electrification Project.
- Advance the design and coordination for the Downtown SF Terminal Electrification Project.
- Advance Seaplane Lagoon Terminal Electrification Project design and environmental work.
- Advance the Oakland and Harbor Bay Terminal Modernization Projects.
- Continue discussions with the utility providers regarding energy availability and rates.
- Develop plans for the Alameda Main Street Terminal.
- Advance Phase 1 of the Central Bay Operations and Maintenance Facility electrification.
- Advance the 2026 South San Francisco Ferry Terminal Dredging Project.
- Continue the coordination activity for the Berkeley Terminal Electrification Project.
- Continue the coordination activity for the Redwood City Ferry Terminal Project.
- Conduct permitting and design for the Vallejo Terminal Reconfiguration Project.

Fiscal Impact

There is no fiscal impact associated with this informational item.

END

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

[June 10, 2025]

The Board of Directors of the San Francisco Bay Area Water Emergency Transportation Authority met in regular session at Hanson Bridgett LLP at 425 Market Street, 26th Floor, San Francisco, CA and via videoconference.

1. CALL TO ORDER

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

2. ROLL CALL/PLEDGE OF ALLEGIANCE

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

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

3. REPORT OF BOARD CHAIR

Chair Wunderman said that he was pleased with the reliability and ridership reports and thanked the Board and staff.

4. REPORTS OF DIRECTORS

Vice Chair Moyer thanked everyone for a tremendous year and stated that she was happy to see expenditures below budget for year to date. She added that she appreciated the emergency response exercise activities.

Director Dew reported that the City of Vallejo City Council had an agenda item proposing a sanctioned encampment across the street from the Vallejo Ferry Terminal on a site that is part of Vallejo's 2013 Economic Development Strategic Plan. She said that several stakeholders and businesses submitted letters and spoke in opposition to the proposed site and said that staff recommended issuing a Request for Proposal with local religious institutions to explore other options.

Chair Wunderman thanked Director Dew for her leadership on the encampment issue, noting that it was important to preserve the viability of the area around the waterfront and the terminal.

5. REPORTS OF STAFF

Executive Director Seamus Murphy thanked Director Dew for representing SF Bay Ferry at the Vallejo City Council meeting.

Mr. Murphy reported that ridership had returned to 100 percent pre-pandemic levels and was happy to share that SF Bay Ferry was fully staffed since the reorganization of SF Bay Ferry.

Mr. Murphy introduced and welcomed new staff members. Prior to joining Senior Project Manager Jan Rybka's team, Project Engineer Nicholas Parker was an active-duty officer with the U.S.

Coast Guard managing 100-person team that supported multiple projects and taught undergraduate naval architecture programs at the U.S. Coast Guard Academy.

Project Planners Brian Gerrity and Hank Phan work with Capital Planning Manager Chad Mason's team. Mr. Gerrity led coastal environmental dredging projects for the U.S. Army Corps of Engineers and has a degree in coastal and marine management. Mr. Phan was most recently with the Public Works Department with the City of Oakland and has worked on the planning and design of multimodal corridor safety projects.

Mr. Murphy noted that Transportation Intern Lensaa Temesgen would be presenting her capstone project later in the agenda and finishing her intern role with SF Bay Ferry and introduced Transportation Intern Alisa Horiike who is in the master's program for city planning with an emphasis on transportation planning at University of California, Berkeley (UC Berkeley). Ms. Horiike worked as a field representative for Assemblymember Rebecca Bauer-Kahan and as an intern for the California Air Resources Board.

Mr. Murphy thanked Principal HR Consultant Deborah Gutman of CPS HR Consulting for the successful recruitment effort.

Mr. Murphy invited Transportation Planner Gabriel Chan to present the ridership report. Mr. Chan reported that ridership was up mainly due to strong weekend numbers and Tuesday, Wednesday, and Thursday commute.

Chair Wunderman stated that he was pleased with all the efforts and steps taken to increase and encourage ridership and credited staff for the ingenuity of the accomplishments as a result of the Pandemic Recovery Program.

Mr. Murphy pointed out that with the worsened fiscal outlook, the May Revision proposed to reduce the planned investment in the Transit Intercity Rail and Capital Program (TIRCP). If signed by the Governor, the updated budget preserves the TIRCP grants.

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

6. CONSENT CALENDAR

Vice Chair Moyer made a motion to approve the consent calendar:

- a. Approve Board Meeting Minutes – May 8, 2025
- b. Approve Revised FY 2025-2027 Title VI Program
- c. Approve Contract Award to Argos Construction for North Bay Office Remodel
- d. Approve Sole Source Contract Award to Pacific Power Group, LLC for Main Engine and Gear Preventative Maintenance and Repair Services

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

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

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

7. AB 2561 VACANCY RATE REPORTING: ANNUAL INFORMATIONAL REPORT

Chief Financial Officer Erin McGrath presented this item recommending that the Board hold a public hearing in accordance with Assembly Bill 2561 which requires public agencies to report on job vacancies and recruitment efforts at least once per fiscal year.

Chair Wunderman opened the public hearing to receive comments.

With no public comments, Chair Wunderman closed the public hearing.

8. APPROVE CONTRACT AWARD TO AECOM TECHNICAL SERVICES, INC. FOR EMERGENCY OPERATIONS PLANNING SUPPORT SERVICES

Emergency Response and Safety Analyst Cameron Bochman presented this item recommending approving contract award to AECOM Technical Services, Inc. (AECOM) for Emergency Operations Planning Support Services.

Mr. Bochman said that the scope of work included a comprehensive evaluation and update to the Emergency Operations Plan (EOP) and Emergency Response Plan (ERP), designing and facilitating the annual functional emergency operation center (EOC) exercises, and developing SF Bay Ferry's business continuity plan (BCP).

Mr. Bochman summarized the selection process noting that project understanding, qualifications, and experience were the most important factors. He added that AECOM has provided emergency planning services and functional exercises for many Bay Area agencies.

Mr. Bochman offered to answer any questions and invited AECOM Associate Vice President Jordan Karp to say a few words.

The Directors expressed concern about integrating and aligning the BCP, EOP, and ERP with other cities and agencies in the region and putting emergency contracting and authorities in place.

Vice Chair Moyer made a motion to adopt Resolution No. 2025-19 approving this item.

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

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

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

9. APPROVE CONTRACT AWARD TO MANSFIELD OIL COMPANY FOR PURCHASE AND DELIVERY OF R99 FUEL FOR SF BAY FERRY OPERATIONS

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

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

Mr. Powell stated that the best value approach was used with price accounting for 80 percent of the score and provided information about how the fuel price is determined.

Mr. Powell stated that the price of the fuel is volatile and could be impacted by the closing of nearby refineries and the availability of fuel in the future.

Director Dew made a motion to adopt Resolution No. 2025-20 approving this item.

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

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

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

10. APPROVE PROPOSED FISCAL YEAR 2025/26 BUDGET AND SALARY SCHEDULE AND RELATED RESOLUTIONS

Ms. McGrath presented this item recommending approval of the fiscal year (FY) 2025/26 budget and salary schedule and adoption of the following:

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

Ms. McGrath stated that no substantial changes were made to the budget from last month except for the 12-month cost-of-living adjustment (COLA).

Ms. McGrath commented on the fuel issue and said that she would provide updates.

Chair Wunderman said that the Bay Area Council recognized that fuel was a risk for the heavily dependent region and would be asking for some support to minimize the impacts related to fuel prices.

Mr. Murphy explained that Senate Bill (SB) 63, the Connect Bay Area Act, is the strategy for funding but that other funding options including an independent measure would be considered to support and maintain service.

Director Dew made a motion to adopt Resolution No. 2025-21, 2025-22, 2025-23, and 2025-24 approving this item.

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

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

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

11. GREEN MARINE PROGRAM UPDATE Director of Planning Michael Gougherty presented this informational item on the Green Marine Program on behalf of Senior Planner Arthi Krubanandh who was in New Orleans accepting the Green Marine certification.

Mr. Gougherty reminded the Board that the Green Marine Program was a voluntary and self-reporting certification program geared toward encouraging best environmental and sustainability practices for water transit-oriented industries.

Mr. Gougherty said that the report was submitted to a third party for verification and was happy to report that the results were certified and accepted. He commented that the verifier remarked on the excellent conditions of the vessels and thanked Blue & Gold Fleet (Blue & Gold) maintenance and engineering and SF Bay Ferry staff for their work and support in those efforts.

Mr. Gougherty added that the program is structured around continuous improvement. The Directors expressed appreciation for the work and setting environmental standards.

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

12. TRANSPORTATION PLANNING INTERNSHIP CAPSTONE PROJECT

Mr. Gougherty introduced this informational item and Ms. Temesgen. He noted that Ms. Temesgen completed her undergraduate degree in environmental science with a minor in city planning at UC Berkeley and would be pursuing a master's degree in city planning at University of California, Los Angeles, UCLA.

Mr. Gougherty stated that Ms. Temesgen's capstone project would focus on waste management, which is a focus area in the Green Marine Program. He provided an explanation of the capstone project.

Ms. Temesgen explained how she selected the topic and shared her presentation on waste management at the Ron Cowan Central Bay Operations and Maintenance Facility, stating that effective waste management is crucial for environmental conservation and for helping preserve resources while minimizing ecological impact.

Ms. Temesgen said that her recommendations would support SF Bay Ferry and Blue & Gold's progression towards higher tier Green Marine performance indicators and stronger sustainability outcomes. She concluded her presentation and thanked Blue & Gold staff and SF Bay Ferry staff for their support.

The Directors thanked Ms. Temesgen for her presentation, supported her recommendations, and wished her the best.

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

13. PUBLIC COMMENTS FOR NON-AGENDA ITEMS

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

14. RECESS INTO CLOSED SESSION

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

Chair Wunderman recessed the meeting at 2:14 p.m., and the Directors met in closed session.

15. REPORT OF ACTIVITY IN CLOSED SESSION

Upon returning to open session at 3:07 p.m., Chair Wunderman reported the Board had concluded its annual performance review of Mr. Murphy. He said that positive reviews had been received by all Board members and were pleased with his performance.

Chair Wunderman made a motion to increase Mr. Murphy's compensation by 3.5 percent to a new annual amount of \$350,286 with a minor adjustment to the travel allowance that is part of the agreement.

The Directors thanked Mr. Murphy for his leadership, accomplishments, and dedication.

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

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

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

With all business concluded, Chair Wunderman adjourned the meeting at 3:11 p.m.

- Board Secretary

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Authorize the Submittal of an Application with the Metropolitan Transportation Commission for \$5,457,000 in Regional Measure 3 Capital Funds

Recommendation

Authorize the Executive Director, or his designee, to execute and submit an application, related assurances, and allocation request with the Metropolitan Transportation Commission (MTC) for Regional Measure 3 (RM3) funds in the amount of \$5,457,000 to support the procurement of a new 400-passenger battery-electric vessel (Project).

Background

On March 13, the Board approved the award of two 400-passenger battery-electric vessels to Nichols Brothers Boat Builders. The funding plan for the vessels included utilizing RM3 along with other already secured EPA, FTA and RM1 funding for the majority of the project. SF Bay Ferry has access to up to \$300 million in RM3 funding for ferry capital improvements.

Discussion

The 400-passenger vessel to be funded through this allocation is a component of SF Bay Ferry's Rapid Electric Emission-Free (REEF) Program and will be capable of operating at terminals included in REEF Phases 2 and 3, which include service between the East Bay communities of Alameda, Oakland, Berkeley and Downtown San Francisco. Providing transbay service with battery-electric vessels is a key part of SF Bay Ferry's commitment to decarbonizing its fleet under the REEF Program. As previously reported, the RM3 funding will leverage the \$28 million grant from the EPA for this vessel and \$2.87 million in RM1 funding.

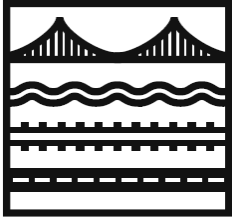
As a part of MTC's RM3 Policies and Procedures, project applicants are required to adopt resolutions formally authorizing project applications with MTC and provide various assurances. The full list of certifications and assurances are contained in the Board Resolution associated with this item. These certifications and assurances effectively serve as a part of the contract between SF Bay Ferry and MTC for the requested funds. The RM3 Initial Project Report for the Project is included as **Attachment A** to this report.

This item allows staff to move forward to request an additional allocation of RM3 funds from MTC in the amount of \$5,457,000 for the Project.

Fiscal Impact

The Project was included in the FY 2025/26 Capital Budget approved in June. This action will provide necessary RM3 funding for the Project. The total cost for the vessel is \$34 million.

END



Regional Measure 3

Initial Project Report

Project/Subproject Details

Basic Project Information

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

Subproject Information

Subproject Number	5.5
Subproject Title	One (1) 400-Passenger Electric Ferry Vessel
RM3 Funding Amount	\$5,457,000

I. Overall Subproject Information

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

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

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

To address the State's goals of reducing greenhouse gas emissions, SF Bay Ferry developed the Rapid Electric Emission-Free (REEF) Ferry Program, a suite of projects that will transition SF Bay Ferry to an all-electric zero-emission service, leading the effort as the pioneering public transit ferry operator in the US to achieve this transition. This transition is also anticipated to reduce overall vessel operating costs, resulting in improved financial performance of the system over time.

This project provides for the construction of a new 400-Passenger Battery-Electric Vessel. This vessel is a component of SF Bay Ferry's Rapid Electric Emission-Free (REEF) Program and will be capable of operating to terminals included in REEF Phases 2 and 3, which include service between the East Bay communities of Alameda, Oakland, Berkeley and Downtown San Francisco. Providing transbay service with battery-electric vessels is a key part of SF Bay Ferry's commitment to decarbonizing its fleet under the Rapid Electric Emission-Free (REEF) program. The REEF plan also complies with SF Bay Ferry's Alternative Control of Emissions (ACE) Plan aligns with the California Air Resources Board



(CARB) regulations and SF Bay Ferry's commitment to clean technology and reducing greenhouse gas emissions.

The 400-passenger vessel will meet passenger demand for transbay routes and may additionally serve other terminals for special events. The vessels will use all-electric propulsion technology while utilizing newly developed shoreside infrastructure, including floats that will allow vessels to rapidly charge while the vessels are docked. Rapid charging is a key component to ensuring batteries are sufficiently re-charged for the vessels to complete the trips during the peak commute period.

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

Extensive preliminary design work was completed in advance of solicitation for this contract to ensure that the vessel could feasibly operate on the proposed routes, at required speeds, while integrating with proposed vessel charging infrastructure. This 400-passenger vessel, in addition to the other electric vessels being constructed by SF Bay Ferry, will be among the first battery-electric high-speed vessels operating in North America. To minimize technical risk, the vessels' electric propulsion systems have been designed to achieve the performance standards of similar vessels operating in Norway, which utilize similar technology.

c. Impediments to Project Completion

The primary impediments to project completion will be regulatory approvals, maintaining shipyard efficiencies, and supply chain management. Efficient and effective coordination with shipyards, suppliers and regulatory entities will be of upmost importance to maintain the project schedule and budget. To mitigate these potential impediments SF Bay Ferry has been in constant contact with regulatory entities from the beginning of the vessel design concept to receive and incorporate their feedback. SF Bay Ferry has retained a marine construction management firm to assist with overall project management and will support SF Bay Ferry's objectives to maintain project efficiencies, including cost monitoring, supply chain management, schedule and budget management.

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

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



Regional Measure 3 Initial Project Report

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

SF Bay Ferry has agency-adopted procurement guidelines consistent with state and federal procurement regulations and a robust oversight and risk management process for procurement and project management. The Agency has substantial experience in successfully procuring and managing complex vessel construction and ferry terminals projects. In early 2024, the Agency successfully completed construction and delivery of the MV Delphinus, a 320-passenger, high-speed catamaran vessel. Similarly, in April 2025 the Agency successfully completed construction and delivery of the MV Karl, another 320-passenger, high-speed catamaran vessel and the latest vessel to join the SF Bay Ferry fleet. The MV Karl is the cleanest high-speed passenger ferry in the U.S. and the first to meet the [CARB](#)'s new emissions limits for commercial harbor craft.

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

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



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

Initial REEF Phase 2





II. Project Phase Description and Status

a. Environmental/Planning

Does NEPA apply? Yes No

N/A – Project is consistent with a Class 1 Categorical Exclusion.

b. Design

Final design of the vessels was completed in April 2025.

c. Right-of-Way Activities / Acquisition

N/A

d. Construction / Vehicle Acquisition / Operating

This project provides for the procurement of one new 400-passenger Battery-Electric Vessel. This will be the first new vessel to operate as part of Phase 2 of SF Bay Ferry’s Rapid Electric Emissions Free (REEF) Ferry program. The vessel will provide service along new Oakland/Alameda and Downtown San Francisco routes as well as new service between Berkeley and Downtown San Francisco that is under development. This vessel is a critical component in SF Bay Ferry’s REEF Program and to comply with its Alternative Control of Emissions (ACE) Plan that aligns with the California Air Resources Board (CARB) regulations.

On March 13, 2025, SF Bay Ferry Board of Directors awarded the construction contract to Nichols Brothers Boat Builders to design, build, and deliver two new 400-Passenger battery electric ferry vessels and approved a budget for this 400-passenger vessel totaling \$36,334,000 as noted in the IV. Project Budget below.

III. Project Schedule

Phase-Milestone	Planned	
	Start Date	Completion Date
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	n/a	n/a
Final Design - Plans, Specs. & Estimates (PS&E)	June 2023	April 2025
Right-of-Way Activities /Acquisition (R/W)	n/a	n/a
Construction (Begin – Open for Use) / Acquisition (CON)	April 2025	July 2028



IV. Project Budget

Capital

Project Budget	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	
Design - Plans, Specifications and Estimates (PS&E)	
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	\$36,334
Total Project Budget (in thousands)	\$36,334

Deliverable Segment Budget (if different from Project budget)	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	
Design - Plans, Specifications and Estimates (PS&E)	
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	\$36,334
Total Project Budget (in thousands)	\$36,334

Operating	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Annual Operating Budget	\$3,520

V. Project Funding

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



VI. Contact/Preparation Information

Contact for Project Sponsor

Name: Jennifer Raupach

Title: Grants Manager

Phone: (510) 213-4898

Email: jennifer.raupach@sfbayferry.com

Mailing Address: Pier 9, The Embarcadero, Suite 111, San Francisco, CA 94111.

Person Preparing Initial Project Report (if different from above)

Name:

Title:

Phone:

Email:

Mailing Address:

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

Project Title:	Ferry Expansion Program
Subproject Title	One (1) 400-Passenger Electric Ferry Vessel
Project/Subproject Number:	5.5
Total RM3 Funding:	\$ 5,457,000

(add rows as necessary)

CAPITAL FUNDING

Funding Source	Committed? (Yes/No)	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
ENV				
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
ENV Subtotal		\$ -	\$ -	\$ -
PSE				
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
PSE Subtotal		\$ -	\$ -	\$ -
ROW				
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
ROW Subtotal		\$ -	\$ -	\$ -
CON				
EPA Clean Ports	Yes	\$ 28,000	\$ 2,288	\$ 25,712
RM1	Yes	\$ 2,877		\$ 2,877
RM3	Yes	\$ 5,457		\$ 5,457
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
CON Subtotal		\$ 36,334	\$ 2,288	\$ 34,046
Capital Funding Total		\$ 36,334	\$ 2,288	\$ 34,046

OPERATING FUNDING (Annual)

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

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

Project Title:	Ferry Expansion Program
Subproject Title:	One (1) 400-Passenger Electric Ferry Vessel
Project/Subproject Number:	5,5
Total RM3 Funding:	\$ 5,457,000

(add rows as necessary)

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

Funding Source	Prior	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	Future committed	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
ENV												
RM-3										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
ENV Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PSE												
RM-3										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
PSE Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW												
RM-3										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
ROW Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CON												
RM-3			\$ 5,457,000							\$ 5,457,000		\$ 5,457,000
EPA		\$ 28,000,000								\$ 28,000,000	\$ 2,288,000	\$ 25,712,000
RM1	\$ 2,877,000									\$ 2,877,000		\$ 2,877,000
										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
CON Subtotal	\$ 2,877,000	\$ 28,000,000	\$ 5,457,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 36,334,000	\$ 2,288,000	\$ 34,046,000
RM-3 Funding Subtotal	\$ -	\$ -	\$ 5,457,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,457,000	\$ -	\$ 5,457,000
Capital Funding Total	\$ 2,877,000	\$ 28,000,000	\$ 5,457,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 36,334,000	\$ 2,288,000	\$ 34,046,000

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

Project Title:	Ferry Expansion Program
Subproject Title	One (1) 400-Passenger Electric Ferry Vessel
Project/Subproject Number:	5.5
Total RM3 Funding:	\$ 5,457,000

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

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

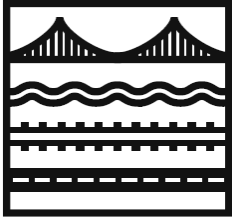
Funding Source	Prior	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	Future committed	Total Amount (\$ thousands)
ENV										
RM 3										\$ -
										\$ -
										\$ -
										\$ -
										\$ -
ENV Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PSE										
RM 3										\$ -
										\$ -
										\$ -
										\$ -
										\$ -
PSE Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW										
RM 3										\$ -
										\$ -
										\$ -
										\$ -
										\$ -
ROW Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CON										
RM 3			\$ 2,728,500	\$ 2,728,500						\$ 5,457,000
EPA		\$ 2,288,000	\$ 10,143,000	\$ 12,232,000	\$ 3,212,000	\$ 125,000				\$ 28,000,000
RM1			\$ 1,438,500	\$ 1,438,500						\$ 2,877,000
										\$ -
										\$ -
										\$ -
										\$ -
										\$ -
										\$ -
CON Subtotal	\$ -	\$ 2,288,000	\$ 14,310,000	\$ 16,399,000	\$ 3,212,000	\$ 125,000	\$ -	\$ -	\$ -	\$ 36,334,000
RM 3 Funding Subtotal	\$ -	\$ -	\$ 2,728,500	\$ 2,728,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,457,000
Capital Funding Total	\$ -	\$ 2,288,000	\$ 14,310,000	\$ 16,399,000	\$ 3,212,000	\$ 125,000	\$ -	\$ -	\$ -	\$ 36,334,000

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

Project Title:	Ferry Expansion Program
Subproject Title	One (1) 400-Passenger Electric Ferry Vessel
Project/Subproject Number:	5.5
Total RM3 Funding:	\$ 5,457,000

1. Direct Labor of Implementing Agency (specify by name and job function)			
	Estimated Hours	Rate/Hour	Total Estimated cost
Project Manager			\$ 225,000
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
Direct Labor Subtotal			\$ 225,000
2. Overhead and direct benefits (specify)			
	Rate	x Base	
		\$ -	
		0	
		0	
		0	
		0	
Overhead and Benefit Subtotal			\$ -
3. Direct Capital Costs (include engineer's estimate on construction, right-of-way, or vehicle acquisition)			
	Unit (if applicable)	Cost per unit	Total Estimated cost
Construction Costs			\$ 28,603,464
Contingency			\$ 2,860,346
			\$ -
			\$ -
			\$ -
			\$ -
Direct Capital Costs Subtotal			\$ 31,463,810
4. Consultants (Identify purpose and/or consultant)			
			Total Estimated cost
Construction Management Services			\$ 1,248,000
Conceptual/Final Design			\$ 9,716
Consultants Subtotal			\$ 1,257,716
5. Other direct costs			
			Total Estimated cost
Legal Service Fees			\$ 20,000
Sales Tax			\$ 3,367,474
Other Direct Costs Subtotal			\$ 3,387,474
Total Estimated Costs			\$ 36,334,000

Comments:



Regional Measure 3 Allocation Request

RM3 Project Information

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

Subproject Information (if different from overall RM3 project)

Subproject Number	5.5
Subproject Title	One (1) 400-Passenger Electric Ferry Vessel
Subproject Funding Amount	\$5,457,000

RM3 Allocation History (Add lines as necessary)

	MTC Approval Date	Amount	Phase
#1:	n/a		
#2			
#3			

Total: \$n/a

Current Allocation Request:

Request submittal date	Amount	Phase
July 18, 2025	\$5,457,000	Construction

I. RM3 Allocation Request Information

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

This is the first RM3 allocation request for the project, which will support the construction phase of one (1) new 400-passenger Battery-Electric Vessel. This will be the first new vessel to operate as part of Phase 2 of SF Bay Ferry's Rapid Electric Emissions Free (REEF) Ferry program. The vessel will provide service along new Oakland/Alameda and Downtown San Francisco routes as well as new service between Berkeley and Downtown San Francisco that is under development. This vessel is a critical component of SF Bay Ferry's REEF Program and complies with its Alternative Control of Emissions (ACE) Plan that aligns with the California Air Resources Board (CARB) regulations.

On March 13, 2025, SF Bay Ferry Board of Directors awarded the construction contract to Nichols Brothers Boat Builders to design, build, and deliver two new 400-Passenger battery electric ferry vessels and approved a budget for this 400-passenger vessel totaling \$36,334,000.

- 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.**

SF Bay Ferry is requesting an allocation of \$5,457,000 for the construction of a new 400-Passenger Battery-Electric Vessel. This vessel is a critical component of SF Bay Ferry's Rapid Electric Emission-Free (REEF) Program and will be capable of operating to terminals included in REEF Phases 2 and 3, which include service between the East Bay communities of Alameda, Oakland, Berkeley and Downtown San Francisco. Providing transbay service with battery-electric vessels is a key part of SF Bay Ferry's commitment to decarbonizing its fleet under the REEF program. The REEF plan also complies with SF Bay Ferry's Alternative Control of Emissions (ACE) Plan that aligns with the California Air Resources Board (CARB) regulations and SF Bay Ferry's commitment to clean technology and reducing greenhouse gas emissions.

The vessel will use all-electric propulsion technology while utilizing newly developed shoreside infrastructure, including floats that will allow the vessel to rapidly charge while docked. Rapid charging is a key component to ensuring batteries are sufficiently re-charged for the vessels to complete the trips during the peak commute period.

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

This request is for \$5,457,000 in RM3 funds.

The full project cost is \$36,334,000 to be funded as follows:

- RM3 - \$5,457,000
- EPA - \$28,000,000
- RM1 - \$2,877,000

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

Construction of the 400-passenger electric vessel is anticipated to be completed in the third quarter of 2028.

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

N/A

f. Request Details

Amount being requested	\$5,457,000
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	August 14, 2025
Month/year being requested for MTC commission approval of allocation	September 2025

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

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

n/a

Regional Measure 3

Allocation Request

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

Project Title:	Ferry Expansion Program
Subproject Title	One (1) 400-Passenger Electric Ferry Vessel
Project/Subproject Number:	5,5
Total RM3 Funding:	\$ 5,457,000

(add rows as necessary)

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

Funding Source	Phase	Prior	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	Future committed	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
RM3	ENV										\$ -		\$ -
	ENV										\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
ENV Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	PSE										\$ -		\$ -
	PSE										\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
PSE Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	ROW										\$ -		\$ -
	ROW										\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
ROW Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	CON			\$ 5,457,000							\$ 5,457,000		\$ 5,457,000
EPA	CON		\$ 28,000,000								\$ 28,000,000	\$ 2,288,000	\$ 25,712,000
RM1	CON	\$ 2,877,000									\$ 2,877,000		\$ 2,877,000
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
CON Subtotal		\$ 2,877,000	\$ 28,000,000	\$ 5,457,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 36,334,000	\$ 2,288,000	\$ 34,046,000
RM 3 Funding Subtotal		\$ -	\$ -	\$ 5,457,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,457,000	\$ -	\$ 5,457,000
Capital Funding Total		\$ 2,877,000	\$ 28,000,000	\$ 5,457,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 36,334,000	\$ 2,288,000	\$ 34,046,000

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

Project Title:	Ferry Expansion Program
Subproject Title	One (1) 400-Passenger Electric Ferry Vessel
Project/Subproject Number:	5.5
Total RM3 Funding:	\$ 5,457,000

*(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		2025 Q4	2026 Q1	2026 Q2	2026 Q3	2026 Q4	2027 Q1	2027 Q2	2027 Q3	2027 Q4	2028 Q1	2028 Q2	2028 Q3	Future committed (if applicable)	Total Amount (\$ millions)	Amount Expended (\$ millions)	Amount Remaining (\$ millions)
Funding Source(s)	Phase	(April - June 2025)	(July - Sept 2025)	(Oct - Dec 2025)	(Jan - March 2026)	(April - June 2026)	(July - Sept 2026)	(Oct - Dec 2026)	(Jan - March 2027)	(April - June 2027)	(July - Sept 2027)	(Oct - Dec 2027)	(Jan - March 2028)				
RM 3	ENV														\$ -	\$ -	\$ -
Other															\$ -	\$ -	\$ -
															\$ -	\$ -	\$ -
															\$ -	\$ -	\$ -
															\$ -	\$ -	\$ -
ENV Subtotal					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	PSE														\$ -	\$ -	\$ -
															\$ -	\$ -	\$ -
															\$ -	\$ -	\$ -
															\$ -	\$ -	\$ -
															\$ -	\$ -	\$ -
PSE Subtotal					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	ROW														\$ -	\$ -	\$ -
															\$ -	\$ -	\$ -
															\$ -	\$ -	\$ -
															\$ -	\$ -	\$ -
															\$ -	\$ -	\$ -
ROW Subtotal					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	CON			\$ 1,364,250	\$ 682,125	\$ 682,125	\$ 682,125	\$ 682,125	\$ 682,125	\$ 682,125					\$ 5,457,000		\$ 5,457,000
EPA	CON	\$ 2,288,000	\$ 2,535,750	\$ 2,535,750	\$ 2,535,750	\$ 2,535,750	\$ 3,058,000	\$ 3,058,000	\$ 3,058,000	\$ 3,058,000	\$ 803,000	\$ 803,000	\$ 803,000	\$ 928,000	\$ 28,000,000	\$ 2,288,000	\$ 25,712,000
RM1	CON		\$ 359,625	\$ 359,625	\$ 359,625	\$ 359,625	\$ 359,625	\$ 359,625	\$ 359,625	\$ 359,625					\$ 2,877,000		\$ 2,877,000
															\$ -	\$ -	\$ -
															\$ -	\$ -	\$ -
															\$ -	\$ -	\$ -
															\$ -	\$ -	\$ -
															\$ -	\$ -	\$ -
															\$ -	\$ -	\$ -
CON Subtotal		\$ 2,288,000	\$ 2,895,375	\$ 4,259,625	\$ 3,577,500	\$ 3,577,500	\$ 4,099,750	\$ 4,099,750	\$ 4,099,750	\$ 4,099,750	\$ 803,000	\$ 803,000	\$ 803,000	\$ 928,000	\$ 36,334,000	\$ 2,288,000	\$ 34,046,000
RM 3 Funding Subtotal		\$ -	\$ -	\$ 1,364,250	\$ 682,125	\$ 682,125	\$ 682,125	\$ 682,125	\$ 682,125	\$ 682,125	\$ -	\$ -	\$ -	\$ -	\$ 5,457,000	\$ -	\$ 5,457,000
Capital Funding Total		\$ 2,288,000	\$ 2,895,375	\$ 4,259,625	\$ 3,577,500	\$ 3,577,500	\$ 4,099,750	\$ 4,099,750	\$ 4,099,750	\$ 4,099,750	\$ 803,000	\$ 803,000	\$ 803,000	\$ 928,000	\$ 36,334,000	\$ 2,288,000	\$ 34,046,000

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

Project Title:	Ferry Expansion Program
Subproject Title	One (1) 400-Passenger Electric Ferry Vessel
Project/Subproject Number:	5.5
Total RM3 Funding:	\$ 5,457,000

1. Direct Labor of Implementing Agency (specify by name and job function)			
	Estimated Hours	Rate/Hour	Total Estimated cost
Project Manager			\$ 225,000
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
Direct Labor Subtotal			\$ 225,000
2. Overhead and direct benefits (specify)			
	Rate	x Base	
Overhead		\$ -	
		\$ -	
		\$ -	
		\$ -	
		\$ -	
Overhead and Benefit Subtotal			\$ -
3. Direct Capital Costs (include engineer's estimate on construction, right-of-way, or vehicle acquisition)			
	Unit (if applicable)	Cost per unit	Total Estimated cost
Construction Costs			\$ 28,603,464
Contingency			\$ 2,860,346
			\$ -
			\$ -
			\$ -
Direct Capital Costs Subtotal			\$ 31,463,810
4. Consultants (Identify purpose and/or consultant)			
			Total Estimated cost
Construction Management Services			\$ 1,248,000
Conceptual/Final Design			\$ 9,716
Constultants Subtotal			\$ 1,257,716
5. Other direct costs			
			Total Estimated cost
Legal Service Fees			\$ 20,000
Sales Tax			\$ 3,367,474
Other Direct Costs Subtotal			\$ 3,387,474
Total Estimated Costs			\$ 36,334,000

Comments:

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2025-25

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

Project Title: Project 5.5 – One (1) 400-Passenger Electric Ferry Vessel

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

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

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

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

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

WHEREAS, the 400-Passenger Electric Ferry Vessel Project is eligible for consideration in the Regional Measure 3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

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

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

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

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

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

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

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

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

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

RESOLVED, that WETA is authorized to submit an application for Regional Measure 3 funds for the 400-Passenger Electric Ferry Vessel 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 MTC shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 3 funds were originally used; and be it further

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

RESOLVED, that WETA authorizes its Executive Director or his/her designee to execute and submit an allocation request for the design phase with MTC for Regional Measure 3 funds in the amount of \$5,457,000 for the project, purposes and amounts included in the project application attached to this resolution; and be it further

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

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

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on August 14, 2025.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2025-25

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Ratify the First Amendment to Contract #24-027 with Pacific Power Group, LLC for MV *Peralta* Main Engine Preventative Maintenance Services

Recommendation

Staff recommends the Board ratify the First Amendment to Contract #24-027 (Contract) with Pacific Power Group, LLC (PPG) in the amount of \$290,000, resulting in an increased total contract price of \$447,491.62.

Discussion

The two Cummins QSK50 main propulsion engines installed in MV *Peralta* have been in operation since their last full overhaul in 2021 and recently reached the time for mid-life overhaul at 10,000 engine hours.

In order to remain in compliance with the engines' preventative maintenance schedules and ensure the engines remain within the OEM specifications for safe, reliable, and efficient operation, they underwent mid-life overhauls by PPG dockside at WETA's Central Bay Operations and Maintenance Facility. During the open and inspect phase of the engine overhaul, several unforeseen conditions were noted necessitating change orders. The extra work included the requirement to change several piston and liner kits, replacement of cylinder heads and rocker arm assemblies, water pump replacement, new fuel injectors and injector tubes, and replacement of most of the internal seals and gaskets. This additional work required a substantial amount of additional labor hours and parts. These items could not be identified in the initial estimating stage when the scope of work for the Contract was developed as they are internal components of the engines and not accessible for inspection.

The change orders for the additional work amounted to \$290,000 in total. Staff determined this proposed cost was fair, reasonable, and necessary for the successful completion of the project.

To avoid ferry service disruptions associated with keeping the MV *Peralta* out of service for an extended period of time, the Executive Director approved the First Amendment to the Contract in the amount of \$290,000 for the additional work, as permitted by WETA's Administrative Code. PPG performed the additional work, and the vessel successfully completed sea trials.

Staff now recommends the Board ratify the First Amendment in the amount of \$290,000, resulting in a new total contract price of \$447,491.62. The new total contract price reflects the additional labor, materials, and manufactured parts required to complete the overhaul to specification. All supporting documentation for the First Amendment has been archived in the

project folder.

Fiscal Impact

Funding for this Contract, including the First Amendment, was included in the FY 2024/25 Capital Budget in the amount of \$454,000. This is funded 80 percent by FTA and 20 percent Bridge Toll funds.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2025-26

**RATIFY THE FIRST AMENDMENT TO CONTRACT #24-027 WITH PACIFIC POWER GROUP, LLC
FOR MV PERALTA MAIN ENGINE PREVENTATIVE MAINTENANCE SERVICES**

WHEREAS, on March 13, 2025, the WETA Board of Directors awarded Contract #24-027 (Contract) to Pacific Power Group, LLC (PPG) for MV *Peralta* main engine preventative maintenance services; and

WHEREAS, during the open and inspect phase of the engine overhaul, PPG found several unforeseen conditions requiring change of several piston and liner kits, replacement of cylinder heads and rocker arm assemblies, water pump replacement, new fuel injectors and injector tubes, and replacement of most of the internal seals and gaskets; and

WHEREAS, the additional work required to address these unforeseen conditions required substantial additional labor hours and parts, totaling \$290,000; and

WHEREAS, staff determined the proposed cost for the additional work was fair, reasonable, and necessary for the successful completion of the project; and

WHEREAS, to avoid ferry service disruptions associated with keeping the MV *Peralta* out of service for an extended period of time, the Executive Director approved the First Amendment to the Contract in the amount of \$290,000 for the additional work, as permitted by WETA's Administrative Code; and

WHEREAS, the Executive Director recommends the Board ratify the First Amendment in the amount of \$290,000, resulting in a new total contract price of \$447,491.62; now, therefore, be it

RESOLVED, that the Board of Directors hereby ratifies the First Amendment to Contract #24-027 with Pacific Power Group, LLC in the amount of \$290,000, resulting in a new total contract price of \$447,491.62.

