

**Members of the Board**

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

*Thursday, October 9, 2025 at 1:00 p.m.*

**Bay Area Metro Center  
Board Room – 1st Floor  
375 Beale Street  
San Francisco, CA**

*and*

**Videoconference**

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## **AGENDA**

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

Directors are limited to providing information, asking clarifying questions about matters not on the agenda, responding to public comment, referring matters to committee or staff for information, or requesting a report to be made at another meeting.
5. REPORTS OF STAFF **Information**
  - a. Executive Director's Report on Agency Projects, Activities and Services
    - i. November Schedule Change
    - ii. MV *Zalophus*
    - iii. Clipper 2.0 Status
    - iv. SFO Emergency Response Training
  - b. Review of Financial Statements
  - c. Federal Legislative Report
  - d. State Legislative Report
  - e. Ridership Report
  - f. Service Reliability Report
6. CONSENT CALENDAR **Action**
  - a. Approve Board Meeting Minutes – September 11, 2025
  - b. Approve Contract Award to Marine Group Boat Works LLC for Repair and Drydock Services for the MV *Intintoli*

**San Francisco Bay Ferry / Water Emergency Transportation Authority  
October 9, 2025 Meeting of the Board of Directors**

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|---|--------------------|
| 7. <u>LONG-TERM RM3 CAPITAL FUNDING OUTLOOK</u>   | <b>Information</b> |
| 8. <u>APPROVE AMENDMENTS TO FISCAL YEAR 2025/26 CAPITAL BUDGET</u>  | <b>Action</b>      |
| 9. <u>AUTHORIZE THE SUBMITTAL TO THE METROPOLITAN TRANSPORTATION COMMISSION OF AN ALLOCATION REQUEST FOR \$16,186,500 IN REGIONAL MEASURE 3 CAPITAL FUNDS FOR THE SEAPLANE FERRY TERMINAL FLOAT PROJECT</u>                           | <b>Action</b>      |
| 10. <u>AUTHORIZE THE SUBMITTAL TO THE METROPOLITAN TRANSPORTATION COMMISSION OF AN ALLOCATION REQUEST FOR \$10,270,000 IN REGIONAL MEASURE 3 CAPITAL FUNDS FOR THE DOWNTOWN SAN FRANCISCO GATE G UNIVERSAL CHARGING FLOAT PROJECT</u> | <b>Action</b>      |
| 11. <u>APPROVE ACTIONS RELATIVE TO RFP 24-007, UNIVERSAL CHARGING FLOAT PROCUREMENT</u>   | <b>Action</b>      |
| 12. <u>WINTER 2025-26 FARE PROMOTIONS</u>   | <b>Information</b> |
| 13. <u>PUBLIC COMMENTS FOR NON-AGENDA ITEMS</u>   |                    |

**ADJOURNMENT**

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

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

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

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

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

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

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

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

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

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

**NO MATERIALS**

TO: Board Members

FROM: Seamus Murphy, Executive Director

DATE: October 9, 2025

RE: Executive Director's Report

### **Regional Revenue Measure**

Senate Bill 63 authorizes the creation of a regional ballot measure for the November 2026 election to address transit operating deficits and improve public transportation in the Bay Area through a 14-year sales tax in Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties. The measure could be placed on the ballot either through action by a newly formed Public Transit Revenue Measure District (governed by the Metropolitan Transportation Commission (MTC)) or via a citizen's initiative. The ballot measure, if approved by voters, is estimated to generate about \$1 billion annually for Muni, BART, AC Transit, Caltrain, and other transportation agencies, including SF Bay Ferry. Please see attached MTC summary sheet for more detailed information on the bill.

Since the Legislature reconvened in August, the bill advanced through the legislative process. In mid-September, the State Assembly amended and approved the measure, sending it to the State Senate, which passed the bill by its deadline. On September 23, 2025, the bill was presented to the Governor for consideration. As of this writing, it remains on the Governor's desk awaiting action. The Governor has until October 12 to act on bills.

### **MV *Zalophus* Delivery**

MV *Zalophus*, the fourth and final Dorado-class vessel built for SF Bay Ferry by Mavrik Marine, was delivered to the Bay Area on Saturday, August 30, 2025. The vessel, a 36-knot and 320-passenger quad-engine waterjet ferry, will primarily serve the Vallejo route. It received its U.S. Coast Guard certification following inspection on September 15 and officially entered service on September 27. A commissioning ceremony will be held in October.

MV *Zalophus* is the last diesel ferry planned to enter SF Bay Ferry service. The next ferry scheduled to join the fleet is a 150-passenger battery electric ferry being built by All-American Marine.

### **Sale of MV *Bay Breeze***

Under SF Bay Ferry's approved Alternative Control of Emissions (ACE) plan with the California Air Resources Board (CARB), MV *Bay Breeze* is slated to be retired from service at the end of December 2025. The 250-passenger vessel, built in 1994, is the oldest ferry in the fleet and was inherited by the agency in the transition from municipal to unified East Bay ferry service in 2012.

Staff has engaged Pinnacle Marine Corporation to market MV *Bay Breeze* to potential buyers. Pinnacle was competitively procured by the agency in 2018 and successfully sold MV *Vallejo*, MV *Encinal*, and MV *Solano* following their retirements from SF Bay Ferry service. Sale of MV *Bay Breeze* will be subject to the Board's approval. Staff is planning to hold vessel retirement activities for passengers and crews who have enjoyed MV *Bay Breeze* over the decades.

### **Vallejo Terminal Access Study**

In 2024 the Board adopted its Terminal Access Guidelines setting forth that SF Bay Ferry would work with partner cities to develop terminal access plans to examine the gaps and potential opportunities of

first/last mile improvements. As a kick-off to this effort, staff has engaged with the City of Vallejo to initiate the Vallejo Terminal Access Study. This month, staff continue to work with Fehr & Peers and Vallejo city staff on phase 1 of the project examining existing conditions in Vallejo. , The Study is anticipated to be complete in FY 2026. The Study will be supported by a robust public outreach process and will potentially include work sessions with the Board and Vallejo City Council.

### **SFO Full-Scale Exercise**

On September 17, SF Bay Ferry and Blue & Gold Fleet (BGF) participated in the San Francisco International Airport (SFO) Full-Scale Exercise, simulating an aircraft crash in San Francisco Bay. The MV Karl, one of SF Bay Ferry's newest Dorado-class vessels, served as the primary platform, embarking 200 people including 150 volunteers from Neighborhood Emergency Response Team (NERT), Community Emergency Response Team (CERT), City College of San Francisco, and a local high school class. Crews from BGF assigned to SF Bay Ferry service as well as deck crews from Angel Island Ferry and Golden Gate Ferry deployed slides and inflatable rafts about a quarter-mile out in the Bay off Oyster Point, while fire rescue boats from San Francisco, South San Francisco, Marin County, Tiburon Fire District, Alameda County, and the U.S. Coast Guard (supported by a helicopter) conducted rescues and transfers back to shore for triage. The exercise also tested SF Bay Ferry's Vessel Mutual Aid Plan (VMAP) with new Dorado-class evacuation slides. The exercise had high school students successfully re-boarding the ferry via rope ladders and knotted pull ropes, and a final drill transferring volunteers directly from a raft to a rescue vessel tied alongside.

The exercise validated the ability of ferry crews to support mass rescue and evacuation operations under disaster conditions while highlighting areas for improvement. Key lessons included the need to explore cushioned slide entry points to increase evacuation throughput and evaluate slide and raft deployment rigging. These findings will guide future crew training, equipment discussions with vendors, and refinement of regional maritime disaster coordination. SFO and partner fire agencies expressed strong appreciation for SF Bay Ferry and BGF's participation, noting that use of the MV Karl created an invaluable, realistic training environment that advanced preparedness for large-scale water rescues in the Bay.

### **S.F. Fleet Week Defense Support of Civil Authorities (DSCA) Tabletop Exercise**

On September 16, staff participated in the San Francisco Fleet Week Defense Support of Civil Authorities (DSCA) Tabletop Exercise: Maritime & Port Disaster Logistics. The exercise simulated post-earthquake conditions 72 hours after impact, with emphasis on moving critical supplies into San Francisco through maritime channels. During the exercise, SF Bay Ferry clarified its role as a regional maritime transportation provider during catastrophic events. Agency staff stressed two critical requirements for sustaining ferry-based operations in support of disaster response:

1. Operational ports. Rapid inspections verifying safe, accessible terminals and berths are essential to embark/disembark evacuees and move first responders.
2. Reliable fuel access and resumption of fueling is necessary to maintain long-term operations for mass evacuations and the transport of emergency personnel.

The exercise reinforced the importance of integrating the agency's ferry system into regional disaster logistics planning. By highlighting these resource dependencies, staff stressed that future planning efforts account for the conditions needed to keep ferries operational during a Bay Area catastrophic response.

### **November 2025 Schedule Change**

In response to ridership data, SF Bay Ferry will make minor changes to its weekday schedule effective November 3, 2025.

Due to high occupancy on the 8:20 AM westbound Alameda Seaplane trip with frequent bicycle max-outs, the agency will add an 8:45 AM trip from Alameda Seaplane to Downtown San Francisco. This will result in the elimination of the 9:00 AM trip from Harbor Bay to San Francisco, which averages approximately 40 riders per day.

In addition, to better balance to the morning schedule for both Alameda Seaplane and Harbor Bay given ridership trends, the 10:00 AM westbound Harbor Bay trip will be replaced with a 9:40 AM westbound Alameda Seaplane trip, the 10:40 AM westbound Harbor Bay trip will be moved to 10:30 AM and the 11:50 AM westbound Harbor Bay trip will be moved to 11:30 AM. After these changes, the Harbor Bay service will have hourly service to San Francisco on the half-hour from 6:30 AM through 11:30 AM, which simplifies the timetable for the public.

Harbor Bay service levels remain higher than prior to 2020. Staff has begun a thorough passenger communication effort to share the schedule changes with both Harbor Bay and Alameda Seaplane riders.

### **REEF Update**

Battery-electric vessel production and terminal electrification design, including marine and landside components, are advancing with early procurement of long lead electrical equipment underway. Another round of battery testing was successfully conducted by the supplier in Stockholm, Sweden, and witnessed by the SF Bay Ferry team and an independent and internationally recognized testing firm. The testing once again demonstrated that the Lithium-Titanium-Oxide (LTO) battery type selected will meet program performance requirements of the vessels and terminal charging facilities. In addition to their proven performance, the LTO batteries also demonstrated a significant fire, life, and safety advantage over other chemistries, with superior thermal stability and reduced risk of thermal runaway while maintaining reliability in demanding marine environments.

### **Makers' Faire and Fleet Week Service Enhancement**

For the second year, SF Bay Ferry offered special shuttle service to support Makers' Faire on Mare Island, a major regional event celebrating science and engineering. As a transportation partner for Makers' Faire, the agency received promotional support for attendees living or staying in San Francisco and provided free shuttle service throughout the weekend between SF Bay Ferry's Vallejo and Mare Island terminals.

Per usual, SF Bay Ferry will provide enhanced service for San Francisco Fleet Week on October 11 and 12. This is typically the busiest weekend of the year for the agency. SF Bay Ferry will offer extra trips on all three weekend routes (Vallejo, Oakland & Alameda, and Richmond) and provide special service on the Pier 41 Short Hop. For the third straight year, the agency also offered the Richmond Scenic route to help promote awareness of weekend service on the Richmond route.

### **Clean Air Day**

As a part of California Clean Air Day on Wednesday, October 1, SF Bay Ferry provided free rides on all routes to encourage sustainable transportation through the Bay Area. Other transit operators across the state also offered free fares. In past years, ridership on Clean Air Day has increased 8-20%.

### **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 terms of 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 was held in August to further analyze and refine these options. In September, staff conducted public outreach with current and future potential riders to receive feedback on the options that have been put forth to the Working Group. Outreach efforts included two onboard ferry chats, an in-person open house at the SSF ferry terminal, a virtual open house, and a rider survey that has received over 1,200 responses to date. The Study's findings, including any recommended service changes, will be presented to the Board in early 2026.

**Sustainability Plan Update:** The Board adopted the Sustainability Policy in August 2024, reinforcing its commitment to environmental stewardship and sustainable practices across San Francisco Bay Ferry's operations and infrastructure. In alignment with this policy, staff has developed a Sustainability Plan that outlines near- and long-term actions, implementation milestones, and a monitoring framework to track progress. The Plan addresses key focus areas including emissions reduction, climate and seismic resilience, waste management, energy efficiency, terminal access, and community engagement. Staff will present the Plan to the Board for consideration at the November meeting.

**Clipper 2.0 Launch and Interagency Transfer Pilot Update:** In 2018, MTC advanced work on the Next Generation Clipper (C2) system, an account-based platform intended to modernize fare payment across the Bay Area. C2 is designed to make transit simpler and more convenient, introducing features such as contactless bank cards and mobile wallet payments. In August 2025, the C2 "open payments" feature was first introduced on BART, allowing riders to tap a contactless bank card or mobile wallet at fare gates. MTC has targeted November 13, 2025, for the customer transition to the C2 system across all participating transit agencies, including San Francisco Bay Ferry. If the full account-based system is ready by that date, riders will be able to use contactless bank cards or mobile wallets, in addition to Clipper, manage their accounts more easily, and benefit from new regional transfer discounts through MTC's Interagency Transfer Pilot Program. The Board authorized participation in the transfer pilot in November 2024. Under this pilot program, riders will receive a \$2.85 credit on adult fares or \$1.40 on discounted fares when transferring within the program's time window. This pilot program will improve connectivity and lower the overall cost of trips involving more than one transit operator. If the full account-based system is not ready by November 13, 2025, Open Payments will still be expanded regionwide on that date as an interim step until the customer transition can be implemented.

### **Released Request for Proposals**

Procurements Posted in September:

- September 17: Float Mounted Charging System

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



**Capital Program Expense**

Capital Budget expenses for the month were \$6.27 million. Significant payments were processed last month for milestones related to the *MV Gemini* refurbishment project and multiple vessel engine overhauls. 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. This report does not reflect budget changes proposed in later items on the agenda. Those changes will be reflected in next month's report.

**Investment Report**

The total monthly balance held in both the Local Agency Investment Fund (LAIF) and our commercial bank as of August 31 is \$16.98 million as shown below.

	<b>August 2025</b>
Bank of America (Checking)	\$ 1,436,846
Bank of America (Measure B/BB)	6,294,390
Local Agency Investment Fund (LAIF)	9,252,195
<b>Total</b>	<b>\$ 16,983,431</b>

**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 2025/26**  
**Through the Month Ending 8/31/2025**

% of Year Elapsed 17%

	Month Aug. 2025 Actual	Year - To - Date		Total FY2025-26 Budget	% Budget
		FY2024-25 Actual	FY2025-26 Actual		
<b>OPERATING REVENUE</b>					
Fare Revenue	\$1,666,336	\$2,847,037	3,280,695	\$15,790,355	21%
Revenue Transfer to Reserve		(955,363)	-	-	0%
Regional - Bridge Toll	3,586,344	6,185,024	7,835,523	57,064,302	14%
State Operating Assistance		1,913,711	-	3,000,000	0%
Local	320,448	736,090	640,897	3,845,380	17%
Other Revenue	3,650	5,400	9,225	1,170,130	1%
<b>Total Operating Revenue</b>	<b>\$5,576,778</b>	<b>\$ 10,731,899</b>	<b>\$ 11,766,339</b>	<b>\$ 80,870,168</b>	<b>15%</b>
<b>OPERATING EXPENSE</b>					
<b>Harbor Bay Ferry Service</b>					
Operations Labor	\$139,624	\$307,471	311,554	\$2,092,240	15%
Vessel Fuel	79,313	143,622	162,334	1,146,055	14%
Vessel Operations & Maintenance	79,905	107,245	120,978	1,276,676	9%
Facility Operations & Maintenance	48,592	109,332	78,529	723,138	11%
Systemwide Expense	76,856	135,474	145,961	1,005,573	15%
<b>Total Harbor Bay Farebox Recovery</b>	<b>\$ 424,289</b> <b>26%</b>	<b>\$ 803,144</b> <b>24%</b>	<b>\$ 819,355</b> <b>27%</b>	<b>\$ 6,243,682</b> <b>20%</b>	<b>13%</b>
<b>Alameda/Oakland Ferry Service</b>					
Operations Labor	\$356,816	\$707,183	\$796,194	\$5,381,783	15%
Vessel Fuel	226,610	410,773	463,810	3,110,721	15%
Vessel Operations & Maintenance	194,655	179,407	356,232	2,637,783	14%
Facility Operations & Maintenance	108,408	293,293	267,230	1,916,370	14%
Systemwide Expense	214,637	366,275	408,211	2,585,846	16%
<b>Total Alameda/Oakland Farebox Recovery</b>	<b>\$ 1,101,125</b> <b>40%</b>	<b>\$ 1,956,930</b> <b>38%</b>	<b>\$ 2,291,677</b> <b>36%</b>	<b>\$ 15,632,503</b> <b>24%</b>	<b>15%</b>
<b>Vallejo Ferry Service (Vallejo)</b>					
Operations Labor	\$434,384	\$830,171	\$969,280	\$6,673,614	15%
Vessel Fuel	498,541	903,700	1,020,382	\$6,876,330	15%
Vessel Operations & Maintenance	522,361	219,184	971,543	\$4,280,296	23%
Facility Operations & Maintenance	13,265	827,530	507,702	4,031,352	13%
Systemwide Expense	272,084	469,228	524,097	3,140,878	17%
<b>Total Vallejo Farebox Recovery</b>	<b>\$ 1,740,636</b> <b>43%</b>	<b>\$ 3,249,813</b> <b>41%</b>	<b>\$ 3,993,004</b> <b>38%</b>	<b>\$ 25,002,470</b> <b>28%</b>	<b>16%</b>
<b>South San Francisco Ferry Service (SSF)</b>					
Operations Labor	\$139,624	\$276,724	\$311,554	\$2,060,405	15%
Vessel Fuel	56,652	102,545	115,953	1,637,221	7%
Vessel Operations & Maintenance	57,859	132,366	76,340	1,127,413	7%
Facility Operations & Maintenance	32,707	102,722	90,381	792,046	11%
Systemwide Expense	68,281	101,412	130,886	1,059,093	12%
<b>Total South San Francisco Farebox Recovery</b>	<b>\$ 355,123</b> <b>18%</b>	<b>\$ 715,769</b> <b>16%</b>	<b>\$ 725,114</b> <b>18%</b>	<b>\$ 6,676,177</b> <b>11%</b>	<b>11%</b>
<b>Richmond Ferry Service (Richmond)</b>					
Operations Labor	\$294,761	\$553,447	\$657,726	\$4,392,511	15%
Vessel Fuel	158,627	287,689	324,667	2,292,110	14%
Vessel Operations & Maintenance	127,159	253,346	176,635	1,818,521	10%
Facility Operations & Maintenance	72,499	258,249	199,835	1,659,169	12%
Systemwide Expense	152,067	257,447	288,721	2,011,145	14%
<b>Total Richmond Farebox Recovery</b>	<b>\$ 805,113</b> <b>18%</b>	<b>\$ 1,610,179</b> <b>15%</b>	<b>\$ 1,647,583</b> <b>18%</b>	<b>\$ 12,173,456</b> <b>12%</b>	<b>14%</b>

