



Presentations for August 14, 2025 Board of Directors Meeting





Item 5a(i): Community Outreach Updates

**FROM
OAKLAND CHINATOWN
TO SAN FRANCISCO CHINATOWN**

August 2025

BACKGROUND

- Passengers desire **simple and convenient** options to bridge their first/last mile gap when traveling via ferry
- As a public ferry agency, we prioritize **access and affordability** among all riders and residents in the SF Bay Area
- Recent outreach efforts mark our ongoing commitment to local engagement and building community partnerships

GUIDED FERRY TRIP

- 23 Oakland residents over the age of 60
- Fully transit-accessible route:
 - AC Transit to Jack London Square
 - Oakland/Alameda ferry to Downtown SF
 - Muni to SF Chinatown



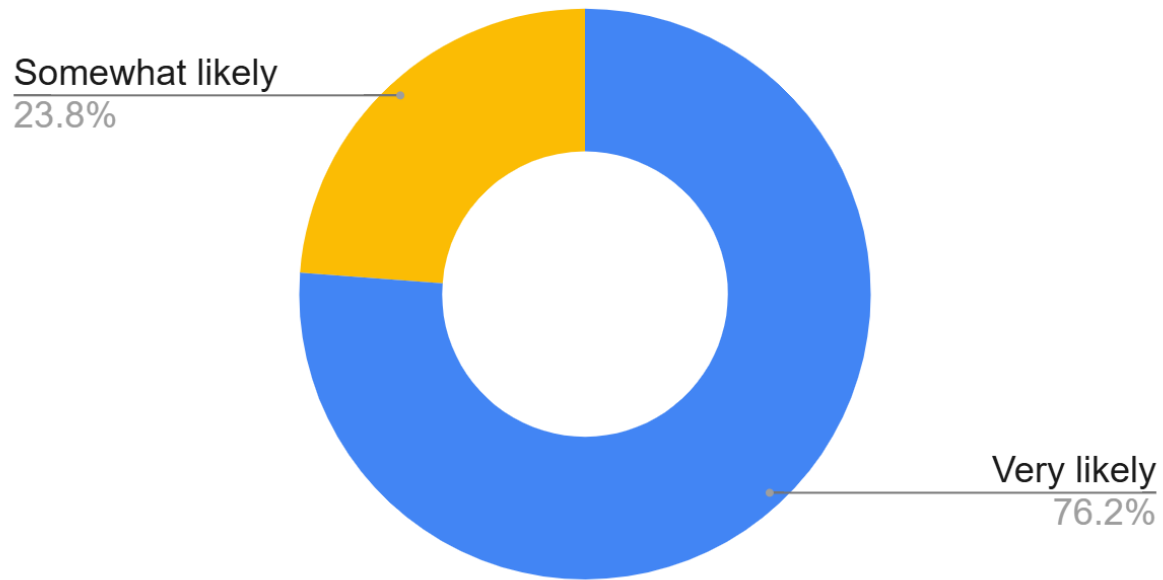
Our consultants at Next Steps Marketing collaborated with local partners to find trip participants. Family Bridges is a senior-serving social services organization in Oakland Chinatown.