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 August 14, 2025.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2025-26

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Gary Griggs, Chief Capital Programs Officer
Timothy Hanners, Director, Project Delivery and Engineering
Chad Mason, Capital Planning Manager

SUBJECT: Award Contract to The Dutra Group for the Vallejo Ferry Terminal Dredging Project

Recommendation

Staff recommends the Board:

1. Award a contract to The Dutra Group for the Vallejo Ferry Terminal Dredging Project (Project) in the amount of \$1,249,500; and
2. Authorize the Executive Director to enter into the contract and take any other related actions as may be needed to support the Project.

Background

The Vallejo Terminal ferry basin requires maintenance dredging every two to four years to support ongoing service operations. A full dredge of the Vallejo Terminal is due in 2025. Maintenance dredging is required to ensure that the passenger float is buoyant at all tidal levels and to ensure access is maintained for WETA ferry vessels. The scope of work for the Project includes removal of the passenger float and dredging of the ferry terminal basin.

As a cost savings measure, this Project does not include installation of the temporary ferry terminal. Instead, passenger service will be shifted to Mare Island during the designated dredging window. The dredging work will occur during the Veteran's Day long weekend ranging from November 7, 2025, to November 12, 2025. This work window was specifically designed in coordination with operations to limit service interruptions.

Foth & Van Dyke and Associates, Inc. (Foth) has assisted WETA in providing technical dredging assistance on several previous projects at the Vallejo Terminal. Foth is assisting staff, under an on-call professional services contract, with permitting, procurement, material sampling, and dredging surveys in preparation for the Project. Foth will also monitor the work and performance of the contractor performing the Project.

Discussion

An Invitation for Bids (IFB) was issued on May 8, 2025, in accordance with WETA's procurement procedures and all applicable public contracting laws. Bids were received and publicly opened on June 18, 2025. Three bids were received; the table below summarizes the base bid price for each submittal.

CONTRACTOR	BASE BID PRICE
The Dutra Group	\$1,249,500.00
Lind Marine	\$1,875,000.00
Manson Construction Company	\$1,985,000.00

The bid submitted by The Dutra Group was the low bid based upon the price proposal submitted. In accordance with the IFB process utilized for this Project, staff, in consultation with legal counsel, have reviewed the bid documents submitted by The Dutra Group and have determined it's bid is responsive to the IFB. Additionally, staff verified references submitted by The Dutra Group and determined it to be responsible and acceptable for performing this work.

Staff have analyzed The Dutra Group's bid price and deemed it fair and reasonable.

WETA's overall annual Disadvantaged Business Enterprise (DBE) goal for Federal Fiscal Year 2025/26 is 0.14 percent, and the Small Business Enterprise (SBE) goal is 5 percent for Federal Transit Administration (FTA) assisted contracts. Staff have reviewed the DBE/SBE materials provided by The Dutra Group and have determined that 0 percent DBE 2025/26 participation and 0 percent SBE participation is anticipated during the performance of this contract.

Staff determined The Dutra Group to be the lowest responsive and responsible bidder for the Project and recommends that the Board award a contract for this work to The Dutra Group in the amount of \$1,249,500.

Fiscal Impact

Funding for this contract is included in the FY25/26 Capital Budget under the Vallejo Ferry Terminal Maintenance Dredging Project. The Project is funded with FTA grant funds, STA-State of Good Repair, and RM1 Bridge Toll Revenues. Sufficient funds are included in the project budget to support the award of this contract.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2025-27

**AWARD CONTRACT TO THE DUTRA GROUP FOR THE
VALLEJO TERMINAL DREDGING PROJECT**

WHEREAS, WETA issued an Invitation for Bids (IFB) for the Vallejo Ferry Terminal Dredging Project (Project) on May 8, 2025; and

WHEREAS, in accordance with procedures in the IFB, WETA's Administrative Code, and applicable state and federal procurement requirements, WETA staff determined The Dutra Group to be the lowest responsive and responsible bidder; and

WHEREAS, WETA staff recommends the Board award a contract to The Dutra Group for the Project; now, therefore, be it

RESOLVED, that the Board of Directors hereby awards a contract to The Dutra Group for the Vallejo Ferry Terminal Dredging Project in the amount of \$1,249,500; and be it further

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

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on August 14, 2025.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2025-27

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Approve Disadvantaged Business Enterprise (DBE) and Small Business Enterprise (SBE) Overall Triennial Goals for FFY 2026 through FFY 2028

Recommendation

Approve the following actions associated with the San Francisco Bay Area Water Emergency Transportation Authority's (WETA) federal fiscal year (FFY) 2026-2028 overall triennial Disadvantaged Business Enterprise (DBE) and Small Business Enterprise (SBE) goals:

1. Establish a 0.14% overall triennial DBE goal applicable to anticipated WETA contracts assisted by the Federal Transit Administration (FTA); and
2. Establish a 5% Small Business Enterprise (SBE) goal applicable to anticipated WETA contracts assisted by FTA.

Background/Discussion

This item provides an overview of the development of the overall triennial DBE and SBE goals for the agency for the three-year period between FFY 2026 and FFY 2028, as required by the United States Department of Transportation (DOT) to remain eligible for FTA funding.

DBE Goal

As a recipient of federal transportation funding, WETA is required to have a DBE Program for the participation of DBE firms in WETA contracting opportunities assisted by federal funds. The DOT requires federal grant recipients to set overall triennial DBE goals on a three-year basis. The overall triennial DBE goal for FFY 2026-2028 was due to FTA by August 1, 2025. Staff timely submitted the triennial DBE goal presented in this report to FTA in July. Because the Board did not meet in July, staff did not have an opportunity to present the overall goals to the Board prior to the August 1 due date. Should the Board request any modifications to the overall goals, staff will update its submittal to FTA accordingly and repost the revised goal(s) on its website.

Staff recommends establishing a 0.14% overall triennial DBE goal for FFY 2026 through FFY 2028. This recommendation is based upon an evaluation of contracting opportunities for DBE firms in WETA's contracts for projects anticipated to receive FTA funding during the next three fiscal years. The types of contracts included in WETA's FFY 2026-2028 overall goal consist of 11 vessel projects and 4 terminal projects.

All of WETA's federally funded capital projects during FFY 2026-2028 are either vessel refurbishment/engine overhaul projects or marine construction contracts that include very specialized work with limited contractors available to complete the work. Despite efforts to encourage DBE participation in agency contracting opportunities, WETA has experienced a

lack of DBE participation in vessel related work and limited participation in waterside construction work. Since 2012, WETA has received DBE participation on 9 contracts, 5 of which were terminal or land-based construction contracts, 1 design contract, 1 operations contract and 2 waterside construction contracts. WETA has not yet achieved DBE participation on vessel engine overhaul or dredging contracts, which is reflective of the lack of firms available to complete this specialized work.

WETA's proposed 0.14% overall triennial DBE goal for FFY 2026-2028 considers the historically low DBE availability for the types of work necessary to perform the federally assisted contracts that WETA will be releasing in the next three years.

The proposed overall triennial DBE goal was determined by utilizing a two-step process prescribed by federal regulations and reflects staff's determination of the level of DBEs ready, willing and able to participate in these contracting activities in the next three federal fiscal years. The full Overall Triennial DBE Goal Analysis Report identifying the program of projects, the availability of DBEs calculated per project, and a DBE availability analysis is provided as **Attachment A** to this report.

SBE Goal

Consistent with the federal DBE regulations, WETA's DBE program includes an element to attract SBE participation through setting an annual overall SBE goal in the same manner as the DBE overall goal. Staff conducted the SBE availability analysis using the same two-step methodology as the Overall Triennial DBE Goal Analysis to determine the number of SBEs available to participate in WETA's federally funded contracts. Staff recommends establishing a 5% overall SBE goal for FFY 2026 through FFY 2028. The full SBE Goal Analysis Report is also provided as **Attachment B** to this report.

Race/Gender-Neutral Measures and Public Participation

U.S. DOT regulations require that the maximum feasible portion of the overall DBE goal be achieved using race/gender-neutral means such as programs and initiatives that assist small businesses in general and that are not limited to minority or women-owned firms. WETA's efforts in this area are facilitated through active participation in educational and outreach events organized by the San Francisco Bay Area Regional Business Outreach Committee (BOC), a committee comprised of over 26 Bay Area transit and transportation agencies.

The BOC produces a quarterly newsletter with contracting opportunities, tips for successful bids and contact information for DBE Administrators at each agency. This newsletter is posted on WETA's website and distributed to a list of DBE and non-DBE firms. The BOC also holds four workshops or technical training opportunities for small businesses each year.

As a part of the public participation process for developing overall DBE goals, on May 7 and May 13, 2025, the BOC held a consultation and public participation meeting with trade and business organizations, DBE firms, minority, women's and general contractor groups, and community organizations expected to have input relevant to the goal-setting process to inform participants about the DBE goal setting process for FFY 2026-2028, to solicit comments on each agency's proposed goal, and to advertise upcoming contracting opportunities. WETA participated in these meetings and did not receive any comments specific to its proposed overall goal during the public participation meetings.

WETA originally posted a proposed 0.24% overall triennial DBE goal on its website on May

27th. It was discovered after posting on WETA's website that the analysis for this original proposed 0.24% goal had an error, and a new analysis was done, producing the current 0.14% draft goal. That 0.14% was posted on WETA's site on June 10th. WETA has not received any comments on its corrected overall triennial DBE goal as of the date of this report.

Staff recommends the Board approve the 0.14% overall triennial DBE goal and the 5% overall SBE goal applicable to anticipated contracts assisted by FTA funds for FFY 2026-2028.

Fiscal Impact

There is no fiscal impact associated with this item.

END



FEDERAL FISCAL YEARS 2026 THROUGH 2028

DISADVANTAGED BUSINESS ENTERPRISE (DBE) OVERALL TRIENNIAL GOAL ANALYSIS REPORT

For Contracts Assisted by the Federal Transit Administration

June 10, 2025

SUMMARY

The San Francisco Bay Area Water Emergency Transportation Authority (WETA) operates passenger ferry service on the San Francisco Bay. Under the San Francisco Bay Ferry brand, WETA carries over 3 million passengers annually on six ferry routes, utilizing a fleet of 18 high speed passenger-only ferry vessels. San Francisco Bay Ferry currently serves the cities of Alameda, Oakland, Richmond, San Francisco, South San Francisco and Vallejo. WETA is a recipient of federal financial assistance from the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) of the U.S. Department of Transportation (DOT) and is required to implement a Disadvantaged Business Enterprise (DBE) Program in accordance with 49 CFR Part 26, including setting a triennial goal for the inclusion of DBEs in WETA's federal contracting activities.

WETA has developed a 0.14% overall triennial DBE goal, with a 100% race-neutral and 0% race-conscious split, applicable to Federal Fiscal Years 2026, 2027, and 2028 contracting opportunities assisted by the FTA in accordance with 49 CFR Part 26.

The goal is applicable to a total of \$49,206,236 of FTA dollars that are budgeted for 15 projects with contracts anticipated to be awarded from October 1, 2025, through September 30, 2028. WETA will periodically evaluate the goal and the award of federally assisted contracts to determine whether the present goal continues to be realistic or whether mid-course adjustments will be necessary. The overall triennial DBE goal developed for FTA-assisted contracts reflects the relative availability of DBEs, based on evidence of ready, willing and able DBEs relative to all comparable businesses that are likely to be available to compete for WETA's FTA-assisted contracts. The three-year overall goal reflects WETA's determination of the level of DBE participation that would be expected to be absent from the effects of discrimination.

Goals for inclusion of DBEs in WETA's federally assisted vessel procurement contracts are captured in separate project specific DBE goals prepared by WETA, or through a Transit Vehicle Manufacturer (TVM) certified shipyard's DBE program, although no shipyard in the U.S. is currently certified as a TVM.

The types of contracts included in WETA's FFY 26-28 overall goal consist of 10 vessel engine overhaul projects, 1 vessel refurbishment project, 1 dredging project, 1 terminal reconfiguration project, and 2 terminal electrification projects.

All of WETA's federally funded capital projects during FFY 26-28 are either vessel refurbishment, engine overhaul or marine construction projects that include very specialized work with limited contractors available to complete the work. In the case of most engine overhaul projects, there is no DBE availability since the work must be conducted by an Original Engine Manufacturer (OEM) in order to uphold the warranty for the marine engine and none of the OEMs are certified DBEs. Despite efforts to encourage DBE participation in agency contracting opportunities, WETA has experienced a lack of DBE participation in vessel related work and limited participation in waterside construction work. Over the last 15 years, WETA has not yet achieved DBE participation on vessel engine overhaul or dredging contracts, which is reflective of the lack of firms available to complete this specialized work.

WETA's 0.14% overall triennial DBE goal for FFY 26-28 reflects the historically low DBE participation in the highly specialized types of vessel and waterside construction contracts that WETA will be letting in the next three years.

The following report provides a step-by-step overview of WETA's determination of its FFY 26-28 overall triennial DBE goal which was developed in accordance with 49 CFR Part 26.

DETERMINING WETA'S LOCAL MARKET AREA

WETA's local market area is the area in which the substantial majority of contractors and subcontractors with which WETA does business are located and the area in which WETA spends the substantial majority of its federal contracting dollars for federally assisted non-vessel procurement contracts.

For the FFY 26-28 goal period, WETA's Local Market Area is dependent on whether a project is a vessel refurbishment contract or a non-vessel refurbishment. WETA's local market area for non-vessel refurbishment contracts for FFY 26-28 includes the counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma. The majority of vessel refurbishment contracts are awarded to shipyards in the San Francisco Bay Area and San Diego County. Accordingly, for vessel refurbishment projects, WETA has widened its market area beyond the nine counties of the local San Francisco Bay Area to include San Diego County.

RELEVANT AVAILABLE EVIDENCE

WETA examined available evidence within its geographic market area to determine which sources should be considered in WETA’s FY26-28 overall triennial DBE goal Methodology:

Census Bureau’s County Business Pattern (CBP) Database: WETA used the CBP database through American Fact Finder tool on the Census website using the most current data from 2021, to obtain the number of all firms (DBEs and non-DBEs) in WETA’s market area that are ready, willing and able to bid for WETA’s FTA-assisted contracts.

California Unified Certification Program (CUCP) Database: WETA used the CUCP database to determine the number of certified DBEs in WETA’s market area that are ready, willing, and able to bid for WETA’s FTA-assisted contracts.

WETA’s Bidders List: WETA maintains a bidders list as required under 49 CFR Section 26.11 of all bidders (successful and unsuccessful) on federally assisted contracts. Staff has historically reviewed the bidders list to determine if the type of contracts included in previous years were similar enough to the projects/contracts to determine the relative availability of DBEs in WETA’s market area.

Disparity Studies Performed by Other Agencies: Several Bay Area transit agencies including the San Mateo County Transit District (SamTrans), Bay Area Rapid Transit (BART), Santa Clara Valley Transportation Authority (VTA), San Francisco Municipal Transportation Agency (SFMTA), Caltrain and the California Department of Transportation (Caltrans), have completed disparity studies in the past. The types of contracts included in these disparity studies are not marine specific (vessel and terminal) and therefore these disparity studies cannot be used as a data source for WETA’s FFY 26-28 goal.

Goals of Other DOT Recipients: WETA did not consider the goals of other U.S. DOT recipients as other DOT recipients in the region do not have substantially similar contracting opportunities.

Contracts Assisted by FTA for FFY 26-28

As shown in Table 1, a total of \$49,206,236 FTA dollars is budgeted for 15 projects with contracts anticipated to be awarded from October 1, 2025, through September 30, 2028. A two-step process is used to determine the overall goal for these contracts.

Table 1: Federally Funded Contracts Anticipated to be Awarded During FFY26-28

Contract Type	Contract	FTA Dollars
Anticipated for Award in FFY 26-28		
FFY 2026		

Vessel	Engine Major Overhaul (Cetus) 2026	\$1,502,704
Vessel	Engine Major Overhaul (Hyrdus) 2026	\$1,502,704
Vessel	Engine Half-life Overhaul (Dorado) 2026	\$465,600
Vessel	Engine Half-life Overhaul (Intintoli) 2026	\$387,200
Vessel	Engine Quarter Life Overhauls (Bay Breeze) 2026	\$43,200
Vessel	Engine Quarter Life Overhauls (Mare Island) 2026	\$64,000
Vessel	Vessel Half-Life Overhaul (Taurus) 2026	\$3,593,600
Vessel	Dry Dock and Repair (Dorado) 2026	\$524,800
Vessel	Dry Dock and Repair (Lyra) 2026	\$668,800
Vessel	Turbocharger and Pump Replacements (Pyxis)	\$224,800
Vessel	MCU Upgrades - Mare Island & Intintoli	\$376,040
Terminal	Terminal Dredging (South SF) 2026	\$2,997,600
Terminal	Vallejo Terminal Reconfiguration 2026	\$5,990,839
Terminal	UCF #3 Seaplane 2026	\$3,752,400
Terminal	UCF Gate G 2026	\$8,728,500
FFY 2027		
Vessel	Engine Major Overhaul (Cetus) 2027	\$1,502,704
Vessel	Engine Major Overhaul (Hyrdus) 2027	\$1,502,704
Terminal	Vallejo Terminal Reconfiguration 2027	\$7,032,041
Terminal	UCF #3 Seaplane 2027	\$8,346,000

Total FTA Dollars and SBE Dollars	\$49,206,236
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Step One: Determining Base Figures

Base figures were calculated for contracts budgeted for award during FFY 26-28 to determine the relative availability of DBEs in specific areas of expertise using the North American Industrial Classification System (NAICS) codes for the counties in WETA's market area. WETA identified 19 NAICS codes as pertinent areas of expertise for these contracts. The NAICS codes and descriptions are identified in Table 2a and 2b below.

Number of DBEs: To determine the number of DBEs in WETA's market area, staff searched the CUCP database for ready, willing and able DBEs certified in the NAICS codes identified for the prime contracts and subcontracts. The numbers of DBEs identified are displayed in Column C of Table 2a and 2b located below.

Number of All Firms (DBEs and non-DBEs): To determine the number of all firms (DBEs and non-DBEs) in WETA's market area, staff searched the Census Bureau's County Business Patterns database for all firms specializing in the NAICS codes identified for the prime contracts and subcontracts. The numbers of all firms identified are displayed in Column D of Table 2a and 2b.

Relative Availability of DBE Firms: Relative availability is derived by dividing the number of ready, willing and able DBEs in a particular NAICS code by the number of all firms

(DBEs and non-DBEs) in that NAICS code. Table 2a and 2b show this equation carried out for the DBEs identified in the CUCP database and all firms identified in the County Business Pattern database.

Relative Availability figures are displayed in two different tables below because WETA has a different Local Market Area for vessel refurbishment projects. Table 2a displays the Availability of DBEs and all firms by NAICS Code for all projects except Vessel Refurbishments.

Table 2a: Availability of DBEs and all firms by NAICS Code (excludes San Diego County)

A. NAICS Code	B. NAICS Description	C. CUCP DBEs	D. All Firms in Local Market Area	E. Relative DBE Availability
237990	Other Heavy and Civil Engineering Construction	19	53	26.39%
238210	Electrical Contractors and Other Wiring Installation Contractors	33	1,905	1.70%
238220	Plumbing, Heating, and Air-Conditioning Contractors Heating, ventilation and air-conditioning (HVAC) contractors	6	2,042	0.29%
238310	Drywall and Insulation Contractors	5	476	1.04%
238320	Painting and Wall Covering Contractors Ship painting contractors	9	1,209	0.74%
238330	Flooring Contractors	2	471	0.42%
238350	Finish Carpentry Contractors	3	531	0.56%
332996	Bends, pipe, made from purchased metal pipe	0	3	0.00%
334220	Radio and Television Broadcasting and Wireless Communications Equipment Manufacturing	0	44	0.00%
334511	Search, Detection, Navigation, Guidance, Aeronautical, and Nautical System and Instrument Manufacturing	0	23	0.00%
335313	Switchgear and Switchboard Apparatus Manufacturing	0	7	0.00%
336360	Motor Vehicle Seating and Interior Trim Manufacturing	0	0	0.00%
336611	Ship Building and Repairing	1	3	25.00%
484110	General Freight Trucking, Local	15	864	1.44%
532490	Other Commercial and Industrial Machinery and Equipment Rental and Leasing	2	245	0.81%
541330	Engineering services Boat engineering design services Industrial engineering services Maritime technology engineering services Mechanical engineering services	93	2,407	3.72%
541370	Hydrographic survey work	14	96	12.73%
541620	Enviro consulting services	9	380	2.31%
811310	Commercial and Industrial Machinery and Equipment (except Automotive and Electronic) Repair and Maintenance	1	291	0.34%

Table 2b: Availability of DBEs and all firms by NAICS Code (includes San Diego County)

A. NAICS Code	B. NAICS Description	C. CUCP DBEs	D. All Firms in Local Market Area	E. Relative DBE Availability
-				
237990	Other Heavy and Civil Engineering Construction	32	83	27.83%
238210	Electrical Contractors and Other Wiring Installation Contractors	48	2,740	1.72%
238220	Plumbing, Heating, and Air-Conditioning Contractors Heating, ventilation and air-conditioning (HVAC) contractors	6	3,043	0.20%
238310	Drywall and Insulation Contractors	9	710	1.25%
238320	Painting and Wall Covering Contractors Ship painting contractors	11	1,643	0.67%
238330	Flooring Contractors	2	722	0.28%
238350	Finish Carpentry Contractors	5	806	0.62%
332996	Bends, pipe, made from purchased metal pipe	0	6	0.00%
334220	Radio and Television Broadcasting and Wireless Communications Equipment Manufacturing	0	69	0.00%
334511	Search, Detection, Navigation, Guidance, Aeronautical, and Nautical System and Instrument Manufacturing	0	35	0.00%
335313	Switchgear and Switchboard Apparatus Manufacturing	0	7	0.00%
336360	Motor Vehicle Seating and Interior Trim Manufacturing	0	0	0.00%
336611	Ship Building and Repairing	2	32	5.88%
484110	General Freight Trucking, Local	17	1,167	1.44%
532490	Other Commercial and Industrial Machinery and Equipment Rental and Leasing	3	366	0.81%
541330	Engineering services Boat engineering design services Industrial engineering services Maritime technology engineering services Mechanical engineering services	135	3,572	3.64%
541370	Hydrographic survey work	22	149	12.87%
541620	Enviro consulting services	15	582	2.51%
811310	Commercial and Industrial Machinery and Equipment (except Automotive and Electronic) Repair and Maintenance	1	407	0.25%

FTA Funds to be Expended in Each Specific Area and Calculating Base Figures: To determine the FTA dollars that will be expended for each specific area of expertise, the FTA-assisted contracts and subcontracts identified by project managers were categorized according to their NAICS industry classifications. See Exhibit 1, Column B. Contract dollars of each industry classification were divided by the total contract dollars (\$49,206,236) resulting in the percentage of total dollars per contract and classification, called the “weighted” percentage. The result is shown in Exhibit 1, Column D.

Next, the Base Figure for the Overall Goal was calculated by multiplying the weighted percentage of funds to be expended for each NAICS code (Exhibit 1, Column D) by DBE relative availability for each NAICS code (carried forward from Table 2 and shown in Exhibit 1, Column E). Base Figures for each NAICS code are shown in Exhibit 1, Column F. Finally, Base Figures for all NAICS codes were totaled, resulting in a 21.39% overall base figure.

Calculating Base Figure per Individual Contract: To determine the Base Figure for each contract, the percentage of work (prime and sub) identified by project managers was multiplied by the DBE relative availability (carried forward from Table 2) and totaled for each contract. See Exhibit 2.

Step Two: Adjusting Base Figures

WETA examined the nature of the contracts budgeted for award and the past participation of DBEs in similar contracts issued by the agency to determine whether any further refinements were warranted. Staff determined adjustments were warranted on 5 contracts based on the nature of the work included in each of the contracts, as described below.

1. Vessel and Universal Charging Float Projects:

There are several marine construction projects that are performed at a shipyards, or require shipyard capabilities. These projects include:

- TAURUS – Vessel Half Life Refurbishment Project
- LYRA & DORADO – Dry Docking and Repair
- UCF #3 Seaplane Electrification
- UCF Gate G Electrification

The vessel projects (Taurus, Lyra & Dorado) require refurbishment of the interior of the vessel, extensive inspections and refurbishments of the vessel’s hull, house, and supporting structures such as plumbing and navigational equipment. The Universal Charging Float (UCF) projects require the same type of work to be performed as the vessel projects, and require shipyards with the capabilities of fabricating and constructing docks with electric battery charging technologies.

There are very few shipyards in the state of California and WETA has experience working with all of the shipyards that are qualified to work on WETA's vessels. The CUCP data for the NAICS code 336611 Shipbuilding and Repair listed 4 firms total including one firm certified as a DBE that specializes exclusively in U.S. military contracting and environmental remediation/disaster response and does not have a physical shipyard. The County Business Pattern survey data does not provide information on individual firms, so WETA cannot determine that the non-DBE firms in our market area are capable of performing the work needed for WETA's projects under 336611. WETA has determined that the capabilities of the one DBE shipyard in NAICS code 336611 does not align with WETA's anticipated contract needs since this firm does not have a physical shipyard location and specializes exclusively in U.S. military contracting. To prevent inaccurately skewing the goal with 25% DBE availability under NAICS code 336611, WETA has excluded this work as a viable opportunity for DBE participation. The one DBE firm certified under NAICS code 336611 attended the Public Participation meeting held by the Business Outreach Committee (see Exhibit 7). WETA and the other San Francisco Bay Area ferry operator, Golden Gate Ferry, will be working with this DBE firm to find ways to improve their capability and capacity to perform the specialized work needed for WETA and Golden Gate projects.

2. Vallejo Reconfiguration and South SF Terminal Dredging:

For all marine capital improvement contracts involving WETA's terminals, the prime contractor must operate dredges, pipe, workboats, work and cargo barges, tugs, offshore support vessels and equipment for the required scope of work. In addition, the prime contractor and all subcontractors must meet and maintain the minimum insurance requirements for the full duration of the contract.

Certified DBE firms listed under NAICS code 237990, Other Heavy and Civil Engineering Construction are not capable or do not have the capacity to perform the dredging work required for our terminal projects. These firms do not own the equipment required to perform dredging services, and the firms do not perform dredging work under NAICS code 237990. The County Business Pattern survey data does not allow granularity in filtering the data, so WETA cannot determine that the non-DBE firms in our market area are capable of performing the work needed for WETA's projects under 237990. WETA has determined that the DBE firms under NAICS code 237990 scope of work are not capable of fulfilling WETA's anticipated contract needs. Therefore, to prevent inaccurately skewing the goal with over 26% DBE availability for NAICS code 237990, WETA has excluded this work as a viable opportunity for DBE participation.

Table 3: Adjusted Base Figure Breakdown Per Individual Contract

NAICS Code & Description for Prime & Subcontracting Opportunities			Percent of Individual Contract Dollars	Total FTA \$ for Project	Relative DBE Availability	Base Figure Per Contract
<u>Vessel Half-Life Overhaul (Taurus) 2026</u>						
Prime	336611	Shipbuilding and Repair	61%	\$2,192,096.00	25.00%	15.250%
Sub	238210	Electrical Contractors and other wiring contractors	3%	\$107,808.00	1.70%	0.051%
Sub	238220	Plumbing, HVAC Contractors	4%	\$143,744.00	0.29%	0.012%
Sub	238310	Drywall and Insulation Contractors	0.50%	\$17,968.00	1.04%	0.005%
Sub	336360	Motor Vehicle Seating and Interior Trim Manufacturing	6%	\$215,616.00	0.00%	0.000%
Sub	238330	Flooring contractor	5%	\$179,680.00	0.42%	0.021%
Sub	238320	Painting and Wall Covering Contractors	3%	\$107,808.00	0.74%	0.022%
Sub	541330	Engineering Services	7%	\$251,552.00	3.72%	0.260%
Sub	334220	Radio & Television Broadcasting and Wireless Communications Equipment manufacturing	2%	\$71,872.00	0.00%	0.000%
Sub	335313	Switchgear and Switchboard Apparatus mfg	2%	\$71,872.00	0.00%	0.000%
Sub	332996	Fabricated Pipe and Pipe Fitting Manufacturing	1%	\$35,936.00	0.00%	0.000%
Sub	238350	Finish Carpentry Contractor/ship joinery	2%	\$71,872.00	0.56%	0.011%
Sub	334511	Search, Detection, Navigation, Guidance, Aeronautical, and Nautical System and Instrumentation Manufacturing	3.50%	\$125,776.00	0.00%	0.000%
			100.00%	\$3,593,600.00	8.479%	0.383%

NAICS Code & Description for Prime & Subcontracting Opportunities			Percent of Individual Contract Dollars	Total FTA \$ for Project	Relative DBE Availability	Base Figure Per Contract
<u>Engine Major Overhaul (Cetus) 2026</u>						
Prime	811310	Commercial and Industrial Machinery and Equipment Repair and Maint.	98.0%	\$1,472,649.92	0.34%	0.336%
Sub	532490	Other Commercial and Industrial Machinery and Equipment Rental and Leasing	1.0%	\$15,027.04	0.81%	0.008%
Sub	484110	General Freight Trucking, Local	1.0%	\$15,027.04	1.44%	0.014%
			100%	\$1,502,704.00	2.588%	0.358%
<u>Engine Major Overhaul (Cetus) 2027</u>						
Prime	811310	Commercial and Industrial Machinery and Equipment Repair and Maint.	98.0%	\$1,472,649.92	0.34%	0.336%
Sub	532490	Other Commercial and Industrial Machinery and Equipment Rental and Leasing	1.0%	\$15,027.04	0.81%	0.008%
Sub	484110	General Freight Trucking, Local	1.0%	\$15,027.04	1.44%	0.014%
			100%	\$1,502,704.00	2.588%	0.358%
<u>Engine Major Overhaul (Hydrus) 2026</u>						
Prime	811310	Commercial and Industrial Machinery and Equipment Repair and Maint.	98.0%	\$1,472,649.92	0.34%	0.336%
Sub	532490	Other Commercial and Industrial Machinery and Equipment Rental and Leasing	1.0%	\$15,027.04	0.81%	0.008%
Sub	484110	General Freight Trucking, Local	1.0%	\$15,027.04	1.44%	0.014%
			100%	\$1,502,704.00	2.588%	0.358%

NAICS Code & Description for Prime & Subcontracting Opportunities			Percent of Individual Contract Dollars	Total FTA \$ for Project	Relative DBE Availability	Base Figure Per Contract
<u>Engine Major Overhaul (Hydrus) 2027</u>						
Prime	811310	Commercial and Industrial Machinery and Equipment Repair and Maint.	98.0%	\$1,472,649.92	0.34%	0.336%
Sub	532490	Other Commercial and Industrial Machinery and Equipment Rental and Leasing	1.0%	\$15,027.04	0.81%	0.008%
Sub	484110	General Freight Trucking, Local	1.0%	\$15,027.04	1.44%	0.014%
			100%	\$1,502,704.00	2.588%	0.358%
<u>Dry Dock and Repair (Dorado) 2026</u>						
Prime	336611	Shipbuilding and Repair	100.0%	\$524,800.00	25.00%	25.000%
			100%	\$524,800.00	0.000%	0.000%
<u>Dry Dock and Repair (Lyra) 2026</u>						
Prime	336611	Shipbuilding and Repair	100.0%	\$668,800.00	25.00%	25.000%
			100%	\$668,800.00	0.000%	0.000%
<u>Engine Half-life Overhaul (Dorado) 2026</u>						
Prime	811310	Commercial and Industrial Machinery and Equipment Repair and Maint.	100.0%	\$465,600.00	0.34%	0.342%
			100%	\$465,600.00	0.342%	0.342%
<u>Engine Half-life Overhaul (Intintoli) 2026</u>						
Prime	811310	Commercial and Industrial Machinery and Equipment Repair and Maint.	100.0%	\$387,200.00	0.34%	0.342%
			100%	\$387,200.00	0.342%	0.342%
<u>Engine Quarter Life Overhauls (Bay Breeze) 2026</u>						
Prime	811310	Commercial and Industrial Machinery and Equipment Repair and Maint.	100.0%	\$43,200.00	0.34%	0.342%
			100%	\$43,200.00	0.342%	0.342%

NAICS Code & Description for Prime & Subcontracting Opportunities			Percent of Individual Contract Dollars	Total FTA \$ for Project	Relative DBE Availability	Base Figure Per Contract
<u>Engine Quarter Life Overhauls (Mare Island) 2026</u>						
Prime	811310	Commercial and Industrial Machinery and Equipment Repair and Maint.	100.0%	\$64,000.00	0.34%	0.342%
			100%	\$64,000.00	0.342%	0.342%
<u>Turbocharger and Pump Replacements (Pyxis)</u>						
Prime	811310	Commercial and Industrial Machinery and Equipment Repair and Maint.	100.0%	\$224,800.00	0.34%	0.342%
			100%	\$224,800.00	0.342%	0.342%
<u>MCU Upgrades - Mare Island & Intintoli</u>						
Prime	811310	Commercial and Industrial Machinery and Equipment Repair and Maint.	100.0%	\$376,040.00	0.34%	0.342%
			100%	\$376,040.00		0.342%
<u>Terminal Dredging (South SF) 2026</u>						
Prime	541620	Enviro consulting services	3%	\$89,928.00	2.31%	0.069%
Prime	237990	Other Heavy and Civil Engineering Construction	94%	\$2,817,744.00	26.39%	24.806%
Sub	541370	Hydrographic survey work	3%	\$89,928.00	12.73%	0.382%
			100%	\$2,997,600.00		0.451%
<u>Vallejo Terminal Reconfiguration 2026</u>						
Prime	541620	Enviro consulting services	10%	\$624,682.67	2.31%	0.241%
Sub	237990	Other Heavy and Civil Engineering Construction	5%	\$296,156.63	0.81%	0.040%
Prime	336611	Shipbuilding and Repair	85%	\$5,069,999.83	0.00%	0.000%
			100%	\$5,990,839.14		0.241%

NAICS Code & Description for Prime & Subcontracting Opportunities			Percent of Individual Contract Dollars	Total FTA \$ for Project	Relative DBE Availability	Base Figure Per Contract
<u>Vallejo Terminal Reconfiguration 2027</u>						
Prime	541620	Enviro consulting services	0%	\$-	2.31%	0.000%
Sub	237990	Other Heavy and Civil Engineering Construction	1%	\$70,200.00	0.81%	0.040%
Prime	336611	Shipbuilding and Repair	99%	\$6,961,840.86	0.00%	0.000%
			100%	\$7,032,040.86		0.000%
<u>UCF #3 Seaplane 2026</u>						
Sub	541620	Enviro consulting services	0%	\$ -	2.31%	0.000%
Prime	336611	Shipbuilding and Repair	100%	\$ 3,752,400.00	0.00%	0.000%
			100.00%	\$ 3,752,400.00		0%
<u>UCF #3 Seaplane 2027</u>						
Sub	541620	Enviro consulting services	0%	\$ -	2.31%	0.000%
Prime	336611	Shipbuilding and Repair	100%	\$ 3,752,400.00	0.00%	0.000%
			100.00%	\$ 3,752,400.00		0%

Overall Goal

DBE availability per contract was calculated into projected DBE participation dollars by taking the FTA dollars budgeted for each contract (from Table 1) and multiplying them by the adjusted availability per contract. The total of the projected DBE participation dollars was then divided by the total budgeted FTA dollars for all contracts, resulting in a 0.14% overall goal. See Table 4 below.