(continued on next page)

**San Francisco Bay Ferry (WETA)**  
**Operating & Administration Monthly Budget Report FY 2025/26**  
**Through the Month Ending 8/31/2025**

% of Year Elapsed 17%

	Month Aug. 2025 Actual	Year - To - Date		Total FY2025-26 Budget	% Budget
		FY2024-25 Actual	FY2025-26 Actual		
<b>OPERATING EXPENSE (continued)</b>					
<b>Seaplane Lagoon Ferry Service</b>					
Operations Labor	\$186,165	\$399,712	\$415,406	\$2,802,985	15%
Vessel Fuel	113,305	205,535	231,905	1,309,777	18%
Vessel Operations & Maintenance	85,445	123,495	116,685	1,157,422	10%
Facility Operations & Maintenance	67,706	139,348	171,491	915,887	19%
Systemwide Expense	106,733	174,275	203,638	1,452,494	14%
<b>Total Seaplane Lagoon</b>	<b>\$559,354</b>	<b>\$ 1,042,364</b>	<b>\$ 1,139,125</b>	<b>\$ 7,638,565</b>	<b>15%</b>
<b>Farebox Recovery</b>	<b>27%</b>	<b>23%</b>	<b>27%</b>	<b>18%</b>	
<b>Subtotal Operations (Regular Service)</b>	<b>\$ 4,985,640</b>	<b>\$ 9,378,199</b>	<b>\$ 10,615,858</b>	<b>\$ 73,366,852</b>	<b>14%</b>
<b>Farebox Recovery (exclud. Admin.)</b>	<b>33%</b>	<b>30%</b>	<b>31%</b>	<b>22%</b>	
<b>Alameda - Oakland Demonstration Project (Woodstock)</b>	\$107,317	\$139,340	211,389	\$1,170,130	18%
<b>Subtotal Ferry Operations (All)</b>	<b>\$ 5,092,957</b>	<b>\$ 10,045,116</b>	<b>\$ 10,827,247</b>	<b>\$ 74,536,982</b>	<b>15%</b>
<b>Planning and Administration</b>					
Wages and Fringe Benefits	\$298,122	\$409,478	\$587,342	\$3,192,907	18%
Professional & Other Services	125,373	216,948	239,076	1,874,950	13%
Information Tech., Office, Supplies	3,891	7,143	8,558	227,815	4%
Utilities/Communications	1,857	3,733	3,247	31,204	10%
Insurance	2,067	5,535	9,078	29,893	30%
Dues, Memberships, Misc.	28,295	14,747	45,576	233,315	20%
Leases and Rentals	24,215	29,198	46,216	743,104	6%
<b>Subtotal Planning &amp; Administration</b>	<b>\$ 483,820</b>	<b>\$ 686,783</b>	<b>\$ 939,092</b>	<b>\$ 6,333,188</b>	<b>15%</b>
<b>Total Operating Expense</b>	<b>\$ 5,576,778</b>	<b>\$ 10,731,899</b>	<b>\$ 11,766,339</b>	<b>\$ 80,870,170</b>	<b>15%</b>
<b>Systemwide Farebox Recovery (Regular Service, incl. Admin.)</b>			<b>28%</b>		

**San Francisco Bay Ferry (WETA)**  
**FY 2025/26 Capital Revenue and Expense**  
**Through the Month Ending 8/31/2025**

	Total Project Revenue/Expense	Prior Years	FY 2025/26 Budget	Year-To-Date FY2025/26 Actual	Total Future Year	% of Project Budget
<b>CAPITAL REVENUE</b>						
Federal Funds	\$ 191,044,549	\$ 27,988,502	\$ 72,863,435	\$ 4,638,896	90,192,612	17%
State Funds	87,811,845	4,824,816	32,024,677	\$ 454,674	50,962,352	6%
Regional - Bridge Toll	97,764,401	7,710,219	32,863,390	\$ 939,609	57,190,792	9%
Local /Other	4,446,698	701,964	896,223	\$ 241,406	2,848,511	21%
Pending/Unfunded	115,383,914	-	8,475,429		106,908,485	
<b>Total Revenue</b>	<b>\$ 496,451,407</b>	<b>\$ 41,225,501</b>	<b>\$ 147,123,154</b>	<b>\$ 6,274,586</b>	<b>\$ 308,102,752</b>	
<b>CAPITAL EXPENSE</b>						
<b>Vessel Projects: Dorado Class</b>						
Vessel Replacements (Karl, Zalophus)	37,636,402	28,813,002	4,960,176	909,466	3,863,225	79%
<b>Repair and Replacement Program: Vessels</b>						
Vessel Mid-Life Reburishment - MV Gemini	4,488,000	78,197	3,206,239	1,223,467	1,203,564	29%
Vessel Mid-Life Refurb. & Engine Overhaul - MV Pisces	4,679,000	14,054	4,664,946	4,295	-	0%
Engine Overhauls and Improvements	15,857,210	1,527,386	8,270,693	923,891	6,059,131	15%
Component Improvements/Dry Dock	2,279,500	-	2,279,500	9,450	-	0%
<b>Repair and Replacement Program: Facilities</b>						
Vallejo Terminal Reconfiguration	16,696,000	593,149	6,910,525	203,193	9,192,326	5%
Passenger Floats Rehabilitation - Pier 9	1,362,000	-	1,337,000	-	25,000	0%
Water Jet Equipment				2,720		
Multiuse Emergency Float	200,000	-	200,000	4,089	-	2%
Vallejo Ferry Terminal Dredging	3,030,735	108,989	2,897,500	15,791	24,246	4%
North Bay Fuel Farm Upgrades	540,000	-	540,000	-	-	0%
Administrative Facility Improvements	1,149,830	46,030	769,500	217,512	334,300	23%
South SF Dredging & Dredging Program Work	3,747,000	-	255,000	7,862	3,492,000	0%
<b>Electrification Program (REEF)</b>						
<b>Vessels</b>						
New Electric Vessels (Three - 150 PX)	58,407,000	6,439,279	9,858,638	19,241	42,109,083	11%
New Electric Vessels (Two - 400 PX)	77,351,393	1,301,968	41,086,609	2,140,504	34,962,816	4%
Hydrus Conversion to Battery Electric Propulsion	14,085,302	-	3,312,060	4,273	10,773,242	
<b>Facility Electrification</b>						
Central Bay Terminal	3,106,250	10,241	2,141,750	38,722	954,259	2%
Downtown San Francisco	77,929,201	1,526,178	24,644,971	253,394	51,758,052	2%
Treasure Island	6,798,681	80,251	3,350,000	40,255	3,368,430	2%
Main Street	11,887,500	-	255,000	-	11,632,500	0%
Seaplane Lagoon	25,508,000	253,431	7,711,807	103,399	17,542,762	1%
Harbor Bay	36,731,737	241,016	4,999,471	64,637	31,491,250	1%
Richmond Terminal	4,235,853	-	302,713	-	3,933,140	0%
Mission Bay Project	52,050,519	88,302	12,500,000	10,533	39,462,217	0%
Berkeley Pier/Ferry Project	3,000,000	68,188	179,683	25,802	2,752,129	3%
Oakland Ferry Terminal	33,694,294	35,840	489,373	52,090	33,169,081	0%
<b>Total Expense</b>	<b>\$ 496,451,407</b>	<b>\$ 41,225,501</b>	<b>\$ 147,123,154</b>	<b>\$ 6,274,586</b>	<b>\$ 308,102,752</b>	



**TO: SF Bay Ferry Board Members**

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

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

This report covers the following topics:

- Update on FY26 Federal Appropriations Process – Government Shutdown
- Public Ferry Caucus Launch Event and Congressional Meetings

**Update on FY26 Federal Appropriations Process – Government Shutdown**

NOTE: We submitted this report hours before the federal government shut down and made certain assumptions about what the status of the shutdown would be at the time of the Board meeting. Here is what we knew when we submitted this report:

**How Did We Get Here / Summary of Republican and Democratic Positions:**

- **Republican position:** Congressional Republicans and President Trump are pressing for a Continuing Resolution (CR) to fund the federal government through November 21.
- **Democratic position:** Congressional Democrats are pressing for a CR that would fund the government through October 31 with additional items, including:
  - Permanent extension of Obamacare premium tax credits;
  - Reversal of the GOP's One Big Beautiful Bill's (OBBB) Medicaid cuts;
  - Mechanism to block unilateral spending rescissions by the White House; and
  - Restoration of public-broadcasting funds that were eliminated through the OBBB.
- **Status of Negotiations**
  - While the U.S. House of Representatives passed the Republican CR (only one Democrat voted with the Republicans), the Senate vote on the Republican CR failed. The Senate also voted on the Democratic CR, but that vote also failed.

- Even though neither CR has the votes to pass in the Senate, both sides have dug in, and tensions are high.
- While the Senate is in Session, the House is not planning to come back to DC until after a shutdown has already started.
- **How long could a government shutdown last?**
  - If a government shutdown occurs, we have limited data to estimate its duration, as there have only been three shutdowns in the past decade:
    - October 2013: This shutdown was centered around disputes over the Affordable Care Act (“Obamacare”) and was resolved after 16 days.
    - January 2018: This shutdown lasted just three days and was triggered by disagreements over immigration and budget priorities.
    - December 2018–January 2019: This shutdown is the longest in U.S. history, lasting 35 days. The primary dispute was funding for a border wall along the U.S.–Mexico border.

SF Bay Ferry has a big stake in government funding. Recall that we were able to secure \$1.98 million for SF Bay Ferry in the Senate THUD bill for phase one of the Oakland Modernization Project. Additionally, for the sixth year in a row we have also been able to secure additional funding for the FTA 5307(h) ferry program.

### **Public Ferry Caucus Launch Event and Congressional Meetings**

The Public Ferry Caucus is planning to hold a launch event on Capitol Hill to celebrate the formation of the Caucus and bring awareness to public ferries. The Public Ferry Coalition will be partnering with the Caucus on this event and will be an active participant in the event. We are working with the Caucus to find the best ways to show support for steady or increased funding in the Surface Transportation Reauthorization bill.

Accelerate Strategies will plan meetings for Lauren Gularte and Public Ferry Coalition Members around the Public Ferry Caucus launch event. We will meet with staff from the Caucus Co-Chairs and with Transportation and Infrastructure Ranking Member Rick Larsen (D-WA). The topic for these meetings will be public ferry funding in the surface transportation reauthorization bill. Chair Graves (R-MO) and Ranking Member Larsen have said they will move a bill in the House this year. Current Surface Transportation law expires on September 30, 2026.



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

September 29, 2025

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

FM: Matt Robinson, Partner  
Michael Pimentel, Partner

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

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### ***General Update***

After breaking for Summer Recess on July 18, the Legislature reconvened on August 18 to wrap up the first year of the 2025-26 Legislative Session. On August 29, the Senate and Assembly Appropriations Committees held their “Suspense File” hearings – this was the final committee hurdle for legislation. Bills that passed were then sent to the floors of each house for final votes. The Legislature recessed the first year of the two-year 2025-26 Legislative Session on September 13. The Governor has until October 12 to sign or veto these bills. The Legislature is now in recess until January 5, 2026. For information about key legislative and budget deadlines, please see the 2025 Legislative Calendar, available [here](#).

### ***Cap-and-Trade Reauthorization***

On September 10, following closed door negotiations late into the evening on September 9, the Governor and Legislature Leaders announced they reached agreement on legislation to reauthorize the Cap-and-Trade program and recast the Cap-and-Trade Expenditure Plan. The bills representing this agreement are [AB 1207 \(Irwin\)](#) and [SB 840 \(Limon\)](#).

AB 1207 modifies the Cap-and-Trade program, extending the program’s market-based compliance mechanism from January 1, 2031 through January 1, 2046 and advancing changes to the mechanism to, among other things, limit the program’s cost impact on Californians.

SB 840 recasts the Cap-and-Trade Expenditure Plan, substantially modifying appropriations from the Greenhouse Gas Reduction Fund. This bill advances the most substantial changes to appropriations from the GGRF since the Expenditure Plan was first adopted in [SB 862 \(Committee on Budget and Fiscal Review\) \[Chapter 36, Statutes of 2014\]](#). These changes affirm but complicate the continuous appropriations in transit capital project and service delivery, which flow through the Transit and Intercity and Rail Capital Program and Low Carbon Transit Operations Program.

SB 840 maintains the continuous appropriations for the TIRCP and LCTOP but converts the current percentage-based annual appropriation to these programs to a fixed dollar annual appropriation. Under current law, TIRCP and LCTOP receive 10% and 5%, respectively, of total annual GGRF revenue after

several “off-the-top” programs are funded, representing on average \$301.1 million and \$144.6 million, respectively, to these programs. Under SB 840, these programs will receive \$400 million and \$200 million, respectively – with a major caveat.

SB 840 effectively establishes priority tiers for the GGRF appropriations outlined in the Cap-and-Trade Expenditure Plan. Off the top, the legislation appropriates GGRF revenue a variety of backfills and administrative expenses – “Tier 1.” The legislation then appropriates \$1 billion in GGRF revenue for high-speed rail and \$1 billion in GGRF revenue for the Legislature’s discretionary priorities – “Tier 2.” Note that, for Fiscal Year 2026-27, the Legislature’s discretionary priorities include \$125,000,000 for “Transit Passes.” Then, the legislation appropriates nearly \$2 billion for the historic continuous appropriations, including TIRCP and LCTOP – “Tier 3.”

<b>SB 840 Expenditure Plan</b>	
<b>Expenditure</b>	<b>Amount</b>
<b>Tier 1</b>	
SRA	\$90,000,000
Green Manufacturing	\$140,000,000
Legislative Counsel	\$3,000,000
<b>Subtotal</b>	<b>\$233,000,000</b>
<b>Tier 2</b>	
HSR	\$1,000,000,000
Legislature Discretionary	\$1,000,000,000
<i>Transit Passes (FY 2026-27)</i>	<i>\$125,000,000</i>
<i>UC Climate Center (FY 2026-27)</i>	<i>\$25,000,000</i>
<i>Topanga Park (FY 2026-27)</i>	<i>\$15,000,000</i>
<i>Climate Research and Innovation (FY 2026-27)</i>	<i>\$85,000,000</i>
<b>Subtotal</b>	<b>\$2,000,000,000</b>
<b>Tier 3</b>	
AHSCP	\$800,000,000
TIRCP	\$400,000,000
AB 617	\$250,000,000
LCTOP	\$200,000,000
CALFIRE	\$200,000,000
Safe Drinking Water	\$130,000,000
<b>Subtotal</b>	<b>\$1,980,000,000</b>
<b>Estimated Total</b>	<b>\$4,213,000,000</b>
<i>TIRCP Average (FY 2015-16 to FY 2024-25)</i>	<i>\$301,109,000</i>
<i>LCTOP Average (FY 2015-16 to FY 2024-25)</i>	<i>\$144,563,000</i>

*Importantly*, if Cap-and-Trade doesn’t raise enough GGRF to fund Tier 1 and Tier 2 programs at the levels prescribed, the funds for “Tier 3” programs will be decreased proportionally. In explicit terms, if Cap-and-Trade fails to bring in \$4.2 billion in proceeds, we can expect to receive less than \$400 and \$200 million for TIRCP and LCTOP, respectively.

**These bills passed the Legislature with a super-majority vote and were signed into law on Friday, September 19. Both bills possess an urgency clause, meaning they go into effect immediately.**

### ***Fiscal Year 2025-26 GGRF Funding for Transit Agencies***

Passed this summer, the Budget Act of 2025 re-affirmed the appropriation of the remaining balance of the \$5.1 billion in flexible transit capital and operations funding (commonly referred to as the “SB 125 program”) as well as to one-time competitive TIRCP. To fulfill the state’s obligation to these programs, the Budget Act appropriated \$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
- FY 2025-26: \$384M for TIRCP Cycle 6

The Budget Act also maintained \$1.078 billion in GGRF funding commitment for SB 125 –TIRCP and ZETCP 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

The FY 2025-26 GGRF funding for SB 125 – TIRCP and TIRCP Cycle 6 were set for appropriation later this year.

As SF Bay Ferry’s state representatives reported last month, Legislators were waffling on fulfilling this promise. In response, the California Transit Association lobbied the Legislature and Administration to re-emphasize the need for the FY 2025-26 GGRF Expenditure Plan to honor all existing one-time GGRF commitments to transit programs, consistent with the intent language in the Budget Act of 2025.

**We can now report that these appropriations were advanced in [SB 105 \(Wiener\)](#). SB 105 was signed by the Governor on September 17.**

### ***Bay Area Transit Loan***

During budget negotiations earlier this year, the Governor and Legislative leaders agreed to a \$750 million emergency loan for four Bay Area transit agencies facing various degrees of fiscal crises (AC Transit, BART, Caltrain, and SF Muni). Pursuant to the [Budget Act](#), this emergency loan was generally conditioned upon the agencies having repayment plans *and* the passage of the Bay Area Regional Measure (by the Legislature, not the voters).