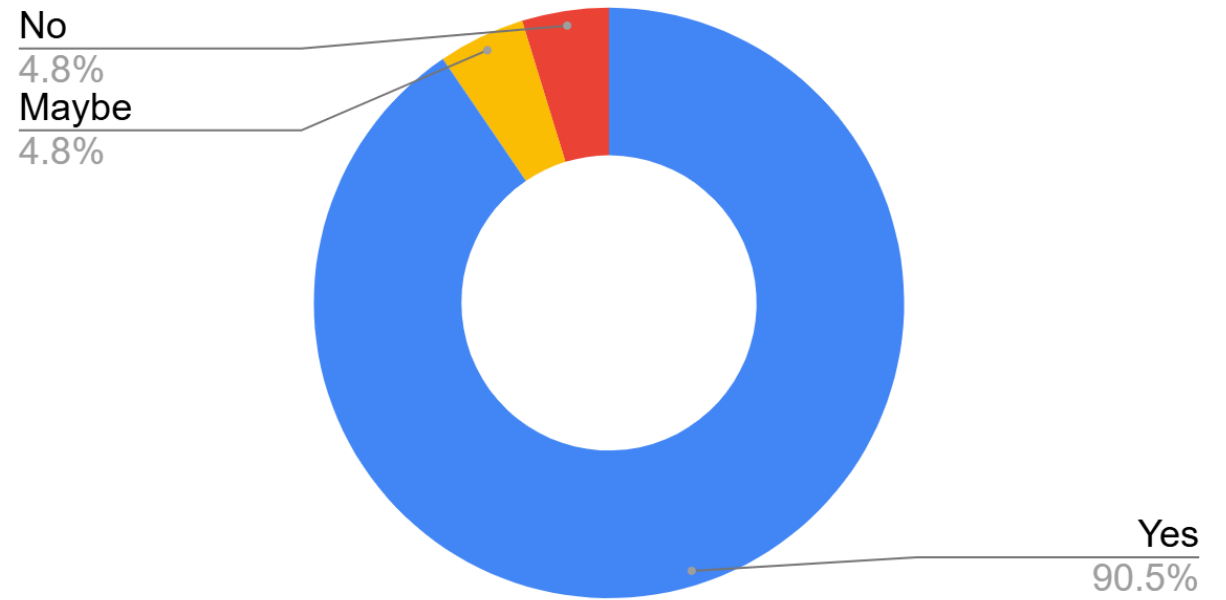
23 FAMILY BRIDGES CLIENTS GATHERED TO RIDE THE FERRY FROM OAKLAND TO SAN FRANCISCO.

POST-TRIP SURVEY RESULTS

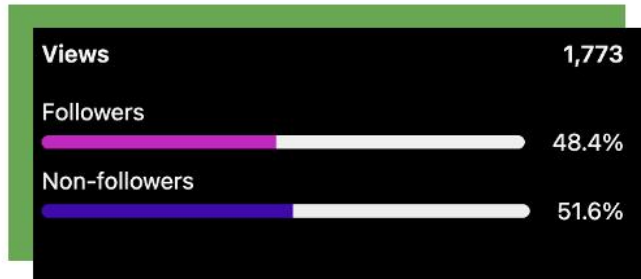
How likely are you to ride in the future based on today's experience?



Do you feel more confident about taking the ferry on your own in the future?