Table 4: Overall Triennial DBE Goal FFY 26-28

Contract Type	Contract	FTA Dollars	DBE Availability per Contract	FTA Dollars Projected for DBEs
Anticipated for Award in FFY 26				
Vessel	Engine Major Overhaul (Cetus) 2026	\$1,502,704	0.36%	\$5,381
Vessel	Engine Major Overhaul (Hydrus) 2026	\$1,502,704	0.36%	\$5,381
Anticipated for Award in FFY 26				
Vessel	Engine Half-life Overhaul (Dorado) 2026	\$465,600	0.34%	\$1,595
Vessel	Engine Half-life Overhaul (Intintoli) 2026	\$387,200	0.34%	\$1,326
Vessel	Engine Quarter Life Overhauls (Bay Breeze) 2026	\$43,200	0.34%	\$148
Vessel	Engine Quarter Life Overhauls (Mare Island) 2026	\$64,000	0.34%	\$219
Vessel	Vessel Half-Life Overhaul (Taurus) 2026	\$3,593,600	0.38%	\$13,762
Vessel	Dry Dock and Repair (Dorado) 2026	\$524,800	0.00%	\$0
Vessel	Dry Dock and Repair (Lyra) 2026	\$668,800	0.00%	\$0
Vessel	Turbocharger and Pump Replacements (Pyxis)	\$224,800	0.34%	\$770
Vessel	MCU Upgrades - Mare Island & Intintoli	\$376,040	0.45%	\$1,697
Terminal	Terminal Dredging (South SF) 2026	\$2,997,600	0.45%	\$13,526
Terminal	Vallejo Terminal Reconfiguration 2026	\$5,990,839	0.24%	\$14,453
Terminal	UCF #3 Seaplane 2026	\$3,752,400	0.00%	\$0
Terminal	UCF Gate G 2026	\$8,728,500	0.00%	\$0
Anticipated for Award in FFY 27				
Vessel	Engine Major Overhaul (Cetus) 2027	\$1,502,704	0.36%	\$5,381
Vessel	Engine Major Overhaul (Hydrus) 2027	\$1,502,704	0.36%	\$5,381
Terminal	Vallejo Terminal Reconfiguration 2027	\$7,032,041	0.00%	\$0
Terminal	UCF #3 Seaplane 2027	\$8,346,000	0.00%	\$0
Total FTA Dollars and DBE Dollars		\$49,206,236		\$68,425
FTA Dollars Projected for DBEs		FTA Budgeted	Annual Overall Goal	
\$68,425		\$49,206,236	0.14%	

Race/Gender-Neutral Measures

Summary of Race-Neutral Methods of Achieving DBE Participation

The federal DBE regulations require that the maximum feasible portion of the overall triennial DBE goal be achieved through race/gender-neutral measures. Race/gender-neutral efforts are programs and other initiatives that assist small businesses in general and are not limited to minority or women-owned firms.

WETA continues to focus on expanding race/gender-neutral outreach through participation in the “Business Outreach Committee” (BOC), a consortium of over twenty-six Bay Area transit and transportation agencies formed in an effort to maximize outreach efforts. The BOC publishes a quarterly newsletter to advertise each BOC member agency’s upcoming contracting opportunities as well as advertise BOC events and workshops to assist DBEs and small businesses. The BOC has an aggressive annual outreach calendar. Events in the past year have included a DBE certification workshop presented by certifying agencies of the California Unified Certification Program in June of 2024, a meet the primes event in November of 2024, and a meet the buyers event in April of 2025. Many of these events are focused on introducing DBE and small businesses to prime contractors in order to provide networking opportunities.

In preparation for the development of upcoming overall triennial goals, the BOC also held a consultation meeting with trade and business organizations on the overall triennial DBE goal setting process and BOC agencies’ upcoming contracting opportunities, as well as a public participation event to solicit public comments on each agency’s overall triennial DBE goal and upcoming contracts (see discussion below).

In addition to participating in the educational and outreach activities through the BOC, WETA will continue race/gender-neutral activities in its contracting opportunities, including:

- Ensuring that bidding and contract requirements facilitate participation by DBEs and other small businesses by incorporating DBE language throughout WETA’s bid documents including:
 - WETA’s DBE Program policy.
 - A nondiscrimination assurance from the contractor (and each subcontract the prime contractor signs with a subcontractor).
 - A statement that encourages prime contractors to use financial institutions owned and controlled by socially and economically disadvantaged individuals in the community.
 - The website address for the DBE directory identifying all firms eligible to participate as DBEs in WETA’s program.
- Ensuring contracts are accessible to small businesses, and if not, making efforts to unbundle large contracts to make them more accessible.

- Encouraging prime contractors to subcontract portions of the work that they might otherwise perform themselves.
- Providing technical assistance and other support services to facilitate consideration of DBEs and other small businesses.
- Provide information at pre-bid conferences to prospective contractors/consultants as to applicable small business/DBE requirements including DBE database websites, resources and answering any questions.
- Providing an email service to firms interested in receiving notification when WETA posts new contracting opportunities on its website.
- Providing an online networking list for prospective prime and subcontractors for large construction contracts in order to promote networking well in advance of pre-bid meetings.

Over the last couple years, WETA has increased its focus on understanding the barriers for small businesses to enter the marine fields, including holding a workshop to understand and provide appropriate resources to overcome these barriers as well as conducting an internal review of WETA's DBE program and internal procurement processes to assess if changes could be made internally to increase DBE participation. Both of these efforts are described below.

In February of 2023, WETA and Golden Gate Ferry hosted a workshop focusing on the common barriers preventing DBEs from participating in vessel and marine construction contracts. Four critical barriers were identified in preliminary exploration meetings with the shipyard and marine construction firms that presented at the workshop. These four barriers are:

- Qualifying for FTA's DBE requirements
- Lack of marine construction experience and certifications
- Insurance and bonding accessibility
- Navigating the Buy America requirements

These barriers have been an issue time and again for DBE firms seeking contract awards. Navigating FTA's DBE requirements, or the lack of information on how to become a DBE, has been a roadblock for many small firms. Shipyards and marine construction firms that WETA contracts with regularly have cited that lack of marine specific experience and certifications have prevented them from being able to hire DBE subcontractors. Legal requirements such as acquiring shipyard and marine specific insurance and bonding, which kind of liability coverage to acquire and how much, and navigating Buy America rules, have all proven to be major financial and technical barriers for small businesses. The workshop provided DBE firms and small businesses with tools for navigating and overcoming these barriers. Subject matter experts in each of these categories presented helpful tips and resources to assist DBEs navigating these barriers.

WETA conducted a comprehensive 360 review of its DBE program, led by Colette Holt & Associates, in response to persistent challenges in achieving DBE participation goals. The review confirmed that WETA is in compliance with federal DBE regulations and acknowledged the agency's proactive outreach efforts. However, it also highlighted the scarcity of qualified DBEs in maritime trades and proposed seven recommendations to improve participation, including: increasing organizational capacity, enhancing DBE compliance software, revising SBE goals, establishing a process to consider unbundling certain contracts, expanding outreach, leveraging workforce development coalitions, and setting project-specific DBE goals for shoreside projects. Staff will develop a multi-year DBE Program Improvement Plan (DBEPIP) incorporating these recommendations, with a timeline, costs, and performance metrics, for WETA Board approval in 2025.

Public Participation

Member agencies of the BOC conducted two public participation meetings for the development of this goal, a virtual consultation meeting and an in person public participation meeting on May 7, 2025 and May 13, 2025 respectively. The May 7 consultation meeting focused on consulting with and receiving comments from trade groups, minority, women's and general contractor groups, community organizations, and other representatives to discuss how to increase availability of disadvantaged, minority and women owned businesses. The public participation session meeting was held on May 13 with owners and representatives of DBE firms.

The BOC emailed an invitation for the consultation meeting to over 100 organizations. The consultation meeting invitation is provided in Exhibit 3, and the list of organizations invited is provided in Exhibit 4. The BOC members focused the discussion at the end of the meeting on understanding why attendance was low and how the BOC can increase participation in the future. The roundtable discussion topics included the following:

- o What are the major barriers for your members in competing for contracting opportunities?
- o What trades are there a lack/plethora of DBE participation?
- o What types of technical assistance do your members need most?
- o Do you have suggestions for resources and references that the BOC should develop, maintain, and disseminate to your members?
- o How can the Business Outreach Committee assist you in your mission?

Participants also discussed how the BOC could better reach contractors and where contractors are looking to find out about upcoming procurement opportunities. Meeting minutes for the consultation meeting are included as Exhibit 5.

The invitation to the public participation meeting was sent out by each BOC member agency to their respective outreach lists. A copy of the public participation meeting flyer is provided in Exhibit 6. WETA emailed out to our business outreach email list to over

1300 recipients on April 21, 2025. Over 70 firms and agencies attended the public participation meeting.

BOC Chair, Artemise Davenport (Golden Gate Bridge Highway & Transportation District), provided an overview on the goal-setting methodology used by agencies in establishing their overall triennial DBE goals. This included identifying contracting opportunities, setting a base figure, and making any adjustments as necessary. The presentation also included a slide with each participating agency's proposed goal as of that date, including WETA's proposed 0.24% goal. It was discovered after this public participation meeting that the analysis for this original proposed goal had an error, and a new analysis was done, producing the current 0.14% proposed overall DBE goal. WETA updated the posting on its website to include the updated 0.14% overall DBE goal.

Participants had questions and comments about availability for the DBE contractor, mentoring and protégé programs, the difficulty forming relationships with primes as a smaller DBE firm, how many of the transit agencies that receive over \$100 million dollars conducted disparity studies and how to use them as a resource to assist small businesses.

Both sessions provided a forum for representatives from businesses and organizations to share their views about the availability of certified and potential DBEs ready, willing and able to compete for DOT-assisted contracts, to discuss their concerns, and to provide input on how DOT recipients might more effectively administer their programs to improve DBE participation.

No comments were provided specific to WETA's proposed overall goal. The attendance lists from the public participation meeting are included as Exhibit 7.

Adjustments Made Based on Comments from Various Groups, Organizations and Officials

Since the comments received at the public participation sessions do not concern WETA's specific contracting opportunities projected for FFY 2026 through FFY 2028, no adjustments as a result of the public participation meetings were made to the DBE availability figures or the overall goal.

Publication of Goal

Per 49 CFR Section 26.45, WETA has elected to eliminate the 30-day public comment period and inspection of WETA's goal methodology at a specified location. Instead, WETA posts its proposed goal on its website. Staff posted the 0.24% goal on our website on May 27, 2025. It was discovered after posting on WETA's website that the analysis for this original proposed 0.24% goal had an error, and a new analysis was done, producing the current 0.14% overall DBE goal. That 0.14% was posted on WETA's site on June 10, 2025. A copy of the posting is included in Exhibit 8.

Analysis Correction

As discussed above, WETA discovered an error in the DBE analysis that produced the original 0.24% overall DBE draft goal. There were projects that were inadvertently not included in the original analysis, and a new analysis was performed to include those projects, producing the current 0.14% overall DBE goal.

Conclusion

The proposed overall triennial DBE goal for FTA-assisted contracts for FFY 2026 through 2028 is 0.14% with a proposed race-neutral/race-conscious split of 100% race neutral and 0% race/gender-conscious.

Exhibit 1

Calculating Weighted FTA Dollars and Base Figure

FTA Funds to be Expended in Each Specific Area and Calculating Base Figures: To determine the FTA dollars that will be expended for each specific area of expertise, the FTA-assisted contracts and subcontracts identified by project managers were categorized according to their NAICS codes. See Exhibit 1, Column B. Contract dollars of each industry classification were divided by the total contract dollars (\$49,206,236) resulting in the percentage of total dollars per contract and classification, called the “weighted” percentage. The result is shown in Exhibit 1, Column D.

A. NAICS Code	B. NAICS Description and Associated Contracts	C. FTA Dollars for contract	D. Weighted % of Total FTA Dollars	E. DBE Availability	F. Base Figure (F = D x E)
811310	Commercial and Industrial Machinery and Equipment Repair and Maint.	\$7,451,439.68	15.14%	0.34%	0.052%
	Engine Major Overhaul (Cetus) 2026	\$1,472,649.92	2.99%	0.34%	0.010%
	Engine Major Overhaul (Cetus) 2027	\$1,472,649.92	2.99%	0.34%	0.010%
	Engine Major Overhaul (Hyrdus) 2026	\$1,472,649.92	2.99%	0.34%	0.010%
	Engine Major Overhaul (Hyrdus) 2027	\$1,472,649.92	2.99%	0.34%	0.010%
	Engine Half-life Overhaul (Dorado) 2026	\$465,600.00	0.95%	0.34%	0.003%
	Engine Half-life Overhaul (Intintoli) 2026	\$387,200.00	0.79%	0.34%	0.003%
	Engine Quarter Life Overhauls (Bay Breeze) 2026	\$43,200.00	0.09%	0.34%	0.000%
	Engine Quarter Life Overhauls (Mare Island) 2026	\$64,000.00	0.13%	0.34%	0.000%
	Turbocharger and Pump Replacements (Pyxis)	\$224,800.00	0.46%	0.34%	0.002%
	MCU Upgrades - Mare Island & Intintoli	\$376,040.00	0.76%	0.34%	0.003%
532490	Other Commercial and Industrial Machinery and Equipment Rental and Leasing	\$60,108.16	0.12%	0.81%	0.001%
	Engine Major Overhaul (Cetus) 2026	\$15,027.04	0.03%	0.81%	0.000%
	Engine Major Overhaul (Cetus) 2027	\$15,027.04	0.03%	0.81%	0.000%
	Engine Major Overhaul (Hyrdus) 2026	\$15,027.04	0.03%	0.81%	0.000%
	Engine Major Overhaul (Hyrdus) 2027	\$15,027.04	0.03%	0.81%	0.000%
484110	General Freight Trucking, Local	\$60,108.16	0.12%	1.44%	0.002%
	Engine Major Overhaul (Cetus) 2026	\$15,027.04	0.03%	1.44%	0.000%
	Engine Major Overhaul (Cetus) 2027	\$15,027.04	0.03%	1.44%	0.000%
	Engine Major Overhaul (Hyrdus) 2026	\$15,027.04	0.03%	1.44%	0.000%
	Engine Major Overhaul (Hyrdus) 2027	\$15,027.04	0.03%	1.44%	0.000%
336611	Ship Building and Repairing	\$24,212,596.00	49.21%	0.00%	0.000%
	Dry Dock and Repair (Dorado) 2026	\$524,800.00	1.07%	25.00%	0.267%
	Dry Dock and Repair (Lyra) 2026	\$668,800.00	1.36%	25.00%	0.340%
	Vessel Half-Life Overhaul (Taurus) 2026	\$2,192,096.00	4.45%	25.00%	1.114%
	UCF #3 Seaplane 2026	\$3,752,400.00	7.63%	26.39%	2.012%
	UCF #3 Seaplane 2027	\$8,346,000.00	16.96%	26.39%	4.476%

A. NAICS Code	B. NAICS Description and Associated Contracts	C. FTA Dollars for contract	D. Weighted % of Total FTA Dollars	E. DBE Availability	F. Base Figure (F = D x E)
	UCF Gate G 2026	\$8,728,500.00	17.74%	26.39%	4.681%
238210	Electrical Contractors and Other Wiring Installation Contractors	\$107,808.00	0.22%	1.70%	0.004%
	Vessel Half-Life Overhaul (Taurus) 2026	\$107,808.00	0.22%	1.70%	0.004%
238220	Plumbing, Heating, and Air-Conditioning Contractors	\$143,744.00	0.29%	0.29%	0.001%
	Vessel Half-Life Overhaul (Taurus) 2026	\$143,744.00	0.29%	0.29%	0.001%
238310	Drywall and Insulation Contractors	\$17,968.00	0.04%	1.04%	0.000%
	Vessel Half-Life Overhaul (Taurus) 2026	\$17,968.00	0.04%	1.04%	0.000%
336360	Motor Vehicle Seating and Interior Trim Manufacturing	\$215,616.00	0.44%	0.00%	0.000%
	Vessel Half-Life Overhaul (Taurus) 2026	\$215,616.00	0.44%	0.00%	0.000%
238330	Flooring Contractors	\$179,680.00	0.37%	0.42%	0.002%
	Vessel Half-Life Overhaul (Taurus) 2026	\$179,680.00	0.37%	0.42%	0.002%
238320	Painting and Wall Covering Contractors	\$107,808.00	0.22%	0.74%	0.002%
	Vessel Half-Life Overhaul (Taurus) 2026	\$107,808.00	0.22%	0.74%	0.002%
541330	Engineering services	\$251,552.00	0.51%	3.72%	0.019%
	Vessel Half-Life Overhaul (Taurus) 2026	\$251,552.00	0.51%	3.72%	0.019%
334220	Radio and Television Broadcasting and Wireless Communications Equipment Manufacturing	\$71,872.00	0.15%	0.00%	0.000%
	Vessel Half-Life Overhaul (Taurus) 2026	\$71,872.00	0.15%	0.00%	0.000%
335313	Switchgear and Switchboard Apparatus Manufacturing	\$71,872.00	0.15%	0.00%	0.000%
	Vessel Half-Life Overhaul (Taurus) 2026	\$71,872.00	0.15%	0.00%	0.000%
332996	Bends, pipe, made from purchased metal pipe	\$35,936.00	0.07%	0.00%	0.000%
	Vessel Half-Life Overhaul (Taurus) 2026	\$35,936.00	0.07%	0.00%	0.000%
238350	Finish Carpentry Contractors	\$71,872.00	0.15%	0.56%	0.001%
	Vessel Half-Life Overhaul (Taurus) 2026	\$71,872.00	0.15%	0.56%	0.001%
334511	Search, Detection, Navigation, Guidance, Aeronautical, and Nautical System and Instrument Manufacturing	\$125,776.00	0.26%	0.00%	0.000%
	Vessel Half-Life Overhaul (Taurus) 2026	\$125,776.00	0.26%	0.00%	0.000%
541620	Enviro consulting services	\$689,011.91	1.40%	2.31%	0.032%
	Terminal Dredging (South SF) 2026	\$89,928.00	0.18%	2.31%	0.004%
	Vallejo Terminal Reconfiguration 2026	\$599,083.91	1.22%	2.31%	0.028%
	Vallejo Terminal Reconfiguration 2027	\$0.00	0.00%	2.31%	0.000%
237990	Other Heavy and Civil Engineering Construction	\$15,241,540.09	30.97%	0.00%	0.000%
	Terminal Dredging (South SF) 2026	\$2,817,744.00	5.73%	26.39%	1.511%
	Vallejo Terminal Reconfiguration 2026	\$5,391,755.23	10.96%	26.39%	2.892%
	Vallejo Terminal Reconfiguration 2027	\$7,032,040.86	14.29%	26.39%	3.771%
541370	Hydrographic survey work	\$89,928.00	0.18%	12.73%	0.023%
	Terminal Dredging (South SF) 2026	\$89,928.00	0.18%	12.73%	0.023%

Total Federal Funds	\$49,206,236.00
Base Figure	0.14%

Exhibit 2:
Base Figure Breakdown per Individual Contract

NAICS Code & Description for Prime & Subcontracting Opportunities				Percent of Individual Contract Dollars	Total FTA \$ for Project	Relative DBE Availability	Base Figure Per Contract
<u>Vessel Half-Life Overhaul (Taurus) 2026</u>							
Prime	336611	Shipbuilding and Repair	61%	\$2,192,096.00	25.00%	15.250%	
Sub	238210	Electrical Contractors and other wiring contractors	3%	\$107,808.00	1.70%	0.051%	
Sub	238220	Plumbing, HVAC Contractors	4%	\$143,744.00	0.29%	0.012%	
Sub	238310	Drywall and Insulation Contractors	0.50%	\$17,968.00	1.04%	0.005%	
Sub	336360	Motor Vehicle Seating and Interior Trim Manufacturing	6%	\$215,616.00	0.00%	0.000%	
Sub	238330	Flooring contractor	5%	\$179,680.00	0.42%	0.021%	
Sub	238320	Painting and Wall Covering Contractors	3%	\$107,808.00	0.74%	0.022%	
Sub	541330	Engineering Services	7%	\$251,552.00	3.72%	0.260%	
Sub	334220	Radio & Television Broadcasting and Wireless Communications Equipment manufacturing	2%	\$71,872.00	0.00%	0.000%	
Sub	335313	Switchgear and Switchboard Apparatus mfg	2%	\$71,872.00	0.00%	0.000%	
Sub	332996	Fabricated Pipe and Pipe Fitting Manufacturing	1%	\$35,936.00	0.00%	0.000%	
Sub	238350	Finish Carpentry Contractor/ship joinery	2%	\$71,872.00	0.56%	0.011%	
Sub	334511	Search, Detection, Navigation, Guidance, Aeronautical, and Nautical System and Instrumentation Manufacturing	3.50%	\$125,776.00	0.00%	0.000%	
				100.00%	\$3,593,600.00		15.633%
<u>Engine Major Overhaul (Cetus) 2026</u>							
Prime	811310	Commercial and Industrial Machinery and Equipment Repair and Maint.	98.0%	\$1,472,649.92	0.34%	0.336%	
Sub	532490	Other Commercial and Industrial Machinery and Equipment Rental and Leasing	1.0%	\$15,027.04	0.81%	0.008%	
Sub	484110	General Freight Trucking, Local	1.0%	\$15,027.04	1.44%	0.014%	
				100%	\$1,502,704.00		0.358%

NAICS Code & Description for Prime & Subcontracting Opportunities				Percent of Individual Contract Dollars	Total FTA \$ for Project	Relative DBE Availability	Base Figure Per Contract
<u>Engine Major Overhau (Cetus) 2027</u>							
Prime	811310	Commercial and Industrial Machinery and Equipment Repair and Maint.	98.0%	\$1,472,649.92	0.34%	0.336%	
Sub	532490	Other Commercial and Industrial Machinery and Equipment Rental and Leasing	1.0%	\$15,027.04	0.81%	0.008%	
Sub	484110	General Freight Trucking, Local	1.0%	\$15,027.04	1.44%	0.014%	
			100%	\$1,502,704.00		0.358%	
<u>Engine Major Overhaul (Hyrdus) 2026</u>							
Prime	811310	Commercial and Industrial Machinery and Equipment Repair and Maint.	98.0%	\$1,472,649.92	0.34%	0.336%	
Sub	532490	Other Commercial and Industrial Machinery and Equipment Rental and Leasing	1.0%	\$15,027.04	0.81%	0.008%	
Sub	484110	General Freight Trucking, Local	1.0%	\$15,027.04	1.44%	0.014%	
			100%	\$1,502,704.00		0.358%	
<u>Engine Major Overhaul (Hyrdus) 2027</u>							
Prime	811310	Commercial and Industrial Machinery and Equipment Repair and Maint.	98.0%	\$1,472,649.92	0.34%	0.336%	
Sub	532490	Other Commercial and Industrial Machinery and Equipment Rental and Leasing	1.0%	\$15,027.04	0.81%	0.008%	
Sub	484110	General Freight Trucking, Local	1.0%	\$15,027.04	1.44%	0.014%	
			100%	\$1,502,704.00		0.358%	
<u>Dry Dock and Repair (Dorado) 2026</u>							
Prime	336611	Shipbuilding and Repair	100.0%	\$524,800.00	25.00%	25.000%	
			100%	\$524,800.00		25.000%	
<u>Dry Dock and Repair (Lyra) 2026</u>							
Prime	336611	Shipbuilding and Repair	100.0%	\$668,800.00	25.00%	25.000%	
			100%	\$668,800.00		25.000%	
<u>Engine Half-life Overhaul (Dorado) 2026</u>							
Prime	811310	Commercial and Industrial Machinery and Equipment Repair and Maint.	100.0%	\$465,600.00	0.34%	0.342%	
			100%	\$465,600.00		0.342%	

NAICS Code & Description for Prime & Subcontracting Opportunities				Percent of Individual Contract Dollars	Total FTA \$ for Project	Relative DBE Availability	Base Figure Per Contract
<u>Engine Half-life Overhaul (Intintoli) 2026</u>							
Prime	811310	Commercial and Industrial Machinery and Equipment Repair and Maint.	100.0%	\$387,200.00	0.34%	0.342%	
			100%	\$387,200.00		0.342%	
<u>Engine Quarter Life Overhauls (Bay Breeze) 2026</u>							
Prime	811310	Commercial and Industrial Machinery and Equipment Repair and Maint.	100.0%	\$43,200.00	0.34%	0.342%	
			100%	\$43,200.00		0.342%	
<u>Engine Quarter Life Overhauls (Mare Island) 2026</u>							
Prime	811310	Commercial and Industrial Machinery and Equipment Repair and Maint.	100.0%	\$64,000.00	0.34%	0.342%	
			100%	\$64,000.00		0.342%	
<u>Turbocharger and Pump Replacements (Pyxis)</u>							
Prime	811310	Commercial and Industrial Machinery and Equipment Repair and Maint.	100.0%	\$224,800.00	0.34%	0.342%	
			100%	\$224,800.00		0.342%	
<u>MCU Upgrades - Mare Island & Intintoli</u>							
Prime	811310	Commercial and Industrial Machinery and Equipment Repair and Maint.	100.0%	\$376,040.00	0.34%	0.342%	
			100%	\$376,040.00		0.342%	
<u>Terminal Dredging (South SF) 2026</u>							
Prime	541620	Enviro consulting services	3%	\$89,928.00	2.31%	0.069%	
Prime	237990	Other Heavy and Civil Engineering Construction	94%	\$2,817,744.00	26.39%	24.806%	
Sub	541370	Hydrographic survey work	3%	\$89,928.00	12.73%	0.382%	
			100%	\$2,997,600.00		25.257%	
<u>Vallejo Terminal Reconfiguration 2026</u>							
Prime	541620	Enviro consulting services	10%	\$599,083.91	2.31%	0.231%	
Sub	237990	Other Heavy and Civil Engineering Construction	90%	\$5,391,755.23	26.39%	23.750%	
			100%	\$5,990,839.14		23.981%	

NAICS Code & Description for Prime & Subcontracting Opportunities				Percent of Individual Contract Dollars	Total FTA \$ for Project	Relative DBE Availability	Base Figure Per Contract
<u>Vallejo Terminal Reconfiguration 2027</u>							
Prime	541620	Enviro consulting services		0%	\$0.00	2.31%	0.000%
Sub	237990	Other Heavy and Civil Engineering Construction		100%	\$7,032,040.86	26.39%	26.389%
				100%	\$7,032,040.86		26.389%
<u>UCF #3 Seaplane 2026</u>							
Prime	541620	Enviro consulting services		0%	\$0.00	2.31%	0.000%
Sub	336611	Shipbuilding and Repair		100%	\$3,752,400.00	26.39%	26.389%
				100.00%	\$3,752,400.00	28.70%	26%
<u>UCF #3 Seaplane 2027</u>							
Prime	541620	Enviro consulting services		0%	\$0.00	2.31%	0.000%
Sub	336611	Shipbuilding and Repair		100%	\$8,346,000.00	26.39%	26.389%
				100.00%	\$8,346,000.00	28.70%	26%
<u>UCF Gate G 2026</u>							
Prime	541620	Enviro consulting services		0%	\$0.00	2.31%	0.000%
Sub	336611	Shipbuilding and Repair		100%	\$8,728,500.00	26.39%	26.389%
				100.00%	\$8,728,500.00	28.70%	26%

Exhibit 3:
Consultation Meeting Flyer

PUBLIC PARTICIPATION CONSULTATION MEETING

DBE Overall Triennial

Goal Setting

FFY 2026-2028

Join public transit and transportation agencies as they present their proposed Federal Transit Administration (FTA) Triennial Overall Disadvantaged Business Enterprise (DBE) goals for contracting opportunities in the upcoming Federal Fiscal Year (FFY) 2026-2028. Your input is valuable in this important process! Questions, contact Artemisé Davenport, adavenport@goldengate.org



VIRTUAL: Wednesday, May 7, 2025

10:00 a.m. - 11:00 a.m. (PST)

ZOOM:

https://goldengate-org.zoom.us/webinar/register/WN_1xK3uyRDRI6MsNqBFkaJtw

REGISTER HERE



DISCUSSION INCLUDES:

GOAL SETTING PROCESS

AVAILABILITY OF DBES/NON-DBES

ESTABLISH A LEVEL PLAYING FIELD



Business Outreach Committee Contact List

Alameda Contra Costa Transit District (AC Transit) www.actransit.org; Contracts Compliance Administrator: Phillip Halley; phalley@actransit.org; 510-891-7164; Management Compliance Analyst Contracts Compliance: Brooklyn Moore-Green; bmgreen@actransit.org; 510-891-7231

Bay Area Rapid Transit District (BART) www.bart.gov; Manager, Performance & Data Analytics Unit: Joseph Towner; jtowner@bart.gov; 510-987-5210

California Department of Transportation (CALTRANS) www.dot.ca.gov; Branch Chief Small Business and Property Control: Ayanna Nobles, Ayanna.nobles@dot.ca.gov; 510-908-8681

California High Speed Rail Authority (HSR) www.hsr.ca.gov Small Business Manager: Damon Dorn; damon.dorn@hsr.ca.gov; 916-330-5631

Central Contra Costa Transit Authority (County Connection) www.countyconnection.com Director of Recruitment & Employee Development: Kristina Martinez; kmartinez@countyconnection.com; 925-680-2031

City of Santa Rosa www.srcity.org/reimagining; Transit Planner: Yuri Koslen; ykoslen@srcity.org; 707-543-3335

Golden Gate Bridge, Highway & Transportation District (GGBHTD) www.goldengate.org; DBE Program Administrator: Artemisé Davenport; adavenport@goldengate.org; 415-257-4581

Marin Transit www.marintransit.org; Director of Policy & Legislative Programs: Keith Green; kgreen@marintransit.org; 415-226-0870

Metropolitan Transportation Commission (MTC) www.mtc.ca.gov Contract Compliance Manager: Michael Brinton; mbrinton@bayareametro.gov; 510-778-6727; Purchasing: Luz Campos; lcampos@bayareametro.gov; 510-778-5390

Napa Valley Transportation Authority (NVTA) www.nvta.ca.gov; Administrative Technician: Renée Kulick; rkulick@nvta.ca.gov; 707-259-8780

San Francisco Bay Ferry, a service of the Water Emergency Transportation Authority (WETA) www.watertransit.org Program Manager/Analyst: Lauren Duran Gualarte; gualarte@watertransit.org; 415-364-3188; Government & Regulatory Affairs Specialist: Terence Candell; candell@watertransit.org;

San Francisco County Transportation Authority (SFCTA) www.sfcta.org; Principle Management Analyst: Lily Yu; lily.yu@sfcta.org; 415-522-4811

San Francisco Municipal Transportation Agency (SFMTA) www.sfmta.gov; Contract Compliance Office Employment Unit Manager Finance and Information Technology Division: Todd Senigar; todd.senigar@sfmta.com; 415-646-2014

San Mateo County Transit District (SamTrans) and Peninsula Joint Powers Board (Caltrain) www.smctd.com/bidscontracts; DBE Administrator: Kamal Hubbard; Hubbardk@samtrans.com; 650-508-7939

Santa Clara Valley Transportation Authority (VTA) www.vta.org Business Diversity Programs Management Analyst: Jennifer Mena; Jennifer.mena@vta.org; 408-321-5876

Santa Cruz Metropolitan Transit District (Santa Cruz Metro) www.scmtd.com; Purchasing Agent: Joan Jeffries; jjeffries@scmtd.com; 831-420-2572

Solano County Transit (SolTrans) www.soltransride.com; DBE Liaison Officer: Reilly Kent; reilly@soltransride.com; 707-736-6986

Sonoma-Marín Area Rail Transit (SMART) www.sonomamarintrain.org Chief Financial Officer: Heather McKillop; hmckillop@sonomamarintrain.org; 707-794-3320

Tri Delta Transit (ECCTA) www.trideltatransit.com DBE Liaison Officer: Tania Babcock; tbabcock@eccta.org; 925-754-6622 ext. 223

Western Contra Costa Transit Authority (WestCAT) www.westcat.org Grants & Compliance Manager: Mike Furnary; mike@westcat.org; 510-724-3331

Business Outreach Committee
c/o GGBHTD, 1011 Andersen Drive, San Rafael, CA 94901

Exhibit 4: Consultation Meeting Invite List

AFRICAN AMERICAN CHAMBER OF COMMERCE	CALIFORNIA DEPT. OF GENERAL SERVICES PROCUREMENT	HISPANIC CHAMBER OF COMMERCE OF CONTRA COSTA
AMERICAN COUNCIL OF ENGINEERING COMPANIES	DIVISION/OFFICE OF SMALL AND DISABLED VETERAN BUSINESS ENTERPRISE SERVICES	HISPANIC CHAMBER OF COMMERCE OF MARIN
AMERICAN INDIAN CHAMBER OF COMMERCE OF CALIFORNIA	"CALIFORNIA HISPANIC CHAMBERS OF COMMERCE	HISPANIC CHAMBER OF COMMERCE OF SILICON VALLEY
ANEWAMERICA WOMEN'S BUSINESS CENTER, EAST BAY	CALIFORNIA PUBLIC UTILITIES COMMISSION SMALL BUSINESS PROGRAM	HISPANIC CHAMBER OF COMMERCE OF SONOMA COUNTY
ANEWAMERICA WOMEN'S BUSINESS CENTER, SAN JOSE	CALIFORNIA UNIFIED CERTIFICATION PROGRAM (CUCP)/C/O BAY AREA RAPID TRANSIT DISTRICT	HORIZONS UNLIMITED
ASIA AMERICA MULTITECHNOLOGY ASSOCIATION	CALMENTOR PROGRAM	INDUSTRY COUNCIL FOR SMALL BUSINESS DEVELOPMENT
ASIAN AMERICAN ARCHITECTS ENGINEERS (AAAE)	CENTRE CITY DEVELOPMENT CORPORATION	J.R. OLSEN BONDS & INSURANCE BROKERS, INC.
ASIAN BUSINESS LEAGUE OF SAN FRANCISCO	CHINESE FOR AFFIRMATIVE ACTION	JAPANESE CHAMBER OF COMMERCE OF NORTHERN CALIFORNIA
ASIAN INC.	"CITIBANK, N.A.	LA RAZA ROUNDTABLE DE CALIFORNIA
ASSOCIATED BUILDERS AND CONTRACTORS NORTHERN CALIFORNIA	OAKLAND DOWNTOWN FINANCIAL CENTER"	LAWYERS COMMITTEE FOR CIVIL RIGHTS
ASSOCIATED GENERAL CONTRACTORS OF CALIFORNIA	CITY OF SAN JOSE OFFICE OF ECONOMIC DEVELOPMENT	LINK 2000
BAY AREA BUILDERS EXCHANGE	COMTO-NORTHERN CALIFORNIA	MARIN BUILDERS ASSOCIATION
BAY AREA CHAPTER AMERICAN SUBCONTRACTORS ASSOCIATION	CONSTRUCTION BID SOURCE	MINORITY BUSINESS CONSORTIUM
BREAKFAST OF CHAMPIONS	DBE CONTRACTOR	MISSION ECONOMIC DEVELOPMENT AGENCY (MEDA)
BUILDERS' EXCHANGE OF STOCKTON	DBE GOODFAITH, INC.	MISSION HIRING HALL
"BUILDERS EXCHANGE OF SAN FRANCISCO"	EAST BAY SCORE	NAPA-SONOMA SMALL BUSINESS DEVELOPMENT CENTER C/O NAPA VALLEY COMMUNITY COLLEGE
BUILDERS' EXCHANGE OF SANTA CLARA COUNTY	EAST BAY SMALL BUSINESS DEVELOPMENT CENTER	NATIONAL ASSOCIATION OF MINORITY CONTRACTORS NORTHERN CALIFORNIA
CA DEPARTMENT OF GENERAL SERVICES OFFICE OF SMALL BUSINESS CERTIFICATION AND RESOURCES	EAST BAY WOMEN IN BUSINESS ROUNDTABLE C/O OAKLAND METROPOLITAN CHAMBER	NATIONAL ASSOCIATION OF SURETY BOND PRODUCERS (NASBP)
CALASIAN CHAMBER OF COMMERCE	FACE - REDWOOD RESOURCES	NATIONAL ASSOCIATION OF WOMEN BUSINESS OWNERS (NAWBO) SAN FRANCISCO BAY AREA CHAPTER
CALIFORNIA BLACK CHAMBER OF COMMERCE	FILIPINO AMERICAN CHAMBER OF COMMERCE OF SILICON VALLEY	NATIONAL ASSOCIATION OF WOMEN IN CONSTRUCTION (NAWIC)
	FOUNDATION FOR FAIR CONTRACTING	
	HISPANIC CHAMBER OF COMMERCE ALAMEDA COUNTY	

NATIONAL BUILDERS CONTROL
 NATIONAL CENTER FOR AMERICAN INDIAN ENTERPRISE DEVELOPMENT
 NATIONAL ORGANIZATION OF MINORITY ARCHITECTS SAN FRANCISCO CHAPTER
 NAWBO SILICON VALLEY
 NORCAL MENCHANICAL CONTRACTORS ASSOCIATION
 NORCAL PTAC
 NORTH BAY BLACK CHAMBER OF COMMERCE
 "NORTHERN CALIFORNIA MINORITY BUSINESS ENTERPRISE CENTER
 (Operated by Asian Inc.)"
 NORTHERN CALIFORNIA VETERANS BUSINESS OUTREACH CENTER
 OAKLAND BUILDERS ALLIANCE
 OAKLAND SMALL BUSINESS DEVELOPMENT CENTER
 OAKLAND SMALL BUSINESS GROWTH CENTER
 OFFICE OF COMMUNITY INVESTMENT AND INFRASTRUCTURE
 PENDERGAST CONSULTING GROUP
 SACRAMENTO MBDA BUSINESS CENTER
 SACRAMENTO REGIONAL BUILDERS EXCHANGE
 SAN FRANCISCO AFRICAN AMERICAN CHAMBER OF COMMERCE
 "SAN FRANCISCO CHAMBER OF COMMERCE
 "
 SAN FRANCISCO FILIPINO CULTURAL CENTER
 SAN FRANCISCO HUMAN RIGHTS COMMISSION
 SAN FRANCISCO SCORE
 SBTRC SOUTHWEST REGION
 SILICON VALLEY BLACK CHAMBER OF COMMERCE
 SILICON VALLEY SCORE COUNSELORS TO AMERICA'S SMALL BUSINESS C/O SAN JOSE CHAMBER OF COMMERCE

SILICON VALLEY VIETNESE AMERICAN CHAMBER OF COMMERCE
 SMALL BUSINESS CALIFORNIA
 SMALL BUSINESS COMMISSION
 SMALL BUSINESS DEVELOPMENT CENTER LEAD CENTER/HUMBOLDT STATE UNIVERSITY
 SMALL BUSINESS EXCHANGE (SBE), INC.
 SOCIETY OF MARKETING PROFESSIONALS
 SOLANO NAPA SMALL BUSINESS DEVELOPMENT CENTER
 SONOMA SMALL BUSINESS DEVELOPMENT CENTER C/O SANTA ROSA METRO CHAMBER
 SUPPLIER CLEARINGHOUSE OF THE PUBLIC UTILITIES COMMISSION
 SURETY INFORMATION OFFICE (SIO)
 THE HISPANIC CHAMBERS OF COMMERCE OF SAN FRANCISCO
 TRADESWOMEN, INC
 U.S. DEPARTMENT OF TRANSPORTATION OFFICE OF SMALL & DISADVANTAGED BUSINESS UTILIZATION (OSDBU)
 U.S. PAN ASIAN AMERICAN CHAMBER OF COMMERCE-WESTERN CHAPTER
 U.S. SMALL BUSINESS ADMINISTRATION SAN FRANCISCO DISTRICT OFFICE
 WESTERN REGIONAL MINORITY SUPPLIER DEVELOPMENT COUNCIL
 WOMEN CONSTRUCTION OWNERS AND EXECUTIVES USA
 WOMEN IN CONSULTING San Francisco Chapter
 WORKING SOLUTIONS
 YEI ENGINEERS

Exhibit 5: **Consultation Meeting**

Consultation Meeting – May 7:

Attendance Total: 78	
Public	BOC Member Representatives
57	21

BOC Questions for Discussion:

The BOC asked questions to get feedback on issues within the DBE/SBE community, challenges to the DBE program, and how agencies can better assist DBEs/SBEs. The questions included:

- What are the major barriers for your members in competing for contracting opportunities?
- What trades are there a lack of/plethora of DBE participation?
- What are some recommended strategies to attract and increase DBE participation?
- Do you have suggestions for resources and references that the BOC should develop, maintain, and disseminate to your members?
- How can the Business Outreach Committee assist you in your mission?