On September 8, new language was amended into the identical [SB 105 \(Wiener\)](#) and [AB 105 \(Gabriel\)](#). Section 239 extends to January 10, 2026, the timeline for the state to consider a “*loan or other financing options that might be used to provide sufficient short-term state financial assistance for local transit agencies*” for possible inclusion “*as part of the 2026-27 Governor’s Budget, which the Legislature may act upon in early 2026.*”

This section also includes new language regarding full repayment of the loan principal, applicable interest rate, repayment schedule, and guaranteed repayment mechanism. Nothing is finalized yet, but this buys the loan's advocates more time to reach a deal – led by chief proponent, Senator Scott Wiener.

Additionally, on September 10, Governor Newsom issued a [press release](#) stating that the “*Department of Finance and the California State Transportation Agency will work with agencies and regional partners to design short-term financing tools — such as structured loans or other mechanisms — that align with operational needs, protect service, and support fiscal reforms, with clear and reliable repayment plans.*”

**SB 105 was signed by the Governor on September 17.**

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

The Bay Area Regional Measure, reflected in [SB 63 \(Wiener and Arreguín\)](#), seeks to authorize a sub-regional sales tax in five Bay Area counties – one-half cent in Alameda, Contra Costa, Santa Clara & San Mateo Counties and one cent in San Francisco County – to generate additional revenue to support Bay Area public transit systems. In the last weeks of session, the bill moved through several procedural hurdles, including a hearing in the Assembly Appropriations Committee on August 29 and a hearing in the Assembly Transportation Committee on September 9. In this process, the bill was amended three additional times – on September 3, September 4, and September 9.

After these amendments, the bill now defines appropriations from the regional measure to the named transit agencies as subventions from the revenue generated in each county in the measure. This change is not anticipated to change the appropriations to the named transit agencies. The bill's expenditure plan calls for SF Bay Ferry to receive 1.62% of all revenues generated in Alameda County, 0.76% of all revenues generated in Contra Costa County, and 0.97% of all revenues generated in San Francisco County – predicted to be approximately \$7 million annually by Fiscal Year 2031. The bill also requires a financial efficiency review of AC Transit, BART, Caltrain, and Muni and further obligates these transit agencies to implement the strategies identified in the review. The bill also establishes a new maintenance of effort requirement for the named transit agencies and establishes “enhanced accountability” by providing a pathway for the creation of new “ad hoc” adjudication committees at the Metropolitan Transportation Commission. These “ad hoc” adjudication committees would have the opportunity to review claims filed against a named transit agency and implement corrective action, which could include the partial withholding of funds.

**SB 63 is currently on the Governor's Desk awaiting final action.**

### ***Brown Act Reform***

As we have identified for you in past reports, SB 707 (Durazo) includes several different provisions related to the Brown Act.

First, it extends existing authority permitting the limited use of remote participation for board members under certain circumstances. This authorization – originally set out in AB 2449 (Rubio) – was set to expire at the end of 2025. Earlier this year, AB 259 (Rubio), had sought to extend these provisions, but was held in the Senate Local Government Committee.

Second, SB 707 also allows for entirely remote participation for advisory or subsidiary bodies. Notably, elected officials would be exempt from this allowance; they would still need to post their location and open that location to the public. This provision of the bill also requires that the advisory or subsidiary body offers a remote option and at least one physical location where members of the public can attend and participate. This general authority was included earlier in 2025 in SB 239 (Arreguín), which was moved to the inactive file in early June.

Lastly, SB 707 requires a new category of legislative bodies – an “eligible legislative body” – to provide two-way teleconference opportunities for the public, to provide language translations of their agenda, and to reasonably assist members of the public with translation services. An “eligible legislative body” includes the following:

- A city council of a city of 30,000 or more people
- A county board of supervisors with a population of 30,000 or more
- A city council located in a county of 600,000 or more people
- Board of directors of a special district whose:
  - Boundaries which are *co-terminus* with a county of 600,000 or more people, *and* the district has over 200 full-time employees; OR
  - The special district has over 1,000 full-time employees; OR
  - The special district has annual revenues in excess of \$400,000,000 *and* the district has over 200 full-time employees

At the end of the Legislative Session, SB 707’s author had announced that she would not move the measure forward in 2025. However, in the early hours of Saturday, September 13, she secured enough support and the bill passed the Legislature.

**This bill is currently on the Governor’s Desk awaiting final action.**

### ***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 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, 2040, 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). Amendments taken to the bill on September 2 add joint development projects to the list of projects eligible to claim an exemption under the bill and remove Section 3 related to environmental leadership projects in Los Angeles County. **This bill is currently on the Governor’s Desk awaiting final action.**

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

This bill would require that a residential development proposed within one-half or one-quarter mile of a

transit-oriented development stop be an allowed use on any site zoned for residential, mixed, commercial, and further requires that the development be eligible for streamlined, ministerial approval, while establishing allowable densities on these properties. Amendments taken to the bill late in the Legislative Session reduced the number of communities impacted by the bill by: limiting the applicability of its streamlining provisions to projects located near existing or currently planned Tier 1 or Tier 2 transit-oriented development stops in the *8 most transit-rich counties* of the state, unless a local jurisdiction chooses to designate a station as a Tier 3 transit-oriented stop; removing ferries and low frequency commuter rail from the service types that may define a Tier 3 transit-oriented stop; and creating exemptions from its streamlining provisions to protect historical resources and limit greater density in very high fire severity zones and in local jurisdictions that have already upzoned station areas. Additionally, these amendments would advance new housing affordability and anti-demolition and displacement provisions and limit transit agencies' land use authority. **This bill is currently on the Governor's Desk awaiting final action.**

#### **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.***

#### **SB 707 (Durazo) Brown Act Reform – WATCH**

This bill would make a number of changes to the Brown Act, including new public access and participation requirements for specified legislative bodies. See "*Brown Act Reform*" for additional information.

#### **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 would enhance the safety and security of California's public transportation systems by strengthening protections for transit operators, employees,

and passengers. The bill accomplishes this goal by expanding existing law (Penal Code Section 243.3) to protect all transit employees against battery. Further, AB 394 clarifies that our state's public transit operators are employers for purposes of seeking a temporary restraining order (TRO) against violent offenders. The bill is also co-sponsored by the Amalgamated Transit Union (ATU), the Teamsters, and SMART-TD. **This bill is currently on the Governor's Desk awaiting final action.**

**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.**

See SF Bay Ferry's online bill matrix [here](#) for additional information on legislation we are tracking for your agency.

MEMORANDUM

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**TO:** Board Members

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

**SUBJECT:** Ridership Report – October 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, are an additional feature of the Plan. With the introduction of the new ridership database in January 2023, staff were able to provide more in-depth insights about ridership data with greater precision and accuracy. In late 2025, staff recognized that a "new normal" for travel patterns in the region necessitated updates to the monthly ridership report to focus more on ferry capacity and utilization. This report provides a monthly update on ridership trends and comparisons to historical data.

**Discussion**

This report includes ridership data for September 2025. SF Bay Ferry had over 275,000 boardings in September. Compared to the same month in 2019, ridership was 94% of pre-pandemic September. Year-over-year ridership grew by 16% compared to September 2024. SF Bay Ferry continues to outperform in terms of ridership recovery relative to other regional transit operators. BART registered 48% of August 2019 ridership and Caltrain saw 63% of pre-pandemic August ridership. The biggest ridership days for September came during the Giants and Valkyries game days as well as Labor Day.

As SF Bay Ferry has seen ridership steadily increase closer to pre-pandemic levels, the agency once again needs to consider the capacity constraints of the system and its potential negative impacts on customer experience. Staff have made changes to the ridership report this month, recognizing that the region has likely entered a "new normal" of travel behavior. Changes to the data and information now presented in the report are as follows:

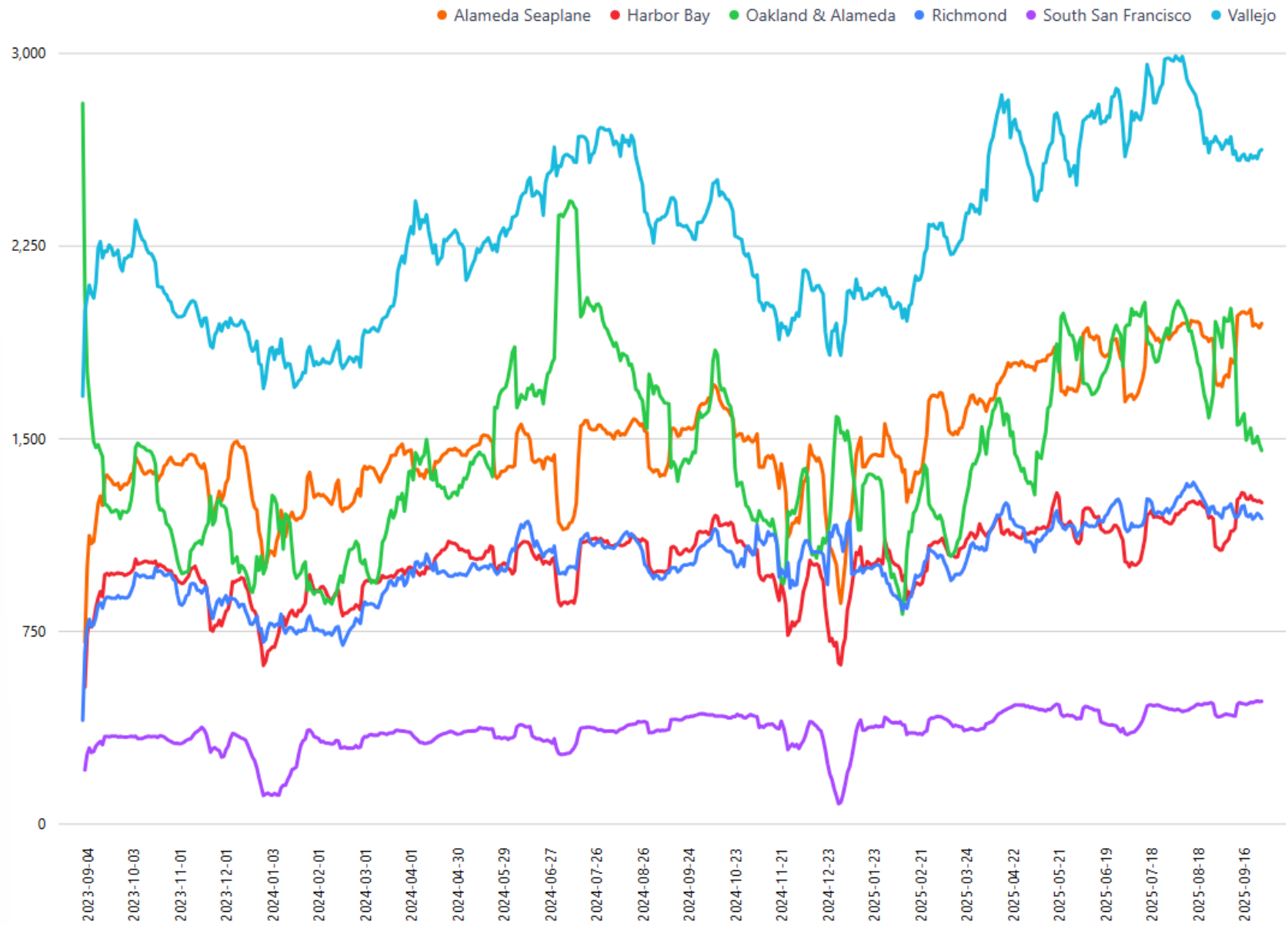
- **10-day Weekday Average Ridership.** This graph now shows only the previous two years of data to reduce visual clutter. This graph previously showed 2021-present.
- **Average Daily Ridership by Month.** This graph now exclusively uses the equivalent month of 2019 as the denominator. This graph previously used fiscal year 2019 which runs from July 2018 – June 2019.

- **Boardings and Alightings by Terminal Systemwide** (newly added). This graph compares terminal utilization—boardings and alightings by terminal—for the current month vs equivalent month in 2019.
- **Ridership Recovery by Route** (newly added). Systemwide ridership recovery remains an important and relevant metric, but the recovery has not been the same for every route in the system. This graph shows increased granularity of ridership recovery percentage by route.
- **Top 10 Weekday Max Out Trip Segments AND Top 10 Weekend Max Out Trip Segments** (newly added). “Max Outs” are defined as trips where occupancy equals or exceeds 80%. This is generally considered to be the threshold where a transit vehicle begins to feel uncomfortably full. As more people use the ferry in numbers approaching 2019 levels, max outs and passenger leave behinds may soon become an issue again. Staff had previously only tracked weekday occupancy, but the increased weekend share of ridership in 2025 requires staff to track both weekday and weekend trip segments. This table aims to show the most significantly impacted trip segments to inform potential service modifications and enhancements.
- **Regional Transit Ridership** (removed). This graph showed SF Bay Ferry’s ridership recovery percentage compared to BART and Caltrain 2020-present. While a longitudinal summary of ridership recovery by transit operator will no longer be a part of the ridership report, staff will continue to include BART and Caltrain ridership recovery percentages in the report’s narrative section. For those interested in more detailed information about BART or Caltrain ridership, the respective operators provide their own publicly available ridership reports via their websites.

## Appendix A. Ridership Data Summary

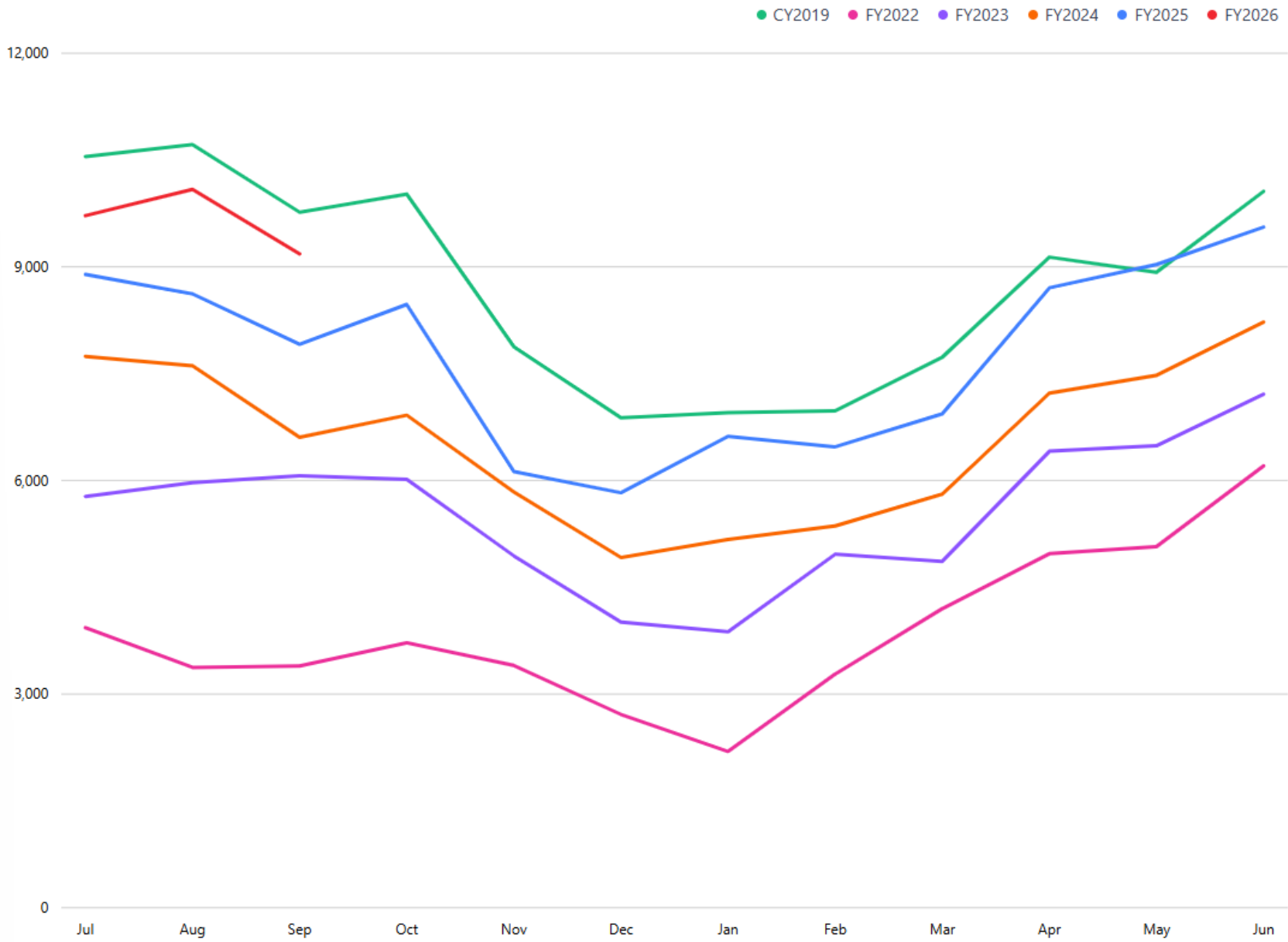
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### 10-Day Weekday Average Ridership