DIGITAL MARKETING EFFORTS



Thank you



Item 5g: Quarterly Review of Capital Program

Capital Program Quarterly Report

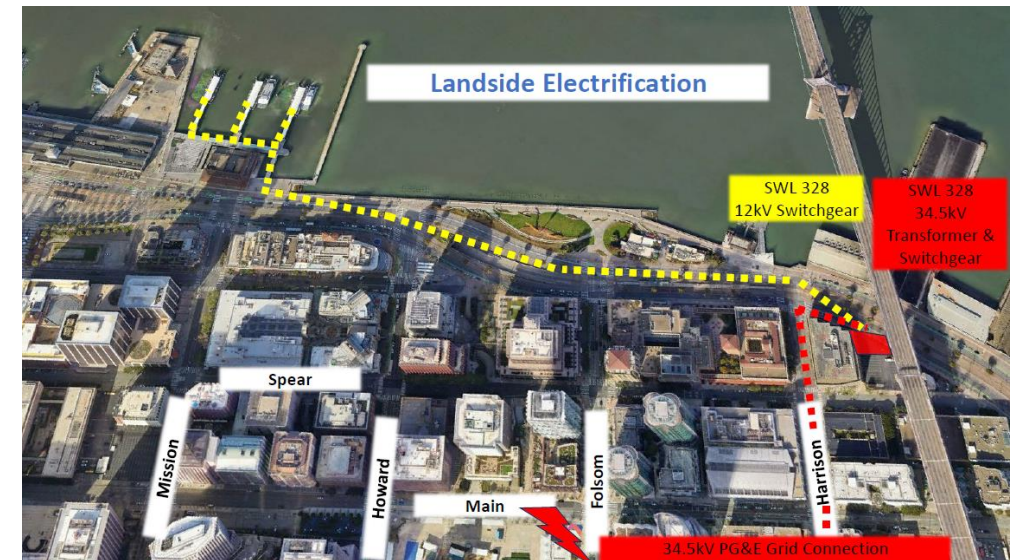
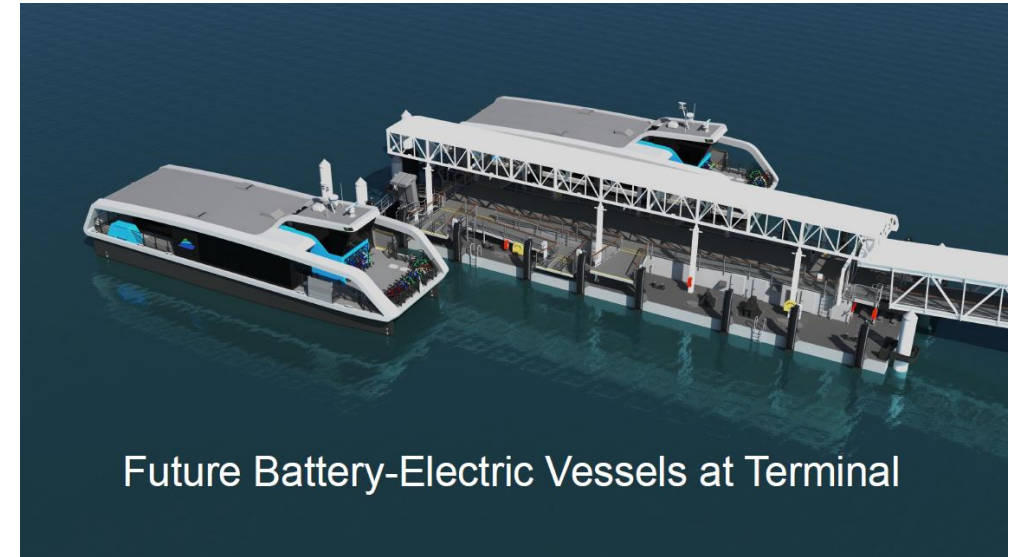
FY 2024/25 Period Ending June 30, 2025



San Francisco Bay Ferry

PERFORMANCE SUMMARY

- 150-Passenger Battery-Electric Vessel in Production
- 400-Passenger Battery-Electric Vessel in Production
- Universal Charging Float Proposals Received
- Terminal Electrification Design and Construction
- Terminal Electrification Preliminary Engineering
- Multi-Bench Professional Services Agreements Executed
- Federal Transit Administration Briefing and Tour



COST EFFICIENCIES OF ELECTRIC VS DIESEL OPERATIONS

- Estimated 26% Reduction in Fuel Costs
- Estimated 32% Reduction in O&M Costs

Cost Category	Diesel Vessels	Battery Electric Vessels	Savings
Crew Labor	\$4,895,225	\$4,895,225	\$0
Vessel Fuel/Energy	\$2,455,832	\$1,817,316	\$638,516
Vessel O&M	\$2,434,098	\$1,655,187	\$778,911
Facility O&M	\$1,639,025	\$1,720,976	-\$81,951
Systemwide Expense	\$2,458,067	\$2,458,067	\$0
Total	\$13,882,247	\$12,546,771	\$1,335,476

Estimated FY 2025 Annual Operating Costs by Propulsion Type
(Seaplane & Harbor Bay Routes)



Region Stockholm Ferry (85% to 88%)

Hong Kong Ferry (24% to 36%)

New Zealand East/West Ferry (55% to 71%)

SCHEDULE PERFORMANCE

Through June 30, 2024

Notes:

REEF Phase 1 Critical Path: - - - - -

REEF Phase 2 Critical Path: - - - - -

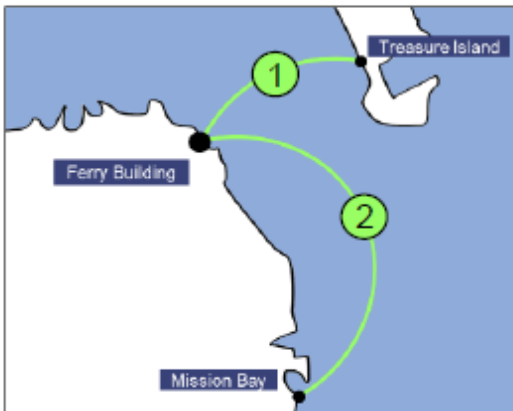
Facilities include the Charging Floats

* Schedule To Be Determined

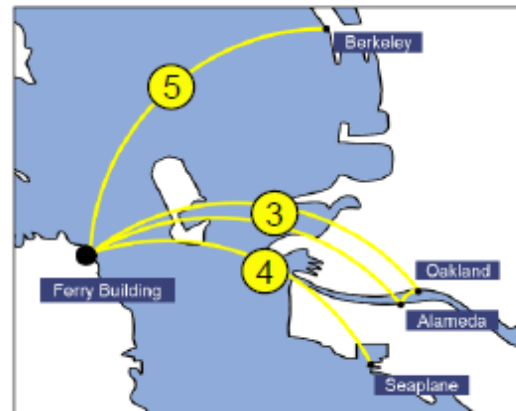
Phase 1 Schedule Performance Index (SPI): 0.7

Based on Actual Schedule Completion/
Scheduled Schedule Completion

Phase 1 - Inner Central Bay



Phase 2 - Central Bay



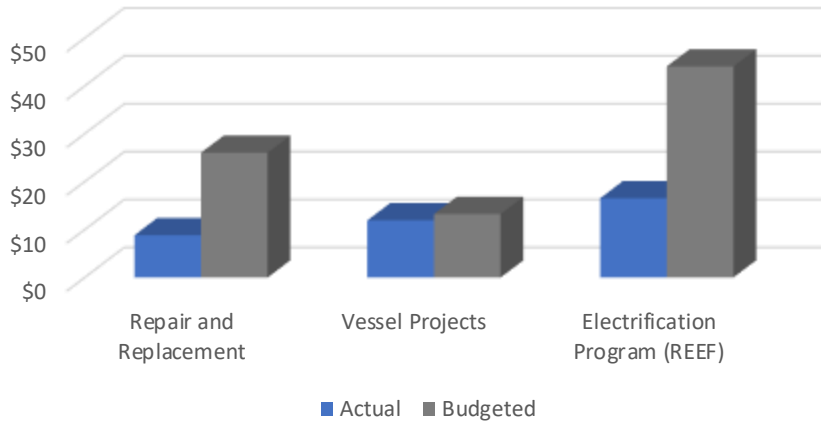
Calendar Year	2024	2025	2026	2027	2028	2029	2030
Vessels: Dorado Class							
• High Speed	_____						
• Replacements	_____						
Repair/Replace: Vessels							
• Midlife – Gemini	_____						
• Waterjet - Pyxis	_____						
• Midlife - Engine	_____						
• Water Jet Equip	_____						
• Engine Overhauls	_____						
• 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*	_____						

COST PERFORMANCE

\$ Millions Through June 30, 2025

Based on FY 2024/25 Budgets

Capital Project Expense
(millions)



FY 2024/25		FY 2025/26	
Annual	Total	Annual	Total
\$83	\$348	\$147	\$496

Fiscal Year Budget Comparisons (millions)

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	\$41.1
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