**Exhibit 6:
Public Participation Flyer**

PUBLIC PARTICIPATION STAKEHOLDER MEETING

: : : : : : : : DBE Overall Triennial : : : : : : : :

**Goal Setting
FFY 2026-2028**

Join public transit and transportation agencies as they present their proposed Federal Transit Administration (FTA) Triennial Overall Disadvantaged Business Enterprise (DBE) goals for contracting opportunities in the upcoming Federal Fiscal Year (FFY) 2026-2028. Your input is valuable in this important process! Questions, contact Artemisé Davenport, adavenport@goldengate.org



VIRTUAL: Wednesday, May 7, 2025

12:00 p.m. - 1:30 p.m. (PST)

ZOOM:

https://goldengate-org.zoom.us/webinar/register/WN_pXqubEU4TcW6AgLXLUpSg

REGISTER HERE



DISCUSSION INCLUDES:

GOAL SETTING PROCESS

**AVAILABILITY OF
DBEs/NON-DBEs**

**ESTABLISH A LEVEL
PLAYING FIELD**



Exhibit 7: Public Participation Meeting

Public Participation Meeting – May 13:

Attendance Total: 31	
Public	BOC Member Representatives
21	10

Attendee List

- Tania Babcock
- Tanya Gilliam
- Jennifer Mena
- Karina Cervantes
- Holly Lundgren
- Jessica Shevlin
- Alastair Powell
- Selormey Dzikunu
- Brian Ansari
- Kristina Martinez
- Ching Wu
- Walter Wallace
- Jason Gotchall
- Jennifer Elmore
- Marvin Evans
- Gina Singh
- Ken Heiman
- Litiana Mills
- Michael Owais
- Keith Gilliam
- Deborah Buck
- Cynthia Cowart
- Omar Afifeh
- Curtis Williams
- Rene Schutte
- Eric Vasquez
- Derek Lawson
- Mitch Austin
- Nesar Ahmad
- Lynette Jackson
- Eddy Nupoort
- Miki Hidaka
- Josephine Hughes
- Sarah Mee
- Mark Winslow
- Antoine Megevand
- Karen Buti
- Karen Tsui
- Matthew Leonnig
- Terence Candell
- Abdallah Alami
- Joan Jeffries
- Luz Campos
- Brooklyn Moore
Green
- Annyse Acevedo
- Todd Senigar
- Javier Peraza
- Kamal Hubbard
- Leamon Abrams
- J. PruittHill

Exhibit 8: Proof of Posting on WETA's Website

by one or more such individuals; and (2) whose management and daily business operations are controlled by one or more of the socially and economically disadvantaged individuals who own it.

For more information on WETA's DBE Program/Diversity Program for Contracts see the following:

- ✓ WETA's Diversity Program for Contracts (PDF)
- ✓ WETA's DBE Policy Statement (PDF)
- ✓ FTA's DBE Regulations 49 CFR Part 26 (external link)

FFY 26-28 DBE Goal

SF Bay Ferry has developed a 0.14% draft DBE goal with a 100% race neutral and 0% race conscious split, applicable to \$49,206,236 Federal Transit Administration (FTA) dollars that are budgeted for 14 projects with contracts anticipated to be awarded from October 1, 2025, through September 30, 2028. SF Bay Ferry welcomes public comment on this draft goal and will consider all input before bringing the final DBE goal to its Executive Board on June 10. Please submit any comments by no later than **5 PM on June 27** to Terence Candell at terence.candell@sfbayferry.com, or via phone at (415) 570-1285.

Small Business Enterprise Element (SBE)

WETA has established a Small Business Enterprise element (SBE Program) as one of its race-neutral methods of achieving small business participation, including disadvantaged business participation, on particular contracts with subcontracting opportunities. This SBE element applies to all federally funded WETA contracts where race-neutral and gender-neutral methods are employed. WETA will take all reasonable steps to eliminate obstacles for SBEs to participate as prime contractors or subcontractors in the WETA's procurement activities. DBEs are by definition considered to be SBEs and are covered in all references to SBEs.

FFY26-28 SBE Goal

WETA's Disadvantaged Business Enterprise (DBE) Program requires the establishment of an overall Small Business Enterprise (SBE) goal for each triennial DBE goal period using the same methodology as the DBE overall goal. WETA has developed a 5% SBE goal applicable to \$28,379,336 FTA dollars that are budgeted for 14 projects with contracts anticipated to be awarded from October 1, 2025, through September 30, 2028. SF Bay Ferry welcomes public comment on this draft goal and will consider all input before bringing the final DBE goal to its Executive Board on June 10. Please submit any comments by no later than **5 PM on June 6** to Terence Candell at terence.candell@sfbayferry.com, or via phone at (415) 570-1285.



FEDERAL FISCAL YEARS 2026 THROUGH 2028

SMALL BUSINESS ENTERPRISE (SBE) OVERALL TRIENNIAL GOAL ANALYSIS REPORT

For Contracts Assisted by the Federal Transit Administration

June 10, 2025

SUMMARY

The San Francisco Bay Area Water Emergency Transportation Authority (WETA) operates passenger ferry service on the San Francisco Bay. Under the San Francisco Bay Ferry brand, WETA carries over 3 million passengers annually on six ferry routes, utilizing a fleet of 18 high speed passenger-only ferry vessels. San Francisco Bay Ferry currently serves the cities of Alameda, Oakland, Richmond, San Francisco, South San Francisco and Vallejo. WETA is a recipient of federal financial assistance from the Federal Transit Administration (“FTA”) and the Federal Highway Administration (“FHWA”) of the U.S. Department of Transportation (DOT), and is required to implement a Disadvantaged Business Enterprise (DBE) Program in accordance with 49 CFR Part 26, including setting a triennial goal for the inclusion of DBEs in WETA’s federal contracting activities.

WETA’s Small Business Enterprise (SBE) element in its Disadvantaged Business Enterprise (DBE) Program requires the establishment of an overall SBE goal for each triennial DBE goal period. The SBE goal analysis is conducted using the same methodology as the DBE overall goal. This report provides a description of the data sources used to set the SBE goal, a brief description of the two-step process to determine the goal and tables displaying the Base Figure and Base Figure per contract.

WETA has developed a 5% overall triennial SBE goal applicable to Federal Fiscal Years 2026, 2027, and 2028 contracting opportunities assisted by the FTA in accordance with 49 CFR Part 26.

The goal is applicable to a total of \$49,206,236 of FTA dollars that are budgeted for 15 projects with contracts anticipated to be awarded from October 1, 2025, through September 30, 2028. The overall triennial SBE goal developed for FTA-assisted contracts reflects the relative availability of SBEs relative to all comparable businesses that are likely to be available to compete for WETA’s FTA-assisted contracts.

The types of contracts included in WETA's FFY 26-28 overall goal consist of 10 vessel engine overhaul projects, 1 vessel refurbishment project, 1 dredging project, and 1 terminal reconfiguration project, and 2 terminal electrification projects.

DETERMINING WETA'S LOCAL MARKET AREA

WETA's local market area is the area in which the substantial majority of contractors and subcontractors with which WETA does business are located and the area in which WETA spends the substantial majority of its federal contracting dollars for federally assisted, non-vessel procurement contracts.

For the FFY 26-28 goal period, WETA's Local Market Area is dependent on the type of project being conducted, specifically whether it is a vessel refurbishment contract that could take place outside of the Bay Area region, or if it is a project that will take place in the Bay Area. The majority of vessel refurbishment contracts are awarded to shipyards in the San Francisco Bay Area and San Diego County. Accordingly, for vessel refurbishment projects, WETA has widened its market area beyond the local San Francisco Bay Area to include San Diego County.

WETA's local market area for non-vessel refurbishment contracts for FFY 26-28 includes the counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma.

RELEVANT AVAILABLE EVIDENCE

WETA examined available evidence within its geographic market area to determine which sources should be considered in WETA's FY26-28 overall triennial SBE goal Methodology:

Census Bureau's County Business Pattern (CBP) Database: WETA used the CBP database through American Fact Finder tool on the Census website using the most current data from 2021, to obtain the number of all firms (SBEs and non-SBEs) in WETA's market area.

California Department of General Services (DGS): WETA used the DGS database to determine the number of certified SBEs in WETA's market area.

Contracts Assisted by FTA for FFY 26-28

As shown in Table 1, a total of \$49,206,236 FTA dollars is budgeted for 15 projects with contracts anticipated to be awarded from October 1, 2025, through September 30, 2028. A two-step process is used to determine the overall goal for these contracts.

Table 1: Federally Funded Contracts Anticipated to be Awarded During FFY26-28

Contract Type	Contract	FTA Dollars
Anticipated for Award in FFY 26-28		
FFY 2026		
Vessel	Engine Major Overhaul (Cetus) 2026	\$1,502,704
Vessel	Engine Major Overhaul (Hyrdus) 2026	\$1,502,704
Vessel	Engine Half-life Overhaul (Dorado) 2026	\$465,600
Vessel	Engine Half-life Overhaul (Intintoli) 2026	\$387,200
Vessel	Engine Quarter Life Overhauls (Bay Breeze) 2026	\$43,200
Vessel	Engine Quarter Life Overhauls (Mare Island) 2026	\$64,000
Vessel	Vessel Half-Life Overhaul (Taurus) 2026	\$3,593,600
Vessel	Dry Dock and Repair (Dorado) 2026	\$524,800
Vessel	Dry Dock and Repair (Lyra) 2026	\$668,800
Vessel	Turbocharger and Pump Replacements (Pyxis)	\$224,800
Vessel	MCU Upgrades - Mare Island & Intintoli	\$376,040
Terminal	Terminal Dredging (South SF) 2026	\$2,997,600
Terminal	Vallejo Terminal Reconfiguration 2026	\$5,990,839
Terminal	UCF #3 Seaplane 2026	\$3,752,400
Terminal	UCF Gate G 2026	\$8,728,500
FFY 2027		
Vessel	Engine Major Overhaul (Cetus) 2027	\$1,502,704
Vessel	Engine Major Overhaul (Hyrdus) 2027	\$1,502,704
Terminal	Vallejo Terminal Reconfiguration 2027	\$7,032,041
Terminal	UCF #3 Seaplane 2027	\$8,346,000
Total FTA Dollars and SBE Dollars		\$49,206,236

Step One. Determining Base Figures

Base figures were calculated for contracts budgeted for award during FFY 26-28 to determine the relative availability of SBEs in specific areas of expertise using the North American Industrial Classification System (NAICS) codes for the counties in WETA’s market area. WETA identified 19 NAICS codes as pertinent areas of expertise for these contracts. The NAICS codes and descriptions are identified in Table 2a and 2b below.

Number of SBEs: To determine the number of SBEs in WETA’s market area, staff searched the California Unified Certification Program (CUCP) database for DBEs (all DBEs are considered SBEs), Small Minority Business Enterprises (SMBEs) and Small Women Business Enterprises (SWBEs) certified in the NAICS codes identified for the prime contracts and subcontracts. In addition, staff also searched the Department of General Services database (<https://caleprocure.ca.gov/pages/PublicSearch/supplier-search.aspx>) to find SBEs. The lists of DBEs, SMBEs, SWBEs and SBEs were combined, duplicates and businesses outside of WETA’s market area were deleted to determine the total number

of SBEs in WETA's market area. The total number of SBEs identified in each NAICS code is displayed in Column C of Tables 2a and 2b located below.

Number of All Firms (SBEs and non-SBEs): To determine the number of all firms (SBEs and non-SBEs) in WETA's market area, staff searched the Census Bureau's County Business Patterns database for all firms specializing in the NAICS codes identified for the prime contracts and subcontracts. Numbers of all firms identified are displayed in Column D of Table 2a and 2b.

Relative Availability of SBE Firms: Relative availability is derived by dividing the number of ready, willing and able SBEs in a particular NAICS code by the number of all firms (SBEs and non-SBEs) in that NAICS code. Table 2a and 2b show this equation carried out for the SBEs identified in the CUCP and DGS database and all firms identified in the County Business Pattern database.

Relative Availability figures are displayed in two different tables below because WETA has a different Local Market Area for vessel refurbishment projects. Table 2a displays the Availability of SBEs and all firms by NAICS Code for all projects except vessel refurbishments.

Table 2a: Availability of SBEs and all firms by NAICS Code for all projects

A. NAICS Code	B. NAICS Description	C. DGS SBEs	D. All Firms in Local Market Area	E. Relative SBE Availability
237990	Other Heavy and Civil Engineering Construction	20	53	27.40%
238210	Electrical Contractors and Other Wiring Installation Contractors	34	1,905	1.75%
238220	Plumbing, Heating, and Air-Conditioning Contractors Heating, ventilation and air-conditioning (HVAC) contractors	373	2,042	15.45%
238310	Drywall and Insulation Contractors	140	476	22.73%
238320	Painting and Wall Covering Contractors Ship painting contractors	198	1,209	14.07%
238330	Flooring Contractors	144	471	23.41%
238350	Finish Carpentry Contractors	9	531	1.67%
332996	Bends, pipe, made from purchased metal pipe	1	3	25.00%
334220	Radio and Television Broadcasting and Wireless Communications Equipment Manufacturing	0	44	0.00%
334511	Search, Detection, Navigation, Guidance, Aeronautical, and Nautical System and Instrument Manufacturing	0	23	0.00%
335313	Switchgear and Switchboard Apparatus Manufacturing	0	7	0.00%
336360	Motor Vehicle Seating and Interior Trim Manufacturing	0	0	0.00%
336611	Ship Building and Repairing	1	3	25.00%
484110	General Freight Trucking, Local	16	864	1.44%
532490	Other Commercial and Industrial Machinery and Equipment Rental and Leasing	2	245	0.81%
541330	Engineering services Boat engineering design services Industrial engineering services Maritime technology engineering services Mechanical engineering services	142	2,407	5.57%
541370	Hydrographic survey work	15	96	13.51%
541620	Enviro consulting services	62	380	14.03%
811310	Commercial and Industrial Machinery and Equipment (except Automotive and Electronic) Repair and Maintenance	1	291	0.34%

Table 2b: Availability of DBEs and all firms by NAICS Code (with San Diego)

A. NAICS Code	B. NAICS Description	C. DGS SBEs	D. All Firms in Local Market Area	E. Relative SBE Availability
-				
237990	Other Heavy and Civil Engineering Construction	32	83	27.83%
238210	Electrical Contractors and Other Wiring Installation Contractors	48	2,740	1.72%
238220	Plumbing, Heating, and Air-Conditioning Contractors Heating, ventilation and air-conditioning (HVAC) contractors	6	3,043	0.20%
238310	Drywall and Insulation Contractors	9	710	1.25%
238320	Painting and Wall Covering Contractors Ship painting contractors	11	1,643	0.67%
238330	Flooring Contractors	2	722	0.28%
238350	Finish Carpentry Contractors	5	806	0.62%
332996	Bends, pipe, made from purchased metal pipe	0	6	0.00%
334220	Radio and Television Broadcasting and Wireless Communications Equipment Manufacturing	0	69	0.00%
334511	Search, Detection, Navigation, Guidance, Aeronautical, and Nautical System and Instrument Manufacturing	0	35	0.00%
335313	Switchgear and Switchboard Apparatus Manufacturing	0	7	0.00%
336360	Motor Vehicle Seating and Interior Trim Manufacturing	0	0	0.00%
336611	Ship Building and Repairing	2	32	5.88%
484110	General Freight Trucking, Local	17	1,167	1.44%
532490	Other Commercial and Industrial Machinery and Equipment Rental and Leasing	3	366	0.81%
541330	Engineering services Boat engineering design services Industrial engineering services Maritime technology engineering services Mechanical engineering services	135	3,572	3.64%
541370	Hydrographic survey work	22	149	12.87%
541620	Enviro consulting services	15	582	2.51%
811310	Commercial and Industrial Machinery and Equipment (except Automotive and Electronic) Repair and Maintenance	1	407	0.25%

FTA Funds to be Expended in Each Specific Area and Calculating Base Figures: To determine the FTA dollars that will be expended for each specific area of expertise, the FTA-assisted contracts and subcontracts identified by project managers were categorized according to their NAICS industry classifications. See Exhibit 1, Column B. Contract dollars of each industry classification were divided by the total contract dollars (\$49,206,236) resulting in the percentage of total dollars per contract and classification, called the “weighted” percentage. The result is shown in Exhibit 1, Column D.

Next, the Base Figure for the Overall Goal was calculated by multiplying the weighted percentage of funds to be expended for each NAICS code (Exhibit 1, Column D) by SBE relative availability for each NAICS code (carried forward from Table 2 and shown in Exhibit 1, Column E). Base Figures for each NAICS code are shown in Exhibit 1, Column F. Finally, Base Figures for all NAICS codes were totaled, resulting in a 17.53% overall base figure.

Calculating Base Figure per Individual Contract: To determine the Base Figure for each contract, the percentage of work (prime and sub) was multiplied by the SBE relative availability (carried forward from Table 2) and totaled for each contract. See Exhibit 2.

Step Two. Adjusting Base Figures

WETA examined the nature of the contracts budgeted for award and the past participation of SBEs in similar contracts issued by the agency to determine whether any further refinements were warranted. Staff determined adjustments were warranted on 5 contracts based on the nature of the work included in each of the contracts.

1. Vessel and Universal Charging Float Projects:

There are several marine construction projects that are performed at a shipyards, or require shipyard capabilities. These projects include:

- TAURUS – Vessel Half Life Refurbishment Project
- LYRA & DORADO – Dry Docking and Repair
- UCF #3 Seaplane Electrification
- UCF Gate G Electrification

The vessel projects (Taurus, Lyra & Dorado) require refurbishment of the interior of the vessel, extensive inspections and refurbishments of the vessel’s hull, house, and supporting structures such as plumbing and navigational equipment. The Universal Charging Float (UCF) projects require the same type of work to be performed as the vessel projects, and require shipyards with the capabilities of fabricating and constructing docks with electric battery charging technologies.

There are very few shipyards in the state of California and WETA has experience working with all of the shipyards that are qualified to work on WETA’s vessels. The CUCP data for the NAICS code 336611 Shipbuilding and Repair listed 3 firms total including one firm certified as a SBE that specializes exclusively in U.S. military

contracting and environmental remediation/disaster response and does not have a physical shipyard. The County Business Pattern survey data does not provide information on individual firms, so WETA cannot determine that the non-SBE firms in our market area are capable of performing the work needed for WETA’s projects under 336611. WETA has determined that the capabilities of the one SBE shipyard in NAICS code 336611 does not align with WETA’s anticipated contract needs since this firm does not have a physical shipyard location and specializes exclusively in U.S. military contracting. To prevent inaccurately skewing the goal with 25% SBE availability under NAICS code 336611, WETA has excluded this work as a viable opportunity for DBE participation. The one DBE firm certified under NAICS code 336611 attended the Public Participation meeting held by the Business Outreach Committee (see Exhibit 7). WETA and the other San Francisco Bay Area ferry operator, Golden Gate Ferry, will be working with this SBE firm to find ways to improve their capability and capacity to perform the specialized work needed for WETA and Golden Gate projects.

2. Vallejo Reconfiguration and South SF Terminal Dredging:

For all marine capital improvement contracts involving WETA’s terminals, the prime contractor must operate dredges, pipe, workboats, work and cargo barges, tugs, offshore support vessels and equipment for the required scope of work. In addition, the prime contractor and all subcontractors must meet and maintain the minimum insurance requirements for the full duration of the contract.

Certified DBE firms listed under NAICS code 237990, Other Heavy and Civil Engineering Construction are not capable or do not have the capacity to perform the dredging work required for our terminal projects. These firms do not own the equipment required to perform dredging services, and the firms do not perform dredging work under NAICS code 237990. The County Business Pattern survey data does not allow granularity in filtering the data, so WETA cannot determine that the non-DBE firms in our market area are capable of performing the work needed for WETA’s projects under 237990. WETA has determined that the SBE firms under NAICS code 237990 scope of work are not capable of fulfilling WETA’s anticipated contract needs. Therefore, to prevent inaccurately skewing the goal with over 27% SBE availability for NAICS code 237990, WETA has excluded this work as a viable opportunity for SBE participation.

Table 3: Adjusted Base Figure Breakdown Per Individual Contract

NAICS Code & Description for Prime & Subcontracting Opportunities				Percent of Individual Contract Dollars	Total FTA \$ for Project	Relative SBE Availability	Base Figure Per Contract
<u>Vessel Half-Life Overhaul (Taurus) 2026</u>							
Prime	336611	Shipbuilding and Repair		61%	\$2,192,096.00	0.00%	0.000%

NAICS Code & Description for Prime & Subcontracting Opportunities			Percent of Individual Contract Dollars	Total FTA \$ for Project	Relative SBE Availability	Base Figure Per Contract
Sub	238210	Electrical Contractors and other wiring contractors	3%	\$107,808.00	1.75%	0.053%
Sub	238220	Plumbing, HVAC Contractors	4%	\$143,744.00	15.45%	0.618%
Sub	238310	Drywall and Insulation Contractors	0.50%	\$17,968.00	22.73%	0.114%
Sub	336360	Motor Vehicle Seating and Interior Trim Manufacturing	6%	\$215,616.00	0.00%	0.000%
Sub	238330	Flooring contractor	5%	\$179,680.00	23.41%	1.171%
Sub	238320	Painting and Wall Covering Contractors	3%	\$107,808.00	14.07%	0.422%
Sub	541330	Engineering Services	7%	\$251,552.00	5.57%	0.390%
Sub	334220	Radio & Television Broadcasting and Wireless Communications Equipment manufacturing	2%	\$71,872.00	0.00%	0.000%
Sub	335313	Switchgear and Switchboard Apparatus mfg	2%	\$71,872.00	0.00%	0.000%
Sub	332996	Fabricated Pipe and Pipe Fitting Manufacturing	1%	\$35,936.00	25.00%	0.250%
Sub	238350	Finish Carpentry Contractor/ship joinery	2%	\$71,872.00	1.67%	0.033%
Sub	334511	Search, Detection, Navigation, Guidance, Aeronautical, and Nautical System and Instrumentation Manufacturing	3.50%	\$125,776.00	0.00%	0.000%
			100.00%	\$3,593,600.00		3.050%
Engine Major Overhaul (Cetus) 2026						
Prime	811310	Commercial and Industrial Machinery and Equipment Repair and Maint.	98.0%	\$1,472,649.92	0.34%	0.336%

NAICS Code & Description for Prime & Subcontracting Opportunities				Percent of Individual Contract Dollars	Total FTA \$ for Project	Relative SBE Availability	Base Figure Per Contract
	Sub	532490	Other Commercial and Industrial Machinery and Equipment Rental and Leasing	1.0%	\$15,027.04	0.81%	0.008%
	Sub	484110	General Freight Trucking, Local	1.0%	\$15,027.04	1.44%	0.014%
				100%	\$1,502,704.00		0.358%
<u>Engine Major Overhaul (Cetus) 2027</u>							
	Prime	811310	Commercial and Industrial Machinery and Equipment Repair and Maint.	98.0%	\$1,472,649.92	0.34%	0.336%
	Sub	532490	Other Commercial and Industrial Machinery and Equipment Rental and Leasing	1.0%	\$15,027.04	0.81%	0.008%
	Sub	484110	General Freight Trucking, Local	1.0%	\$15,027.04	1.44%	0.014%
				100%	\$1,502,704.00		0.358%
<u>Engine Major Overhaul (Hyrdus) 2026</u>							
	Prime	811310	Commercial and Industrial Machinery and Equipment Repair and Maint.	98.0%	\$1,472,649.92	0.34%	0.336%
	Sub	532490	Other Commercial and Industrial Machinery and Equipment Rental and Leasing	1.0%	\$15,027.04	0.81%	0.008%
	Sub	484110	General Freight Trucking, Local	1.0%	\$15,027.04	1.44%	0.014%
				100%	\$1,502,704.00		0.358%
<u>Engine Major Overhaul (Hyrdus) 2027</u>							
	Prime	811310	Commercial and Industrial Machinery and Equipment Repair and Maint.	98.0%	\$1,472,649.92	0.34%	0.336%
	Sub	532490	Other Commercial and Industrial Machinery and Equipment Rental and Leasing	1.0%	\$15,027.04	0.81%	0.008%

NAICS Code & Description for Prime & Subcontracting Opportunities				Percent of Individual Contract Dollars	Total FTA \$ for Project	Relative SBE Availability	Base Figure Per Contract
	Sub	484110	General Freight Trucking, Local	1.0%	\$15,027.04	1.44%	0.014%
				100%	\$1,502,704.00		0.358%
<u>Dry Dock and Repair (Dorado) 2026</u>							
	Prime	336611	Shipbuilding and Repair	100.0%	\$524,800.00	0.00%	0.000%
				100%	\$524,800.00		0.000%
<u>Dry Dock and Repair (Lyra) 2026</u>							
	Prime	336611	Shipbuilding and Repair	100.0%	\$524,800.00	0.00%	0.000%
				100%	\$524,800.00		0.000%
<u>Engine Half-life Overhaul (Dorado) 2026</u>							
	Prime	811310	Commercial and Industrial Machinery and Equipment Repair and Maint.	100.0%	\$465,600.00	0.34%	0.342%
				100%	\$465,600.00		0.342%
<u>Engine Half-life Overhaul (Intintoli) 2026</u>							
	Prime	811310	Commercial and Industrial Machinery and Equipment Repair and Maint.	100.0%	\$387,200.00	0.34%	0.342%
				100%	\$387,200.00		0.342%
<u>Engine Quarter Life Overhauls (Bay Breeze) 2026</u>							
	Prime	811310	Commercial and Industrial Machinery and Equipment Repair and Maint.	100.0%	\$43,200.00	0.34%	0.342%
				100%	\$43,200.00		0.342%
<u>Engine Quarter Life Overhauls (Mare Island) 2026</u>							
	Prime	811310	Commercial and Industrial Machinery and Equipment Repair and Maint.	100.0%	\$64,000.00	0.34%	0.342%
				100%	\$64,000.00		0.342%
<u>Turbocharger and Pump Replacements (Pyxis)</u>							
	Prime	811310	Commercial and Industrial Machinery	100.0%	\$224,800.00	0.34%	0.342%
				100%	\$224,800.00		0.342%

NAICS Code & Description for Prime & Subcontracting Opportunities				Percent of Individual Contract Dollars	Total FTA \$ for Project	Relative SBE Availability	Base Figure Per Contract
<u>MCU Upgrades - Mare Island & Intintoli</u>							
	Prime	811310	Commercial and Industrial Machinery and Equipment Repair and Maint.	100.0%	\$376,040.00	0.34%	0.342%
				100%	\$376,040.00		0.342%
<u>Terminal Dredging (South SF) 2026</u>							
	Prime	541620	Enviro consulting services	3%	\$89,928.00	14.03%	0.421%
	Prime	237990	Other Heavy and Civil Engineering Construction	94%	\$2,817,744.00	0.00%	0.000%
	Sub	541370	Hydrographic survey work	3%	\$89,928.00	13.51%	0.405%
				100%	\$2,997,600.00		0.826%
<u>Vallejo Terminal Reconfiguration 2026</u>							
	Sub	541620	Enviro consulting services	10%	\$599,083.91	14.03%	1.403%
	Prime	237990	Other Heavy and Civil Engineering Construction	90%	\$5,391,755.23	0.00%	0.000%
				100%	\$5,990,839.14		1.403%
<u>Vallejo Terminal Reconfiguration 2027</u>							
	Sub	541620	Enviro consulting services	0%	\$0.00	14.03%	0.000%
	Prime	237990	Other Heavy and Civil Engineering Construction	100%	\$7,032,040.86	0.00%	0.000%
				100%	\$7,032,040.86		0.000%
<u>UCF #3 Seaplane 2026</u>							
	Sub	541620	Enviro consulting services	0%	\$0.00	14.03%	0.000%
	Prime	336611	Shipbuilding and Repair	100%	\$3,752,400.00	0.00%	0.000%
				100.00%	\$3,752,400.00		0%
<u>UCF #3 Seaplane 2027</u>							
	Sub	541620	Enviro consulting services	0%	\$0.00	14.03%	0.000%
	Prime	336611	Shipbuilding and Repair	100%	\$8,346,000.00	0.00%	0.000%
				100.00%	\$8,346,000.00		0%

NAICS Code & Description for Prime & Subcontracting Opportunities			Percent of Individual Contract Dollars	Total FTA \$ for Project	Relative DBE Availability	Base Figure Per Contract
<u>UCF Gate G 2026</u>						
Sub	541620	Enviro consulting services	0%	\$0.00	14.03%	0.000%
Prime	336611	Shipbuilding and Repair	100%	\$8,728,500.00	0.00%	0.000%
			100.00%	\$8,728,500.00		0%

Overall Goal

SBE availability per contract was calculated into projected SBE participation dollars by taking the FTA dollars budgeted for each contract (from Table 1) and multiplying them by the adjusted availability per contract. The total of the projected SBE participation dollars was then divided by the total of the budgeted FTA dollars for all contracts, resulting in a 0.5% overall goal. See Table 4 below.

Table 4: Overall Triennial SBE Goal FFY 26-28

Contract Type	Contract	FTA Dollars	SBE Availability	Projected for SBEs
Anticipated for Award in FFY 26-28				
FFY 2026				
Vessel	Engine Major Overhaul (Cetus) 2026	\$1,502,704	0.36%	\$5,381
Vessel	Engine Major Overhaul (Hyrdus) 2026	\$1,502,704	0.36%	\$5,381
Vessel	Engine Half-life Overhaul (Dorado) 2026	\$465,600	0.34%	\$1,595
Vessel	Engine Half-life Overhaul (Intintoli) 2026	\$387,200	0.34%	\$1,326
Vessel	Engine Quarter Life Overhauls (Bay Breeze) 2026	\$43,200	0.34%	\$148
Vessel	Engine Quarter Life Overhauls (Mare Island) 2026	\$64,000	0.34%	\$219
Vessel	Vessel Half-Life Overhaul (Taurus) 2026	\$3,593,600	3.05%	\$109,614
Vessel	Dry Dock and Repair (Dorado) 2026	\$524,800	0.00%	\$0
Vessel	Dry Dock and Repair (Lyra) 2026	\$668,800	0.00%	\$0
Vessel	Turbocharger and Pump Replacements (Pyxis)	\$224,800	0.34%	\$770
Vessel	MCU Upgrades - Mare Island & Intintoli	\$376,040	0.83%	\$3,107
Terminal	Terminal Dredging (South SF) 2026	\$2,997,600	0.83%	\$24,767
Terminal	Vallejo Terminal Reconfiguration 2026	\$5,990,839	1.40%	\$84,034
Terminal	UCF #3 Seaplane 2026	\$3,752,400	0.00%	\$0
Terminal	UCF Gate G 2026	\$8,728,500	0.00%	\$0
FFY 2027				
Vessel	Engine Major Overhaul (Cetus) 2027	\$1,502,704	0.36%	\$5,381
Vessel	Engine Major Overhaul (Hyrdus) 2027	\$1,502,704	0.36%	\$5,381
Terminal	Vallejo Terminal Reconfiguration 2027	\$7,032,041	0.00%	\$0
Terminal	UCF #3 Seaplane 2027	\$8,346,000	0.00%	\$0
Total FTA Dollars and SBE Dollars		\$49,206,236		\$247,102
FTA Dollars Projected for SBEs		FTA Budgeted		Annual Overall Goal
\$247,102		\$49,206,236		0.50%

The tables in Exhibits 1 and 2 show the adjusted calculated percentage of available SBE firms, with NAICs code 336611 and 237990 excluded from the goal for the reasons listed above. The adjusted step 2 base figure is 0.5%.

Past Participation

WETA examined the percentage of SBE participation committed to SBEs on WETA's FTA funded contracts for the last 5 years:

FFY 20: SBE Awards/Commitments equaled 5.35%

FFY 21: SBE Awards/Commitments equaled 5.5%

FFY 22: SBE Awards/Commitments equaled 1.03%

FFY 23: SBE Awards/Commitments equaled 0.64%

FFY 24: SBE Awards/Commitments equaled 0.16%

Conclusion

The above analysis resulted in a 0.5% SBE goal for FFY26-28. WETA's actual SBE achievement over the last 12 years has been over 5% except FY15, FY19 and FY22-24. A 0.5% SBE goal is less than WETA's SBE participation during 7 of the last 12 years. The previous triennial period included federal COVID-19 relief funding for operations, which had limited SBE opportunities and caused FY23 and FY24 to fall shorter on overall SBE achievement than previous years. Now that the COVID-19 relief funds have been expended and WETA expects an increased number contracts and projects for the upcoming triennial period, staff adjusted the FFY 26-28 SBE goal to 5% to be more consistent with the agency's previous triennial SBE goal achievement.

Exhibit 1

Calculating Weighted FTA Dollars and Base Figure

FTA Funds to be Expended in Each Specific Area and Calculating Base Figures: To determine the FTA dollars that will be expended for each specific area of expertise, the FTA-assisted contracts and subcontracts identified by project managers were categorized according to their NAICS industry classifications. See Exhibit 1, Column B. Contract dollars of each industry classification were divided by the total contract dollars (\$49,206,236) resulting in percentage of total dollars per contract and classification, called the “weighted” percentage. The result is shown in Exhibit 1, Column D.