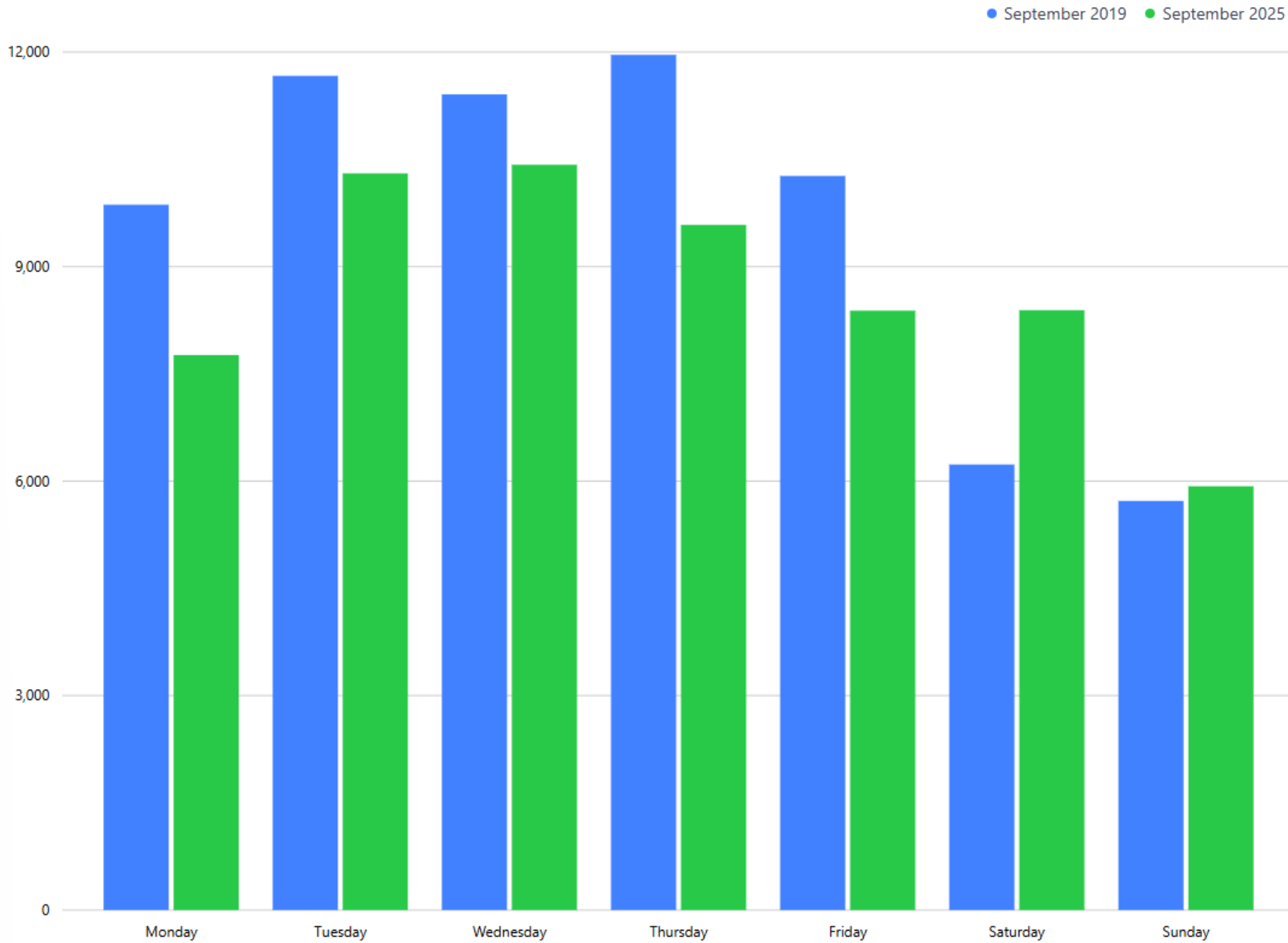
Ridership from other routes and event ridership is excluded.

### Average Daily Ridership By Month



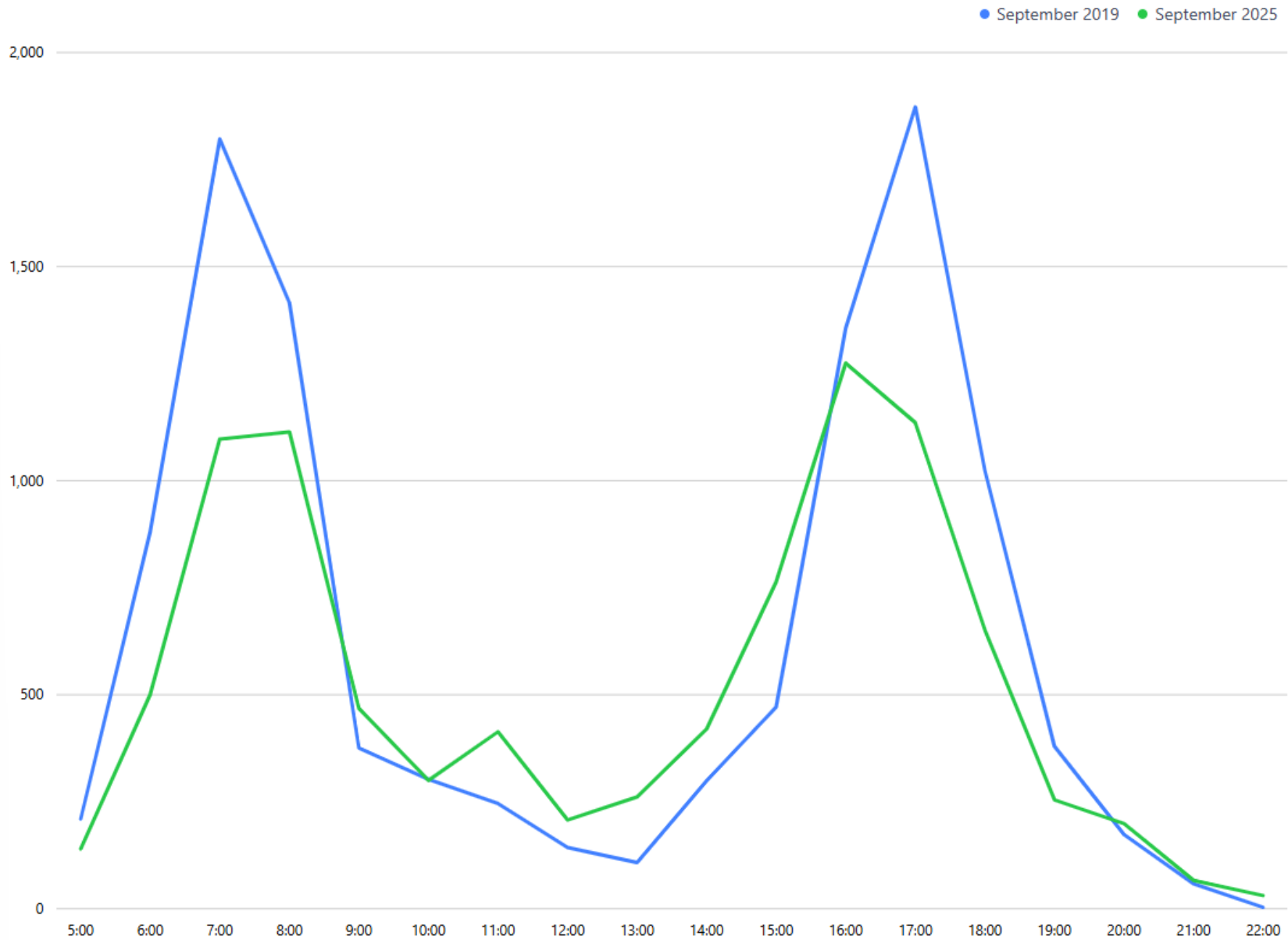
Event ridership is included.

### Average Ridership by Day of Week Systemwide



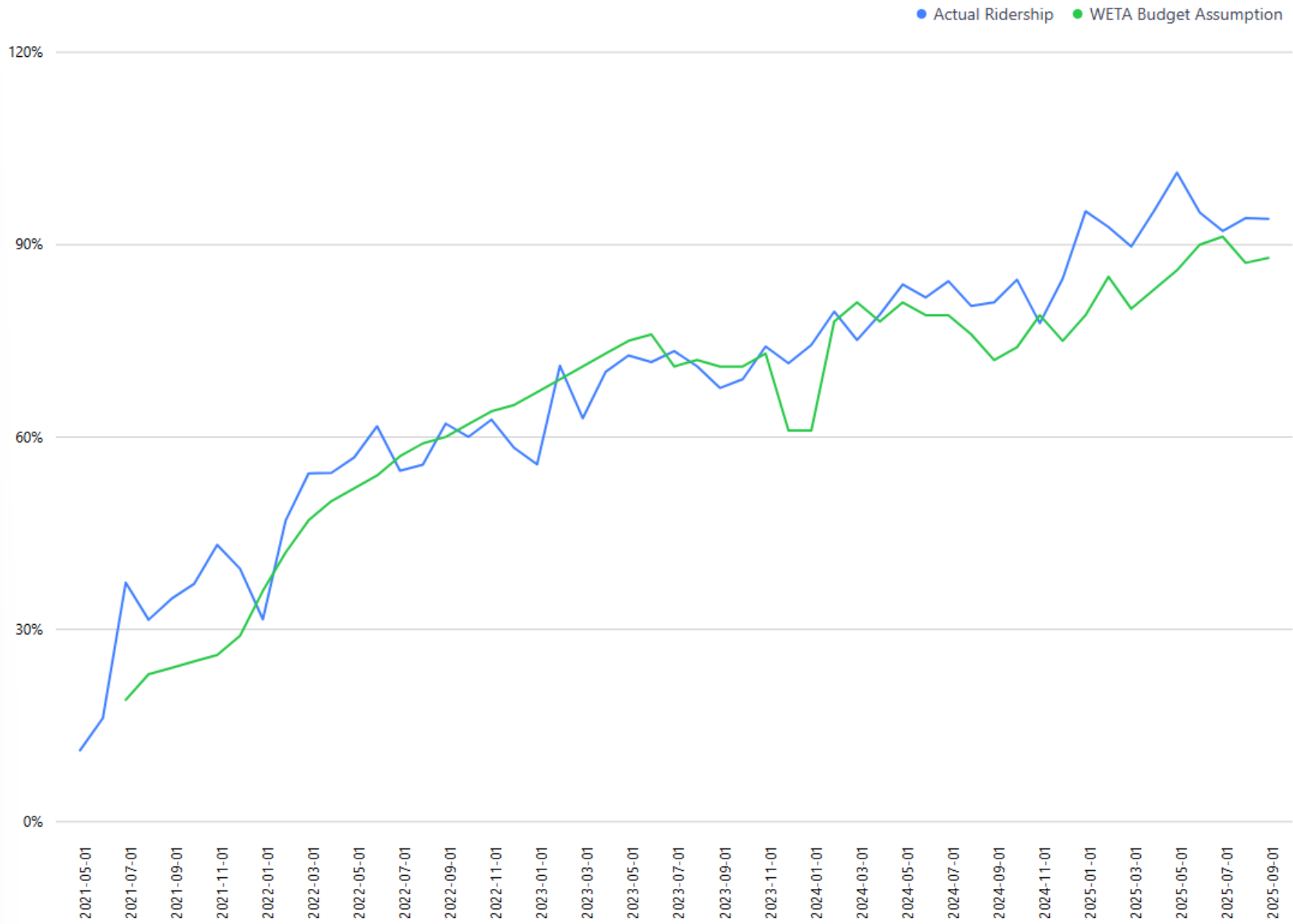
Event ridership is excluded. Holidays with no service are excluded.

### Average Weekday Hourly Ridership



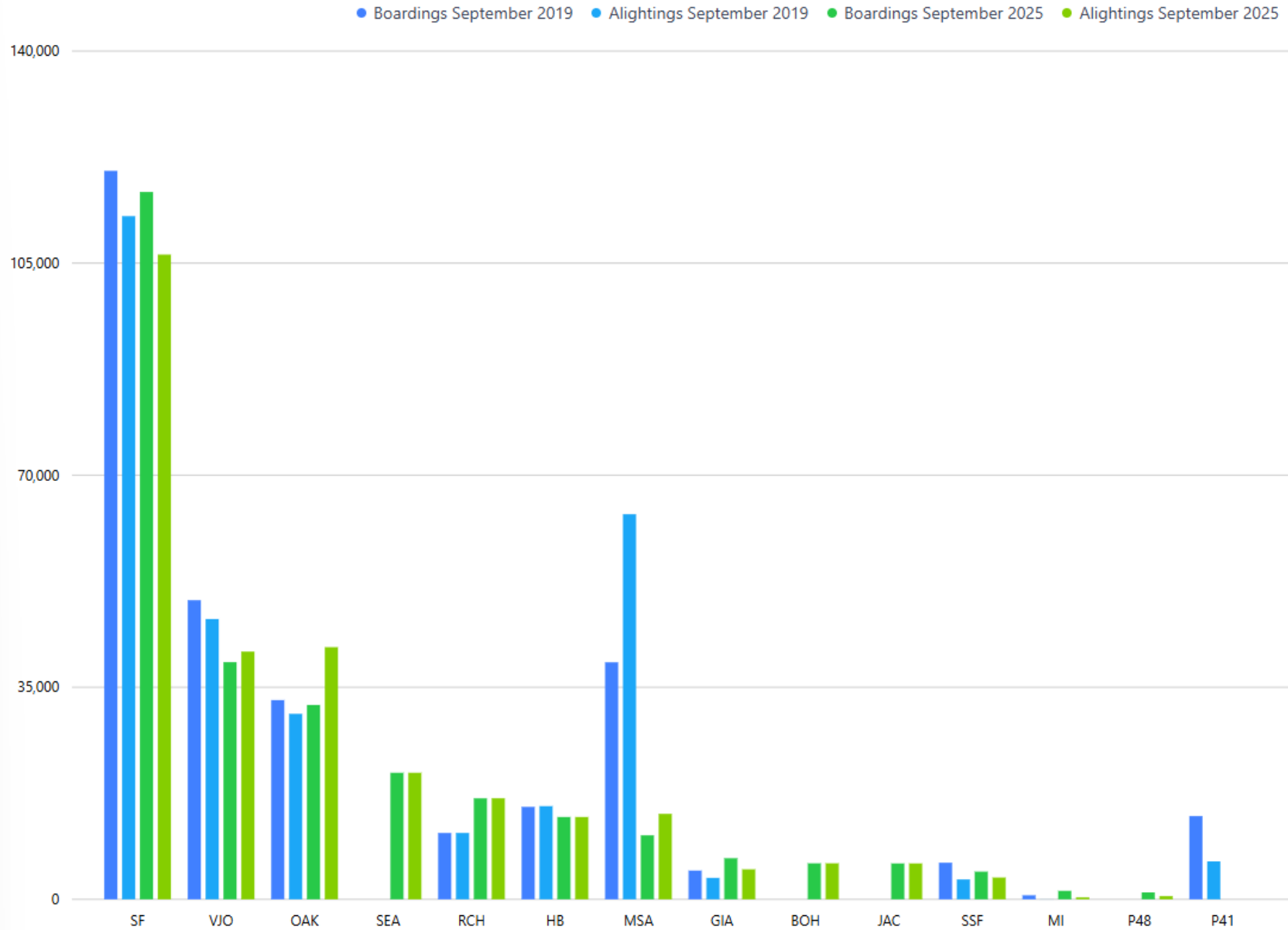
Event ridership is excluded. Scheduled trip segment start time is used.

### Actual vs Budgeted Ridership



Event ridership is included.

### Boardings and Alightings by Terminal Systemwide

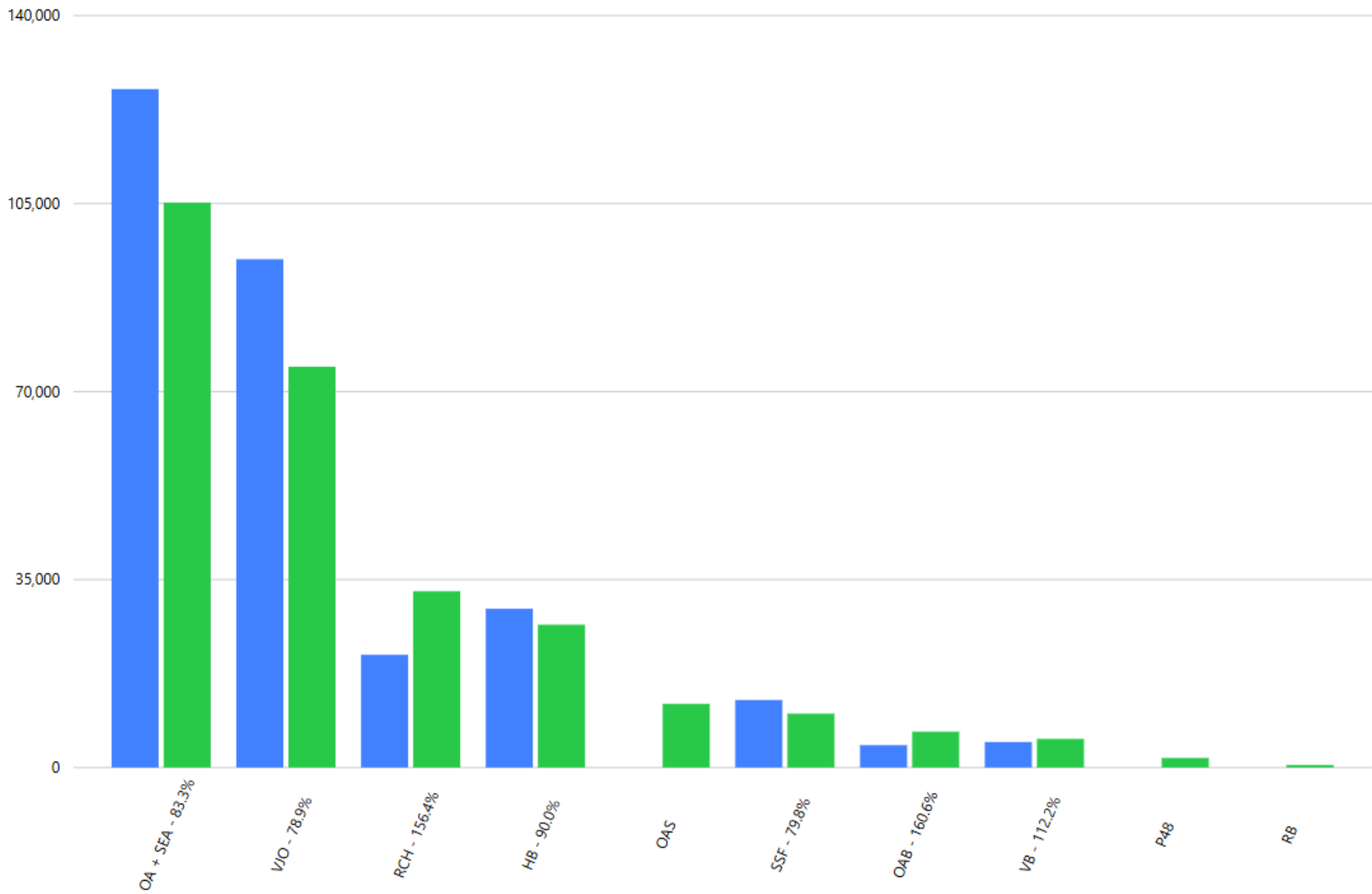


Event ridership is included.