* Completed or Reallocated

RISK MANAGEMENT

No Changes from Last Report

Allocated Contingencies

- Assigned on a line-item basis
- Based on project definition

Unallocated Contingencies

- Based on risk assessment

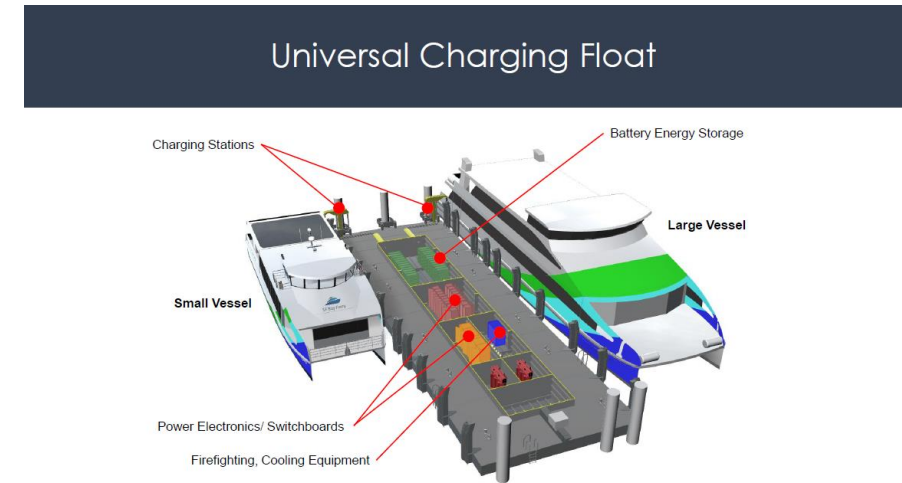
Probability	High	Medium Risk	High Risk	High Risk
	Medium	Low Risk	Medium Risk	High Risk
	Low	Low Risk	Low Risk	Medium Risk
		Low	Medium	High
Impact				
Risk ID	Risk Description		Mitigation	Level
R1	Funding Uncertainty		Continue to seek all funding sources	High
R2	Cost Escalation		Develop contingency plans	High
R3	Schedule Delays		Utilize schedule incentives	Medium
R4	Technical Challenges		Seek service proven experience	High
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	High
R9	Construction Impacts		Manage construction activity	Low
R10	Stakeholder Support		Continue strong engagement	Low

IMPLEMENTATION PLANNING – PHASES 1 AND 2



LOOK AHEAD SUMMARY

- Award Universal Charging Float Contract
- Award Long-Lead Electrification Equipment Procurements
- Complete the Design of the Treasure Island Project
- Advance Seaplane Lagoon Terminal Project to 30%
- Advance Downtown SF Terminal Project to 30%
- Select Harbor Bay Terminal Configuration Alternative
- Continue Rate Discussions with SFPUC, Alameda Municipal Power, and PG&E



THANK YOU!

QUESTIONS?



San Francisco Bay Ferry



Item 9: Passenger Survey Results

2025 ONBOARD PASSENGER SURVEY RESULTS

August 14, 2025



San Francisco Bay Ferry

BACKGROUND

- SF Bay Ferry conducts annual rider survey during ridership recovery period to maximize insight into changing passenger base
- Corey, Canapary & Galanis is on a 5-year contract; this is their second onboard for SF Bay Ferry
- Prior to pandemic, survey was conducted every 3 years
- Approximately \$50,000 to conduct in addition to staff time
- Fieldwork completed in April 2025 with ~1,800 responses
- Pilot and special service routes not sampled

KEY FINDINGS

- Overall satisfaction remains very high at 98%
- Satisfaction by route ranges from 100% (Alameda Seaplane and Harbor Bay) to 95% (South S.F.)
- Very high ratings for safety, crews, and ease of fare payment
- Lowest satisfaction ratings for alert notifications (6% dissatisfied)
- Top reasons for riding: reduced stress, avoid traffic, faster travel
- Rider demographics relatively stable

NEXT STEPS

- Continue work to improve rider alert notification protocols in concert with operator
- Process and review qualitative feedback (~600 comments)
- Leverage “reasons for riding” and origin data to inform marketing and outreach campaigns
- Continue to tout high customer satisfaction to spur positive media coverage and new ridership
- Conduct 4th recovery survey in 2026



San Francisco Bay Ferry