A. NAICS Code	B. NAICS Description and Associated Contracts	C. FTA Dollars for contract	D. Weighted % of Total FTA Dollars	E. SBE Availability	F. Base Figure (F = D x E)
-					
811310	Commercial and Industrial Machinery and Equipment Repair and Maint.	\$7,451,439.68	15.14%	0.34%	0.052%
	Engine Major Overhaul (Cetus) 2026	\$1,472,649.92	2.99%	0.34%	0.010%
	Engine Major Overhaul (Cetus) 2027	\$1,472,649.92	2.99%	0.34%	0.010%
	Engine Major Overhaul (Hyrdus) 2026	\$1,472,649.92	2.99%	0.34%	0.010%
	Engine Major Overhaul (Hyrdus) 2027	\$1,472,649.92	2.99%	0.34%	0.010%
	Engine Half-life Overhaul (Dorado) 2026	\$465,600.00	0.95%	0.34%	0.003%
	Engine Half-life Overhaul (Intintoli) 2026	\$387,200.00	0.79%	0.34%	0.003%
	Engine Quarter Life Overhauls (Bay Breeze) 2026	\$43,200.00	0.09%	0.34%	0.000%
	Engine Quarter Life Overhauls (Mare Island) 2026	\$64,000.00	0.13%	0.34%	0.000%
	Turbocharger and Pump Replacements (Pyxis)	\$224,800.00	0.46%	0.34%	0.002%
	MCU Upgrades - Mare Island & Intintoli	\$376,040.00	0.76%	0.34%	0.003%
532490	Other Commercial and Industrial Machinery and Equipment Rental and Leasing	\$60,108.16	0.12%	0.81%	0.001%
	Engine Major Overhaul (Cetus) 2026	\$15,027.04	0.03%	0.81%	0.000%
	Engine Major Overhaul (Cetus) 2027	\$15,027.04	0.03%	0.81%	0.000%
	Engine Major Overhaul (Hyrdus) 2026	\$15,027.04	0.03%	0.81%	0.000%
	Engine Major Overhaul (Hyrdus) 2027	\$15,027.04	0.03%	0.81%	0.000%
484110	General Freight Trucking, Local	\$60,108.16	0.12%	1.44%	0.002%
	Engine Major Overhaul (Cetus) 2026	\$15,027.04	0.03%	1.44%	0.000%
	Engine Major Overhaul (Cetus) 2027	\$15,027.04	0.03%	1.44%	0.000%
	Engine Major Overhaul (Hyrdus) 2026	\$15,027.04	0.03%	1.44%	0.000%

A. NAICS Code		B. NAICS Description and Associated Contracts	C. FTA Dollars for contract	D. Weighted % of Total FTA Dollars	E. SBE Availability
	Engine Major Overhaul (Hyrdus) 2027	\$15,027.04	0.03%	1.44%	0.000%
336611	Ship Building and Repairing	\$24,212,596.00	49.21%	25.00%	12.302%
	Dry Dock and Repair (Dorado) 2026	\$524,800.00	1.07%	25.00%	0.267%
	Dry Dock and Repair (Lyra) 2026	\$668,800.00	1.36%	25.00%	0.340%
	Vessel Half-Life Overhaul (Taurus) 2026	\$2,192,096.00	4.45%	25.00%	1.114%
	UCF #3 Seaplane 2026	\$3,752,400.00	7.63%	25.00%	1.906%
	UCF #3 Seaplane 2027	\$8,346,000.00	16.96%	25.00%	4.240%
	UCF Gate G 2026	\$8,728,500.00	17.74%	25.00%	4.435%
238210	Electrical Contractors and Other Wiring Installation Contractors	\$107,808.00	0.22%	1.75%	0.004%
	Vessel Half-Life Overhaul (Taurus) 2026	\$107,808.00	0.22%	1.75%	0.004%
238220	Plumbing, Heating, and Air-Conditioning Contractors	\$143,744.00	0.29%	15.45%	0.045%
	Vessel Half-Life Overhaul (Taurus) 2026	\$143,744.00	0.29%	15.45%	0.045%
238310	Drywall and Insulation Contractors	\$17,968.00	0.04%	22.73%	0.008%
	Vessel Half-Life Overhaul (Taurus) 2026	\$17,968.00	0.04%	22.73%	0.008%
336360	Motor Vehicle Seating and Interior Trim Manufacturing	\$215,616.00	0.44%	0.00%	0.000%
	Vessel Half-Life Overhaul (Taurus) 2026	\$215,616.00	0.44%	0.00%	0.000%
238330	Flooring Contractors	\$179,680.00	0.37%	23.41%	0.086%
	Vessel Half-Life Overhaul (Taurus) 2026	\$179,680.00	0.37%	23.41%	0.086%
238320	Painting and Wall Covering Contractors			14.07%	0.031%
	Ship painting contractors	\$107,808.00	0.22%		
	Vessel Half-Life Overhaul (Taurus) 2026	\$107,808.00	0.22%	14.07%	0.031%
541330	Engineering services	\$251,552.00	0.51%	5.57%	0.028%
	Vessel Half-Life Overhaul (Taurus) 2026	\$251,552.00	0.51%	5.57%	0.028%
334220	Radio and Television Broadcasting and Wireless Communications Equipment Manufacturing	\$71,872.00	0.15%	0.00%	0.000%
	Vessel Half-Life Overhaul (Taurus) 2026	\$71,872.00	0.15%	0.00%	0.000%
335313	Switchgear and Switchboard Apparatus Manufacturing	\$71,872.00	0.15%	0.00%	0.000%
	Vessel Half-Life Overhaul (Taurus) 2026	\$71,872.00	0.15%	0.00%	0.000%
332996	Bends, pipe, made from purchased metal pipe	\$35,936.00	0.07%	25.00%	0.018%
	Vessel Half-Life Overhaul (Taurus) 2026	\$35,936.00	0.07%	25.00%	0.018%
238350	Finish Carpentry Contractors	\$71,872.00	0.15%	1.67%	0.002%
	Vessel Half-Life Overhaul (Taurus) 2026	\$71,872.00	0.15%	1.67%	0.002%
334511	Search, Detection, Navigation, Guidance, Aeronautical, and Nautical System and Instrument Manufacturing	\$125,776.00	0.26%	0.00%	0.000%
	Vessel Half-Life Overhaul (Taurus) 2026	\$125,776.00	0.26%	0.00%	0.000%
541620	Enviro consulting services	\$689,011.91	1.40%	14.03%	0.196%
	Terminal Dredging (South SF) 2026	\$89,928.00	0.18%	14.03%	0.026%

A. NAICS Code		B. NAICS Description and Associated Contracts	C. FTA Dollars for contract	D. Weighted % of Total FTA Dollars	E. SBE Availability
	Vallejo Terminal Reconfiguration 2026	\$599,083.91	1.22%	14.03%	0.171%
	Vallejo Terminal Reconfiguration 2027	\$0.00	0.00%	14.03%	0.000%
237990	Other Heavy and Civil Engineering Construction	\$15,241,540.09	30.97%	27.40%	8.486%
	Terminal Dredging (South SF) 2026	\$2,817,744.00	5.73%	27.40%	1.569%
	Vallejo Terminal Reconfiguration 2026	\$5,391,755.23	10.96%	27.40%	3.002%
	Vallejo Terminal Reconfiguration 2027	\$7,032,040.86	14.29%	27.40%	3.915%
541370	Hydrographic survey work	\$89,928.00	0.18%	13.51%	0.025%
	Terminal Dredging (South SF) 2026	\$89,928.00	0.18%	13.51%	0.025%

Total Federal Funds	\$49,206,236.00
Base Figure	21.29%

Exhibit 2:
Base Figure Breakdown per Individual Contract

NAICS Code & Description for Prime & Subcontracting Opportunities				Percent of Individual Contract Dollars	Total FTA \$ for Project	Relative SBE Availability	Base Figure Per Contract
<u>Vessel Half-Life Overhaul (Taurus) 2026</u>							
	Prime	336611	Shipbuilding and Repair	61%	\$2,192,096.00	25.00%	15.250%
	Sub	238210	Electrical Contractors and other wiring contractors	3%	\$107,808.00	1.75%	0.053%
	Sub	238220	Plumbing, HVAC Contractors	4%	\$143,744.00	15.45%	0.618%
	Sub	238310	Drywall and Insulation Contractors	0.50%	\$17,968.00	22.73%	0.114%
	Sub	336360	Motor Vehicle Seating and Interior Trim Manufacturing	6%	\$215,616.00	0.00%	0.000%
	Sub	238330	Flooring contractor	5%	\$179,680.00	23.41%	1.171%
	Sub	238320	Painting and Wall Covering Contractors	3%	\$107,808.00	14.07%	0.422%
	Sub	541330	Engineering Services	7%	\$251,552.00	5.57%	0.390%
	Sub	334220	Radio & Television Broadcasting and Wireless Communications Equipment manufacturing	2%	\$71,872.00	0.00%	0.000%
	Sub	335313	Switchgear and Switchboard Apparatus mfg	2%	\$71,872.00	0.00%	0.000%
	Sub	332996	Fabricated Pipe and Pipe Fitting Manufacturing	1%	\$35,936.00	25.00%	0.250%
	Sub	238350	Finish Carpentry Contractor/ship joinery	2%	\$71,872.00	1.67%	0.033%
	Sub	334511	Search, Detection, Navigation, Guidance, Aeronautical, and Nautical System and Instrumentation Manufacturing	3.50%	\$125,776.00	0.00%	0.000%
				100.00%	\$3,593,600.00		18.300%
<u>Engine Major Overhaul (Cetus) 2026</u>							
	Prime	811310	Commercial and Industrial Machinery and Equipment Repair and Maint.	98.0%	\$1,472,649.92	0.34%	0.336%

NAICS Code & Description for Prime & Subcontracting Opportunities				Percent of Individual Contract Dollars	Total FTA \$ for Project	Relative SBE Availability	Base Figure Per Contract
	Sub	532490	Other Commercial and Industrial Machinery and Equipment Rental and Leasing	1.0%	\$15,027.04	0.81%	0.008%
	Sub	484110	General Freight Trucking, Local	1.0%	\$15,027.04	1.44%	0.014%
				100%	\$1,502,704.00		0.358%
<u>Engine Major Overhaul (Cetus) 2027</u>							
	Prime	811310	Commercial and Industrial Machinery and Equipment Repair and Maint.	98.0%	\$1,472,649.92	0.34%	0.336%
	Sub	532490	Other Commercial and Industrial Machinery and Equipment Rental and Leasing	1.0%	\$15,027.04	0.81%	0.008%
	Sub	484110	General Freight Trucking, Local	1.0%	\$15,027.04	1.44%	0.014%
				100%	\$1,502,704.00		0.358%
<u>Engine Major Overhaul (Hyrdus) 2026</u>							
	Prime	811310	Commercial and Industrial Machinery and Equipment Repair and Maint.	98.0%	\$1,472,649.92	0.34%	0.336%
	Sub	532490	Other Commercial and Industrial Machinery and Equipment Rental and Leasing	1.0%	\$15,027.04	0.81%	0.008%
	Sub	484110	General Freight Trucking, Local	1.0%	\$15,027.04	1.44%	0.014%
				100%	\$1,502,704.00		0.358%
<u>Engine Major Overhaul (Hyrdus) 2027</u>							
	Prime	811310	Commercial and Industrial Machinery and Equipment Repair and Maint.	98.0%	\$1,472,649.92	0.34%	0.336%
	Sub	532490	Other Commercial and Industrial Machinery and Equipment Rental and Leasing	1.0%	\$15,027.04	0.81%	0.008%
	Sub	484110	General Freight Trucking, Local	1.0%	\$15,027.04	1.44%	0.014%
				100%	\$1,502,704.00		0.358%

NAICS Code & Description for Prime & Subcontracting Opportunities				Percent of Individual Contract Dollars	Total FTA \$ for Project	Relative SBE Availability	Base Figure Per Contract
<u>Dry Dock and Repair (Dorado) 2026</u>							
	Prime	336611	Shipbuilding and Repair	100.0%	\$524,800.00	25.00%	25.000%
				100%	\$524,800.00		25.000%
<u>Dry Dock and Repair (Lyra) 2026</u>							
	Prime	336611	Shipbuilding and Repair	100.0%	\$668,800.00	25.00%	25.000%
				100%	\$668,800.00		25.000%
<u>Engine Half-life Overhaul (Dorado) 2026</u>							
	Prime	811310	Commercial and Industrial Machinery and Equipment Repair and Maint.	100.0%	\$465,600.00	0.34%	0.342%
				100%	\$465,600.00		0.342%
<u>Engine Half-life Overhaul (Intintoli) 2026</u>							
	Prime	811310	Commercial and Industrial Machinery and Equipment Repair and Maint.	100.0%	\$387,200.00	0.34%	0.342%
				100%	\$387,200.00		0.342%
<u>Engine Quarter Life Overhauls (Bay Breeze) 2026</u>							
	Prime	811310	Commercial and Industrial Machinery and Equipment Repair and Maint.	100.0%	\$43,200.00	0.34%	0.342%
				100%	\$43,200.00		0.342%
<u>Engine Quarter Life Overhauls (Mare Island) 2026</u>							
	Prime	811310	Commercial and Industrial Machinery and Equipment Repair and Maint.	100.0%	\$64,000.00	0.34%	0.342%
				100%	\$64,000.00		0.342%
<u>Turbocharger and Pump Replacements (Pyxis)</u>							
	Prime	811310	Commercial and Industrial Machinery and Equipment Repair and Maint.	100.0%	\$224,800.00	0.34%	0.342%
				100%	\$224,800.00		0.342%
<u>MCU Upgrades - Mare Island & Intintoli</u>							

NAICS Code & Description for Prime & Subcontracting Opportunities				Percent of Individual Contract Dollars	Total FTA \$ for Project	Relative SBE Availability	Base Figure Per Contract
	Prime	811310	Commercial and Industrial Machinery and Equipment Repair and Maint.	100.0%	\$376,040.00	0.34%	0.342%
				100%	\$376,040.00		0.342%
<u>Terminal Dredging (South SF) 2026</u>							
	Prime	541620	Enviro consulting services	3%	\$89,928.00	14.03%	0.421%
	Prime	237990	Other Heavy and Civil Engineering Construction	94%	\$2,817,744.00	27.40%	25.753%
	Sub	541370	Hydrographic survey work	3%	\$89,928.00	13.51%	0.405%
				100%	\$2,997,600.00		26.580%
<u>Vallejo Terminal Reconfiguration 2026</u>							
	Prime	541620	Enviro consulting services	10%	\$599,083.91	14.03%	1.403%
	Sub	237990	Other Heavy and Civil Engineering Construction	90%	\$5,391,755.23	27.40%	24.658%
				100%	\$5,990,839.14		26.060%
<u>Vallejo Terminal Reconfiguration 2027</u>							
	Prime	541620	Enviro consulting services	0%	\$0.00	14.03%	0.000%
	Sub	237990	Other Heavy and Civil Engineering Construction	100%	\$7,032,040.86	27.40%	27.397%
				100%	\$7,032,040.86		27.397%
<u>UCF #3 Seaplane 2026</u>							
	Prime	541620	Enviro consulting services	0%	\$0.00	14.03%	0.000%
	Sub	336611	Shipbuilding and Repair	100%	\$3,752,400.00	27.40%	27.397%
				100.00%	\$3,752,400.00		27%
<u>UCF #3 Seaplane 2027</u>							
	Prime	541620	Enviro consulting services	0%	\$0.00	14.03%	0.000%
	Sub	336611	Shipbuilding and Repair	100%	\$8,346,000.00	27.40%	27.397%
				100.00%	\$8,346,000.00		27%
<u>UCF Gate G 2026</u>							
	Prime	541620	Enviro consulting services	0%	\$0.00	14.03%	0.000%
	Sub	336611	Shipbuilding and Repair	100%	\$8,728,500.00	27.40%	27.397%
				100.00%	\$8,728,500.00		27%

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2025-28

**APPROVE DISADVANTAGED BUSINESS ENTERPRISE AND
SMALL BUSINESS ENTERPRISE OVERALL TRIENNIAL GOALS
FOR FEDERAL FISCAL YEARS 2026-2028**

WHEREAS, the San Francisco Bay Area Water Emergency Transportation Authority (WETA) receives federal transportation funding for various projects, and as a condition of receiving such funding, WETA must have a Disadvantaged Business Enterprise (DBE) program for WETA's contracting opportunities assisted by the Federal Transit Administration (FTA); and

WHEREAS, in accordance with federal regulations, WETA is required to establish an overall triennial DBE goal for FTA-assisted contracts; and

WHEREAS, WETA anticipates awarding 15 FTA-assisted contracts during Federal Fiscal Years (FFY) 2026-2028, totaling \$49,206,236; and

WHEREAS, upon application of the two-step process prescribed in the federal regulations for setting the overall DBE goal, staff recommends establishing a 0.14% race/gender-neutral overall DBE goal, as further detailed in Attachment A to the staff report associated with this action; and

WHEREAS, in accordance with the SBE element in WETA's DBE Program, WETA staff also recommends establishing a 5% overall SBE goal based on a two-step goal-setting methodology consistent with methodology used to establish the overall DBE goal, as described in Attachment B to the staff report associated with this action; and

WHEREAS, WETA staff published the proposed 0.14% overall triennial DBE goal and 5% overall SBE goal on WETA's website for public comment and engaged in a consultation process with stakeholders, as required by federal regulations; and

WHEREAS, WETA submitted the proposed 0.14% overall triennial DBE goal and 5% overall SBE goal to FTA prior to the August 1, 2025 due date; now, therefore, be it

RESOLVED, that the Board of Directors (Board) hereby approves a 0.14% race/gender-neutral overall triennial DBE goal and a 5% overall triennial SBE goal applicable to FTA-assisted contracts for FFY 2026-2028.

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 August 14, 2025.

YEA:
NAY:
ABSTAIN:
ABSENT:

/s/ Board Secretary
2025-28
END

MEMORANDUM

TO: Board Members

**FROM: Seamus Murphy, Executive Director
Thomas Hall, Director of Operations & Customer Experience**

SUBJECT: 2025 Onboard Passenger Survey Results

Recommendation

There is no recommendation associated with this informational item.

Background

Since 2022, SF Bay Ferry has conducted an annual survey of passengers at Board direction to gather data on who rides the system and how the system is performing for those riders. Prior to the pandemic, these surveys were completed every three years.

In 2023, the agency entered into an agreement with local research firm Corey, Canapary & Galanis (CCG) to conduct the annual survey and provide additional polling and research services for SF Bay Ferry. The 2025 survey marks the second onboard survey completed by CCG on behalf of SF Bay Ferry.

Fieldwork was completed in April 2025 with all six regular routes sampled on all service days. Sampling did not include pilot services such as the Oakland Alameda Water Shuttle or special event sports service. Questionnaires were available in English, Spanish, and Chinese, and 1,786 surveys were completed.

Discussion

The full summary report, including all qualitative comments provided by passengers, is included as an attachment to this memorandum. Highlights of the results include:

- Overall passenger satisfaction with SF Bay Ferry remains near all-time highs, with 98% of respondents indicating they were satisfied or very satisfied with the service. This matches the 98% who answered in this way in 2024 and is comparable with SF Bay Ferry's all-time high of 99% in 2023. Seventy-one percent of respondents said they were very satisfied with the service, a slight drop from 76% in 2024. Overall satisfaction in 2017, the last full pre-pandemic survey conducted, was 88%.
 - Satisfaction ratings by route ranged from 95% on South San Francisco to 100% on Alameda Seaplane and Harbor Bay.

- Ratings in different elements of the ferry experience provide additional insight into opportunities for positive messaging and for improvement with the service.
 - Measured on a five-point scale, Respondents' average rating for onboard safety was 4.81 and for ferry crews was 4.71. SF Bay Ferry also earned strong ratings for ease of fare payment (4.69), on-time performance (4.63), and cleanliness (4.63.)

- Opportunities for improvement include concessions (4.34) and service delay notifications (4.15). In these two categories, significant divergence was seen between respondents on various routes.

- Average frequency of ridership increased only slightly, from 2.31 days per week in 2024 to 2.36 days per week in 2025. This information, combined with SF Bay Ferry's substantial ridership increase in 2025, indicates that the service continues to successfully attract new riders in lieu of seeing existing riders take the service more frequently.

Fiscal Impact

There is no fiscal impact associated with this informational item.

END

Attachment A – 2025 Onboard Ferry Survey Summary Report



2025 Onboard Ferry Survey Summary Report

Prepared and conducted by
COREY, CANAPARY & GALANIS RESEARCH
447 Sutter Street – Penthouse North
San Francisco, CA 94108
www.ccgresearch.com

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<i>Note: Crosstabulated tables included under separate cover</i>	

Introduction

This report details the findings of an onboard survey of San Francisco Bay Ferry passengers conducted by Corey, Canapary & Galanis (CC&G).

- The onboard ferry survey was conducted between April 12, 2025, and April 30, 2025 on all regular routes.

Key objectives of the survey include:

- Reporting trip characteristics, such as rider frequency, fare media usage, trip purpose and origin/destination.
- Rider home location, to differentiate the needs and preferences of local versus visiting riders.
- Motivators for use of the ferry as well as possible alternative transportation modes for riders.

This report includes the following key sections: Executive Summary and Detailed Results by Question.

Questions regarding this project may be directed to Thomas Hall, Director, Operations & Customer Experience, San Francisco Bay Ferry | Water Emergency Transportation Authority (WETA).
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This report version was published on August 14, 2025.

Methodology and Response Rate

The survey was conducted as an onboard self-administered questionnaire distributed to San Francisco Bay Ferry riders. Surveyors boarded pre-selected ferries. Surveyors were instructed to survey in certain areas of pre-selected ferries. This ensured that multiple trips on each route were surveyed and represented various times of day, direction, and chosen level of the ferry. It is important to spread out the ferry surveying, as otherwise it is possible to gather the entire number of surveys on just a few busy trips.

Overall, 1,932 total surveys were distributed resulting in 1,786 completed surveys, with 262 nonresponses from eligible passengers, totaling 2,048 eligible respondents on all sections of surveyed ferries. This represents an 87% response rate (e.g. 1,786 completed surveys / 2,048 eligible respondents).

Respondents could complete the survey onboard and return it to the surveyor, complete it at home and mail to CC&G, or complete it online. Of these 1,786 completed surveys, 1,712 were completed onboard, 42 were completed online and 32 were mailed back.

Surveys were available in English, Spanish, and Chinese. Of the 1,786 completed surveys, 1,761 were completed in English, 23 in Spanish, and 2 in Chinese.

Specific steps were taken to ensure the highest possible response rate. This included using professional, experienced onboard surveyors on the project, making the questionnaire available in

multiple languages (English, Spanish and Chinese), and providing an online option for persons who did not have time to complete the survey onboard.

Surveyors returned completed questionnaires to Corey, Canapary & Galanis' office following the completion of the fieldwork. Data entry, editing, and coding were done in-house by Corey, Canapary & Galanis once questionnaires were returned.

Margin of Error

In total, 1,786 completed surveys were conducted. This total equates to a system-wide margin of error of +/- 2.31% (at the 95% confidence level).

Statistically Significant Differences

The margins of error for some key sub-groups shown in this report are:

- Weekday (n = 1,281). +/- 2.37% at the 95% confidence level;
- Weekend (n = 505). +/- 4.34% at the 95% confidence level.

- Alameda Seaplane (n = 185). +/- 7.19% at the 95% confidence level;
- Harbor Bay (n = 211). +/- 6.72% at the 95% confidence level;
- Oakland/Alameda (n = 458). +/- 4.56% at the 95% confidence level;
- Richmond (n = 280). +/- 5.83% at the 95% confidence level;
- Vallejo (n = 611). +/- 3.95% at the 95% confidence level.
- S. San Francisco (n = 41). +/- 15.27% at the 95% confidence level;
 - o Note: The smaller sample size for S. San Francisco is representative of the lower ridership on this route. Given this smaller sample size, percentages broken out specifically on this route should be considered more directional in nature.

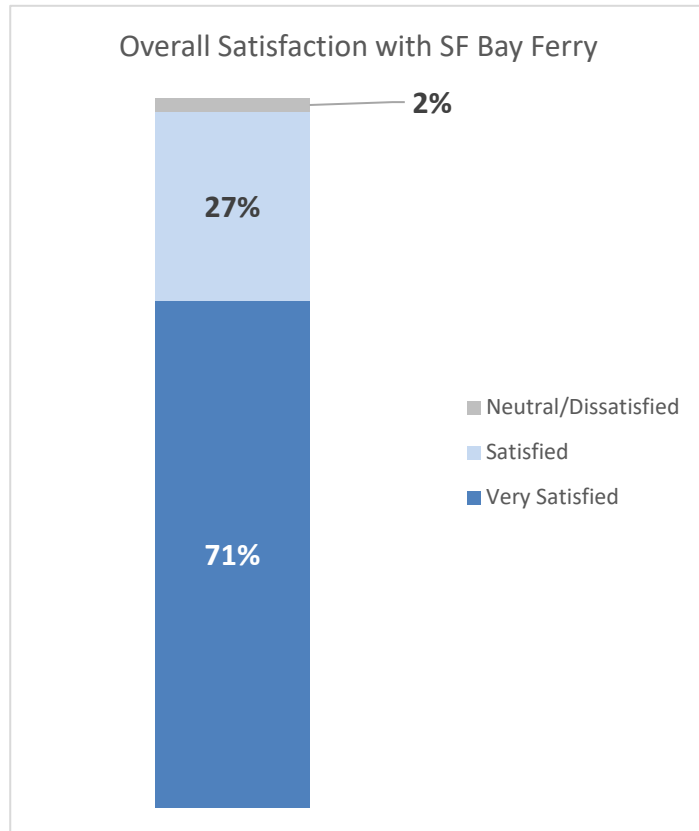
General Notes about the Results

- Totals may appear to be more than 100% due to rounding.
- Questions with no total percentage shown allowed for multiple responses.
- For some open-ended questions, only the top responses are shown, and this is noted on that particular question. Please refer to the statistical tables for a complete list.

Executive Summary

- Respondents overall were very satisfied with the service provided by SF Bay Ferry, with an average rating of 4.69 out of 5.00.

- 98% of riders in 2025 rated their experience as “Very Satisfied” or “Satisfied.” This is the same as in 2024 and is comparable to the 99% rating in 2022. In 2017, this rating was 88%.
- While the share of riders rating their experience “Very Satisfied” or “Satisfied” is the same in 2025 as 2024 (98%), the mean score in 2025 is slightly lower than in 2024 (4.69 vs. 4.73). This decrease is caused by a decrease in respondents very satisfied with the ferry (71% in 2025 vs. 76% in 2024) and an increase in respondents satisfied with the ferry (27% in 2025 vs. 22% in 2024).



- Riders on the Alameda Seaplane Ferry were the most satisfied, rating their experience 4.79 (out of 5). While still very high, riders on the South San Francisco Ferry were slightly less satisfied, rating their experience at 4.49 out of 5.
- Comments regarding the ratings, which were provided by 32% of respondents, suggest that frequency, staff, operating hours, and reliability are key contributors to the high ratings.

- Respondents were most satisfied with feeling safe (4.81 out of 5.00), the ferry crew (4.71 out of 5.00), and the ease of fare payment (4.69 out of 5.00). They were least satisfied with terminal access and amenities (4.51 out of 5.00), concessions (4.34 out of 5.00), and service alerts / delay notifications (4.15 out of 5.00).

- Three-quarters of respondents (74%) say they use the ferry to relax or reduce stress, making this the top reason among respondents overall.
- The Oakland & Alameda Ferry has the highest share of riders from outside the San Francisco Bay Area (15%), while South San Francisco (<1%) and Harbor Bay (3%) ferries have the lowest.
- Among all respondents, nearly two-thirds (62%) used some form of car-based transportation to access their ferry, while 17% walked all the way, 13% used a bike or scooter, 9% used public transit, and 1% used a private shuttle.
- Among all respondents, one-third (38%) used some form of car-based transportation to get from the ferry to their destination, while 34% walked all the way, 16% used public transit, 15% used a bike or scooter, and 2% used a private shuttle.
- Overall, respondents use the ferries to commute to work or school (55%), travel to entertainment or recreation locations (34%) or for sightseeing (12%).
- Overall, respondents ride their ferry an average of 2.4 days per week.
 - Average use per week is roughly the same as in 2024 (2.4 days/week in 2025 vs. 2.3 days/week in 2024)
 - The most frequent users of SF Bay Ferry tend to be on the Harbor Bay (average 3.4 days/week) Alameda Seaplane, and South San Francisco (both average 3.2 days/week) routes.
- Two-thirds of riders (65%) would use a car-based type of transport if they didn't take a ferry, with 43% opting to drive alone. Slightly fewer (58%) would use public transit, with 45% opting for BART or other rail transit. Notably, 10% of riders have no alternative to SF Bay Ferry.

Detailed Results

Overall Rating

Respondents overall were very satisfied with the service provided by SF Bay Ferry, with an average rating of 4.69 out of 5.00.

- 98% of riders in 2025 rated their experience as “Very Satisfied” or “Satisfied.” This is the same as in 2024 and is comparable to the 99% rating in 2022. In 2017, this rating was 88%.
- While the share of riders rating their experience “Very Satisfied” or “Satisfied” is the same in 2025 as 2024 (98%), the mean score in 2025 is slightly lower than in 2024 (4.69 vs. 4.73). This decrease is caused by a decrease in respondents very satisfied with the ferry (71% in 2025 vs. 76% in 2024) and an increase in respondents satisfied with the ferry (27% in 2025 vs. 22% in 2024).
- In both 2024 and 2025, 1% of respondents said they were neither satisfied nor dissatisfied with the service, and 1% of respondents said they were dissatisfied or very dissatisfied with the service.
- Riders on the Alameda Seaplane Ferry were the most satisfied, rating their experience 4.79 (out of 5). While still very high, riders on the South San Francisco Ferry were slightly less satisfied, rating their experience at 4.49 out of 5.

Comments regarding the ratings, which were provided by 32% of respondents, suggest that while satisfied overall, riders felt SF Bay Ferry should have more frequency and longer operating hours. .

Overall rating of SF Bay Ferry service

	2025 TOTAL	2024 TOTAL
Base: (All Respondents)	1,786	1,744
5 - Very Satisfied	71%	76%
4 - Satisfied	27%	22%
3	1%	1%
2 - Dissatisfied	<1%	<1%
1 - Very Dissatisfied	<1%	<1%
Blank (#)	4	38
TOTAL	100%	100%
Average (mean) score	4.69	4.73

	2025 TOTAL	2024 TOTAL
Base: (All Respondents)	1,786	1,744
Satisfied (4 or 5)	98%	98%
Dissatisfied (1 or 2)	<1%	1%
Neutral	1%	1%
TOTAL	100%	100%
Average (mean) score	4.69	4.73

San Francisco Bay Ferry | Onboard Ferry Survey Summary Report

	----- read % across -----							
	VERY SATISFIED		VERY DISSATISFIED			BLANK	MEAN SCORE	
	5	4	3	2	1	[#]	(5 Pt. Scale)	
Alameda Seaplane								
April 2025 (N=185)	79%	21%	-	-	-	-	4.79	
April 2024 (N=242).....	81%	18%	<1%	-	1%	5	4.78	
Harbor Bay								
April 2025 (N=211)	72%	28%	-	-	-	1	4.72	
April 2024 (N=207).....	82%	17%	1%	-	-	1	4.81	
Oakland/Alameda								
April 2025 (N=458)	76%	22%	2%	-	1%	1	4.72	
April 2024 (N=476).....	80%	18%	1%	<1%	<1%	15	4.77	
Richmond								
April 2025 (N=280)	77%	22%	1%	-	-	-	4.76	
April 2024 (N=222).....	79%	19%	-	1%	<1%	4	4.76	
S. San Francisco								
April 2025 (N=41)	56%	39%	2%	2%	-	-	4.49	
April 2024 (N=49).....	57%	36%	6%	-	-	2	4.51	
Vallejo								
April 2025 (N=611)	64%	33%	2%	<1%	<1%	3	4.60	
April 2024 (N=551).....	67%	31%	2%	<1%	-	11	4.65	

Comments

		By Route					
	TOTAL	Alameda Seaplane	Harbor Bay	Oakland/Alameda	Richmond	S. San Francisco	Vallejo
Base: (Left Comment)	575	63	100	119	86	19	188
Need more frequency	16%	16%	19%	8%	28%	21%	14%
Staff are friendly, professional, helpful	16%	17%	14%	14%	20%	21%	14%
Need expanded hours	10%	13%	19%	7%	6%	21%	7%
Ferry is reliable/on-time	8%	8%	10%	3%	3%	5%	12%
Ferry is clean	7%	6%	7%	5%	8%	5%	9%
Comfortable/Relaxing/Beautiful views	6%	2%	2%	8%	8%	-	7%
More routes/stops closer to my origin/destination	5%	5%	5%	8%	7%	5%	2%
Better notification for delayed/cancelled ferries	4%	2%	12%	-	5%	11%	3%
Reduce crowding	4%	3%	3%	1%	1%	11%	8%
More reliability	4%	2%	10%	-	2%	11%	4%
More /safe/cheaper parking	3%	5%	4%	-	1%	5%	6%
Be more bike friendly (more bike storage, no stairs for bikes, rule changes, protected from salt spray, etc.)	3%	2%	10%	1%	1%	-	1%
Food onboard is expensive/poor quality/Need more food options	3%	2%	1%	3%	1%	-	4%

**Only coded comments from over 3% of respondents are included here. See tables for a full list.*

Rating of SF Bay Ferry Service

Respondents were most satisfied with feeling safe (4.81 out of 5.00), the ferry crew (4.71 out of 5.00), and the ease of fare payment (4.69 out of 5.00). They were least satisfied with terminal access and amenities (4.51 out of 5.00), concessions (4.34 out of 5.00), and service alerts / delay notifications (4.15 out of 5.00).

- With the exception of “*Concessions*,” Harbor Bay riders rated the attributes higher than riders on other routes. Except for “*On-time performance*,” Vallejo Ferry riders rated the individual attributes lower than riders on other routes.

	Mean Scores (5 point scale)		
	2025 TOTAL	Weekday	Weekend
Base: (All Respondents)*	1,786	1,281	505
Feeling safe while onboard	4.81	4.81	4.83
Ferry crew	4.71	4.72	4.68
Ease of fare payment	4.69	4.69	4.71
On-time performance	4.63	4.60	4.73
Cleanliness (onboard)	4.63	4.61	4.66
Terminal access and amenities	4.51	4.49	4.56
Concessions	4.34	4.32	4.40
Service alerts / delay notifications	4.15	4.06	4.38

	----- read % across -----						
	VERY SATISFIED			VERY DISSATISFIED		BLANK	MEAN SCORE
	5	4	3	2	1	[#]	(5 Pt)
Feeling safe while onboard							
Total (N=1,786)	86%	12%	1%	<1%	1%	16	4.81
Alameda Seaplane (N=185).....	90%	9%	-	-	1%	1	4.87
Harbor Bay (N=211)	91%	8%	<1%	-	-	-	4.91
Oakland/Alameda (N=458)	88%	9%	2%	-	1%	5	4.84
Richmond (N=280)	88%	10%	1%	<1%	<1%	2	4.85
South San Francisco (N=41)	88%	10%	2%	-	-	-	4.85
Vallejo (N=611)	79%	17%	2%	<1%	1%	8	4.72
Ferry crew							
Total (N=1,786)	79%	16%	3%	1%	1%	23	4.71
Alameda Seaplane (N=185).....	84%	14%	1%	1%	1%	3	4.78
Harbor Bay (N=211)	85%	15%	<1%	-	-	-	4.84
Oakland/Alameda (N=458)	80%	14%	3%	1%	2%	8	4.69
Richmond (N=280)	84%	13%	3%	-	<1%	2	4.80
South San Francisco (N=41)	88%	12%	-	-	-	-	4.88
Vallejo (N=611)	72%	20%	6%	1%	1%	10	4.61
Ease of fare payment							
Total (N=1,786)	79%	14%	4%	2%	1%	19	4.69
Alameda Seaplane (N=185).....	86%	10%	3%	-	1%	1	4.80
Harbor Bay (N=211)	86%	14%	<1%	-	-	-	4.85
Oakland/Alameda (N=458)	80%	12%	5%	2%	1%	7	4.70
Richmond (N=280)	86%	9%	4%	1%	<1%	2	4.79
South San Francisco (N=41)	85%	15%	-	-	-	-	4.85
Vallejo (N=611)	71%	20%	5%	3%	2%	9	4.55
On-time performance							
Total (N=1,786)	72%	22%	4%	1%	1%	21	4.63
Alameda Seaplane (N=185).....	69%	25%	4%	1%	1%	11	4.60
Harbor Bay (N=211)	80%	15%	4%	1%	<1%	10	4.73
Oakland/Alameda (N=458)	80%	17%	1%	1%	1%	2	4.75
Richmond (N=280)	51%	39%	9%	<1%	-	-	4.40
South San Francisco (N=41)	79%	16%	3%	1%	1%	5	4.73
Vallejo (N=611)	79%	18%	2%	1%	<1%	2	4.74

----- read % across -----

	VERY SATISFIED			VERY DISSATISFIED		BLANK	MEAN SCORE
	5	4	3	2	1	[#]	(5 Pt)
Cleanliness (onboard)							
Total (N=1,786)	71%	23%	5%	1%	1%	19	4.63
Alameda Seaplane (N=185).....	77%	18%	4%	1%	1%	2	4.70
Harbor Bay (N=211)	76%	21%	2%	<1%	-	-	4.73
Oakland/Alameda (N=458)	77%	18%	4%	<1%	1%	6	4.70
Richmond (N=280)	76%	19%	4%	<1%	<1%	2	4.70
South San Francisco (N=41)	76%	17%	7%	-	-	-	4.68
Vallejo (N=611)	60%	30%	7%	1%	2%	9	4.47
Terminal access and amenities							
Total (N=1,786)	63%	27%	8%	1%	1%	19	4.51
Alameda Seaplane (N=185).....	64%	29%	5%	2%	1%	3	4.54
Harbor Bay (N=211)	65%	28%	6%	<1%	<1%	-	4.57
Oakland/Alameda (N=458)	66%	24%	9%	<1%	1%	4	4.54
Richmond (N=280)	69%	22%	8%	1%	-	2	4.59
South San Francisco (N=41)	54%	32%	15%	-	-	-	4.39
Vallejo (N=611)	57%	30%	10%	1%	1%	10	4.41
Concessions							
Total (N=1,786)	57%	24%	16%	2%	1%	102	4.34
Alameda Seaplane (N=185).....	65%	19%	12%	2%	1%	15	4.46
Harbor Bay (N=211)	51%	28%	19%	2%	-	10	4.28
Oakland/Alameda (N=458)	63%	20%	14%	1%	2%	31	4.41
Richmond (N=280)	59%	23%	16%	2%	1%	19	4.36
South San Francisco (N=41)	67%	13%	18%	3%	-	2	4.44
Vallejo (N=611)	52%	28%	16%	3%	1%	25	4.25
Service alerts / delay notifications							
Total (N=1,786)	49%	25%	20%	4%	2%	76	4.15
Alameda Seaplane (N=185).....	49%	28%	20%	2%	1%	5	4.23
Harbor Bay (N=211)	31%	31%	25%	9%	3%	3	3.77
Oakland/Alameda (N=458)	61%	21%	15%	2%	1%	33	4.38
Richmond (N=280)	49%	22%	23%	5%	1%	14	4.13
South San Francisco (N=41)	30%	23%	28%	13%	8%	1	3.55
Vallejo (N=611)	48%	26%	19%	4%	3%	20	4.14

Reasons for Using SF Bay Ferry

Three-quarters of respondents (74%) say they use the ferry to relax or reduce stress, making this the top reason among respondents overall.