### Ridership Recovery by Route

Combine OA and SEA routes

● September 2019 ● September 2025



Top 10 Weekday Max Out Trip Segments

Origin - Destination	Departure Time	Average Daily Boardings	Trip Segment Count	Max Out % <small>(i)</small>	Mon Max Out % <small>(i)</small>	Tue Max Out % <small>(i)</small>	Wed Max Out % <small>(i)</small>	Thu Max Out % <small>(i)</small>	Fri Max Out % <small>(i)</small>
SF → VJO	18:30:00	366	1	100%	100%				
SEA → SF	08:20:00	251	21	14.3%	0%	40%	25%	0%	0%
SF → OAK	16:30:00	138	21	4.8%	0%	0%	25%	0%	0%
SF → SEA	16:30:00	219	21	4.8%	0%	0%	25%	0%	0%
SF → SEA	15:30:00	125	21	4.8%	0%	0%	25%	0%	0%
SF → VJO	17:20:00	237	21	4.8%	0%	0%	25%	0%	0%
SF → VJO	16:35:00	263	21	4.8%	0%	0%	25%	0%	0%
SEA → SF	09:15:00	111	21	4.8%	0%	0%	25%	0%	0%
VJO → SF	07:15:00	218	21	4.8%	0%	20%	0%	0%	0%

Excludes OAS trip segments

**(i)** Max Out refers to the percentage of trip segments with occupancy greater than or equal to 80%.

### Top 10 Weekend Max Out Trip Segments

Origin - Destination	Departure Time	Average Daily Boardings	Trip Segment Count	Max Out % <sup>i</sup>	Sat Max Out % <sup>i</sup>	Sun Max Out % <sup>i</sup>
SF → VJO	16:05:00	192	8	25%	25%	25%
VJO → SF	09:15:00	206	8	25%	25%	25%
SF → MSA	16:30:00	231	8	12.5%	25%	0%
VJO → SF	11:35:00	201	8	12.5%	25%	0%
VJO → SF	10:20:00	229	8	12.5%	25%	0%

Excludes OAS trip segments

<sup>i</sup> Max Out refers to the percentage of trip segments with occupancy greater than or equal to 80%.

Operational Statistics

	Oakland & Alameda	Richmond	Harbor Bay	South San Francisco	Alameda Seaplane	Vallejo	Oakland Alameda Water Shuttle	Ballpark (Oakland & Alameda)	Chase Center	Ballpark (Vallejo)	Ballpark (Richmond)	Systemwide
Total Ridership September 2025	63,781	32,818	26,602	10,042	41,415	74,627	11,869	6,686	1,777	5,333	482	275,432
Total Ridership August 2025	83,329	36,347	25,290	9,439	39,725	84,696	15,528	7,767	4,296	6,327	0	312,744
Percent Change	-23.5%	-9.7%	5.2%	6.4%	4.3%	-11.9%	-23.6%					-11.9%
Total Ridership September 2025	63,781	32,818	26,602	10,042	41,415	74,627	11,869	6,686	1,777	5,333	482	275,432
Total Ridership September 2024	62,083	26,305	21,535	8,264	30,781	66,531	9,328	5,858	0	3,878	0	237,347
Percent Change	2.7%	24.8%	23.5%	21.5%	34.5%	12.2%	27.2%					16%
Total Ridership FY2026 to date	223,612	103,919	77,956	29,388	123,344	244,699	40,806	20,686	7,054	17,055	739	889,468
Total Ridership FY2025 to date	218,584	85,780	68,533	24,278	95,987	223,751	29,252	16,304	0	10,212	0	780,194
Percent Change	2.3%	21.1%	13.7%	21%	28.5%	9.4%	39.5%					14%
Average Weekday Ridership September 2025	1,628	1,194	1,267	478	1,972	2,604	379	524	532	280		9,584
Weekdays Operated in September 2025	22	22	21	21	21	22	17	7	2	8	0	22
Average Weekend Ridership September 2025	3,496	818				2,166	776	755	714	774	241	8,073
Weekend Days Operated in September 2025	8	8	0	0	0	8	7	4	1	4	2	8
Ridership Per Hour September 2025	136	82	138	76	173	98	80	535	508	291	207	116
Ridership Per Mile September 2025 <sup>†</sup>	9.6	4.5	6.7	4.2	10.4	3.7	37.4	46.8	42	10.4	∞	6
Revenue Hours September 2025	469	401	192	133	240	759	148	12	3	18	2	2,380
Revenue Hours FY To Date	1,442	1,229	587	405	730	2,315	473	42	14	66	5	7,323
Revenue Miles September 2025 <sup>†</sup>	6,678.5	7,324.6	3,973.2	2,415	3,998.4	20,212.7	317.5	143	42.3	512.2	0	45,617.3
Revenue Miles FY To Date <sup>†</sup>	20,539.8	22,419	12,108.8	7,360	12,180	61,731.1	1,014.3	484.5	169.2	1,896.6	0	139,912
% of planned trip segments September 2025	100%	99.7%	100%	100%	100%	100%	98.4%	100%	100%	100%	100%	99.6%
% of trip segments on time September 2025 <sup>‡</sup>	99.5%	99.7%	99.6%	99.6%	99.9%	99.1%						99.5%

<sup>†</sup>Statute miles.

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

MEMORANDUM

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**TO:** Board Members

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

**SUBJECT:** Service Reliability Report – August 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.

This report covers only regular SF Bay Ferry service. It does not include pilot services or special event service.

**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.

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

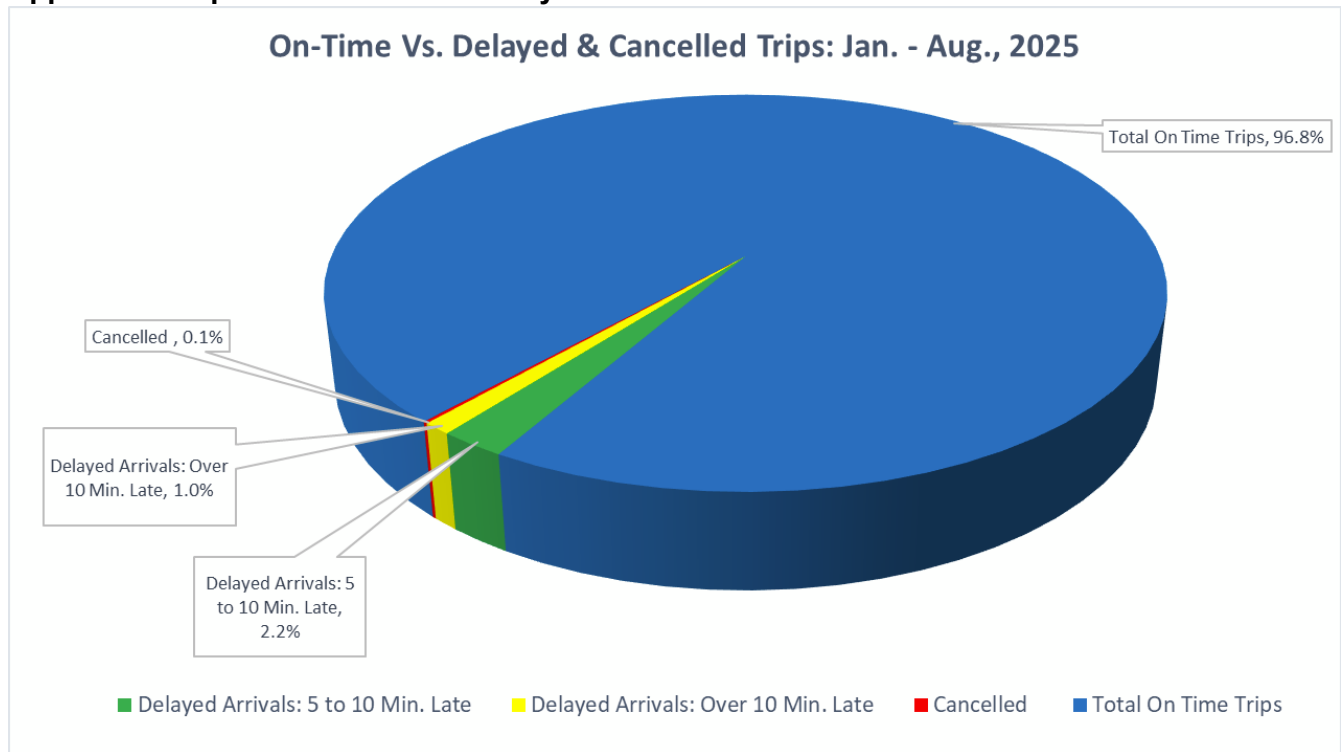
- **Reliability:** SF Bay Ferry completed 4,490 of 4,494 trips in July, for a reliability rate of 99.9%.
- **On-time performance:** In August, 95.3% of SF Bay Ferry's trips were considered on-time, the system's worst figure since January 2025 and just narrowly over the agency goal of 95%. Vallejo weekend on-time performance continues to significantly lag other services, dragging the overall average down. Staff has begun a comprehensive assessment of the issue in anticipation of making service-related changes ahead of the 2026 peak season.
- **Max-Outs:** A total of 37 non-reserved transbay trips hit 98% of maximum capacity in August, with 34 of those coming on weekends. Two of the three weekday max-outs occurred on the

Vallejo route on a day with an afternoon Giants game; the other occurred on a Friday evening on the Oakland & Alameda route.

**While not covered in this report, SF Bay Ferry experience a ticketing system failure on September 27 and 28 that allowed reservations to be oversold for two Giants games on the Oracle Park: Oakland & Alameda service. An investigation is underway and staff will provide additional information at the Board meeting.**

All charts presented include data through August 31, 2025.

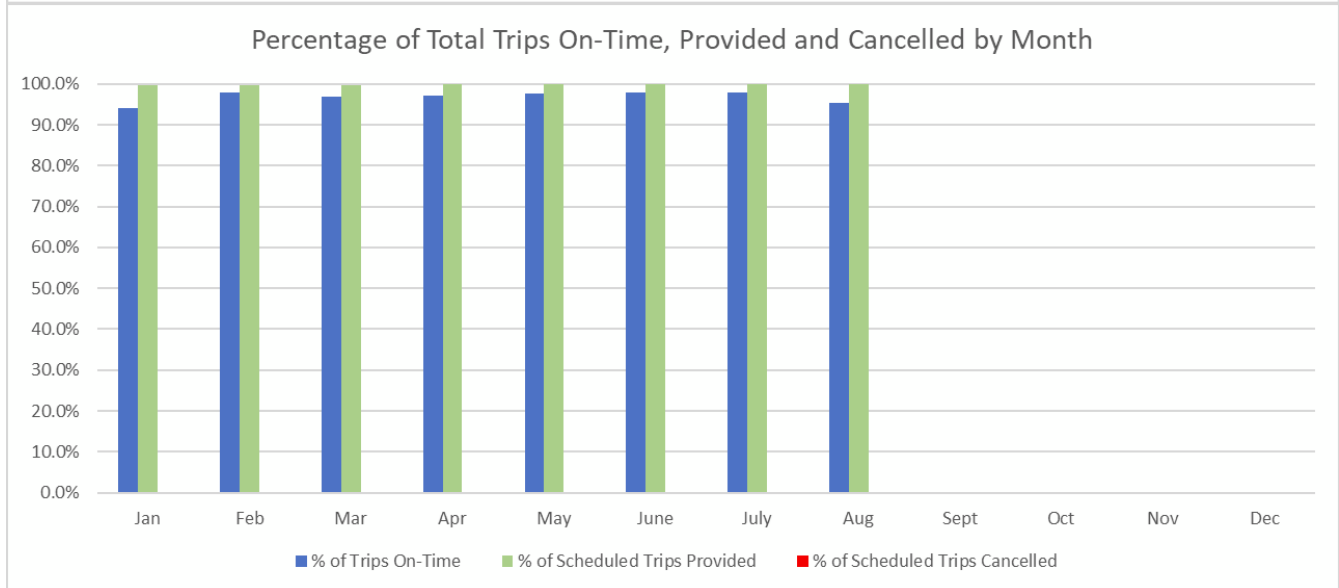
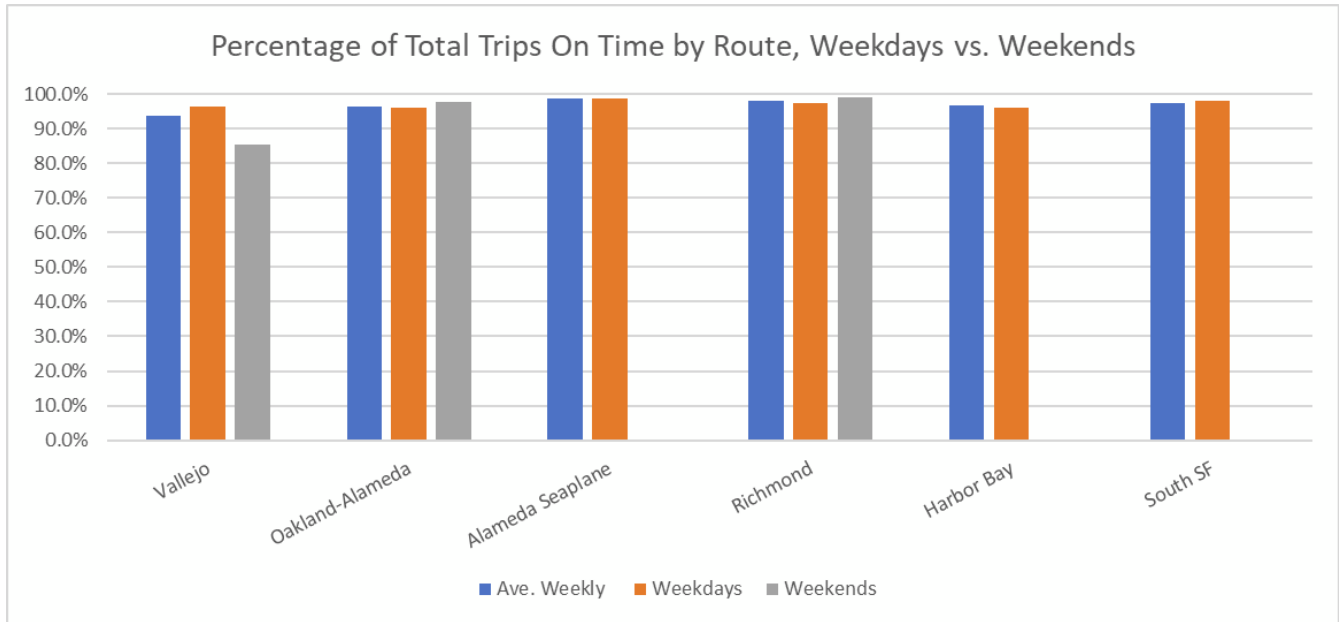
Appendix A. Operations Data Summary



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	5,238	216	95	4	4,927
Oakland-Alameda	11,382	285	110	18	10,987
Alameda Seaplane	5,346	33	26	2	5,287
Richmond	5,284	93	21	12	5,170
Harbor Bay	3,600	72	63	6	3,465
South SF	2,184	32	8	7	2,144
<b>Total System</b>	<b>33,034</b>	<b>731</b>	<b>323</b>	<b>49</b>	<b>31,980</b>
<b>% Distribution</b>	<b>100.0%</b>	<b>2.2%</b>	<b>1.0%</b>	<b>0.1%</b>	<b>96.8%</b>

\* Excludes trips with Unknown Arrival Status

On-Time Performance & Reliability by Month			
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	97.9%	99.9%	0.1%
Aug	95.3%	99.9%	0.1%
Sept			
Oct			
Nov			
Dec			
<b>Year-to-Date Average</b>	<b>96.7%</b>	<b>99.8%</b>	<b>0.2%</b>



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

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

*[September 11, 2025]*

The Board of Directors of the San Francisco Bay Area Water Emergency Transportation Authority met in regular session at the Bay Area Metro Center at 375 Beale Street, San Francisco, CA and via videoconference.

**1. CALL TO ORDER**

Chair James Wunderman called the meeting to order at 1:00 p.m.

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

Chair James Wunderman, Vice Chair Monique Moyer, Director Jessica Alba (remote), Director Michael Henneberry, and Director Pippin Dew were in attendance. In compliance with the Brown Act, Director Alba explained that she was joining the meeting remotely due to health issues and that no one over the age of 18 was in the room with her.

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 discussed the completion of the legislative session and the potential impacts to SF Bay Ferry programs and projects. He emphasized staying informed and working together strategically to protect interests.

Before opening the meeting to the reports of Directors, Chair Wunderman decided to take early public comment for non-agendized items.

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

Executive Director Seamus Murphy introduced Interferry staff CEO Mike Corrigan, Director of Conferences and Finance Shari Coorigan, Board Chairman Tim Mooney, and the Interferry organization stating that the Bay Area maritime community joined efforts proposing to host Interferry 2028 in San Francisco.

Mr. Murphy welcomed Mr. Corrigan who talked about Interferry's dedication to promoting sustainability, safety, and collaboration within the ferry industry and noting Interferry's status with the International Maritime Organization as the sole organization to speak on behalf of the ferry industry.

Chair Wunderman thanked Mr. Corrigan and expressed optimism that San Francisco be considered for hosting Interferry 2028 and said that he and San Francisco Travel (SF Travel) would offer their assistance to help bring the conference to San Francisco and help make the conference a success.