- Riders on the South San Francisco ferry (78%) are much more likely than riders overall (64%) to use the ferry to avoid traffic or because it’s a productive use of time (54% vs. 29%)
- A higher share of both Alameda Seaplane (58%) and Harbor Bay (58%) riders said they use the ferry because it is faster (compared with 40% overall).
- While 21% of riders overall use the ferries to sightsee, 35% of the Oakland/Alameda ferry use the ferry for this purpose.

*What are the main reasons you ride the ferry?
(Multiple responses accepted)*

		By Route					
	TOTAL	Alameda Seaplane	Harbor Bay	Oakland/Alameda	Richmond	S. San Francisco	Vallejo
Base: (All Respondents)	1,786	185	211	458	280	41	611
Relaxing / reduces stress	74%	77%	81%	76%	81%	88%	66%
Avoids traffic	64%	65%	69%	52%	64%	78%	70%
Faster	40%	58%	58%	29%	44%	44%	35%
Productive use of time	29%	32%	33%	25%	29%	54%	29%
Less expensive	29%	34%	27%	26%	35%	15%	29%
Better for the environment	28%	33%	27%	30%	35%	32%	22%
Parking is easier / less expensive	26%	30%	23%	25%	37%	15%	21%
Sightseeing	21%	15%	11%	35%	24%	2%	15%
Don't have a car / don't drive	10%	9%	9%	9%	6%	17%	12%
Fun/Enjoy being on the water/Enjoy boating	2%	1%	<1%	4%	5%	-	1%
Blank (#)	41	4	2	16	5	2	12

**Only reasons representing at least 2% of responses are shown. Please see tables for a complete list.*

Trip Origin and Destination

Two-thirds of respondents (69%) started their trip in San Francisco (36%) or Alameda (33%) counties.

- Among those living in the San Francisco Bay Area, 37% said they started their trip in San Francisco, 25% said they started their trip in Alameda County, 6% said they started their trip in Solano County and 10% said they started their trip in another Bay Area county (other than San Francisco, Alameda, or Solano).
- Among those who live outside the Bay Area, 35% started their trip in San Francisco County, 34% began in Alameda County, 17% in Solano County and 13% in another Bay Area county.

Where did you BEGIN this trip?

County of Origin	By Route						
	TOTAL	Alameda Seaplane	Harbor Bay	Oakland/Alameda	Richmond	S. San Francisco	Vallejo
Base: (All Respondents)	1,786	185	211	458	280	41	611
Bay Area County	98%	100%	100%	98%	99%	100%	97%
San Francisco County	36%	27%	43%	37%	43%	-	36%
Alameda County	33%	73%	56%	56%	10%	95%	1%
Solano County	16%	-	-	-	2%	-	48%
Contra Costa County	8%	-	1%	3%	43%	-	1%
Napa County	4%	-	-	-	<1%	-	11%
San Mateo County	<1%	-	<1%	1%	-	5%	<1%
Santa Clara County	<1%	-	-	1%	<1%	-	<1%
Marin County	<1%	-	-	1%	<1%	-	-
Sonoma County	<1%	-	-	<1%	-	-	<1%
Other California County	2%	-	-	2%	1%	-	3%
Sacramento County	1%	-	-	1%	1%	-	2%
San Joaquin County	<1%	-	-	1%	-	-	<1%
Placer County	<1%	-	-	-	<1%	-	<1%
Fresno County	<1%	-	-	-	-	-	<1%
Monterey County	<1%	-	-	-	-	-	<1%
Navada County	<1%	-	-	<1%	-	-	-
Santa Cruz County	<1%	-	-	<1%	-	-	-
Tuolumne County	<1%	-	-	<1%	-	-	-
Yolo County	<1%	-	-	-	-	-	<1%
Yuba County	<1%	-	-	-	-	-	<1%
Blank (#)	90	7	3	25	16	-	39
TOTAL	100%	100%	100%	100%	100%	100%	100%

**Answers from respondents who provided the same location for both their origin and destination were removed*

Alameda Seaplane Route (City of Origin) *

Eastbound	Total	Westbound	Total
Base: (All Respondents)	48		128
San Francisco	100%	Alameda	97%
		Oakland	3%

Harbor Bay Route (City of Origin) *

Eastbound	Total	Westbound	Total
Base: (All Respondents)	89		117
San Francisco	99%	Alameda	90%
		San Leandro	5%
		Oakland	2%
		San Ramon	2%

Oakland/Alameda Route (City of Origin) *

Eastbound	Total	Week day	Week end	Westbound	Total	Week day	Week end
Base: (All Respondents)	144	76	68		233	121	112
San Francisco	96%	99%	93%	Oakland	55%	71%	38%
				Alameda	23%	9%	38%
				Berkeley	6%	4%	7%
				Hayward	2%	4%	-
				Walnut Creek	2%	3%	1%

Richmond Route (City of Origin) *

Northbound	Total	Week day	Week end	Southbound	Total	Week day	Week end
Base: (All Respondents)	110	60	50		139	79	60
San Francisco	97%	97%	98%	Richmond	55%	57%	52%
				Berkeley	9%	3%	17%
				San Pablo	9%	13%	3%
				Albany	7%	5%	8%
				El Cerrito	5%	6%	3%
				El Sobrante	4%	5%	2%
				Kensington	2%	1%	3%

*Answers from respondents who provided the same location for both their origin and destination were removed. Only responses from 2% or greater of riders overall are shown, see crosstabulated tables for complete list.

South San Francisco Route (City of Origin) *

Eastbound	Total	Westbound	Total
Base: (All Respondents)	2		39
South San Francisco	100%	Alameda	59%
		Oakland	33%
		Albany	3%
		Emeryville	3%
		San Leandro	3%

Vallejo Route (City of Origin) *

Eastbound	Total	Week day	Week end	Westbound	Total	Week day	Week end
Base: (All Respondents)	193	150	43		324	270	54
San Francisco	96%	96%	95%	Vallejo	50%	52%	41%
				Fairfield	11%	12%	7%
				Napa	8%	8%	7%
				Benicia	7%	7%	9%
				American Canyon	6%	5%	9%
				Vacaville	4%	4%	6%
				Sacramento	2%	2%	4%
				Calistoga	2%	2%	-
				Suisun City	2%	2%	-

*Answers from respondents who provided the same location for both their origin and destination were removed. Only responses from 2% or greater of riders overall are shown, see crosstabulated tables for complete list.

Three quarters (75%) of respondents were going to a destination in San Francisco (57%) or Alameda (18%) counties.

*Where will you END this trip? (County of destination)**

		By Route					
	TOTAL	Alameda Seaplane	Harbor Bay	Oakland/Alameda	Richmond	S. San Francisco	Vallejo
Base: (All Respondents)	1,786	185	211	458	280	41	611
Bay Area County	99%	100%	100%	99%	100%	100%	99%
San Francisco County	57%	72%	54%	58%	51%	-	60%
Alameda County	18%	28%	43%	38%	3%	2%	<1%
Solano County	10%	-	-	-	-	-	30%
Contra Costa County	8%	-	<1%	2%	45%	2%	1%
San Mateo County	3%	-	2%	<1%	1%	95%	-
Napa County	2%	-	-	-	-	-	6%
Santa Clara County	<1%	1%	-	-	-	-	<1%
Marin County	<1%	-	-	-	-	-	<1%
Sonoma County	<1%	-	-	<1%	-	-	-
Other California County	1%	-	-	1%	<1%	-	1%
Sacramento County	<1%	-	-	-	<1%	-	1%
San Joaquin County	<1%	-	-	<1%	-	-	<1%
Placer County	<1%	-	-	<1%	-	-	-
Stanislaus County	<1%	-	-	<1%	-	-	-
Blank (#)	116	9	8	37	16	-	46
TOTAL	100%	100%	100%	100%	100%	100%	100%

*Answers from respondents who provided the same location for both their origin and destination were removed.

Alameda Seaplane Route (City of Destination) *

Eastbound	Total	Westbound	Total
Base: (All Respondents)	47		127
Alameda	98%	San Francisco	98%
Oakland	2%		

Harbor Bay Route (City of Destination) *

Eastbound	Total	Westbound	Total
Base: (All Respondents)	88		113
Alameda	88%	San Francisco	96%
San Leandro	3%	South San Francisco	4%
Hayward	2%		
Oakland	2%		
San Lorenzo	2%		

Oakland/Alameda Route (City of Destination) *

Eastbound	Total	Week day	Week end	Westbound	Total	Week day	Week end
Base: (All Respondents)	150	79	71		215	114	101
Oakland	63%	79%	47%	San Francisco	99%	98%	100%
Alameda	17%	4%	32%				
Berkeley	3%	3%	3%				
Hayward	3%	3%	3%				
Lafayette	2%	4%	-				

*Answers from respondents who provided the same location for both their origin and destination were removed. Only responses from 2% or greater of riders overall are shown, see crosstabulated tables for complete list.

Richmond Route (City of Destination) *

Northbound	Total	Week day	Week end	Southbound	Total	Week day	Week end
Base: (All Respondents)	113	74	39		129	78	51
Richmond	60%	68%	51%	San Francisco	98%	97%	100%
El Cerrito	8%	5%	11%				
San Pablo	7%	6%	7%				
Pinole	4%	5%	4%				
Albany	3%	-	7%				
El Sobrante	3%	5%	2%				
Hercules	3%	3%-	4%				
Kensington	3%	5%	2%				
Port Richmond	3%	2%	4%				

South San Francisco Route (City of Destination) *

Eastbound	Total	Westbound	Total
Base: (All Respondents)	2		39
Alameda	50%	South San Francisco	90%
Dublin	50%	Brisbane	3%
		Daly City	3%
		Millbrae	3%
		San Bruno	3%

Vallejo Route (City of Destination) *

Eastbound	Total	Week day	Week end	Westbound	Total	Week day	Week end
Base: (All Respondents)	201	157	44		308	262	46
Vallejo	61%	64%	50%	San Francisco	99%	99%	98%
Fairfield	10%	9%	16%				
Napa	10%	10%	9%				
Benicia	4%	3%	5%				
Sacramento	2%	1%	2%				
Vacaville	2%	2%	-				

*Answers from respondents who provided the same location for both their origin and destination were removed. Only responses from 2% or greater of riders overall are shown, see crosstabulated tables for complete list.

Access (getting to) and Egress (going from)

Among all respondents, nearly two-thirds (62%) used some form of car-based transportation to access their ferry, while 17% walked all the way, 13% used a bike or scooter, 9% used public transit, and 1% used a private shuttle.

- Those respondents coming from home were the most likely to drive (50%) to the ferry. Those coming from work were the most likely (43%) to walk to the ferry.
- When viewed by terminal:
 - Respondents leaving from Vallejo were most likely to use car-based transit (89%) to reach the terminal.
 - Respondents leaving from Harbor Bay were most likely to use a bike or scooter (31%) to get to that terminal.
 - Those leaving from San Francisco were most likely to use public transit (16%) to access that terminal. They were also the most likely to walk all the way to access that terminal (25%).

How did you get to this ferry? (Multiple responses accepted)

	2025	2024	2025	
	TOTAL	TOTAL	Weekday	Weekend
Base: (All Respondents)	1,786	1,744	1,281	505
Car-Based (Net)	64%	56%	61%	72%
Drive (park and ride)	48%	40%	45%	54%
Dropped off by car	12%	9%	12%	12%
Uber / Lyft / Waymo	5%	7%	4%	6%
Taxi	<1%	<1%	<1%	-
Walked all the way	17%	21%	17%	16%
Bike / Scooter	13%	14%	16%	8%
Public transit (bus/rail)	9%	11%	9%	8%
Private/Employer shuttle	<1%	1%	1%	<1%
Blank (#)	15	17	11	4

Among all respondents, one-third (38%) used some form of car-based transportation to get from the ferry to their destination, while 34% walked all the way, 16% used public transit, 15% used a bike or scooter, and 2% used a private shuttle.

- Those respondents coming from home were the most likely to walk (44%) to their destination. Those coming from work were the most likely (41%) to drive.
- When viewed by terminal:
 - Respondents arriving in Vallejo were most likely to use car-based transit (78%) to reach their destination.
 - Respondents arriving at Alameda Seaplane were most likely to use a bike or scooter (50%) to get to their destination.
 - Those arriving in San Francisco were most likely to use public transit (23%) to access their destination. These respondents were also the most likely to walk all the way to their destination (44%).

And how will you get to your destination after you exit this ferry? (Multiple responses accepted)

	2025	2024	2025	
	TOTAL	TOTAL	Weekday	Weekend
Base: (All Respondents)	1,786	1,786	1,281	505
Car-Based (Net)	38%	40%	31%	56%
Drive (park and ride)	23%	24%	20%	32%
Picked up by car	8%	8%	6%	12%
Uber / Lyft / Waymo	6%	7%	4%	11%
Taxi	1%	1%	1%	<1%
Walk all the way	34%	30%	37%	26%
Public transit (bus/rail)	16%	16%	16%	15%
Bike / Scooter	15%	15%	18%	7%
Private/Employer shuttle	2%	2%	2%	<1%
Blank (#)	309	299	197	112

Access/Egress by Terminal

Alameda Main Street Terminal

Access*	
Base: (All Respondents)	92
Car-Based (Net)	74%
Drive (park and ride)	58%
Dropped off by car	13%
Uber/Lyft/Waymo	3%
Walked all the way	14%
Bike / Scooter	12%
Public transit (bus/rail)	3%

Egress^	
Base: (All Respondents)	49
Car-Based (Net)	67%
Drive (park and ride)	47%
Picked up by car	10%
Uber/Lyft/Waymo	10%
Walk all the way	22%
Bike / Scooter	12%
Public transit (bus/rail)	2%

Alameda Seaplane Terminal

Access*	
Base: (All Respondents)	135
Car-Based (Net)	82%
Drive (park and ride)	71%
Dropped off by car	10%
Uber/Lyft/Waymo	1%
Bike / Scooter	19%
Walked all the way	10%
Public transit (bus/rail)	1%

Egress^	
Base: (All Respondents)	44
Bike / Scooter	50%
Car-Based (Net)	11%
Drive (park and ride)	7%
Picked up by car	5%
Walk all the way	36%
Public transit (bus/rail)	2%

Harbor Bay Terminal

Access*	
Base: (All Respondents)	119
Car-Based (Net)	47%
Drive (park and ride)	35%
Dropped off by car	11%
Uber/Lyft/Waymo	1%
Bike / Scooter	31%
Walked all the way	22%
Public transit (bus/rail)	4%
Private/Employer shuttle	3%

Egress^	
Base: (All Respondents)	80
Car-Based (Net)	38%
Drive (park and ride)	29%
Picked up by car	9%
Bike / Scooter	29%
Walk all the way	24%
Private/Employer shuttle	8%
Public transit (bus/rail)	4%

*Boarded at this terminal

^Alighted at the terminal

Oakland Terminal

Access*	
Base: (All Respondents)	196
Car-Based (Net)	60%
Drive (park and ride)	42%
Uber/Lyft/Waymo	9%
Dropped off by car	8%
Walked all the way	23%
Bike / Scooter	14%
Public transit (bus/rail)	7%

Egress^	
Base: (All Respondents)	112
Car-Based (Net)	52%
Drive (park and ride)	38%
Uber/Lyft/Waymo	7%
Picked up by car	6%
Taxi	1%
Walk all the way	29%
Bike / Scooter	13%
Public transit (bus/rail)	8%

Richmond Terminal

Access*	
Base: (All Respondents)	147
Car-Based (Net)	86%
Drive (park and ride)	69%
Dropped off by car	16%
Uber/Lyft/Waymo	1%
Walked all the way	7%
Bike / Scooter	7%
Public transit (bus/rail)	2%

Egress^	
Base: (All Respondents)	116
Car-Based (Net)	71%
Drive (park and ride)	59%
Picked up by car	9%
Uber/Lyft/Waymo	3%
Walk all the way	18%
Bike / Scooter	9%
Public transit (bus/rail)	4%

San Francisco Terminal

Access*	
Base: (All Respondents)	723
Car-Based (Net)	47%
Drive (park and ride)	35%
Dropped off by car	7%
Uber/Lyft/Waymo	5%
Taxi	<1%
Walked all the way	25%
Public transit (bus/rail)	16%
Bike / Scooter	15%
Private/Employer shuttle	<1%

Egress^	
Base: (All Respondents)	824
Walk all the way	44%
Public transit (bus/rail)	23%
Car-Based (Net)	22%
Drive (park and ride)	10%
Uber/Lyft/Waymo	7%
Picked up by car	4%
Taxi	1%
Bike / Scooter	15%
Private/Employer shuttle	1%

*Boarded at this terminal

^Alighted at the terminal

South San Francisco Terminal

Access*	
Base: (All Respondents)	2
Car-Based (Net)	50%
Drive (park and ride)	50%
Public transit (bus/rail)	50%

Egress^	
Base: (All Respondents)	35
Bike / Scooter	40%
Walk all the way	26%
Public transit (bus/rail)	20%
Private/Employer shuttle	14%
Car-Based (Net)	11%
Uber/Lyft/Waymo	11%

Vallejo Terminal

Access*	
Base: (All Respondents)	353
Car-Based (Net)	89%
Drive (park and ride)	59%
Dropped off by car	25%
Uber/Lyft/Waymo	5%
Taxi	<1%
Bike / Scooter	6%
Public transit (bus/rail)	5%
Walked all the way	3%
Private/Employer shuttle	<1%

Egress^	
Base: (All Respondents)	207
Car-Based (Net)	78%
Drive (park and ride)	44%
Picked up by car	24%
Uber/Lyft/Waymo	9%
Taxi	1%
Walk all the way	11%
Public transit (bus/rail)	7%
Bike / Scooter	6%
Private/Employer shuttle	<1%

*Boarded at this terminal

^Alighted at the terminal

Trip Purpose

Overall, respondents use the ferries to commute to work or school (55%), travel to entertainment or recreation locations (34%) or sightseeing (12%)

- Respondents on the South San Francisco and the Harbor Bay ferries were the most likely to be using the ferry to commute to work or school (98% and 87% respectively). Respondents on the Oakland/Alameda ferry were the most likely to be traveling to an entertainment or recreation destination (59%) or for sightseeing (16%).
- Weekday riders were most likely to be commuting (74%). Weekend riders were most likely to be traveling to an entertainment/recreation destination (81%) or sightseeing (22%).
- Bay Area residents were most likely to be commuting (61%) and visitors to be traveling to an entertainment/recreation destination (63%).

What is the purpose of your trip? (Multiple responses accepted)

	2025	2024	2025	
	TOTAL	TOTAL	Weekday	Weekend
Base: (All Respondents)	1,786	1,744	1,281	505
Commute to/from work or school	55%	56%	74%	6%
Entertainment/Recreation	34%	34%	16%	81%
Sightseeing	12%	11%	8%	22%
Shopping	4%	5%	2%	9%
Medical/Dental	2%	1%	2%	<1%
Work related meeting/event	1%	1%	1%	-
Personal business	1%	1%	1%	1%
Volunteer/Church	<1%	<1%	<1%	1%
Blank (#)	30	24	13	17

		By Route (2025)					
	TOTAL	Alameda Seaplane	Harbor Bay	Oakland/Alameda	Richmond	S. San Francisco	Vallejo
Base: (All Respondents)	1,786	185	211	458	280	41	611
Commute to/from work or school	55%	86%	87%	29%	45%	98%	57%
Entertainment/Recreation	34%	9%	6%	59%	47%	-	30%
Sightseeing	12%	7%	2%	16%	12%	2%	14%
Shopping	4%	1%	1%	5%	8%	-	3%
Medical/Dental	2%	2%	2%	1%	1%	-	2%
Work related meeting/event	1%	1%	1%	1%	1%	-	1%
Personal business	1%	-	-	1%	<1%	-	1%
Volunteer/Church	<1%	-	-	<1%	<1%	-	1%
Blank (#)	30	-	-	9	6	-	15

Ridership Frequency

Overall, respondents ride their ferry an average of 2.4 days per week.

- Average use per week is roughly the same as in 2024 (2.4 days/week in 2025 vs. 2.3 days/week in 2024)
- The most frequent users of SF Bay Ferry tend to be on the Harbor Bay (average 3.4 days/week) Alameda Seaplane, and South San Francisco (both average 3.2 days/week) routes.
- Frequency of use tends to be higher during typical rush hour periods. Weekday peak users tend to use the service about 3.1 days per week, while off peak weekday users use the service an average of 1.8 days/week, and weekend users ride SF Bay Ferry an average of 0.8 days/week. Use during AM Peak appears to be more frequent (average 3.4 days/week) than during PM Peak (2.7 days/week).
- Those living in the Bay Area overall average 2.5 days/week, while visitors average 1 days/week.

How often do you use SF Bay Ferry?

	2025	2024
	TOTAL	TOTAL
Base: (All Respondents)	1,786	1,744
6 to 7 days/week (6.5 days/week)	2%	1%
5 days/week (5 days/week)	17%	18%
3 to 4 days/week (3.5 days/week)	25%	23%
1 to 2 days/week (1.5 days/week)	14%	15%
1 to 3 days/month (0.25 days/week)	13%	14%
Less than once per month (0.1 days/week)	19%	19%
This is my first time on the ferry	10%	10%
Blank (#)	7	8
TOTAL	100%	100%
Average # days/week	2.36	2.31

	By Route (2025)						
	TOTAL	Alameda Seaplane	Harbor Bay	Oakland/ Alameda	Richmond	S. San Francisco	Vallejo
Base: (All Respondents)	1,786	185	211	458	280	41	611
6 to 7 days/week (6.5 days/week)	2%	-	1%	3%	3%	2%	2%
5 days/week (5 days/week)	17%	26%	31%	6%	14%	17%	20%
3 to 4 days/week (3.5 days/week)	25%	41%	43%	13%	19%	51%	22%
1 to 2 days/week (1.5 days/week)	14%	18%	11%	12%	15%	17%	15%
1 to 3 days/month (0.25 days/week)	13%	5%	7%	19%	14%	7%	13%
Less than once per month (0.1 days/week)	19%	4%	3%	33%	24%	2%	18%
This is my first time on the ferry	10%	6%	4%	15%	11%	2%	10%
Blank (#)	7	-	-	4	-	-	3
TOTAL	100%	100%	100%	100%	100%	100%	100%
Average # days/week	2.36	3.20	3.43	1.42	2.07	3.16	2.42

Alternatives to SF Bay Ferry

Two thirds of riders (65%) would use a car-based type of transport if they didn't take a ferry, with 43% opting to drive alone. Slightly fewer (58%) would use public transit, with 45% opting for BART or other rail transit. Notably, 10% of riders have no alternative to SF Bay Ferry.

- Richmond (65%) and Oakland/Alameda (56%) riders were the most likely to use BART/Rail as an alternative to the ferry. South San Francisco (68%) and Vallejo (48%) riders were the most likely to drive alone as an alternative to the ferry.
- Weekday riders were as likely to use a car-based type of transport rather than public transit as an alternative to the ferry (60% for each mode). Weekend riders, however, were much more likely to use a car-based type of transport rather than public transit (78% vs. 54%).

What other type of transportation would you have used if you didn't take the ferry for your trip today? (Multiple responses accepted)

	By Route						
	TOTAL	Alameda Seaplane	Harbor Bay	Oakland/Alameda	Richmond	S. San Francisco	Vallejo
Base: (All Respondents)	1,786	185	211	458	280	41	611
Auto (Net)	65%	57%	52%	66%	65%	85%	71%
Drive alone	43%	40%	37%	39%	39%	68%	48%
Carpool	12%	8%	7%	11%	16%	10%	13%
Uber / Lyft / Waymo	10%	9%	8%	16%	10%	7%	9%
Public Transit (Net)	58%	67%	64%	68%	72%	49%	41%
BART / rail transit	45%	37%	49%	56%	65%	39%	31%
Bus	13%	30%	16%	12%	7%	10%	10%
Bicycle	<1%	-	-	<1%	1%	-	<1%
Ferry is my only option	10%	12%	13%	4%	5%	7%	16%
Would not have made trip	<1%	1%	1%	<1%	-	-	<1%
Blank (#)	14	1	-	11	-	-	2

Home Location

The Oakland & Alameda Ferry has the highest share of riders from outside the San Francisco Bay Area (15%), while South San Francisco (<1%) and Harbor Bay (3%) ferries have the lowest.

What is your five-digit home zip code?

Zip Code is in:

		By Route					
	TOTAL	Alameda Seaplane	Harbor Bay	Oakland/Alameda	Richmond	S. San Francisco	Vallejo
Base: (All Respondents)	1,786	185	211	458	280	41	611
Bay Area County	91%	96%	97%	85%	94%	100%	91%
Alameda County	38%	77%	74%	65%	13%	95%	1%
Solano County	22%	-	-	<1%	2%	-	65%
Contra Costa County	14%	1%	2%	5%	70%	-	3%
San Francisco County	11%	18%	20%	12%	8%	-	7%
Napa County	5%	-	-	-	-	-	14%
San Mateo County	1%	-	1%	1%	1%	2%	<1%
Sonoma County	<1%	-	-	<1%	-	-	<1%
Marin County	<1%	-	-	<1%	<1%	-	-
Santa Clara County	<1%	-	-	<1%	-	2%	-
Other California County*	5%	<1%	<1%	9%	3%	<1%	6%
Sacramento County	1%	-	-	<1%	1%	-	3%
San Joaquin County	1%	-	-	2%	-	-	<1%
Outside California	4%	4%	2%	7%	3%	-	4%
Blank (#)	122	13	8	36	13	-	52
TOTAL	100%	100%	100%	100%	100%	100%	100%

*Outside the San Francisco Bay Area, only counties representing at least 1% overall of responses are shown. Please see tables for a complete list

		By Route					
	TOTAL	Alameda Seaplane	Harbor Bay	Oakland/Alameda	Richmond	S. San Francisco	Vallejo
Base: (All Respondents)	1,786	185	211	458	280	41	611
Live in the San Francisco Bay Area	91%	96%	97%	85%	94%	100%	91%
Visiting	9%	4%	3%	15%	6%	-	9%
Blank (#)	122	13	8	36	13	-	52
TOTAL	100%	100%	100%	100%	100%	100%	100%

Home Zip Code by Route

Alameda Seaplane Route*

	Total	Weekday	Weekend
Base: (All Respondents)	185	185	-
94501	71%	71%	-
94117	3%	3%	-
94110	2%	2%	-
94502	2%	2%	-
94107	2%	2%	-
94109	2%	2%	-

Harbor Bay Route*

	Total	Weekday	Weekend
Base: (All Respondents)	211	211	-
94502	47%	47%	-
94501	18%	18%	-
94107	3%	3%	-
94577	3%	3%	-
94109	3%	3%	-
94117	2%	2%	-

Oakland/Alameda Route*

	Total	Weekday	Weekend
Base: (All Respondents)	458	228	230
94501	15%	5%	25%
94607	12%	19%	6%
94610	6%	10%	2%
94611	4%	6%	2%
94605	4%	3%	4%
94602	3%	3%	3%
94606	3%	2%	4%
94612	2%	3%	1%
94608	2%	2%	1%

*Only zip codes representing at least 2% overall of responses are shown. Please see tables for a complete list

Richmond Route*

	Total	Weekday	Weekend
Base: (All Respondents)	280	147	133
94804	28%	34%	22%
94806	13%	15%	10%
94801	9%	7%	11%
94530	7%	6%	9%
94706	6%	4%	7%
94803	4%	6%	2%
94805	4%	4%	4%
94707	3%	2%	5%
94547	2%	3%	2%
94564	2%	3%	1%

South San Francisco Route^

	Total	Weekday	Weekend
Base: (All Respondents)	49	49	-
94501	41%	41%	-
94502	12%	12%	-
94608	10%	10%	-
94605	5%	5%	-
94607	5%	5%	-

Vallejo Route*

	Total	Weekday	Weekend
Base: (All Respondents)	611	469	142
94590	17%	18%	16%
94591	17%	20%	10%
94589	8%	9%	6%
94534	6%	6%	6%
94533	5%	6%	2%
94510	5%	5%	6%
94503	5%	5%	5%
94558	4%	3%	5%
94559	3%	4%	2%
95687	2%	2%	2%
94585	2%	2%	1%

*Only zip codes representing at least 2% overall of responses are shown. Please see tables for a complete list

^Only zip codes representing at least 4% overall of responses are shown. Please see tables for a complete list

Demographics

What languages do you regularly speak at home? (Multiple respondents accepted)

	By Route						
	TOTAL	Alameda Seaplane	Harbor Bay	Oakland/Alameda	Richmond	S. San Francisco	Vallejo
Base: (All Respondents)	1,786	185	211	458	280	41	611
English	94%	97%	96%	94%	96%	95%	94%
Spanish	12%	9%	3%	12%	18%	5%	13%
Chinese	3%	2%	6%	3%	3%	5%	1%
Tagalog	1%	1%	1%	<1%	<1%	-	3%
French	1%	1%	<1%	1%	<1%	-	<1%
German	1%	1%	-	1%	<1%	-	<1%
Blank (#)	29	4	5	5	7	-	8

**Only responses with at least 1% response shown above (see tables for full list). It should be noted this survey was offered in English, Spanish and Chinese.*

How well do you speak English?

	By Route						
	TOTAL	Alameda Seaplane	Harbor Bay	Oakland/Alameda	Richmond	S. San Francisco	Vallejo
Base: (All Respondents)	1,786	185	211	458	280	41	611
Very Well – 4	92%	95%	96%	95%	91%	95%	89%
Well – 3	5%	2%	3%	3%	6%	5%	8%
Not Well – 2	2%	3%	<1%	1%	2%	-	2%
Not at All – 1	1%	-	-	<1%	1%	-	1%
Blank (#)	27	3	4	7	3	-	10
TOTAL	100%	100%	100%	100%	100%	100%	100%
Average (mean) score	3.90	3.92	3.96	3.93	3.88	3.95	3.85

Gender

	By Route						
	TOTAL	Alameda Seaplane	Harbor Bay	Oakland/Alameda	Richmond	S. San Francisco	Vallejo
Base: (All Respondents)	1,786	185	211	458	280	41	611
Female	50%	49%	47%	48%	56%	37%	52%
Male	48%	50%	52%	49%	42%	61%	47%
Non-Binary/Other	2%	1%	<1%	3%	1%	2%	2%
Blank (#)	50	3	6	17	11	-	13
TOTAL	100%	100%	100%	100%	100%	100%	100%

*Race/Ethnicity (multiple responses accepted) **

		By Route					
	TOTAL	Alameda Seaplane	Harbor Bay	Oakland/Alameda	Richmond	S. San Francisco	Vallejo
Base: (All Respondents)	1,786	185	211	458	280	41	611
Caucasian/White	50%	60%	49%	59%	47%	60%	40%
Asian/Pacific Islander	29%	28%	43%	20%	29%	35%	30%
Hispanic/Latino	20%	14%	9%	20%	27%	5%	23%
African American/Black	11%	7%	5%	12%	9%	8%	16%
Native American	1%	1%	1%	1%	1%	-	2%
Blank (#)	97	9	10	30	10	1	37
TOTAL	100%	100%	100%	100%	100%	100%	100%

	2025 TOTAL	2024 TOTAL
Caucasian/White	50%	54%
Asian/Pacific Islander	29%	25%
Hispanic/Latino	20%	18%
African American/Black	11%	11%
Native American	1%	2%
Blank (#)	97	118
TOTAL	100%	100%

Age

		By Route					
	TOTAL	Alameda Seaplane	Harbor Bay	Oakland/Alameda	Richmond	S. San Francisco	Vallejo
Base: (All Respondents)	1,786	185	211	458	280	41	611
13-17 (15 years)	3%	1%	-	3%	4%	-	3%
18-23 (20.5 years)	6%	5%	4%	6%	6%	2%	9%
24-35 (29.5 years)	24%	29%	29%	24%	19%	27%	21%
35-44 (39.5 years)	28%	37%	28%	29%	26%	34%	24%
45-54 (49.5 years)	18%	16%	20%	15%	23%	32%	16%
55-64 (59.5 years)	13%	8%	10%	14%	14%	2%	15%
65 and older (70 years)	9%	5%	9%	9%	9%	2%	12%
Blank (#)	33	-	1	16	3	-	13
TOTAL	100%	100%	100%	100%	100%	100%	100%
Average age (# years)	42.4	40.3	42.7	42.3	43.2	40.8	42.9

*Prior to 2024, this was a single response question. Respondents who were of more than one ethnicity selected "more than one race." In 2024, as a multiple response question, respondents of more than one ethnicity could select multiple ethnicities. For this reason, previous results are not shown.

	2025 TOTAL	2024 TOTAL	2022 TOTAL	2017 TOTAL
Under 35	33%	34%	38%	29%
35-44	28%	24%	20%	25%
45-54	18%	18%	21%	22%
55-64	13%	13%	14%	16%
65 and older	9%	11%	8%	8%

Annual Household Income

	TOTAL	By Route					
		Alameda Seaplane	Harbor Bay	Oakland/ Alameda	Richmond	S. San Francisco	Vallejo
Base: (All Respondents)	1,786	185	211	458	280	41	611
Under \$15,000 (\$7,500)	3%	-	-	3%	3%	-	4%
\$15,000 - \$24,999 (\$19,999.5)	2%	-	-	2%	2%	-	4%
\$25,000 - \$49,999 (\$37,499.5)	6%	4%	4%	6%	4%	3%	8%
\$50,000 - \$74,999 (\$62,499.5)	9%	2%	2%	9%	10%	3%	13%
\$75,000 - \$99,999 (\$87,499.5)	11%	8%	3%	12%	15%	8%	12%
\$100,000 - \$149,999 (\$124,500)	21%	22%	14%	22%	19%	15%	23%
\$150,000 - \$199,999 (\$174,999.5)	14%	17%	14%	12%	18%	13%	14%
\$200,000 and above (\$225,000)	34%	47%	63%	35%	30%	59%	21%
Blank (#)	247	27	35	57	41	2	85
TOTAL	100%	100%	100%	100%	100%	100%	100%
Average income (\$)	146,338	172,357	188,786	144,846	144,236	183,577	123,642

	2025 TOTAL	2024 TOTAL	2022 TOTAL	2017 TOTAL
Under \$100,000	30%	31%	29%	32%
\$100,000 - \$199,999	35%	33%	40%	43%
\$200,000 and above	34%	36%	30%	25%

Household Size

	By Route						
	TOTAL	Alameda Seaplane	Harbor Bay	Oakland/ Alameda	Richmond	S. San Francisco	Vallejo
Base: (All Respondents)	1,786	185	211	458	280	41	611
1	19%	20%	17%	23%	22%	20%	15%
2	34%	34%	34%	36%	33%	27%	33%
3	19%	21%	20%	16%	18%	24%	19%
4	18%	14%	23%	15%	18%	24%	20%
5	7%	9%	6%	6%	6%	5%	7%
6 or more	4%	3%	3%	2%	4%	-	6%
Blank (#)	247	27	35	57	41	2	85
TOTAL	100%	100%	100%	100%	100%	100%	100%
Average # people in household	2.7	2.7	2.8	2.5	2.6	2.7	2.9

Appendices

Questionnaires



Customer Survey 2025



Dear Ferry Passenger,

Thank you for participating! Please complete this survey to help us plan for the future. You can hand the survey back or complete it online at: <https://ferrysurvey.com>.