**4. REPORTS OF DIRECTORS**

The Directors thanked the Bay Area Metro Center (BAMC) for hosting the SF Bay Ferry meeting in its beautiful space and the Interferry organization for their efforts on behalf of the ferry industry.

Director Dew said that she would be touring the Marine Group Boat Works (MGBW) shipyard while she was in Chula Vista for the California Association of Realtors conference.

The Directors shared their comments on the future development of shipbuilding in the Bay Area.

## **5. REPORTS OF STAFF**

Mr. Murphy invited Director of Planning Michael Gougherty and Director of Operations and Customer Experience Thomas Hall explain the public outreach process for exploring options for restructuring the South San Francisco ferry service.

Mr. Hall said that SF Bay Ferry was heavily reliant on the Oyster Point employers for survey responses and for outreach but would do additional direct outreach to ferry riders on all routes. He added that staff would be available to talk with employees of those companies that were further from the South San Francisco ferry terminal.

Mr. Murphy invited Mr. Gougherty to provide an update on the pilot service program. He thanked Directors Dew and Henneberry for their feedback and support on the program.

Mr. Gougherty shared his presentation and explained the goals of the program, which are to test new technologies that face constraints using the current operating model and test real market demand for services moving beyond regional transportation demand models.

Mr. Gougherty presented an overview of projects that were in the implementation phase and a preview of the efforts underway for the next round of pilot projects.

The Directors thanked Mr. Gougherty for the encouraging report and asked about how potential projects were identified and suggested working with the cities and the development communities around the bay.

Chair Wunderman asked for a meeting with San Francisco International Airport (SFO) and San Mateo County to determine whether southern peninsula service was feasible.

Mr. Murphy invited Government and Regulatory Affairs Manager Lauren Gularte to provide a legislative update on California Environmental Quality Act (CEQA) exemptions, transit-oriented development projects, and the regional revenue measure and impacts to the ferry program. She added that SF Bay Ferry would be meeting with the Federal Transit Administration (FTA) to discuss battery electric technology to promote the financial sustainability of ferry service.

Mr. Murphy said that there was a medical emergency that resulted in a fatality despite prompt notification and response by crews and first responders. He expressed sympathy and thoughts to the family, crew, and all impacted.

Chair Wunderman acknowledged the unfortunate incident and all impacted.

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

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

## **6. CONSENT CALENDAR**

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

- a. Approve Board Meeting Minutes – August 14, 2025
- b. Authorize the Submittal of a Revised Allocation Request to the Metropolitan Transportation Commission for FY 2025/26 Regional Measure 1 (RM1) Bridge Toll Funding

- c. Approve Sole Source Contract Award to Pacific Power Group, LLC for the MV Mare Island and Intintoli MCU Upgrades
- d. Approve Sole Source Contract Award to Lescure Company Inc. for the North Bay Fuel Facilities Upgrade

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

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

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

**7. AUTHORIZE THE SUBMITTAL TO THE METROPOLITAN TRANSPORTATION COMMISSION OF AN ALLOCATION REQUEST FOR \$8,886,000 IN REGIONAL MEASURE 3 CAPITAL FUNDS FOR THE HYDRUS CLASS CONVERSION TO BATTERY-ELECTRIC FERRIES PROJECT**

Grants Manager Jennifer Raupach presented this item recommending authorizing the Executive Director, or his designee, to execute and submit an allocation request and related assurances to the Metropolitan Transportation Commission (MTC) for Regional Measure 3 (RM3) funds in the amount of \$8,886,000 to support the *Hydrus* Class Conversion to Battery-Electric Ferries Project.

Ms. Raupach noted that the correct total funding for the project was \$23.5 million. She invited Director of Project Delivery and Engineering Timothy Hanners to provide a brief update and timeline on the *Hydrus* class conversion.

Mr. Hanners said that the *Hydrus* class conversion was the first retrofit project for the SF Bay Ferry fleet to ensure compliance with California Air Resources Board (CARB) mandates to significantly reduce emissions.

Mr. Hanners explained the engines from the converted vessels would be held as spares and eventually sold once the conversion on the four vessels was complete.

Director Henneberry made a motion to adopt Resolution No. 2025-33 approving this item.

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

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

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

**8. MEMORANDUM OF UNDERSTANDING WITH SAN MATEO COUNTY HARBOR DISTRICT FOR 2026 SOUTH SAN FRANCISCO DREDGING EVENT**

Capital Planning Manager Chad Mason presented this item authorizing the Executive Director to execute a Memorandum of Understanding (MOU) with the San Mateo County Harbor District (SMCHD) for the 2026 South San Francisco dredging event.

Mr. Mason explained that coordinating dredging efforts promoted efficiency and less disruption to the recreational boaters and the ferry service.

Vice Chair Moyer expressed her appreciation for coordination efforts relating to environmental concerns and addressing indemnification in the MOU.

**PUBLIC COMMENT**

Genentech Senior Transportation Program Manager Andre Huff asked about accessing the Oyster Point Marina during dredging.

Mr. Mason said dredging would disrupt ferry service but not access to the Marina.

Director Dew made a motion to adopt Resolution No. 2025-34 approving this item.

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

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

**9. APPROVE ACTIONS RELATIVE TO RFQ 25-003 TREASURE ISLAND ELECTRIFICATION CONSTRUCTION MATERIALS PROCUREMENT**

Project Manager Minh Tran presented this item recommending approving the following actions related to RFQ 25-003 Treasure Island Electrification Construction Materials Procurement:

1. Approve contract award to Wesco Distribution, Inc. for the procurement of electrification construction materials in the amount of \$339,298.54.
2. Authorize the Executive Director to negotiate and enter into an agreement and take any other related actions as may be necessary to support this work.

Director Dew voiced concerns about potential delays related to infrastructure. Mr. Tran said that coordination with the San Francisco Public Utilities Commission (PUC) was being closely managed to ensure an efficient process.

Chair Wunderman expressed his excitement about the Treasure Island project.

Director Alba made a motion to adopt Resolution No. 2025-35 approving this item.

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

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

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

**10. SEA CHANGE HYDROGEN FERRY DEMONSTRATION PROJECT EVALUATION REPORT**

Transportation Planner Gabriel Chan presented this item recommending receiving the Sea Change Hydrogen Ferry Demonstration Project Evaluation Report.

Mr. Chan shared his presentation on the overview of the three phases of pilot projects and discussed some of the successes and challenges.

Mr. Murphy added that the project was a collaborative effort and that the vessel was meant for learning and a chance to test new technology.

Chair Wunderman said he was supportive of different technologies and that hydrogen could potentially overcome limitations of batteries.

Mr. Hall added that the vessel was put into a service based upon the characteristics of the vessel in both capacity and speed. He noted that the crew is the only crew in the world that can operate the hydrogen vessel.

Director Henneberry made a motion to receive the report.

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

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

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

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

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

With all business concluded, Chair Wunderman adjourned the meeting at 2:41 p.m.

- Board Secretary

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

MEMORANDUM

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**TO:** Board Members

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

**SUBJECT:** Approve Contract Award to Marine Group Boat Works LLC for Repair and Drydock Services for the MV *Intintoli*

**Recommendation**

Approve contract award to Marine Group Boat Works, LLC for Repairs and Drydock for the MV *Intintoli* in an amount not to exceed \$390,064.60, and approve a contingency in the amount of \$165,000, and authorize the Executive Director to negotiate and execute an agreement and take any other related actions to support this work.

**Background**

Passenger ferry vessels require a biennial United States Coast Guard (USCG) dry dock inspection which includes an extensive hull inspection. The MV *Intintoli's* current Certificate of Inspection (Certificate) expires on October 31, 2025. Passenger vessels are not allowed to operate in passenger service beyond the expiration date until a successful USCG examination has taken place and a new Certificate has been issued by the USCG.

The capital maintenance plan requires servicing one of the vessel's water jet units to keep the vessel in good working condition. The unit, or parts of it, will be removed and replaced with a spare that is already on hand. Removing the water jet requires the vessel to be in drydock, out of the water. The removed unit will then be sent to a manufacturer-authorized repair facility for refurbishment and, once complete, placed back into inventory as a spare. This swap-out method shortens the time the vessel is out of service and reduces overall costs.

In addition to the water jet work, repairs will be made to the vessel's transom. These repairs can be done more safely and efficiently while the vessel is in drydock. During this time, the USCG will also complete the required biennial drydock inspection and take care of any necessary follow-up work.

**Discussion**

SF Bay Ferry staff released a Request for Proposal (RFP) for the MV *Intintoli* Repairs and Drydock project on August 15, 2025. SF Bay Ferry received three responsive proposals by the due date. The RFP complies with the Federal Transit Administration (FTA) procurement requirements and SF Bay Ferry's Administrative Code, in which SF Bay Ferry considers both price and other factors to determine the overall best value. Notice of the RFP was posted to SF Bay Ferry's website, the Bonfire procurement platform, and advertised publicly. Pursuant to the RFP, an evaluation committee evaluated proposals according to the criteria set forth in the RFP. The result of the evaluation is listed in table 1 below.

**Table 1**

	Total	Project Understanding and Approach	Proposers Qualifications and Experience	Price proposal
Supplier	/ 100 pts	/ 25 pts	/ 25 pts	/ 50 pts
Marine Group Boat Works	86.6	22	21.6	43
Bay Ship & Yacht	85.6	17.8	17.8	50
Lind Marine LLC	65.9	16.5	15.7	33.7

The Evaluation Committee determined through the evaluation process that Marine Group Boat Works (MGBW) provided the best technical solution for the services required. MGBW possesses the personnel, knowledge, and facility most capable of performing the required services. The price proposal by MGBW was within a 5% range of the independent cost estimate for this specified work and is considered fair and reasonable.

**DBE/SBE Participation**

WETA's overall annual Disadvantaged Business Enterprise (DBE) goal is 0.14% and Small Business Enterprise (SBE) goal for Fiscal Year 2025/26 is 5% for FTA-assisted contracts. Staff has determined that Contractor has complied with the contract DBE requirements. At this time, 0.0% DBE participation and 0.0% SBE participation is anticipated during the performance of this contract.

**Fiscal Impact**

The Intintoli Repairs and Drydock is included in the 2025/26 Capital Budget and is funded with Federal Transit Administration (FTA) 80% and Regional Measure 1 (RM 1) 20%.

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

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

**RESOLUTION NO. 2025-36**

**APPROVE CONTRACT AWARD TO MARINE GROUP BOAT WORKS, LLC FOR  
MV *INTINTOLI* REPAIRS AND DRY DOCK**

**WHEREAS**, On August 15, 2025, SF Bay Ferry released a Request for Proposal (RFP) for drydocking and repair work for the MV *Intintoli*; and

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

**WHEREAS**, based on the requirements and evaluation criteria in the RFP, the evaluation committee determined that the proposal received in response to the RFP from Marine Group Boat Works, LLC was the highest ranked, was complete and responsive to the RFP, and that Marine Group Boat Works, LLC is qualified to perform the work; and

**WHEREAS**, as required by federal procurement requirements, staff determined Marine Group Boat Works' price is fair and reasonable; and

**WHEREAS**, the Executive Director recommends the Board approve a contract award to Marine Group Boat Works, LLC for the MV *Intintoli* Repairs and Dry Dock in the amount of \$390,064.60 and establish a contract contingency in the amount of \$165,000 for any additional repairs that only become apparent once the vessel is in drydock; now, therefore, be it

**RESOLVED**, that the Board of Directors hereby approves a contract award to Marine Group Boat Works, LLC for the MV *Intintoli* Repairs and Dry Dock in the amount of \$390,064 and establishes a contract contingency in the amount of \$165,000; and be further

**RESOLVED**, that the Board of Directors authorizes the Executive Director to take any additional actions necessary 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 October 9, 2025.

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2025-36

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

**MEMORANDUM**

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**TO: Board Members**

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

**SUBJECT: Long-term RM3 Capital Funding Outlook**

**Recommendation**

There is no recommendation associated with this informational item.

**Background**

In May 2024 staff presented an update on SF Bay Ferry's long-term financial outlook for service operations. That update indicated that current operations could be sustained through FY 2033, provided that all Regional Measure 3 (RM3) operating funds received annually and held in reserve are applied to subsidize service. This outlook has supported advocacy efforts with local, regional, and state policymakers to secure an opportunity for new revenue through California Senate Bill 63 (SB 63) that would help sustain operations through FY 2037. If the revenue measure authorized by SB 63 is approved by Bay Area voters, sustaining and improving transit service in the Bay Area beyond that FY 2037 time horizon will require additional investment in some capacity.

This report provides a long-term financial outlook for SF Bay Ferry's capital program and disposition of RM3 capital funds that parallels the SB 63 timeframe. In 2023, \$300 million in RM3 capital funds were made available for SF Bay Ferry to develop infrastructure and vessels to support current and future services. To date, \$76.3 million has been allocated, and has successfully leveraged external funding to support several major capital projects, including:

- **Mission Bay Ferry Terminal** – A total of \$26 million allocated, enabling SF Bay Ferry and the Port of San Francisco to move forward with construction.
- **Berkeley Pier/Ferry Project** – Up to \$3 million allocated to advance environmental review and final design of a City of Berkeley-led effort.
- **Zero-Emission Vessels** – Nearly \$38 million allocated to construct five new battery-electric vessels.
- **Hydrus Zero-Emission Conversion** – Nearly \$9 million for the conversion of the M.V. Hydrus to zero emission battery electric propulsion.

These investments represent a significant expansion of service to the fastest growing neighborhoods in the region. They also set the foundation for the system's transition to zero-emission service, which is required for these expansion services to proceed in a way that meets California Air Resources Board regulations.

Together with new terminals at Treasure Island and Mission Bay, the delivery of three 150-passenger electric vessels will allow SF Bay Ferry to launch two expansion services within the next three years and complete Phase 1 of the Rapid Electric Emission-Free Ferry (REEF) Program.

Delivery of the two 400-passenger electric vessels will mark the initiation of Phase 2 of the REEF Program, ultimately enabling the electrification of the Seaplane Lagoon and Harbor Bay routes and representing a major step toward compliance with the CARB-approved SF Bay Ferry Alternate Control of Emissions (ACE) Plan.

To operate the new battery electric vessels to their full capacity, charging infrastructure will be required at the REEF Phase 1 terminals, and at Seaplane Lagoon, Harbor Bay, and Downtown San Francisco Gate G. While significant federal, state, regional, and local funding has been secured, additional RM3 allocations will be needed to close funding gaps for this infrastructure and award construction contracts.

Additional anticipated RM3 capital fund allocations for FY 2026 include:

1. \$16.2 million – Universal Charging Float at Seaplane Lagoon Terminal
2. \$10.3 million – Universal Charging Float at Downtown SF Gate G Terminal
3. \$12.7 million (estimated) – Universal Charging Float and landside infrastructure at Harbor Bay Terminal

The first two allocations are recommended for approval on this month's Board agenda. The Harbor Bay allocation request is anticipated to come before the Board prior to the close of FY 2025/26. Pending those approvals, SF Bay Ferry will have committed \$115 million of its \$300 million RM3 capital allocation.

### **Discussion**

A crucial element of SF Bay Ferry's long-term capital outlook is assessing how much RM3 funding will remain available for future projects once near-term expansion and charging infrastructure needs are met. Assuming all three of the anticipated FY 2025/26 allocations are approved, approximately \$185 million will remain.

A substantial portion of this balance will be required for state-of-good-repair investments. Fleet expansion and electrification will increase capital maintenance costs beyond the capacity of existing revenue sources beginning in FY 2027. Future maintenance expenses include periodic capital rehabilitation of both facilities and vessels. Existing major revenue sources include Transit Capital Program funds allocated by MTC, STA State of Good Repair funds, and other regional bridge toll measure funds historically used by SF Bay Ferry to provide required local matching funds.

To frame available resources, staff developed three scenarios projecting capital budget costs, funds, and needs through FY 2037. This timeframe was selected because it matches the horizon year for SB 63, beyond which operating and capital revenue needs for regional operators including SF Bay Ferry are planned to be addressed through a yet undetermined regional or state initiative.

These scenarios provide vital context for some of the most important future questions and challenges facing the agency, including:

- What objectives are achievable when it comes to SF Bay Ferry's expansion and zero-emission transition priorities?
- How should RM3 be prioritized to accomplish these priorities?
- How successfully will RM3 funds need to be leveraged to achieve the outcomes we are seeking?

**Scenario A: Focus on REEF** - This scenario represents the current implementation baseline for the overall SF Bay Ferry Capital Program through FY 2037.

- Phases 1, 2, and 3 of the REEF Program would be fully developed, including design, permitting, funding and construction of all required facilities and vessels.
- The Capital Program scope includes electrification of **five** existing routes (Seaplane, Harbor Bay, Oakland, Richmond, South SF) and delivery of **12** large battery electric vessels.
- Project capital budgets for the Berkeley and Redwood City expansion projects would not be fully funded; however, key planning and design work with the partner cities would continue.
- Project capital budgets for service enhancement projects would not be fully funded and would require new revenue sources to complete.

*Key Financial Metrics:*

- RM3 Capital Funds for State of Good Repair: *\$163M*
- Remaining RM3 Capital Funds: *\$22M*
- Unfunded Need for New Capital: *\$417M*

**Scenario B: Modified REEF Program** - Compared to Scenario A, this scenario represents a scaled-back approach in terms of delivering the REEF Program through FY 2037.

- Phases 1, and 2 of the REEF Program would be fully developed, including design, permitting, funding and construction of all facilities and vessels.
- The Capital Program scope includes electrification of **three** (Seaplane, Harbor Bay, Oakland) existing routes and delivery of **eight** large battery electric vessels.
- Implementation of Phase 3 of the REEF Program would be deferred.
- Enhancement and expansion projects deferred in Scenario A would also be deferred in Scenario B.

*Key Financial Metrics:*

- RM3 Capital Funds for State of Good Repair: *\$141M*
- Remaining RM3 Capital Funds: *\$44M*
- Unfunded Need for New Capital: *\$244M*

**Scenario C: Modified REEF Program + Expansion** - Compared to Scenario A and B, this scenario further scales back delivery of the REEF Program through FY 2037 but does assume capital budgeting for expansion projects.