ABOUT THIS TRIP

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

Boarding Terminal

- Alameda (Main Street)
- Alameda (Seaplane)
- Harbor Bay
- Oakland
- Richmond
- San Francisco
- South San Francisco
- Vallejo

Exiting Terminal

- Alameda (Main Street)
- Alameda (Seaplane)
- Harbor Bay
- Oakland
- Richmond
- San Francisco
- South San Francisco
- Vallejo

2. **Starting Point:** Where did you **BEGIN** this trip?

(NOT Ferry Terminal)

- Home
- Work
- Somewhere else

a. City: _____

b. Address*: _____

** Cross-streets or landmark OK instead*

3. **Destination:** Where will you **END** this trip?

(NOT Ferry Terminal)

- Home
- Work
- Somewhere else

a. City: _____

b. Address*: _____

** Cross-streets or landmark OK instead*

4. **Access.** How did you get **to this ferry**? And how will you get to your final destination **after you exit** this ferry?

(Check all that apply)

	Got to Ferry	Will Use to Get to Final Destination
Walk(ed) all the way	<input type="checkbox"/>	<input type="checkbox"/>
Bike / Scooter	<input type="checkbox"/>	<input type="checkbox"/>
Drive (park and ride)	<input type="checkbox"/>	<input type="checkbox"/>
Dropped off / Picked up by car	<input type="checkbox"/>	<input type="checkbox"/>
Public transit (bus/rail)	<input type="checkbox"/>	<input type="checkbox"/>
Private/Employer shuttle	<input type="checkbox"/>	<input type="checkbox"/>
Taxi	<input type="checkbox"/>	<input type="checkbox"/>
Uber / Lyft / Waymo	<input type="checkbox"/>	<input type="checkbox"/>
Other <i>(specify)</i> : _____		

5. **Trip Purpose.** What is the purpose of your trip?

- Commute to/from work or school
- Medical/Dental
- Shopping
- Entertainment/Recreation
- Sightseeing
- Other: _____

6. **How often** do you use SF Bay Ferry?

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

7. What **other** type of transportation would you have used if you didn't take the ferry for your trip today?

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

8. What are the main reasons you ride the ferry?

(select up to three)

- Faster
- Less expensive
- Relaxing / reduces stress
- Avoids traffic
- Better for the environment
- Parking is easier / less expensive
- Productive use of time
- Don't have a car / don't drive
- Sightseeing
- Other: _____

Run ID: _____

YOUR OPINION OF SF BAY FERRY SERVICE

9. Overall rating of **SF Bay Ferry** service:

- Very Satisfied
- Satisfied
- Neither satisfied nor dissatisfied
- Dissatisfied
- Very Dissatisfied

COMMENTS: _____

10. Rating of **SF Bay Ferry** service on....(circle rating)

	Very Dissatisfied		Very Satisfied	
	←	→		
Terminal access and amenities	1	2	3	4 5
Service alerts / delay notifications	1	2	3	4 5
On-time performance	1	2	3	4 5
Ferry crew.....	1	2	3	4 5
Cleanliness (onboard)	1	2	3	4 5
Feeling safe while onboard	1	2	3	4 5
Ease of fare payment	1	2	3	4 5
Concessions	1	2	3	4 5

ABOUT YOU

11. **Age:**
- Under 13
 - 13 - 17
 - 18 - 24
 - 25 - 34
 - 35 - 44
 - 45 - 54
 - 55 - 64
 - 65 & older

CONTACT INFORMATION

May we contact you in the future to ask your opinion about SF Bay Ferry? If so, please complete the following:

Name: _____ Phone: (_____) _____

Email Address: _____

Thank you for your responses! You can also complete this survey online (see link on first page) OR mail to: SF Bay Ferry Survey 2025, c/o Corey, Canapary & Galanis, 447 Sutter Street – PH North, San Francisco, CA 94108

ABOUT YOU (continued)

12. What is your 5 digit **home Zip Code**?

____ _

Live outside U.S.

13. What **languages** do you regularly speak at home?

- English
- Spanish
- Chinese
- Other: _____

14. How well do you speak English?

- Very well
- Well
- Not well
- Not at all

15. **Gender:**

- Male
- Female
- Non-binary
- Other: _____

16. **Race/Ethnicity:** (Check all that apply)

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

17. How many **people** are in your household?

- 1
- 2
- 3
- 4
- 5
- 6+

18. **Annual Household Income:**

- Under \$15,000
- \$15,000 - \$24,999
- \$25,000 - \$49,999
- \$50,000 - \$74,999
- \$75,000 - \$99,999
- \$100,000 - \$149,999
- \$150,000 - \$199,999
- \$200,000 and above

Verbatim Responses

Comments provided as a response to Q9 (Overall Rating of SF Bay Ferry Service)

**Comments from the Alameda Seaplane Ferry
Q9 Rating – Very Satisfied (5)**

I HAVE BEEN TAKING THE FERRY FOUR YEARS AND I LOVE IT.

LOVE IT! WISH WE HAD MORE STATIONS.

[NAMES REMOVED] ARE AMAZING - THEY CARE AND SUPPORT THE NEEDS OF THE CONSUMER
GREAT CREW/GREAT EXPERIENCE

NOTE: THERE NEEDS TO BE MORE DONE ON SECURITY AT THE SEAPLANE PARKING DUE TO VEHICLE
THEFTS AND DAMAGE

APPRECIATE PUBLIC SAFETY ANNOUNCEMENT, BUT SOMETIMES LOUD AND REPEATS IN MULTIPLE
LANGUAGES. FOR THE SHORT TRIP, IT MAKES MY READING EXPERIENCE LESS ENJOYABLE.

BEST COMMUTE IN THE USA

BEST COMMUTE

I SIGNED UP FOR SERVICE ALERTS BUT NEVER RECEIVE THEM

BEST WAY TO COMMUTE. NEED MORE ROUTES TO SF- ESPECIALLY TO MISSION BAY.

I'M SO GLAD YA'LL ADDED THE 2:30ISH BACK TO SEAPLANE.

FRIENDLY STAFF

WISH MORE ROUTES AVAILABLE TO ORACLE PARK

THE FERRY IS MY BEST OPTION FOR COMMUTE TO WORK. IT IS ALWAYS ON TIME, CLEAN, AND
CONVENIENT.

I LOVE THE SF BAY FERRY! I DEPEND ON IT FOR MY COMMUTE, AND I WOULDN'T BE ABLE TO GET
TO WORK WITHOUT IT, BECAUSE I DON'T HAVE A CAR

I DO MISS FREE COFFEE

SUCH A LOVELY START AND END TO MY WORKDAY.

SEEMS TO ALWAYS BE ON TIME AND THIS DIRECTION IS NEVER CROWDED. I MISS THE FREE COFFEE
THOUGH

ADD WEEKEND SERVICE TO ALAMEDA SEAPLANE. OTHERWISE, EXCELLENT; DECK HANDS ARE VERY
FRIENDLY AND PROFESSIONAL

I WISH SCHEDULE WOULD ALLOW ARRIVALS BACK AT SF SUCH THAT ONE COULD BIKE TO CALTRAIN
TO CATCH THE NEXT TRAIN!

LOVE, LOVE COMMUTING BY FERRY! BOATS, STAFF EXPERIENCE ALL TOP NOTCH. ADDITIONAL
MORNING RIDE (30 MIN VS 1 HR INTERVALS) WOULD BE AMAZING. AND RETURN OF WEEKEND
SERVICE.

ALWAYS ON TIME, RELIABLE, COMFORTABLE, CLEAN. SOME OF THE CUSHIONS COULD USE A
REUPHOLSTER.

**Comments from the Alameda Seaplane Ferry
Q9 Rating – Very Satisfied (5)**

BUT MORE FREQUENT FERRY TIMES LEAVING SF AT COMMUTE HRS WOULD BE HELPFUL 5PM FOR EXAMPLE

AFTER LABOR DAY, MORE COMPANIES WILL BE FULLTIME IN THE OFFICE. MORNING/EVENINGS POSSIBLY EVERY 30 MINS INSTEAD OF EVERY HOUR.

MORE OFFICES ARE BACK TO THE OFFICE, THE 8:20AM FERRY IS FAIRLY CROWDED. IT WOULD BE NICE TO HAVE A FERRY EVERY 30 MINS DURING MORNING COMMUTE. THANKS!

COMFY, NICE VIEWS, AND I CAN COUNT ON ONE HAND HOW MANY TIMES THE FERRY HAS BEEN LATE IN 5 YEARS.

WOULD LOVE A FASTER WAY TO EXIT FERRY WITH FARE PAYMENT. MORE CONCESSION OPTIONS - BREAKFAST SANDWICH, FLAVORED SODA WATER AND FERRY GEAR LIKE PINS!

I WOULD LIKE IT IF IT WERE EASIER TO BOARD WITHOUT LONG LINE

THE BEST COMMUTE OF MY LIFE!

GREAT CREW, CLEAN

WE LOVE YOU!

BETTER COVERAGE OF ALAMEDA MAIN ST WOULD BE GOOD. ALSO, TRANSIT SHOULD ACCEPT FASTRAK (REALLY)

MOST FRIENDLY CREW EVER!! GREAT VIBE ON THE BOAT

THE CREW IS ALWAYS FRIENDLY, HELPFUL, AND UNDERSTANDING WHEN I'M RUNNING LATE.

I LOVE THE FERRY AND THE CREW IS GREAT!

THANK YOU FOR THE AMAZING SERVICE AND EXPERIENCE

THE FERRY IS FANTASTIC! I REALLY APPRECIATE THE FRIENDLY CREWS!

I AM THRILLED WITH THIS SERVICE. IT HAS MADE SF ACCESSIBLE TO ME EASILY AND EFFICIENTLY

VERY CLEAN AND ECONOMICAL

ALWAYS ON TIME. SAFE AND DEPENDABLE AND CONSISTENT

THANKS FOR EXPANDED NIGHT HOURS COMING SF TO ALAMEDA, AFTER 7PM IS GREAT FOR THOSE WHO WORK LATER

VERY SATISFIED, BUT WISH ALAMEDA/SEAPLANE HAD WEEKEND SCHEDULE

WONDERFUL SERVICE! ONLY ASK IS FOR MORE PARKING

EXCELLENT SERVICE

WOULD LOVE A 7:45

**Comments from the Alameda Seaplane Ferry
Q9 Rating – Very Satisfied (5)**

I TAKE SEAPLANE 3X/WEEK FOR WORK AND IT'S AMAZING. GREAT RIDE, PHENOMENAL STAFF, EASY PARKING

Comments from the Alameda Seaplane Ferry Q9 Rating – Satisfied (4)

WOULD LOVE WEEKEND SERVICE FROM SEAPLANE AND AN ALAMEDA CROSSTOWN BUS (EAST END TO WEST END)

MY FAVORITE WAY TO CROSS THE BAY

HAVING THE SEAPLANE FERRY ON THE WEEKEND/HOLIDAYS

EVEN MORE TIMES PER DAY WOULD BE NICE. LIKE EVERY 30 MINUTES.

SEAPLANE ON WEEKENDS WOULD BE NICE. ALL FERRY MODELS NEED SIGNIFICANT BIKE RACK SPACE

THE ONLY COMPLAINT IS WHEN SCHOOL KIDS USUALLY TEENS ARE ONBOARD AND THEY DON'T HAVE ANY GUIDANCE; LATEST INCIDENT: LAST FRIDAY THEY WERE RUDE TO ONE OF THE REGULAR RIDERS

MUCH HARDER TO GET PARKING NORMALLY TAKE THE HARBOR BAY FERRY BUT PARKING IS NOW FILLING UP VERY EARLY.

I LIKE THAT IT'S FAST BUT NOT TOO FAST.

THE WORKERS ARE MY FAVORITE

BOARDING COULD BE EASIER SHOULD HAVE DEDICATED ENTRY/EXIT LANES

WIFI ON BOARD IS VERY SPOTTY. FERRY OFTEN ARRIVES LATE, MAKES BOARDING STRESSFUL/URGENT.

BRING BACK FREE COFFEE

SERVICE IS GOOD. BOATS COULD BE CLEANER AND BETTER MAINTAINED. CREW DOES NOT LOOK UNIFORM AND PROFESSIONAL

MORE FREQUENCY OF TRAVEL ALAMEDA TO SSF

COULD USE MORE FERRY TIMES FROM SEAPLANE; I WOULD USE IT ON THE WEEKENDS

JUST WISH THERE WERE MORE (HIGHER FREQUENCY) FERRIES IN THE EVENING

WOULD LIKE BETTER TIMED AM FERRY TO GET TO ALAMEDA BY 0800 FOR START OF WORK. TRANSIT PASS IS AWESOME.

MISS THE FREE COFFEE IN THE MORNING, BUT NOW I CAN GET DRUNK ON MY WAY TO WORK.

I WISH SEAPLANE LAGOON WAS OPERATIONAL ON WEEKENDS.

Comments from the Harbor Bay Ferry Q9 Rating – Very Satisfied (5)

LOVE THE FERRY, BART IS NOT AN OPTION DUE TO AUTO-IMMUNE DISEASE. CAR TRAVEL IS FRUSTRATING WITH EXPENSIVE GARAGE AT DESTINATION.

WHERE IS THE PERALTA? I MISS MY FAVORITE FERRY.

GREAT TEAM ALWAYS FRIENDLY. WISH THERE WERE MORE DEPARTURE TIMES

WE DO NEED NEWER FERRY BOATS WITH LARGER CAPACITY

LOVE THE FERRY, EVERYONE HERE IS HAPPY

WORLD CLASS COMMUTE!

ALWAYS CLEAN AND ON TIME. FRIENDLY STAFF, CAFETERIA, COMFORTABLE SEATS

BOATS HAVE BEEN UPDATED AS WELL AS SAN FRANCISCO TERMINALS, AND THE BOATS HAVE BEEN STAYING ON TIME

STAFF IS ALWAYS FRIENDLY. VERY CLEAN. ALSO DEPENDABLE.

THE ONLY SUGGESTION WOULD BE TO HAVE AT LEAST TWO OR THREE RUNS TO SF DURING WEEKEND DAYS AT HARBOR BAY STATION

IT WOULD BE GREAT TO HAVE A FERRY THAT GOES TO THE MISSION THOUGH. ALSO HAVING MORE FREQUENT EVENING TIMES (E.G. 5, 5:30, 6, 6:30, 7PM) WOULD BE CONVENIENT.

BEST WAY TO COMMUTE

YOU NEED MORE HARBOR BAY TIMES. GAP BETWEEN 125 AND 340 (EAST) IS TOO BIG.

I'VE BEEN RIDING THE FERRY CONSISTENTLY FOR >20 YRS, REGULARLY COMMUTING TO SF AND SSF. THE SERVICE AND AMENITIES HAVE CONTINUED TO IMPROVE. IT'S MY PREFERRED WAY OF GETTING TO/FROM SF.

I AM GRATEFUL THE SCHEDULE WAS EXPANDED FROM HARBOR BAY A FEW YEARS AGO - IT ALLOWS ME TO USE IT FOR ALMOST ALL OF MY COMMUTES.

FRIENDLY, CLEAN, RELIABLE

I LOVE THE FERRY! THERE WERE SEVERAL DELAYS LATELY AND I WISH THERE WERE MORE FREQUENT BOATS, BUT OVERALL THIS IS GREAT OPTION!

THE BEST TRANSIT WE EVER EXPERIENCED IN THE US

BIKE RACKS ARE OFTEN FULL WITH SOME BIKES PARKED IN AISLE, COULD IMPROVE WITH MORE STORAGE

WOULD LOVE TO SEE A FERRY STOP IN MISSION BAY ON THE HARBOR BAY LINE

MUCH BETTER THAN AC TRANSIT OR BART!

I WISH THEY OFFERED MORE TIMES AT HARBOR BAY AND WEEKEND SERVICE!

LIMITED WEEKEND SERVICE WOULD BE GREAT TO SAN FRANCISCO

**Comments from the Harbor Bay Ferry
Q9 Rating – Very Satisfied (5)**

LOVE IT!

THIS OPTION HAS BEEN A DREAM FOR THE PAST 13 YEARS FOR ME.

ALWAYS ON TIME, VERY CLEAN, GOOD INTERNET, QUIET AND LIKE COFFEE/SNACKS/ DRINK AVAILABILITY

WOULD LOVE WEEKEND OR SAT SERVICE ON HARBOR BAY

PARKING DOES NOT MEET THE NEEDS OF RIDERS. PLEASE PROVIDE MORE PARKING.

HARBOR BAY CREW IS THE BEST! I ALSO RIDE SEAPLANE OR MAIN ST HB IS THE FRIENDLIEST!

WISH THERE WAS MORE FREQUENT TIMESLOTS FROM HARBOR BAY, OR AT LEAST ONE WEEKEND ROUND TRIP (MORNING + AFTERNOON).

MAYBE WEEKEND FERRY WORTH TO ADD ON HARBOR BAY

MY ONLY COMPLAINT IS LACK OF BIKE SPACE DURING PEAK HOURS.

BEST WAY TO START OR END THE DAY!

MORE FREQUENT TRIPS, RIDES TO CONCERTS AND MORE EVENTS.

PARKING CAN BE ADDRESSED, HARBOR BAY NEEDS MORE LATE-NIGHT HARBOR BAY, ALSO WEEKENDS TOO

STAFF ALWAYS SO FRIENDLY AND HELPFUL!

GREAT SERVICE.

LIMITED PARKING AT 4B TERMINAL SO IT WOULD BE HELPFUL IF PUBLIC BUS SYSTEM WAS PUNCTUAL/RELIABLE.

I WISH HARBOR BAY HAD WEEKEND COMMUTE.

FAST, UNCROWDED, ECONOMICAL, CLEAN, COURTEOUS.

ONLY WISH THERE WERE MORE TIMES IN AFTERNOON (2 OR 3 PM FROM HARBOR BAY).

CONCESSIONS HAVE GOTTEN A LITTLE PRICEY LATELY, BUT OTHERWISE ALL IS GREAT ON BOARD.

RUN TO HARBOR BAY A COUPLE TIMES ON WEEKEND AM AND PM TIMES.

I LOVE THE FERRY. GREAT CREW. USUALLY ON TIME AND I CAN MULTITASK.

ON TIME, CLEAN, RELIABLE. MORE ROUTES WOULD BE GREAT TO USE IT TO GET MORE PLACES.

MY COMMUTES HAVE BEEN GREAT WITH MINIMAL DELAYS.

STAFF IS LOVELY.

WISH THERE WAS A LATER RETURN TO HARBOR BAY.

**Comments from the Harbor Bay Ferry
Q9 Rating – Very Satisfied (5)**

NEED MORE RELIABLE WIFI AND ALCOHOL SERVED ON MORNING FERRY'S. ALSO 2:30PM & 3PM FERRY FROM HARBOR BAY.

CLEAN, ON TIME

FUN, EXCITING, KIND CREW, GREAT FOR TOURISTS.

OVERALL ON TIME RELIABLE & ALWAYS A GREAT VIEW. ONLY COMPLAINT IS LACK/DELAY OF CANCELLED FERRIES.

ALWAYS A PLEASURE RIDING THE FERRY.

PLEASE ADVERTISE APP ONLINE. NO ACCURATE DELAY UPDATES ANYWHERE EXCEPT ON THE APP.

WHEN SERVICE IS DISRUPTED OR CANCELLED, ITS DIFFICULT!

I WISH THERE WERE EARLIER ROUTES OR ROUTES ON THE HOURS (6AM, 7AM, ETC) MISSION BAY FERRY STOP! EVERYONE ON THE CREW IS SO KIND + WELCOMING!

HARBOR BAY NEEDS THE NEWER BOATS AS THEY HAVE MORE SEATS AND ARE FASTER. OFTEN, IT'S TOO CROWDED.

LOVE IT. BRAG ALL THE TIME

GREAT STAFF ON BOARD

TWO POINTS OF FEEDBACK: 1. BIKE PARKING IS GETTING CROWDED ON BOARD; NEED MORE. 2. YOU SHOULD PLAN TO ARRIVE AT YOUR DESTINATIONS 10-15 MINUTES BEFORE THE TOP & BOTTOM OF THE HOUR, SO WE CAN ARRIVE FOR MEETINGS RATHER THAN ARRIVING ON THE HOUR.

CONSISTENT

ONLY IMPROVEMENT IS SERVICE ALERTS & NOTIFICATION OF DELAYS BEING MORE TIMELY.

WOULD LOVE A FEW MORE HARBOR BAY FERRY TIME OPTIONS!

GREAT OPTION FOR COMMUTING. ONE DOWNSIDE IS THE LIMITED SCHEDULE. THE FERRY IS MUCH NICER THAN BART. DELAY NOTIFICATIONS COULD BE IMPROVED, AS THERE IS OFTEN NO ALERT UNTIL THE BOAT IS ALREADY LATE.

MORE TIMES IN THE AFTERNOON. BIGGER SPACE FOR BIKES.

[NAME REMOVED] ARE STELLAR WORKERS ON THE FERRY!

Comments from the Harbor Bay Ferry Q9 Rating – Satisfied (4)

I DISLIKE WHEN THE RIDE IS TURBULENT AND SEAWATER SPLASHES ONTO MY BIKE. IT RUSTS THE CHAINS.

WOULD LIKE MORE ROOM AND BETTER SETUP FOR BIKES. I DO APPRECIATE GETTING OFF FIRST THOUGH. THE BIKE HOOKS ON NEW FERRIES DON'T ALWAYS WORK. WAY MORE BIKES IN THE LAST TWO YEARS.

SERVICE ALERTS VIA TEXT NEED WORK, SEEM INCONSISTENT

ADD HARBOR SERVICE EASTBOUND 2:30/40PM. THERE IS A GAP 1:25 AND 3:40 ONLY.

NEED MORE TRIPS FOR HARBOR BAY DURING THE DAY

I WISH THERE WERE AN EARLIER MORNING RIDE

ADD MORE SHCHEDULE ON AFTERNOON 6:10PM

WOULD LOVE MORE TIME ESPECIALLY ON THE WEEKEND OR LATER TIMES FOR HARBOR BAY

WOULD BE GREAT IF THE HARBOR BAY - SF LINE HAVE WEEKEND SCHEDULES

MORE FERRIES TO HARBOR BAY IN THE EVENING OR WEEKENDS WOULD BE NICE

IN EVENING THE FERRIES CAN GET BEHIND SCHEDULE. SOMETIMES SMALLER FERRIES SERVICES HARBOR BAY DURING RUSH HOUR AND BIKE RACK SPACE/SEATING IS LIMITED

FREE COFFEE WOULD BE AMAZING! PEOPLE LOVED IT, I NEVER TOOK BART BACK WHEN IT WAS AROUND.

CAN YOU HAVE LATER HOURS ON HARBOR BAY FERRY? (I.E., 8 PM.)

KEEP SIGNING UP FOR ALERTS ON DELAYS/CANCELLATIONS BUT NEVER GET THEM.

WISH THERE WERE MORE FREQUENT TIMES (NOT JUST EVERY HOUR). OH! BIKE RACKS AREN'T THE BEST. MY BIKE GOT SALTWATER DAMAGE ON THE CHAIN, SO I DON'T LOVE TAKING FERRY BECAUSE OF THAT!

I HAVE BIKE WITH LARGE TIRES AND THE BIKE STALLS ARE TOO SMALL. IT WOULD BE NICE TO HAVE SOME OVERSIZED STALLS.

GREAT CREW. FERRIES PERIODICALLY DOWN FOR MAINTENANCE AND DELAYED-- WANT BETTER COMMUNICATION.

COMMUNICATION OF TRIP CANCELLATIONS COULD BE MORE CONCISE.

YOU NEED A MONTHLY PASS.

HAVE GENERALLY BEEN EXTREMELY SATISFIED WITH SERVICE WITH THE EXCEPTION OF RECENT LAST-MINUTE CANCELLATIONS WITH MINIMAL NOTICE.

SOMETIMES, THE FERRY IS LATE

**Comments from the Harbor Bay Ferry
Q9 Rating – Satisfied (4)**

I WOULD BE VERY SATISFIED IF THE BOAT THAT LEAVES SSF TO PICK UP AT HARBOR BAY AT 9AM WAS OPEN TO RIDERS. I RIDE 5X A WEEK, CHARGE ME \$9 = \$45 ON A RIDE THAT EARNS 0 NOW.

THE 5:40PM HARBOR BAY FERRY FROM SF HAS BEEN A BIT BEHIND SCHEDULE LATELY. OTHERWISE REALLY APPRECIATE THE SERVICE!

FAIRLY OFTEN DELAYS FOR HARBOR BAY ARE CONCERNING, ALSO PARKING FOR LATER HOURS IS A PROBLEM.

IT'S LATE QUITE OFTEN

OVERALL SATISFIED HOWEVER THE FREQUENT DELAYS/CANCELLATIONS IN THE AFTERNOON PARTICULARLY FRUSTRATING ESPECIALLY WHEN COMMUNICATION IS POOR.

NEED TO REINSTATE WEEKEND SERVICE - AT LEAST SATURDAY OR SUNDAY - AT HARBOR BAY FERRY.

NEED MORE BOATS WITH COVERED BIKE PARKING AREA

THERE IS NO WEEKEND SERVICE FROM BAY FARM

LAST MINUTE CANCELLATIONS & DELAYS

UNEXPECTED CANCELLATIONS EVERY ONCE IN A WHILE WOULD BE NICE TO AVOID.

WISH THERE WAS STILL FERRY FROM SSF TO HARBOR BAY

NEED TO REPLACE BOATS TO GET ON TIME &/OR NO CANCELLED TRIPS

I WISH MORE FERRIES RAN MID DAY & WISH A RUN OR TWO COULD BE ADDED TO WEEKENDS.

**Comments from the Oakland/Alameda Ferry
Q9 Rating – Very Satisfied (5)**

BAR WAS CLOSED. VERY DISAPPOINTING

LOVE THE FERRY. SO HAPPY TO HAVE IT.

I LOVE THE FERRY SYSTEM IN THE BAY. IT'S EXTREMELY RELIABLE AND CONVENIENT!

WOULD APPRECIATE MORE SAILING TIMES IN THE AFTERNOON FROM SF BACK TO OAKLAND. NEED A 5PM SAILING AT LEAST.

I LOVE USING THE SF BAY FERRY

ALWAYS A PLEASURE TO RIDE.

I LOVE THE FERRY!

WOULD LOVE MORE ROUTES FROM SEAPLANE

LOVE USING PUBLIC TRANSPORTATION

PLEASE SPLIT THE LINE ONBOARDING/OFF BOARDING BETWEEN CLIPPERS AND APP TICKETS. TOO CONGESTED AND WILL ALLOW FOR SMOOTHER ON/OFF BOARDING

I LOVE THE FERRY! IT'S A SAFE AND COMFORTABLE COMMUTE OPTION THAT I USE FREQUENTLY. THE BOATS ARE CLEAN AND THE PEOPLE ARE LOVELY. I DON'T LOVE THE SCREAMING CHILDREN, BUT THAT'S NOT THE FERRY'S FAULT.

ONLY FEEDBACK I HAVE IS THAT THE FERRY IS VERY SMELLY. CAN WE GET AIR FRESHENERS?

GREAT STAFF, RELAXING ENVIRONMENT, EVERYONE IS PROFESSIONAL

STAFF ARE ALWAYS SO FRIENDLY

RELIABLE AND EASY

DRINK PRICES WENT UP. BUT OTHERWISE, I LOVE THE FERRY!

PLEASE ADD MORE SERVICE! THANKS!

IT TAKES ME MUCH LONGER THAN DRIVING BUT IT'S WORTH IT

THE FERRY IS ALWAYS WONDERFUL AND TODAY WE CHOSE IT JUST FOR EXTRA FUN

MORE ROUTES TO SSF PLEASE

LOVE THE FERRY! BEST WAY TO TRAVEL.

ALL GOOD!

NICE PEOPLE, CURATED COCKTAILS

WOULD LIKE A NON-ALCOHOLIC OR ALCOHOL-FREE BEER OPTION

CONCERNED THAT OAKLAND/ALAMEDA ROUTES HAVE BEEN CUT

I KNOW IT ISN'T REALISTIC PHYSICALLY, BUT I'D LOVE MORE SERVICE ON THE WEEKENDS.

**Comments from the Oakland/Alameda Ferry
Q9 Rating – Very Satisfied (5)**

VERY CLEAN

GREAT SERVICE FROM BOTH TERMINALS

WHEN I LIVED IN VALLEJO, I TOOK THE FERRY EVERYDAY FOR WORK AND IT WAS THE BEST PART OF MY COMMUTE.

CREW MEMBERS ARE ALWAYS NICE AND HELPFUL

EVERYONE IS SO FRIENDLY

VERY FAST RIDE, EASY TO BOARD AND GET OFF

PLEASE ADD FERRY SERVICE TO BERKELEY

FERRIES FROM BERKELEY

SUPER TIMELY AND QUIET COMFORTABLE EXPERIENCE

ALL THE BENEFITS OF BART WITH BETTER AMENITIES AND MORE SPACE.

WE LOVE THE FERRY!

BEAUTIFUL EXPERIENCE.

ABSOLUTELY THE BEST WAY TO CROSS THE BAY.

GREAT SERVICE, GREAT PRICE, WILL USE MORE OFTEN.

I LOVE THE FERRY!

ALWAYS ON TIME.

ALWAYS PLEASED.

VERY CLEAN, CONVENIENT, FAST.

IT'S CLEAN, IT'S ENJOYABLE, AND RELAXING.

LOVE THAT THERE IS A BAR.

A HIGHER QUALITY RIDE EXPERIENCE.

WORKERS ALL KIND.

I LOVE THIS SERVICE. WISH I COULD USE IT MORE.

ALWAYS A LOVELY TRIP.

WOULD APPRECIATE SERVICE ON WEEKENDS OR SEAPLANE FERRY.

SAFE, NICE VIEWS, CALM.

BRING BACK ST. GEORGE LIQUORS! SEAPLANE TO SOUTH CITY DIRECT! PLEASE!

CREW ARE GENERALLY UNFRIENDLY

**Comments from the Oakland/Alameda Ferry
Q9 Rating – Very Satisfied (5)**

I LOVE THE FERRY AND AM ALWAYS HYPING IT TO EVERYONE I KNOW. THANKS FOR WELCOMING CYCLISTS! I WOULD LOVE A HOSE TO WASH SALT OFF MY BIKE. MISS THE FREE COFFEE!

FAST, SECURE, CLEAN, AND ONLY PUBLIC TRANSIT THAT HAS A BATHROOM AND CONCESSIONS.

THIS IS A CHILL AND PEACEFUL ATMOSPHERE.

FOR TERMINAL ACCESS AND AMENITIES: JACK LONDON SQUARE NEEDS A QUALITY COFFEE CART VENDOR FOR THE MORNING COMMUTERS START @6:30 AM. PEET'S ONBOARD IS OK, BUT I WANT SF FERRY BUILDING-LEVEL COFFEE. BRANDS THAT WORK: MR. EXPRESSO. SIGNAL. BLUE BOTTLE. BICYCLE COFFEE.

ALWAYS HAVE A POSITIVE EXPERIENCE.

I LOVE THE FERRY!

ABSOLUTELY LOVE THE FERRY! IN FACT, I CHOOSE TO LIVE IN JACK LONDON TO BE ABLE TO USE THE FERRY.

STAFF ARE ALWAYS APPROACHABLE.

LOVE THE FERRY SERVICE, CREW IS ALWAYS FANTASTIC.

CONCESSIONS ARE SO EXPENSIVE!

STAFF IS EXTREMELY NICE AND HELPFUL EVERY TIME I RIDE.

I LOVE OUR FERRY SYSTEM JUST WISH I COULD RIDE MORE OFTEN

GREAT TRANSPORTATION OPTION!

EXCELLENT / FRIENDLY SERVICE

BEST OPTION BY FAR, THANK YOU!

I RIDE THE FERRY FOR FUN. IT IS GREAT!

I LOVE THE FERRY

GREAT EXPERIENCE

EASY, FRIENDLY THE BEST

I LOVE THE FERRY SOOO MUCH. IT TURNS COMMUTING AND TRAFFIC INTO AN ADVENTURE!

NICE STAFF, GREAT VIEWS

LOVE IT.

CLEAN, SAFE AND FAST

MAKE THE SNACKS CHEAPER!!

VERY IMPRESSIVE BOAT CREW. PRIDE, RESPECT, SENSE OF HUMOR ON PART OF CREW MADE TRIP SO ENJOYABLE WE WILL RIDE FERRY MORE OFTEN.

**Comments from the Oakland/Alameda Ferry
Q9 Rating – Very Satisfied (5)**

THE STAFF IS ALWAYS NICE!

A GREAT WAY TO GO TO SF.

AS LONG AS THE BAR IS OPEN IN THE EVENINGS.

I LOVE THE FERRY ACCESS TO S.F. PLEASE ADD A PORT IN BERKELEY.

**Comments from the Oakland/Alameda Ferry
Q9 Rating – Satisfied (4)**

DON'T LOVE HAVING TO HAVE AN ACCOUNT IN THE APP

WOULD LIKE MORE SATURDAY SERVICE. ALSO, PAYING FOR THE PAPER TICKET FOR A CHILD WAS VERY INEFFICIENT

SEAT IS DIRTY, TABLE IS ALSO DIRTY BUT CRUSTY TOO

WOULD LOVE FOR THE FERRY ALAMEDA - SF TO OPERATE DURING WEEKEND.

BRING BACK BARTENDER MIXED DRINKS VS CANNED

BRING THE BARTENDER BACK

NEEDS MORE OPTIONS LATER IN THE DAY. NEEDS MORE EARLIER OPTIONS FOR THE WEEKEND

I LOVE THIS FERRY! IT IS SO NICE!

HAPPY TO HAVE THE OPTION WISH COFFEE WAS STILL FREE

MY ONLY COMPLAINT ARE THE BITING FLEAS IN THE CARPET DURING THE SUMMER. I ASSUME THAT THESE COME FROM DOGS.

WOULD APPRECIATE MORE ROUTES AND DEPARTURE TIMES. SERVICE TO SOUTH BAY COULD IT HAPPEN?

WOULD LOVE TO HAVE A LATER FERRY ON ALAMEDA/OAKLAND ROUTE FRI & SAT

WISH THERE WERE MORE FERRIES THAT DON'T STOP IN ALAMEDA

5:20PM EB STARTS LATE SOMETIMES

CABIN IS VERY HOT! COMPLEMENTARY HOT WATER/TEA CART WOULD BE A NICE TOUCH. COMPLEMENTARY MEXICAN CONCHAS.

I LOVE FERRY, BUT I CAN'T TAKE IT WHEN I'M OUT LATER THAN FERRY SERVICE GOES. ALSO, I'D LOVE TO SEE BIKES OR SCOOTERS YOU CAN RENT (LIKE UBER OR LYME) AT THE ALAMEDA FERRY TERMINAL. I HAVE TO BE ABLE TO GET TO THE ALAMEDA TERMINAL WITHOUT A CAR OR BIKE.

NEEDS MORE GOOD PERSONNEL

I WISH IT RAN MORE FREQUENTLY

DON'T UNDERSTAND OR LIKE HOW I NEED MONEY FOR EACH WAY OF A ROUNDTRIP

BETTER TERMINAL NEEDED AT HARBOR BAY TERMINAL

WHEN REPLACING PARTS (I.E. HOSES) FOR MAINTENANCE, PLEASE REPLACE ENTIRETY AND NOT JUST ONE PIECE. THIS FREES UP DELAYS.

WOULD BE NICE TO HAVE LOWER PRICING ON THE BAR BUT THE FACT THAT THERE IS A BAR/REFRESHMENTS IS AMAZING!

**Comments from the Oakland/Alameda Ferry
Q9 Rating – Satisfied (4)**

PARKING VALIDATION - SCANNER NEVER WORKS. PAYMENTS : ONLINE TICKETS PROCESS TEDIOUS BUT I THINK THERE IS A CLIPPER OPTION I NEED TO LOOK INTO. MORE OUTDOOR SEATING WOULD BE NICE.

CLIPPER CARD PAYMENT IS NOT INITIATING

AFTERNOON ROUTE IS CROWDED (SAN FRANCISCO TO OAKLAND) BUT THAT'S NOT THE SERVICE'S FAULT.

AFTERNOON SCHEDULE CHANGE LESS CONVENIENT. ALSO, ALAMEDA STOP ADDS A LOT OF TIME.

GREAT BUT THE FERRY DOES HAVE A FLEA PROBLEM. I SEE NEW BITES ON MY LEGS ON A DAILY BASIS.

BRING BACK FREE COFFEE!

WOULD APPRECIATE 30-45 MIN FREQUENCY INSTEAD OF HOURLY

SERVICE ENDS TOO EARLY! I GET OFF AT 9:00 AT PIER 33. IT'S JUST IMPOSSIBLE TO MAKE IT TO THE LAST BOAT. PLEASE END AT 10 OR AFTER!

**Comments from the Oakland/Alameda Ferry
Q9 Rating – Neutral (3)**

I AM A LONGSHOREMAN AND WE USED TO GET SOME KIND OF DISCOUNT. BUT NOW WE GET TREATED DIFFERENTLY. WE SUPPORT YOU GUYS, WE ARE LOCAL 10. ALWAYS VERY DISHEARTENING!

WE WERE SUPPOSED TO CATCH THE FERRY BEFORE THIS, THE PERSON WHO WAS LETTING PEOPLE ON SAW US AND TOLD US TO STOP, THEN CLOSED THE DOOR ON US! FUCKED UP!

**Comments from the Oakland/Alameda Ferry
Q9 Rating – Very Dissatisfied (1)**

EXCEPT FOR [NAME REMOVED] WHO WAS HOSTILE, MILITARISTIC AND AGGRESSIVE. NEED MORE ELECTRIC FERRIES! NEED EVERY 20 MINUTES! NEW FERRIES DESIGNED POORLY WITH OUTSIDE NOT FACING VIEW!

THEY LEFT US THE FIRST TIME! THEY SAW US THEY TOLD US TO HURRY UP, BUT THEY STILL LEFT!

**Comments from the Richmond Ferry
Q9 Rating – Very Satisfied (5)**

FOR QUESTION #8, I COULD HAVE SELECTED MOST OF THE OPTIONS. THERE ARE SO MANY REASONS TO USE THE FERRY.

HOT DOGS WOULD BE A GOOD SNACK!

I'M VERY SATISFIED WITH TIMELINESS AND CLEANLINESS. HOWEVER, I HOPE RICHMOND TIMES WILL CONTINUE TO EXPAND ESPECIALLY M-F SF TO RICHMOND BETWEEN 11AM-3PM. THERE IS CURRENTLY NO SERVICE AFTER 11:40 UNTIL 3PM.

LOVE THE EASE OF THE FERRY. WISH I HAD A SIMILAR OPTION WHERE I LIVED.

LOVE BEING A FERRY COMMUTER!

WOULD LIKE TO BE ABLE TO ADD FARE TO MY CLIPPER CARD EITHER ON BOARD OR AT THE TERMINAL

NEG LATER RETURN TIMES INCREASE DEPARTURES/RETURNS

BEAUTIFUL DAY! NICE STAFF

BEST WAY TO GET AROUND THE BAY

FRIENDLY STAFF

STAFF IS EXTREMELY NICE AND FRIENDLY! LOVE THE STAFF!

HAS ALWAYS BEEN ON TIME, EASY TO USE.

IT IS MY FAVORITE WAY TO GET TO SAN FRANCISCO.

QUICK RIDE. FRIENDLY CUSTOMER SERVICE.

BEST MODE OF TRANSPORTATION TO SAN FRANCISCO.

NEED MORE DESTINATIONS FROM RICHMOND, ESPECIALLY SOUTH SAN FRANCISCO. LOTS OF COMMUTERS.

LATER WEEKEND HOURS.

CLEAN WINDOWS.

RELAXING, CALM, SCENIC RIDE.

TIME WAS GOOD, CLEAN BATHROOM.

LOVE HOW COMFY IT IS. GREAT TICKETS GREAT PEOPLE!

LOVE THE FERRY AND IS THE MAIN REASON FOR MOVING TO RICHMOND MARINA BAY:
ACCESSIBILITY

WE NEED MORE FERRY ROUTES. ESPECIALLY IN THE DIRECTION OF REDWOOD CITY

NICE STAFF. VERY CLEAN RESTROOM.

**Comments from the Richmond Ferry
Q9 Rating – Very Satisfied (5)**

MORE TIMES WOULD BE GREAT

LOVE TAKING THE FERRY. CLEAN, ON TIME AND RELAXING. CLEAN RESTROOM.

FERRY IS VERY CLEAN

IF THEY CAN HAVE MORE RIDES MORE OFTEN THAT WAY PEOPLE DON'T WAIT FOR A LONG TIME.

IT SHOULD RUN MORE OFTEN

I WISH THERE WAS A RICHMOND-SAUSALITO LINE.

EVERYONE IS NICE AND ACCOMMODATING

WINDOWS NEED TO BE CLEAN FOR SIGHTSEEING

PROFESSIONAL

WOULD APPRECIATE IF SERVICE ALERTS WERE POSTED ON THE SF BAY FERRY WEBSITE (SIMILAR TO BART). THANK YOU FOR YOUR SERVICE!

WISH THERE WAS LATER SERVICE AND EARLIER MORNING SERVICE

GREAT SERVICE, JUST NEED MORE ROUTES AND DEPARTURE TIMES.

WOULD LOVE A GREATER NUMBER OF SCHEDULED TRIPS THOUGH

GREAT SYSTEM AND SERVICES

APPRECIATE IT BEING ON TIME, THE CREW MEMBERS AND CLEANLINESS ONBOARD! NICE JOB!

COFFEE/ BATHROOMS CLEAN, CIVILIZED PEOPLE AND STAFF LOW COST, TRASH CANS

WISH THERE WERE MORE TIMES TO RETURN FROM SF TO RICHMOND

LOVE THE FERRY, ALL EMPLOYEES ARE GREAT, VERY FRIENDLY

WORKERS SHOULD ANNOUNCE PAYMENT METHODS AND ANNOUNCE MULTIPLE MACHINES TO TAP TO PAY. PEOPLE/RIDERS SEEM CONFUSED.

BUT I DO WISH IT RAN LATER FERRIES; I GET OFF WORK LATE AND CAN'T COMMUTE MOST DAYS BECAUSE OF THAT SO I DRIVE.

I WISH THERE WAS A FERRY FROM RICHMOND TO SF BETWEEN 8:55 AND 10:40

WEEKEND SERVICE AT HARBOR BAY WOULD BE GREAT!

PEOPLE ARE GREAT!

LOVE IT!!

THE STAFF ARE FRIENDLY AND KIND. THE OUTSIDE VIEW ARE BEAUTIFUL. THE RIDE IS RELAXING.

STAFF IS WARM, HELPFUL, AND PROFESSIONAL

LOVE IT!

**Comments from the Richmond Ferry
Q9 Rating – Very Satisfied (5)**

THE SEATS CAN AND SHOULD BE DRYCLEANED AS THEY'RE COVERED WITH STAINS OR REPLACED WITH MATERIAL THAT CAN BE EASILY CLEANED.

I WOULD USE THE FERRY MORE OFTEN IF DOGS WERE ALLOWED. DOGS CAN GO WHERE THE BIKES ARE PARKED.

FRIENDLY CREWS

ONLY DISSATISFACTION IS I WISH THERE WERE MORE TRIPS ON THE SCHEDULE

SOME BOATS HAVE TOO LITTLE BIKE STORAGE AND SOME GET THE BIKES REALLY WELL.

BEST WAY TO CROSS THE BAY

I WOULD LOVE TO HAVE AN EARLIER FERRY DEPARTURE FROM RICHMOND AT 6:00AM

LOVE THE FERRY

STAFF ARE FRIENDLY, COMMUNICATION WHEN FERRIES HAVE BROKE DOWN NEEDS IMPROVING

I CAN RELAX, TAKE A SHORT NAP, SIGHTSEE, ETC. NO ROWDY PEOPLE ABOARD OR HOMELESS.

BEST PUBLIC TRANSPORTATION EVER

THE FERRY IS ONLY 10 MINS FROM MY HOUSE, SO A MUCH SAFER, CLEANER OPTION THAN BART. IT'S ALSO COMFORTABLE AND OVERALL BETTER EXPERIENCE.

**Comments from the Richmond Ferry
Q9 Rating – Satisfied (4)**

CREW IS NICE

VERY EASY AND RICHMOND PARKING IS GREAT

WISH IT WAS TAXPAYER SUBSIDIZED AND CHEAPER

MORE FREQUENTLY WOULD BE NICE DURING PEAK COMMUTE HOUR, AN ADDITIONAL FERRY BETWEEN THE 8:55AM AND 10:40AM TIMES WOULD BE AWESOME. I USE IT MAINLY TO COMMUTE TO WORK.

I WOULD LIKE TO SEE LARGER VESSELS MORE FREQUENTLY ON THE RICHMOND LINE- THE LITTLE BOATS GET CROWDED.

WOULD BE VERY SATISFIED IF OFFERED EARLIER START TIME WB AND EB HAD MORE AVAILABLE TIMES BETWEEN 1130-1500 HR

I WISH THERE WERE FEWER INSTANCES OF A LATE FERRY. I'M ON THE FIRST FERRY, SO THERE REALLY SHOULD BE NO REASON FOR SCHEDULE DELAYS.

MY ONLY COMPLAINT IS THAT THE FERRY APP DOESN'T SEND BAY ALERT NOTIFICATIONS (IPHONE)

RICHMOND SERVICE IS PROMPT AND QUICK. HOWEVER, THERE AREN'T MANY FERRIES AT RUSH HOUR. EX 5:00PM SERVICE.

7AM FERRY RIDE FROM RICHMOND TO SF WOULD BE IDEAL FOR WORK COMMUTE.

WOULD BE NICE TO HAVE AN INTERCONNECT BUS/SHUTTLE TO/FROM BART FOR DAYS I NEED TO STAY LATE IN SF

1.) SERVICE ALERTS ARE LATE SOMETIMES, HOPE THIS CAN BE IMPROVED. 2.) INCREASE FREQUENCY ON WEEKEND PLEASE! BUT UNDERSTAND MAY BE DIFFICULT

WOULD LOVE MORE WEEKDAY MORNING HOURS. THE GAP BETWEEN 9-10:40 IS PROBLEMATIC PLEASE ADD PARKING TO RICHMOND TERMINAL. ADD ONE MORE RUN RIC-SF BETWEEN 8:55 + 10:40 WEEKDAY. ADD ONE MORE RUN SF - RIC BETWEEN 11:40A -3:00P.

NEED TO EXPAND ROUTES TO FROM BERKELEY

ONLY COMPLAINT IS INFREQUENT SERVICE

WISH THERE WERE MORE TIMES OFFERED

WINE ON BOARD COULD BE BETTER

WISH THE BOATS WERE MORE FREQUENT

THE 5:25PM SF-RICHMOND FERRY ALWAYS LEAVES @ 5:30. CHANGE THE SCHEDULE!

WOULD BE VERY SATISFIED IF THERE WAS A ROUTE TO GET FROM RICHMOND TO SOUTH SAN FRANCISCO DIRECTLY OR ADDED EXTENSION.

Comments from the Richmond Ferry
Q9 Rating – Neutral (3)

UNSURE WHICH FERRY, BUT UNSATISFIED WITH OLDER MODELS WITH CHAIRS THAT DON'T FUNCTION. ALSO, MAINTENANCE ISSUES ENCOUNTERED MEANS WE'RE WAITING OUTSIDE EXTRA 15-30 MINS AND I'M LATE FOR WORK.

NEED MORE FERRY RUNS INCLUDING 10:00AM WEEKDAY WESTBOUND, 9 AND 10PM WEEKDAY EASTBOUND, 10PM WEEKEND EASTBOUND, AND 11AM WEEKEND WESTBOUND.

**Comments from the South San Francisco Ferry
Q9 Rating – Very Satisfied (5)**

WISH WE HAD A SLIGHTLY LATER MORNING & EVENING SERVICE FOR THOSE GETTING INTO WORK AFTER 9 OR GETTING BACK AFTER 6

I WISH I HAD MORE TRIPS TO SSF ON FERRY SCHEDULE.

MY COMMUTE IS ONE OF THE BEST PARTS OF MY DAY

BEEN RIDING THIS SINCE IT STARTED AND HAS BEEN NICE TO SEE MORE AND MORE RIDERSHIP

PEOPLE ARE ALWAYS FRIENDLY AND HELPFUL

ALWAYS ON TIME, CLEAN, FRIENDLY STAFF

ALL THE PEOPLE WHO WORK ON THE FERRY ARE FRIENDLY AND POLITE. PEOPLE ARE GENERALLY ENVIIOUS THAT I CAN COMMUTE THIS WAY.

ROUTES LIKE SOUTH SAN FRANCISCO SHOULD HAVE WEEKEND SCHEDULE FOR KIDS, THEY WOULD LOVE SEEING CONTAINER SHIPS ANCHORING IN THE MIDDLE OF THE BAY.

**Comments from the South San Francisco Ferry
Q9 Rating – Satisfied (4)**

I WISH YOU RAN A BIT LATER IN THE MORNING.

WISH THE FERRY TO SSF PICKED UP IN OAKLAND BEFORE ALAMEDA. IT SEEMS RIDICULOUS TO ADD ON 20 MINUTES OF COMMUTE TO GO BACKWARDS FROM ALAMEDA TO OAKLAND, AND IT REALLY MAKES THE COMMUTE MUCH LONGER FOR THOSE IN ALAMEDA.

IT WOULD BE NICE IF THE FERRY RAN MORE FREQUENTLY

WOULD LIKE MORE TRANSIT TIMES

SUGGESTION FOR THE FERRY TO STOP IN ALAMEDA FIRST INSTEAD OF GOING TO SOUTH CITY - OAKLAND - ALAMEDA. THIS UNNECESSARILY ADDS 20 MINS FOR ALAMEDANS

NEED BIGGEST/NEW FERRIES FOR SOUTH SF ROUTES, CONSISTENTLY. PARKING VALIDATION NEEDS IMPROVEMENT

I LOVE IT! MORE RUNS TO AND FROM SSF PLEASE.

ON-TIME PERFORMANCE CAN BE IMPROVED. NOTIFICATION RARELY ACCURATE (10 MINS LATE IS MORE LIKE 20 MINS)

BAY BREEZE CONSISTENTLY DOESN'T HAVE HEAT IN LOWER CABIN ALL WINTER! CREW IS GREAT AND REPORTS ISSUE.

I'D LOVE TO SEE A LATER FERRY OPTION THAN 8:00 FROM ALAMEDA TO SSF. PREFERABLY WITH NO OAKLAND STOP

Comments from the South San Francisco Ferry
Q9 Rating – Neutral (3)

NEEDS TO HAVE CONSISTENT ARRIVAL AND DEPARTURE TIME, NEED BIGGER FERRY TO SSF ON TUES AND THUR (BUSY DAYS), EXPENSIVE TICKET, NEED BETTER NOTIFICATIONS IN CASE OF DELAYED OR CANCELLED FERRIES.

**Comments from the Vallejo Ferry
Q9 Rating – Very Satisfied (5)**

WISH THERE WAS A FASTER WAY TO GET TO TERMINAL FROM FAIRFIELD

VERY RELAXING, NICE VIEWS

ON THE WEBSITE, PLEASE ADVISE RIDERS TO USE THE SF BAY FERRY SITE. I THOUGHT I'D BE ABLE TO PURCHASE TICKETS AT A TICKET COUNTER, AS IT MENTIONED ON THE WEBSITE, BUT THERE IS NO LIVE PERSON THERE. IT SHOULDN'T BE LISTED AS AN OPTION.

BEST SERVICE EVER

JUST A LITTLE MORE SPACE FOR THE SECOND FLOOR OUTSIDE THE SHIP

THANK YOU FERRY SERVICE TEAM FOR EVERYTHING THAT YOU DO!

BATHROOMS ARE SOMETIMES UNCLEAN

FRIENDLY, EASY, ACCOMMODATING

ALWAYS ONTIME VERY CLEAN ON THE FERRY AND STAFF ARE PATIENT AND KIND

REALLY LOVE THE COMMUTE AND THE FOLKS WORKING. LOVE HAVING A COFFEE AND SNACK BAR.

CREW IS GREAT!

CLEAN, EASY TO GET ON BOARD, EASY TO BUY TICKET, FERRY SCHEDULE ON TIME

GOT A SEAT EVEN WHEN LOTS OF PEOPLE

SOMETIMES I'M LATE FOR WORK ON THE WEEKENDS BECAUSE THE FERRY LEAVES 10 MINS LATE.

EXCELLENT SERVICE

I LOVE THE FERRY BOAT. VERY COOL RIDE. AMAZING SIGHT-SEEING CRUISE.

VERY CONVENIENT. NICE STAFF

SERVICE CREW ARE FRIENDLY AND COURTEOUS

BEST WAY TO TRAVEL TO THE BAY AREA. ALSO TAKE THE RICHMOND FERRY SOMETIMES TO VISIT FAMILY

BUY TWO MORE PYXIS - CLASS BOATS!

WOULD LIKE AN EARLIER TRIP M-TH LIKE 5AM

IT IS A GREAT SERVICE. THE CREW'S ARE NICE AND HELPFUL.

EVERYONE IS GREAT ON EVERY FERRY!

A BIT CROWDED AT TIMES

VERY SATISFIED WITH USING THE FERRY. GREAT EXPERIENCE EVERY TIME.

ALWAYS ON TIME CREW ARE AMAZING

IT'S THE BEST WAY TO COMMUTE!

**Comments from the Vallejo Ferry
Q9 Rating – Very Satisfied (5)**

VERY HAPPY WITH VALLEJO-SAN FRANCISCO SERVICE. SAME TIME AS DRIVING, MUCH BETTER EXPERIENCE, PLUS NO PARKING IN SAN FRANCISCO.

THANK YOU. VERY NICE STAFF AND CLEAN

SF BAY FERRY IS THE BEST! IT'S MY FERRY.

RELAXING

MORE DESTINATIONS FOR PICK UP, BENICIA LOCATION. MORE CONCESSION FOOD ITEMS: HOT GRILL FOOD, TEAS, HEALTHY FOOD ITEMS.

ALWAYS ON TIME NO RIFF RAFF. EASY RIDE.

PARKING SAFETY AT VALLEJO IS A BIG CONCERN - BOTH PERSONAL AND PHYSICAL RISKS. MY CAR HAD THEFTS MID-DAY.

I HAVE HAD PROBLEMS WITH TWO OF THE CREW.

IT'S VERY CLEAN. IT'S SPACIOUS.

LOVE THE BUDGET-PRICED CRUISES OF THE BAYS.

THE FERRY MAKES ME NEVER WANT TO DRIVE TO WORK AGAIN I WISH I WOULD OF KNEW ABOUT IT SOONER, THANK YOU

ALL IS GOOD. I LIKE TRAVELING ON THE FERRY.

EXCEPT FOR LAST MINUTE NOTIFICATIONS IF IT IS DOCKED AT MARE ISLAND INSTEAD OF VALLEJO.

I WOULD LIKE TO HAVE THE OPTION OF LATER TRIPS, ESPECIALLY DURING THE WEEKENDS IF PEOPLE STAY LATER IN SAN FRANCISCO.

THE STAFF HAVE BEEN GREAT AND THE SERVICE IS RELIABLE

MY FAVORITE WAY TO COMMUTE. AMAZING SERVICE, TIMELY, EFFICIENT. I HOPE THE FERRY NEVER STOPS!

JUST WISH YOU RAN MORE @ RUSH HOURS

ALWAYS ON TIME AND FERRY BOAT ARE ALWAYS CLEAN

I ONLY WISH THERE WAS MORE FREQUENT + LATER SERVICE

I WOULD LIKE THE BIKE AREA TO BE ENCLOSED. THE SALT WATER CORRODES BIKE PARTS.

WHEN FERRY MOVED TO MUIR ISLAND, NO ONE TOLD US WE HAD TO TAKE THE BUS.

IT WOULD BE GREAT IF THERE WAS A 6:30 PM OR 7:00 PM FERRY FROM SAN FRANCISCO TO VALLEJO.

RELAXING TRIP AND FRIENDLY STAFF.

VERY EFFICIENT!

**Comments from the Vallejo Ferry
Q9 Rating – Very Satisfied (5)**

EXCELLENT STAFF & FERRY SERVICE

CREW IS ALWAYS FRIENDLY

CLEAN, QUIET, ALWAYS ON TIME.

WISH IT WERE LESS EXPENSIVE FOR COMMUTERS

WOULD LIKE MORE FERRY TIMES AROUND COMMUTE HOURS --> 7PM, 8AM ARRIVAL, ETC.

IT WOULD BE NICE IF BIKES COULD BE STORED INSIDE/AWAY FROM SALT WATER. MY BIKE GETS RUSTY. I AM STILL QUITE HAPPY WITH THE FERRY SERVICE.

I ENJOY MY RIDES AND IT BEATS DRIVING.

LOVE CLEAN RESTROOMS ON TRANSIT

VALLEJO FERRY CAN BE VERY FULL. NEED A CRUISE SHIP?

LOVE SF FERRY!

WOULD LOVE AN EXPANDED SCHEDULE SOMETHING IN BETWEEN THE 5:20PM +6:30PM TO VALLEJO MAYBE MORE THE 5:20 TO 5:30PM?

GREAT SERVICE

WOULD BE NICE IF CAN RE-INSTATE A FERRY THAT GOES DIRECT TO BALLPARK OR EXTRA BOAT ON AFTERNOON BASEBALL GAMES.

THERE SHOULD BE BOATS LEAVING SF LATER THAN 8:00PM!

OCCASIONALLY 5 TO 10 MINUTES LATE TAKING OFF-- BUT 95% ON TIME.

SOMETIMES ALMOST ALL SEATS ARE TAKEN

EASY, RELIABLE CLOSE TO HOME AND WORK, QUIET, MY ONLY COMPLAINT IS PARKING FEE, TOO MUCH!

DO THE ANNOUNCEMENTS NEED TO BE SO LOUD?

LOVE SAN FRANCISCO BAY FERRY!

ALWAYS RELIABLE.

VERY CONSISTENT; LEAVES EXACTLY ON TIME. I ALSO USE IT TO TRAVEL TO MY UNIVERSITY.

BEST TRANSPORTATION SERVICE I'VE EVER TAKEN. WOULD LIKE A WAY TO RECEIVE TEXTS ABOUT KING TIDE DISRUPTIONS. THANK YOU ALL!

WISH IT HAD MORE TIMES, LATER TIMES, ETC.

THE FERRY'S SERVICE IS PERFECT, MULTIPLE TRIPS, TIMELY, AND FUNCTIONAL.

STAFF FEEL LIKE FAMILY, SNACK BAR IS WONDERFUL, SEATING IS VERY NICE WOULD LOVE AN EARLIER FERRY (5AM?)

**Comments from the Vallejo Ferry
Q9 Rating – Very Satisfied (5)**

ALWAYS ON TIME AND CLEAN.

VERY CONSISTENT, PROFESSIONAL.

WOULD LOVE IF VALLEJO FERRY ADDED MORE STOPS AT MARE ISLAND 9 AM AND DEPARTING 4 TO 5 PM.

CLIPPER CARD APP DIDN'T WORK. NO WAY TO BUY TICKETS IN-PERSON AT VALLEJO FERRY TERMINAL, BUT STAFF HELPFUL AND COULD BUY ON BOAT.

ON TIME, CLEAN, QUIET

I ONLY WISH THAT THE INTERNET SERVICE ON THE FERRY WAS A BIT MORE RELIABLE.

IT'D BE NICE TO HAVE A DISCOUNT CLIPPER PURCHASE FOR THESE WHO ARE EMPLOYED IN SF.

THEY ARE SO NICE AND THE VIEWS WERE AWESOME

I LOVE THE FERRY!

THANK YOU TO ALL THE STAFF KEEPING SERVICE GOING!

FRIENDLY STAFF, REASONABLE FARES

THE STAFF ARE SO SWEET AND MAKE ME FEEL SAFE ON MY RIDES. ALSO, I APPRECIATE HOW PUNCTUAL THE RIDES ARE!

LOVE THE FERRY, THE CREW ARE ALL VERY KIND AND GREAT. CAPTAIN COMMS ARE VERY HELPFUL + APPRECIATED.

GOOD SERVICE.

I RIDE THE EARLIEST FERRY AT 5:30 AM. IF ONE RAN EARLIER, I WOULD TAKE IT.

THE FERRY IS GREAT!

LIMITED OUTSIDE SEATING FOR SIGHTSEEING.

PEOPLE ARE GREAT AND VERY FRIENDLY.

IT'S ALWAYS ON TIME.

ALL IS CLEAN AND WELL MAINTAINED.

VERY GOOD SERVICE.

FERRY IS THE MOST FANTASTIC WAY TO TRAVEL TO THE CITY AND BALL GAMES. IF I WORKED IN THE CITY, I WOULD USE IT EVERY DAY!

THE FERRY IS VERY FUN.

WOULD LIKE TO GET TO SAN FRANCISCO FASTER. MORE FOOD OPTIONS WOULD BE NICE. RUN MORE OFTEN. A STOP IN BENICIA. BENICIA AND VALLEJO TERMINAL.

MEET PEOPLE OR RELAX WITH A DRINK AFTER WORK.

Comments from the Vallejo Ferry Q9 Rating – Very Satisfied (5)

RELIABLE, CLEAN; NICE AMENITIES AND STAFF.

DON'T KNOW WHAT I'D DO WITHOUT THE FERRY! SO GRATEFUL FOR THIS SERVICE.

NICE PEOPLE, PUNCTUAL TIMING, CLEAN AREAS, DEPENDABLE.

NOT USER FRIENDLY FOR A FIRST TIMER, SHOULD BE INSTRUCTIONS FOR THE FIRST TIMERS.

ONE OF THE BEST PARTS OF THE BAY AREA

CLEAN, QUIET, EFFICIENT, AFFORDABLE

I LOVE THE FERRY BUT I WISH THE Y EXPRESS WOULD CONNECT BETTER TO THE FERRY SCHED FOR VALLEJO.

ALWAYS ENJOY SAFE. TIMELY, FRESH AIR, AND REGULAR CREW THAT GETS ME HOME TO MY FAMILY - NO POLLUTION, BODY WASTE, LOUD NOISE OR COMMUTE RAGE GETTING HOME COMPARED TO OTHER MEANS BUS, CAR, BART.

GREAT EXPERIENCE.

TAGGING OFF IS STUPID! IT SLOWS EVERYONE DOWN. DRINKS AND SNACKS ARE EXPENSIVE. PARKING IS UNSAFE. EVERYONE IS WORRIED EVERY DAY IF A WINDOW WILL BE BUSTED OR YOUR CONVERTER STOLEN.

I DO FEEL A LARGE CONCERN ABOUT SAFETY, CREW MEMBERS DO NOT SCREEN OR CHECK FOR WEAPONS. THAT'S A HUGE CONCERN OF MINE.

SCHEDULE IS NOT ALWAYS UPDATED CONSISTENTLY ACROSS PLATFORMS.

WISH THERE WERE SIGNS THAT READ "KEEP CELL PHONE USE TO A MINIMUM"

[SERVICE ALERTS / DELAY NOTIFICATIONS: TEXT UPDATES WOULD BE NICE.

WISH YOU HAD A BOAT LEAVING FROM SAN FRANCISCO TO VALLEJO AT 6:45 PM. ALSO PLEASE GET BETTER SNACKS.

THANK YOU FOR YOUR SERVICES!

COULD USE BETTER PLANNING ON CONCESSIONS FOR THESE DAYS THE SAN FRANCISCO GIANTS PLAY AND HOW SOME COMMUTERS ARE SHUT OUT AND LEFT TO WAIT FOR THE NEXT FERRY.

ALL OF THE STAFF ARE COURTEOUS AND EFFICIENT. I WISH THERE WAS EXTRA FERRIED DURING SAN FRANCISCO GIANTS' GAMES. I HAVE MISSED A COMMUTE HOME DUE TO OVER-FULL FERRY.

STAFF IS VERY FRIENDLY.

Comments from the Vallejo Ferry Q9 Rating – Satisfied (4)

CLEAN AND EFFICIENT

NEED BETTER OPTIONS TO GET TO FERRY FROM FAIRFIELD

I WISH THAT THERE WASN'T A GAP IN SERVICE MIDDAY. ALSO, A WAY TO PRIORITIZE PEOPLE COMMUTING TO WORK ON THE WEEKENDS OVER PEOPLE GOING FOR LEISURE

NEED TO CLEAN VALLEJO TERMINAL. BROKEN CAR WINDOWS, WHENEVER WE RETURN

THE APP NEEDS ATTENTION

DISAPPOINTED THAT THERE WAS A CHANGE TO THE BLOODY MARY. THE NEW CUTWATER IS TERRIBLE.

ONBOARD COFFEE/CAFE WOULD BE NICE

WE HAVE NOT FINISHED THE RIDE BUT BOARDING WAS FAST AND EASY AND THE SEATING IS COMFORTABLE.

IMPRESSED WITH THE EFFICIENCY AND EASE OF BOARDING AND PURCHASING TICKETS ETC.

MORE RUNS!

WOULD LIKE MORE WEEKEND SERVICE TO AND FROM VALLEJO. WEIRD TIMES CURRENTLY.

GREAT EXPERIENCE, COULD HAVE MORE FREQUENCY AND STOPS

THE ANNOUNCEMENT IS TOO LOUD. I DON'T LIKE THE HOUR AND 15 MIN GAP IN FERRY DEPARTURES IN THE MORNING BETWEEN 6:00 AND 7:15 IN THE AFTERNOON LEAVING SF DEPARTURE SCHEDULE IS TOO FAR APART AND WEIRD TIMES

THEY DO A GOOD JOB

LIGHTS ON ALL BOATS SHOULD DIM! NO MORE BEEPING OUT WITH CLIPPER CARD. IT HOLDS UP THE LINE! COMPLETE WASTE OF TIME. 1/2 PEOPLE DO, 1/2 PEOPLE DON'T

LIGHTS WAY TOO BRIGHT FOR 5:30AM FERRY. WOULD SUGGEST MOVING ONE OF (11,11:30, 12:10) WHICH ARE ALL VERY EMPTY TO A TIME BETWEEN 2:40PM-3PM!

IF POSSIBLE, PUSH THE 2:20 FERRY BACK TO 2:40 TO ACCOMMODATE CONSTRUCTION WORKERS

WHERE'S THE FREE COFFEE? YOUR TICKETS ARE SO EXPENSIVE, YOU MUST DO SOMETHING TO KEEP THOSE WHO PAY YOUR SALARY HAPPY!

WOULD LOVE TO SEE A STRUCTURE TO PROTECT US FROM THE ELEMENTS IN VALLEJO

NEED EARLY TRIPS ON WEEKEND. SAME AS WEEKDAYS 5:30AM

NOT AS CLEAN ON CERTAIN BOATS. MOLD AND MILDEW ALONG WINDOWS

ADDING ANOTHER BOAT TO THE ROUTE ON GIANTS HOME GAME DAYS WOULD HELP. OFTEN LEAVES UP TO 100 PEOPLE ON THE DOCK AFTER THE GAME.

OTHER THAN OLD FERRYS NO HEATER WORKING AT 5:30AM

**Comments from the Vallejo Ferry
Q9 Rating – Satisfied (4)**

RESTROOMS COULD BE CLEANER, ANNOUNCEMENTS LESS LOUD IN MORNING

THE CHAIRS, TABLES AND WINDOWS COULD BE ALOT CLEANER. SOMETIMES THERE ARE BUGS ON THE WINDOW SILL.

KEEP UP THE GOOD WORK.

VALLEJO PARKING IS TOO!! EXPENSIVE AND DANGEROUS

THE LINE IN SF ISN'T MONITORED AS CLOSELY AS I'D LIKE. THERE ARE A LOT OF LINE CUTTERS.

NEED BETTER COMMUNICATION WITH RIDERS. BETTER SECURITY IN PARKING LOTS.

GREAT IN MOST CASES. UNCOMFORTABLE WHILE RIDING WITH BASEBALL RIDERS.

WONDERING WHAT HAPPENED TO THE CITIZENS ADVISORY COMMITTEE THAT WETA LEGISLATION SAID IT WOULD HAVE

MORE SERVICE TIMES TO MARE ISLAND NEEDED.

CONSISTENT WITH TRAVEL TIMES EVEN WITH COMPLICATIONS, TRANSPARENCY.

EXCEPT WHEN ITS A DAY GAME FOR THE GIANTS. YOU GUYS REALLY NEED TO FIGURE SOMETHING OUT! IT IS NOT FAIR TO US REGULAR PASSENGERS TO BE OVERCROWDED WITH A BUNCH OF DRUNKS!

FERRY PARKING IS TOO EXPENSIVE

OCCASIONALLY LATE

COULD HAVE MORE TIME OPTIONS FOR PEOPLE RUNNING LATE LEAVING VALLEJO IN MORNING ONLY 6AM AND THEN AN HOUR WAIT.

UNIMPRESSED WITH THE PARKING SECURITY IN VALLEJO -

BOARD FASTER, TOO SLOW ON VALLEJO CANAL WHEN ARRIVING, FREQUENT STOPS ON WATER, SLOW WIFI/SPOTTY WIFI, DIRTY BATHROOMS + NO SINGLE LEVEL BOATS PLEASE.

MORE TIME OPTIONS WOULD BE HELPFUL. ALSO, LINES ARE TOO LONG AND RESERVATIONS SHOULD BE ALLOWED.

SHOULD BE MORE AVAILABLE TIMES DEPARTING TO AND FROM THE CITY. ESPECIALLY THE MORNINGS.

NICE RIDE ON NICE DAYS.

THE CONCESSION PRICES ARE WILDLY EXPENSIVE

SNACK BAR CHANGED. PRICES ARE FINE JUST PRODUCT CHANGES.

WOULD PREFER A MID DAY FERRY TO VALLEJO (12:30 OR 1:30P).

MORE CLIPPER TERMINALS.

**Comments from the Vallejo Ferry
Q9 Rating – Satisfied (4)**

IT'S EXPENSIVE AND PARKING IS RISKY.

SCHEDULE IS A BIT STRANGE. FROM 12- 4 THERE ARE NO SF > VALLEJO.

EFFICIENT AND CHEAP.

SOMETIMES PEOPLE LEAVE BAGS ON SEATS, FOR THEIR FRIENDS. DURING GIANTS/WARRIORS GAMES, I HAVE DIFFICULTY GETTING ON THE FERRY. PLEASE HAVE MORE OR BIGGER BOATS ON GAME DAYS. UNHEALTHY SNACKS-- LOW QUALITY IS NEGATIVE HEALTH FOR EVERYONE!

SOMETIMES THE FERRY LEAVES FIVE MINUTES EARLY SO I WOULD LIKE TO HAVE AN OPPORTUNITY TO GET 10 MINUTES MORE BEFORE DEPARTURE.

I HATE GIANTS GAME DAYS. RUINS MY WHOLE COMMUTE. GET MORE BOATS. VALLEJO IS BUSY. DO BETTER!

SECURITY IS VERY BAD. MY CAR WAS BROKEN IN FOUR TIMES. THIS IS MAKING ME THINK, IS THE FERRY THE BETTER WAY?

THE FERRY IS VERY OFTEN ON TIME, PUNCTUAL, AND VERY RELAXING!

WHAT HAPPENED TO THE FREE COFFEE? THAT WAS A NICE PERK.

INTERNET CAN BE SPOTTY AT TIMES, OTHERWISE GREAT! I DO WISH THERE WERE MORE DEPARTURE TIMES TOO.

CLEAN AND QUIET.

**Comments from the Vallejo Ferry
Q9 Rating – Neutral (3)**

WISH THE PRICE FOR REGULAR COMMUTES WAS CHEAPER 9.60 BOTH WAYS ADDS UP.

RIDES HAVE BEEN EXTREMELY PACKED AND RIDERS ARE LEFT STANDING

IT WOULD BE HELPFUL IF THE FERRY STAFF COULD LET PEOPLE SIT IN THE FERRY WHILE WAITING FOR THE FERRY TO LEAVE SF, TURNING AC ON DURING HOT DAYS

UNPUNCTUAL.

VALLEJO TERMINAL DID NOT HAVE A SIGN SAYING GO TO MARE ISLAND. HOMELESS WOMAN TOLD ME TO GET ON THE BUS.

VALLEJO FERRY IS MOST EXPENSIVE ROUTE - AND PARKING IS NOT FREE LIKE RICHMOND - LOOKING AT ALMOST \$30/DAY TP USE VALLEJO FERRY

LOVE THE SERVICE, HATE THE EVENING SCHEDULE. WE SHOULD HAVE A 7 PM FERRY.

**Comments from the Vallejo Ferry
Q9 Rating – Dissatisfied (2)**

IT WAS TARDY AND LOUD. MOREOVER, THE FERRY EMITS TOXIC FUMES UPON START UP.
WE NEED LATER DEPARTURES THAN 8 PM FROM SAN FRANCISCO.
TOO EXPENSIVE; IT NEEDS TO BE AFFORDABLE. THE FOOD/SNACKS ARE EXPENSIVE AS WELL.

**Comments from the Vallejo Ferry
Q9 Rating – Very Dissatisfied (1)**

NO ONE ALERTED US ABOUT THE NEED TO TAKE A BUS TO MARE ISLAND TO CATCH THE FERRY!