- Phases 1 of the REEF Program would be fully developed while Phase 2 would be partially developed.
- The Capital Program scope includes electrification of **two** existing routes (Seaplane, Harbor Bay) and delivery of **four** large battery electric vessels.
- This scenario includes capital budget for delivery of three battery electric vessels to support the Berkeley Ferry expansion route.

- Electrification of the Oakland route under Phase 2 of the REEF Program would be deferred.

**Key Financial Metrics:**

- RM3 Capital Funds for State of Good Repair: *\$151M*
- Remaining RM3 Capital Funds: *\$34M*  
Unfunded Need for New Capital: *\$180M*

These scenarios highlight the important decision(s) that will be forthcoming concerning how to proceed with implementation of the SF Bay Ferry capital program and the resultant impact on the magnitude of RM3 capital funds that would remain available to support future capital projects. SF Bay Ferry has been successful in using its RM3 capital allocations to leverage external funds. To date, each capital dollar allocated from RM3 has leveraged nearly \$2.80 in additional external funds. As indicated in Table 1 below, a higher rate of future leverage will be necessary to meet the needs of the SF Bay Ferry Capital Program through FY 2037 in all scenarios considered.

**Table 1: RM3 Capital Funds Leveraging by Scenario**

	<b>Remaining RM3 Capital Funds</b>	<b>Total Funding Need</b>	<b>Leveraging Factor</b>
<b>Scenario A</b>	\$ 22,000,000	\$ 417,000,000	18.0
<b>Scenario B</b>	\$ 44,000,000	\$ 244,000,000	4.5
<b>Scenario C</b>	\$ 34,000,000	\$ 180,000,000	4.3

The concept and need to leverage limited RM3 funds to secure external funds is supported by the 2050 Service Vision and Expansion Policy adopted by the Board in May 2024. For example, the Expansion Policy states that SF Bay Ferry will leverage available capital funds, including RM3 funds, to secure external funding covering at a minimum 80 percent of new terminal construction costs. External fund sources can include new federal, state, regional, local, or private contributions. Staff will continue to aggressively seek new sources of external funds to supplement the limited RM3 capital funds available to SF Bay Ferry.

The outlook presented here is preliminary and intended to inform near-term decisions on allocating RM3 funds for charging infrastructure to support the five zero-emission vessels currently under contract. A comprehensive financial plan, including recommended scope, costs, funding, and cash flow, will be developed as part of the 2050 Business Plan. Staff will continue working with the Board’s Business Plan subcommittee to refine these scenarios and shape a recommended path forward, with a draft final Business Plan expected for Board review in late 2025 or early 2026.

**Fiscal Impact**

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

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

**MEMORANDUM**

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**TO: Board Members**

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

**SUBJECT: Approve Amendments to Fiscal Year 2025/26 Capital Budget**

**Recommendation**

Approve the FY 2025/26 Capital Budget for changes in expenditure authority for Terminal Electrification at Downtown San Francisco and Seaplane Lagoon terminals.

**Background**

At the June meeting, the Board approved a capital budget that anticipated nearly \$497 million in capital projects in the coming years for both necessary state of good repair capital projects and the SF Bay Ferry Rapid Electric Emissions-Free Ferry (REEF) Program. Of that total program, a projected \$147 million is approved to be spent in FY 2025/26.

**Discussion**

Throughout the past year, staff has presented information to the Board on the scope and challenges of delivering the REEF program. A fundamental challenge has been identifying in advance the costs associated with the current bidding environment and in particular the impact of supplier price increases. Both have led to significant increases in prices for the capital projects envisioned in the SF Bay Ferry Capital Program. On today's agenda, there is a contract award for the first two Universal Charging Floats (UCFs) to support the REEF Program. The award is necessary to allow the operation of electric vessels between East Bay communities and San Francisco. Because the project costs are higher than anticipated, the amounts specified in the capital budget approved by the Board are insufficient for the current proposed award.

As a result of the thorough bidding process and discussion throughout that process by staff and marine construction consultants, the recommendation on the agenda today is to award a contract for fewer UCFs than originally planned and to increase the budget to facilitate advancing the program.

**Downtown San Francisco Gate G:**

The Gate G UCF is the first of three UCFs to be installed at the three Downtown SF Terminal gates to provide necessary charging capability. The FY2025/26 Capital Budget included a total project authorization for the UCF of \$24.0 million, with \$20.9 million needed during the Fiscal Year. The project budget requires an increase of \$6 million, resulting in a new total project authorization of \$30 million. This project is funded by a number of grant sources, including:

- Federal FTA Grant funding: \$8,728,500
- State CEC funding: \$192,486

- State TIRCP funding: \$10,856,000
- Regional Measure 1 (RM1): \$8,000
- Regional Measure 3 (RM3): \$10,270,000

The RM3 allocation that follows this item on the agenda will authorize the \$10.3 million in RM3 funding required to provide the total revenue for this project. In addition to a total project increase to \$30 million, a revision of the amount needed during FY 2025/26 is also requested. As the procurement process extended and the scope of the award was revised, the amount needed during the fiscal year is now \$12.5 million, which is lower than the original authorization of \$24.0 million. Therefore, today's recommended action will increase the total project budget but reduce the Fiscal Year authorization.

**Alameda Seaplane Lagoon:**

The Seaplane Lagoon UCF was anticipated to require a total project budget of \$17,280,000, with a Fiscal Year 2025/26 amount of \$6,617,500. Today's recommended change is to increase the Seaplane UCF project budget to \$28,358,175 and to increase the Fiscal Year amount to \$10,973,131.

The project budget is changing due to a volatile procurement environment and also because the Seaplane Lagoon Terminal is now receiving a new UCF rather than a retrofitted charging float. This change in scope will allow the Seaplane Lagoon Terminal to be among the first to receive electric service. This reflects the route's rapid growth in ridership and importance to the SF Bay Ferry network. While the Seaplane Terminal cost increases with the switch to a new UCF, the change allows other float projects, including Harbor Bay, to benefit from savings associated with receiving a retrofitted float at a projected lower cost.

This project is funded by a number of grant sources, as outlined below.

- Federal FTA Grant funding: \$4,690,500
- State CEC Funding: \$4,000,000 (pending)
- Alameda Measure BB: \$3,481,500
- Regional Measure 3 (RM3): \$16,186,500

The significant investment in RM3 funding for this project is in recognition of the importance of this UCFs to the REEF program. The two 400-Passenger electric vessels currently in production for SF Bay Ferry will be utilized first on the Downtown SF to Seaplane Lagoon route as one of the highest ridership electrified routes in the system. The State CEC funding amount is currently only in the application phase and grant awards are anticipated in December. There is a possibility that an additional RM3 allocation will be required if SF Bay Ferry is not successful in its efforts to secure this funding for the project from the CEC.

**Fiscal Impact**

Approval will decrease the FY2025/26 budget by \$3,961,267 and increase the SF Bay Ferry capital program by \$17,079,467.

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

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

**RESOLUTION NO. 2025-37**

**ADOPTION OF AMENDMENT TO THE FISCAL YEAR 2025-2026 CAPITAL BUDGET**

**WHEREAS**, the WETA Board of Directors approves annual Operating and Capital Budgets; and

**WHEREAS**, the Board adopted the Fiscal Year 2025/2026 (FY 2026) Capital Budget in the amount of \$147,123,154 on June 12, 2025; and

**WHEREAS**, the FY 2025/26 Capital Budget includes \$20,854,971 for the new Universal Charging Float at San Francisco Gate G and \$6,617,500 for the new Universal Charging Float at Seaplane Lagoon ferry terminal; and

**WHEREAS**, the total project budgets for both Universal Charging Float projects are changing, in acknowledgment of both changes in scope and timing, requiring adjustments to the current FY 2026 Capital Budget; and

**WHEREAS**, the Executive Director and Chief Financial Officer recommend that the Board amend the FY 2026 Capital Budget to reflect changes to the two Universal Charging Float projects, which changes are as follows:

- Increase the Seaplane Lagoon UCF authorization from \$6,617,500 to \$10,973,131.
- Decrease San Francisco Gate G authorization from \$20,854,971 to \$12,538,073; and

**WHEREAS**, the Executive Director and Chief Financial Officer recommend that the Board decrease the overall FY 2025/26 capital budget by \$3,961,267 to a new amount of \$143,161,887 to reflect the above changes; now, therefore, be it

**RESOLVED**, that the Board of Directors hereby adopts an amendment to the FY 2025/26 Capital Budget to reduce the total capital budget authorization for Fiscal Year 2026 by \$3,961,267 as follows:

- Increase the Seaplane Lagoon UCF authorization \$4,355,631 to \$10,973,131.
- Decrease San Francisco Gate G authorization \$8,316,898 to \$12,538,073; and

**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 October 9, 2025

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2025-37

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

MEMORANDUM

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**TO:** Board Members

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

**SUBJECT:** Authorize the Submittal to the Metropolitan Transportation Commission of an Allocation Request for \$16,186,500 in Regional Measure 3 Capital Funds for the Seaplane Ferry Terminal Float Project

**Recommendation**

Authorize the Executive Director, or his designee, to execute and submit an allocation request and related assurances to the Metropolitan Transportation Commission (MTC) for Regional Measure 3 (RM3) funds in the amount of \$16,186,500 to support the Seaplane Ferry Terminal Float Project.

**Background**

The Downtown SF Ferry Terminal is the hub of SF Bay Ferry's Rapid Electric Emission-Free (REEF) Program and supports service between East Bay communities and Downtown San Francisco. Providing transbay service with battery-electric vessels is a key part of SF Bay Ferry's effort to decarbonizing its fleet under the REEF Program. The construction of the Universal Charging Float (UCF) and installation at the Seaplane Terminal is necessary to support electric charging of these vessels during service hours. The new UCF will be capable of charging the five all-electric vessels currently being procured by SF Bay Ferry.

**Discussion**

The RM3 funding that will be allocated from MTC will provide the necessary final funding for the Seaplane Lagoon UCF, which is projected to require a total of \$28.4 million to complete. The RM3 funding will fill the gap between funding already secured and this project budget. Other funds previously committed and secured are \$4.7 million in Federal Transportation Administration (FTA) funds, \$4.0 million in California Energy Commission (CEC), and \$3.5 million in Alameda Measure BB funding.

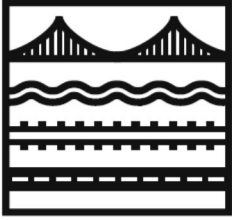
As a part of MTC's RM3 Policies and Procedures, project applicants are required to adopt resolutions formally authorizing project applications with MTC and provide various assurances. The full list of certifications and assurances are contained in the Board Resolution associated with this item. The RM3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

This item allows staff to move forward to request an allocation of RM3 funds from MTC in the amount of \$16,186,500 for the Project. Attachment B provides a summary of the RM3 capital allocation requests to date.

**Fiscal Impact**

The Project is 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 project is \$28.4 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	5.7
Subproject Title	Seaplane Ferry Terminal Universal Charging Float (UCF)
RM3 Funding Amount	\$16,186,500

#### I. Overall Subproject Information

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

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

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

The requested RM3 allocation will fund the construction phase of an electrified Universal Charging Float (UCF) located at SF Bay Alameda Seaplane. The UCF will support the development of zero emission electric ferry service between the existing Alameda Seaplane and Downtown San Francisco ferry terminal using vessels currently under construction. The UCF will be constructed to contain vessel charging equipment and a battery storage system at the Alameda Seaplane terminal and is specifically designed to enable up to 6 MW direct current charging of electric ferries on either side of the float. The float will internally contain all systems required to safely convert medium voltage utility power and deliver it to the vessels and will incorporate a lithium-ion battery energy storage system. The UCF will be arranged with a central promenade deck, supporting passenger movement between the gangway and the vessels, similar to the arrangement on existing floats used.

To accommodate for the charging infrastructure and power demands of new electric zero-emission ferries, the UCF will be arranged with several machinery spaces located beneath the main promenade deck. The machinery spaces will contain power conversion equipment, electrical distribution panels,



firefighting systems, cooling systems, HVAC and battery energy storage. Above deck, the UCF will also have vessel charging towers, charging platforms, and an automated line tensioning system.

The construction of the Universal Charging float at the Alameda Seaplane terminal, is a critical component of Agency's Rapid Electric Emission-Free (REEF) Ferry Program. The REEF Program will expand the regional ferry system by providing the improvements necessary to meet the high-frequency service demands of the fast-growing housing and employment centers in the San Francisco Bay Area, regionally serving sports and entertainment venues in SF, and new SF neighborhoods with very dense housing and related amenities. The installation of the UCF at the Seaplane terminal allows SF Bay Ferry to deploy its new electric ferry vessels currently under construction on one of the most popular, high ridership routes in the ferry system.

The Universal Charging Float (UCF) at the Seaplane terminal is critical for the implementation of battery electric vessel operations because opportunity charging is required at the terminal for sustained vessel operations. The space required for battery energy storage and ferry-scale charging components cannot reasonably be accommodated on shore and thus these components require a re-design and replacement of the existing terminal float.

### **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 utmost 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 Universal Charging Float 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.

#### **c. 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 the Universal Charging Float build.

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 and float 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



## Regional Measure 3 Initial Project Report

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. Most recently, SF Bay Ferry has entered into contracts with two shipyards for the construction of three 150-passenger and two 400-passenger all electric ferry vessels for delivery occurring over the next several years.

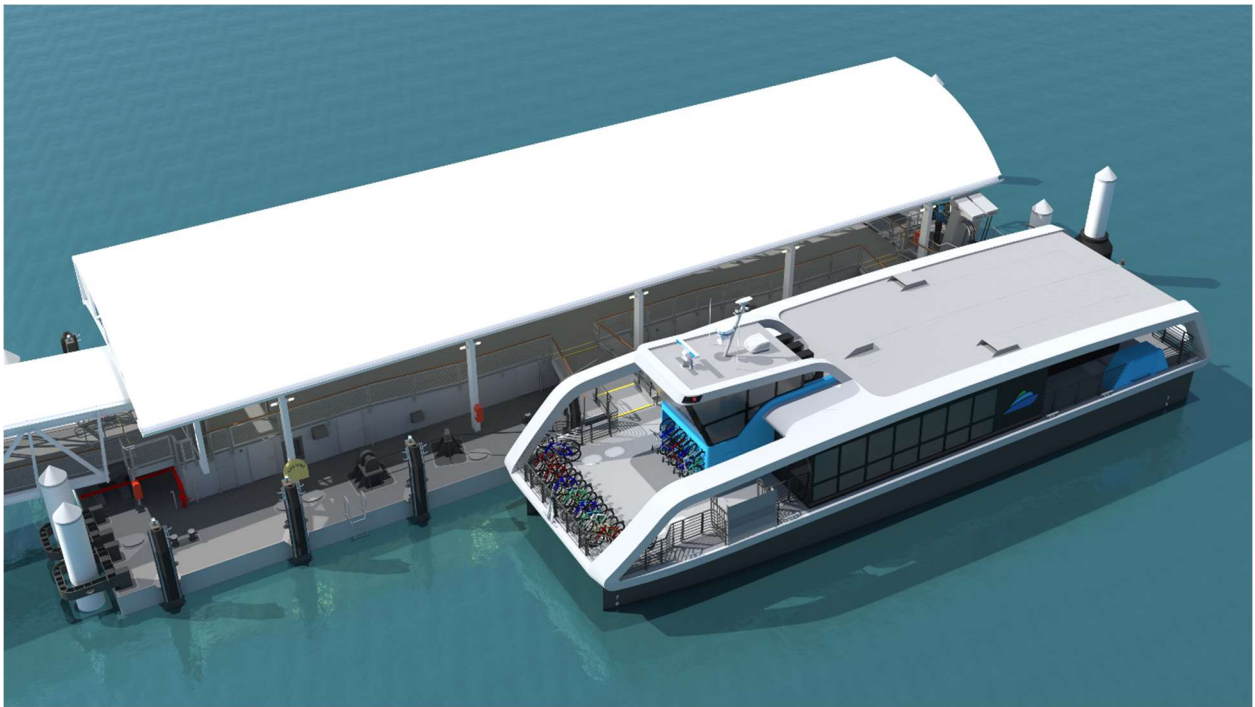
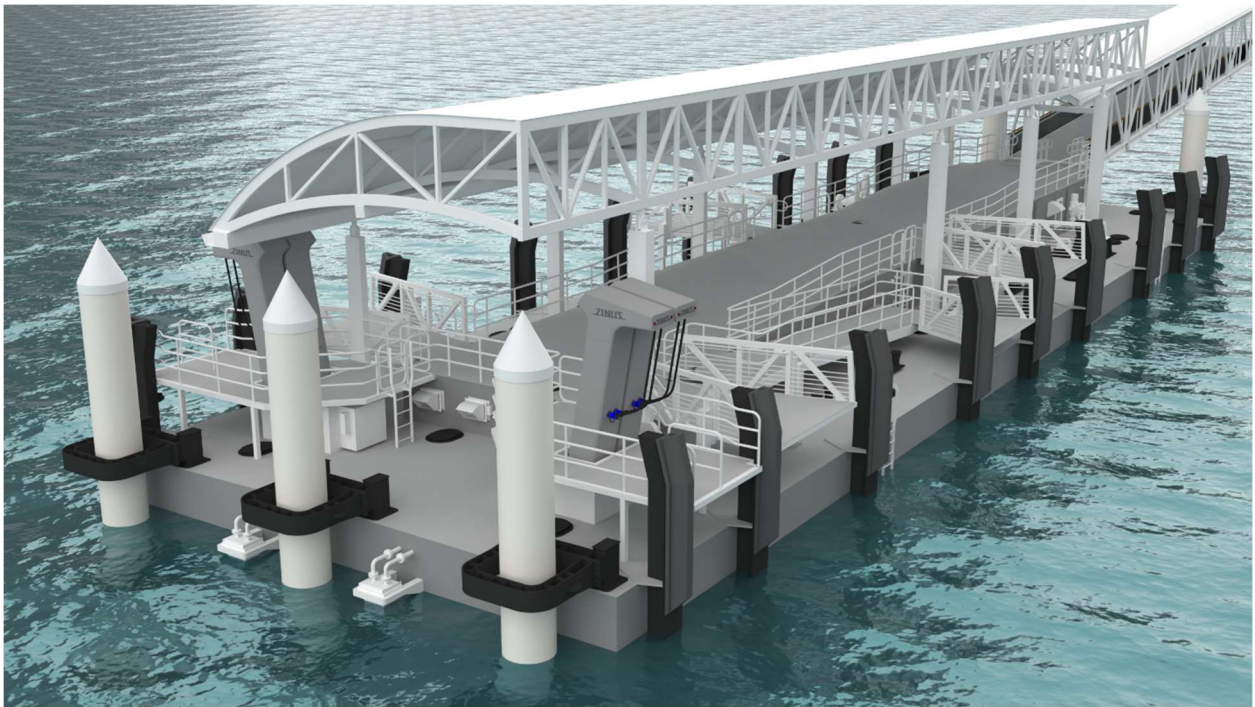
**d. Operability** (*describe entities responsible for operating and maintaining project once completed/implemented*)

The Universal Charging Float will be owned and maintained by SF Bay Ferry. SF Bay Ferry will operate the float through our third-party contract with Blue and Gold Fleet.



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

*Drawings for the Universal Charging Float to be installed at the Alameda Seaplane terminal.*





## II. Project Phase Description and Status

### a. Environmental/Planning

Does NEPA apply? Yes  No

N/A – Project is consistent with a Statutory Exemption.

### b. Design

SF Bay Ferry has contracted with an engineering design firm to complete design of the Universal Charging Float, including detailed specifications and drawings. Final design is anticipated to be completed under the contract awarded for float construction.

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

N/A

### d. Construction / Vehicle Acquisition / Operating

WETA will manage construction procurement and construction activities through project delivery. WETA will also retain the services of a construction manager to serve as owner’s representative during construction of the Universal Charging Float. SF Bay Ferry will operate the float through our third-party contract with Blue and Gold Fleet. Construction is anticipated to begin in October of 2025.

## 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)	May 2025	March 2026
Right-of-Way Activities /Acquisition (R/W)	N/A	N/A
Construction (Begin – Open for Use) / Acquisition (CON)	March 2026	June 2029

## IV. Project Budget

### Capital

Project Budget	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$277



## Regional Measure 3 Initial Project Report

Design - Plans, Specifications and Estimates (PS&E)	
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	\$28,000
Total Project Budget (in thousands)	\$28,277

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

<b>Operating</b>	<b>Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)</b>
Annual Operating Budget	TBD

## V. Project Funding

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

## VI. Contact/Preparation Information

### Contact for Project Sponsor

Name: Jennifer Raupach  
 Title: Grants Manager  
 Phone: (510) 213-4898



## Regional Measure 3 Initial Project Report

Email: jennifer.raupach@sfbayferry.com  
Mailing Address: Pier 9, Suite 111, The Embarcadero, San Francisco, CA 94111

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

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

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

Project Title:	5. Ferry Expansion Program
Subproject Title	Shoreside Ferry Terminal Universal Charging Float (UCF)
Project/Subproject Number:	5.7
Total RM3 Funding:	\$ 16,186,500

(add rows as necessary)

**CAPITAL FUNDING**

Funding Source	Committed? (Yes/No)	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
<b>ENV</b>				
RM3		\$ -	\$ -	\$ -
				\$ -
				\$ -
				\$ -
				\$ -
ENV Subtotal		\$ -	\$ -	\$ -
<b>PSE</b>				
RM3				\$ -
FTA	Yes	\$ 222	\$ 222	\$ -
Alameda Measure BB	Yes	\$ 55	\$ 55	\$ -
				\$ -
				\$ -
PSE Subtotal		\$ 277	\$ 277	\$ -
<b>ROW</b>				
				\$ -
				\$ -
				\$ -
				\$ -
ROW Subtotal		\$ -	\$ -	\$ -
<b>CON</b>				
RM3	Yes	\$ 16,186		\$ 16,186
FTA	Yes	\$ 4,469		\$ 4,469
CA Energy Commission	Yes	\$ 4,000		\$ 4,000
Alameda Measure BB	Yes	\$ 3,427		\$ 3,427
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
CON Subtotal		\$ 28,082	\$ -	\$ 28,082
<b>Capital Funding Total</b>		\$ 28,359	\$ 277	\$ 28,082

**OPERATING FUNDING (Annual)**

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

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

Project Title:	5. Ferry Expansion Program
Subproject Title	Shoreside Ferry Terminal Universal Charging Float (UCF)
Project/Subproject Number:	5.7
Total RM3 Funding:	\$ 16,186,500

(add rows as necessary)

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

Funding Source	Prior	2025-26	2026-27	2027-28	Future committed	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
<b>ENV</b>								
RM-3						\$ -		\$ -
						\$ -		\$ -
						\$ -		\$ -
						\$ -		\$ -
						\$ -		\$ -
ENV Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>PSE</b>								
RM-3						\$ -		\$ -
FTA	\$ 221,890					\$ 221,890	\$ 221,890	\$ -
Alameda Measure BB	\$ 55,472					\$ 55,472	\$ 55,472	\$ -
						\$ -		\$ -
						\$ -		\$ -
						\$ -		\$ -
PSE Subtotal	\$ 277,362	\$ -	\$ -	\$ -	\$ -	\$ 277,362	\$ 277,362	\$ -
<b>ROW</b>								
RM-3						\$ -		\$ -
						\$ -		\$ -
						\$ -		\$ -
						\$ -		\$ -
						\$ -		\$ -
ROW Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>CON</b>								
RM-3		\$ 16,186,500				\$ 16,186,500		\$ 16,186,500
FTA	\$ 4,468,610					\$ 4,468,610		\$ 4,468,610
CA Energy Commission	\$ 4,000,000					\$ 4,000,000		\$ 4,000,000
Alameda Measure BB	\$ 3,426,028					\$ 3,426,028		\$ 3,426,028
						\$ -		\$ -
						\$ -		\$ -
						\$ -		\$ -
						\$ -		\$ -
						\$ -		\$ -
CON Subtotal	\$ 11,894,638	\$ 16,186,500	\$ -	\$ -	\$ -	\$ 28,081,138	\$ -	\$ 28,081,138
<b>RM-3 Funding Subtotal</b>	\$ 16,186,500	\$ 16,186,500	\$ -	\$ -	\$ -	\$ 16,408,390	\$ -	\$ 16,186,500
<b>Capital Funding Total</b>	\$ 12,172,000	\$ 16,186,500	\$ -	\$ -	\$ -	\$ 28,358,500	\$ 277,362	\$ 28,081,138

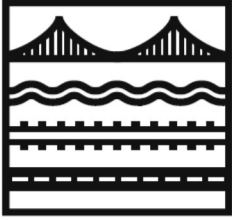


**Regional Measure 3  
Initial Project Report - Subproject Report  
Estimated Budget Plan**

<b>Project Title:</b>	5. Ferry Expansion Program
<b>Subproject Title</b>	Shoreside Ferry Terminal Universal Charging Float (UCF)
<b>Project/Subproject Number:</b>	5.7
<b>Total RM3 Funding:</b>	\$ 16,186,500

<b>1. Direct Labor of Implementing Agency (specify by name and job function)</b>			
	Estimated Hours	Rate/Hour	Total Estimated cost
Project Management			\$ 239,373
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
Direct Labor Subtotal			\$ 239,373
<b>2. Overhead and direct benefits (specify)</b>			
	Rate	x Base	
		\$ -	
		0	
		0	
		0	
		0	
		0	
Overhead and Benefit Subtotal			\$ -
<b>3. Direct Capital Costs (include engineer's estimate on construction, right-of-way, or vehicle acquisition)</b>			
	Unit (if applicable)	Cost per unit	Total Estimated cost
Construction Costs			\$ 23,479,891
Construction Contingency			\$ 1,173,995
			\$ -
			\$ -
			\$ -
			\$ -
Direct Capital Costs Stubtotal			\$ 24,653,886
<b>4. Consultants (Identify purpose and/or consultant)</b>			
			Total Estimated cost
Construction Management Services			\$ 738,314
Legal Service			\$ 15,000
Constultants Subtotal			\$ 753,314
<b>5. Other direct costs</b>			
			Total Estimated cost
Sales Tax			\$ 2,711,927
Other Direct Costs Subtotal			\$ 2,711,927
<b>Total Estimated Costs</b>			<b>\$ 28,358,500</b>

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	5.7
Subproject Title	Seaplane Ferry Terminal Universal Charging Float (UCF)
Subproject Funding Amount	\$16,186,500

## 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
October 10, 2025	\$16,186,500	

## I. RM3 Allocation Request Information

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

*The majority of project design for the Universal Charging Float (UCF) has been completed. The RFP for construction of the UCF has been issued, with proposals evaluated. Contract award for construction is anticipated in October 2025.*

- 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.**

*This phase of the project will include final design and construction of the Universal Charging Float (UCF) that will be installed at SF Bay Ferry’s Alameda Seaplane Terminal. The UCF is a critical component enabling SF Bay Ferry to develop and implement zero emission, all-electric ferry service on its routes serving Bay Area communities.*

- 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.**

*Please refer to enclosed excel allocation forms.*

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

*The expected completion date for this phase of the project is June 2029.*

- 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 – no LONP.*

**f. Request Details**

Amount being requested	\$16,186,500
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	October 9, 2025
Month/year being requested for MTC commission approval of allocation	December 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.**

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

Project Title:	5. Ferry Expansion Program
Subproject Title	Shoreside Ferry Terminal Univ
Project/Subproject Number:	5.7
Total RM3 Funding:	\$ 16,186,500

(add rows as necessary)

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

Funding Source	Prior	2025-26	2026-27	2027-28	Future committed	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
<b>ENV</b>								
RM-3						\$ -		\$ -
						\$ -		\$ -
						\$ -		\$ -
						\$ -		\$ -
						\$ -		\$ -
ENV Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>PSE</b>								
RM-3						\$ -		\$ -
FTA	\$ 221,890					\$ 221,890	\$ 221,890	\$ -
Alameda Measure BB	\$ 55,472					\$ 55,472	\$ 55,472	\$ -
						\$ -		\$ -
						\$ -		\$ -
						\$ -		\$ -
PSE Subtotal	\$ 277,362	\$ -	\$ -	\$ -	\$ -	\$ 277,362	\$ 277,362	\$ -
<b>ROW</b>								
RM-3						\$ -		\$ -
						\$ -		\$ -
						\$ -		\$ -
						\$ -		\$ -
						\$ -		\$ -
ROW Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>CON</b>								
RM-3		\$ 16,186,500				\$ 16,186,500		\$ 16,186,500
FTA	\$ 4,468,610					\$ 4,468,610		\$ 4,468,610
CA Energy Commission	\$ 4,000,000					\$ 4,000,000		\$ 4,000,000
Alameda Measure BB	\$ 3,426,028					\$ 3,426,028		\$ 3,426,028
						\$ -		\$ -
						\$ -		\$ -
						\$ -		\$ -
						\$ -		\$ -
						\$ -		\$ -
CON Subtotal	\$ 11,894,638	\$ 16,186,500	\$ -	\$ -	\$ -	\$ 28,081,138	\$ -	\$ 28,081,138
<b>RM-3 Funding Subtotal</b>	\$ 16,186,500	\$ 16,186,500	\$ -	\$ -	\$ -	\$ 16,408,390	\$ -	\$ 16,186,500
<b>Capital Funding Total</b>	\$ 12,172,000	\$ 16,186,500	\$ -	\$ -	\$ -	\$ 28,358,500	\$ 277,362	\$ 28,081,138



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

Project Title:	5. Ferry Expansion Program
Subproject Title	Shoreside Ferry Terminal Universal Charging Float (UCF)
Project/Subproject Number:	5.7
Total RM3 Funding:	\$ 16,186,500

<b>1. Direct Labor of Implementing Agency (specify by name and job function)</b>			
	Estimated Hours	Rate/Hour	Total Estimated cost
Project Management			\$ 239,373
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
Direct Labor Subtotal			\$ 239,373
<b>2. Overhead and direct benefits (specify)</b>			
	Rate	x Base	
Overhead		\$ -	
		\$ -	
		\$ -	
		\$ -	
		\$ -	
Overhead and Benefit Subtotal			\$ -
<b>3. Direct Capital Costs (include engineer's estimate on construction, right-of-way, or vehicle acquisition)</b>			
	Unit (if applicable)	Cost per unit	Total Estimated cost
Construction Costs			\$ 23,479,891
Construction Contingency			\$ 1,173,995
			\$ -
			\$ -
			\$ -
Direct Capital Costs Subtotal			\$ 24,653,886
<b>4. Consultants (Identify purpose and/or consultant)</b>			
			Total Estimated cost
Construction Management Services			\$ 738,314
Legal Service			\$ 15,000
Constultants Subtotal			\$ 753,314
<b>5. Other direct costs</b>			
			Total Estimated cost
Sales Tax			\$ 2,711,927
Other Direct Costs Subtotal			\$ 2,711,927
<b>Total Estimated Costs</b>			<b>\$ 28,358,500</b>

Comments:

## ATTACHMENT B: RM3 CAPITAL ALLOCATION SUMMARY

TOTAL RM3 CAPITAL PROGRAM	\$300,000,000
ALLOCATED - MTC APPROVED	67,439,000
ALLOCATION PENDING & PLANNED	48,010,100
RM3 REMAINING BALANCE	\$184,550,900

RM3 #	Project	RM3 ALLOCATION AMOUNT	PHASE	MTC ALLOCATION DATE
5.1	Mission Bay Ferry Landing Project	700,000	PS&E	11/15/2023
5.1	Mission Bay Ferry Landing Project	25,300,000	CON	5/28/2025
5.2	Shoreside Electrification Initiative	841,000	ENV	3/27/2024
5.3	Berkeley Pier	3,000,000	ENV	7/24/2024
5.4	Three (3) 149-PAX Electric Vessels	18,000,000	CON	9/25/2024
5.4	Three (3) 149-PAX Electric Vessels	14,141,000	CON	2/26/2025
5.5	One (1) 400-PAX Electric Vessel	5,457,000	CON	9/24/2025
5.8	<i>Hydrus Conversion</i>	8,886,000	CON	10/22/2025
5.6	<i>DSF Gate G UCF</i>	10,270,000	CON	Dec-25
5.7	<i>Seaplane UCF</i>	16,186,500	CON	Dec-25
5.9	<i>Harbor Bay New UCF</i>	4,421,100	CON	Planned
5.10	<i>Harbor Bay Electrification Landside</i>	8,246,500	CON	Planned
<b>TOTAL</b>		<b>\$ 115,449,100</b>		

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

**RESOLUTION NO. 2025-38**

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

**Project Title: Project 5.7 – Seaplane Ferry Terminal Universal Charging Float (UCF)**

**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 Seaplane Ferry Terminal Universal Charging Float (UCF) 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 Seaplane Ferry Terminal Universal Charging Float 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 to MTC for Regional Measure 3 funds in the amount of \$16,186,500 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 October 9, 2025.

YEA:

NAY:

ABSTAIN:

ABSENT:

---

/s/ Board Secretary

2025-38

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

MEMORANDUM

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**TO:** Board Members

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

**SUBJECT:** Authorize the Submittal to the Metropolitan Transportation Commission of an Allocation Request for \$10,270,000 in Regional Measure 3 Capital Funds for the Downtown San Francisco Gate G Universal Charging Float Project

**Recommendation**

Authorize the Executive Director, or his designee, to execute and submit an allocation request, and related assurances, to the Metropolitan Transportation Commission (MTC) for Regional Measure 3 (RM3) funds in the amount of \$10,270,000 to support the Downtown San Francisco Gate G (Gate G) Universal Charging Float Project.

**Background**

The Downtown San Francisco Ferry Terminal is the hub of SF Bay Ferry's Rapid Electric Emission-Free (REEF) Program and supports service between East Bay communities and Downtown San Francisco. Providing transbay service with battery-electric vessels is a key part of SF Bay Ferry's effort to decarbonizing its fleet under the REEF Program. The construction of the Universal Charging Float (UCF) at SF Bay Ferry's Downtown San Francisco Gate G (Gate G) Terminal is necessary to support electric charging of these vessels during service hours. The Gate G UCF will be capable of charging the five all-electric vessels currently being procured by SF Bay Ferry.

**Discussion**

RM3 investment allocated by MTC will provide the necessary final funding for the Gate G UCF, which is projected to require a total of \$30 million to complete. This allocation will leverage \$11 million allocated from the Transit and Intercity Rail Capital Program (TIRCP), \$9 million in Federal Transit Administration (FTA) funds, \$200,000 in Regional Measure 1 (RM1), and California Energy Commission (CEC) funds.

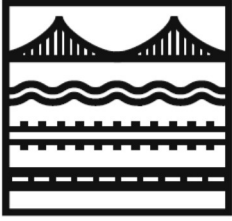
As a part of MTC's RM3 Policies and Procedures, project applicants are required to adopt resolutions formally authorizing project applications with MTC and provide various assurances. The full list of certifications and assurances are contained in the board resolution associated with this item. The RM3 Initial Project Report for the Project is included as Attachment A to this report.

This item allows staff to proceed with the request for an allocation of RM3 funds from MTC in the amount of \$10,270,000 for the Project. Attachment B provides a summary of RM3 capital allocation requests to date.

**Fiscal Impact**

The Project is 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 project is \$30 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	5.6
Subproject Title	Downtown San Francisco Gate G Universal Charging Float (UCF)
RM3 Funding Amount	\$10,270,000

#### I. Overall Subproject Information

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

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

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

The requested RM3 allocation will fund the construction phase of an electrified Universal Charging Float (UCF) located at SF Bay Ferry's Downtown San Francisco Terminal Gate G. The UCF will support the development of new ferry service between the existing Downtown San Francisco ferry terminal and the new Mission Bay ferry terminal and between the existing Downtown San Francisco ferry terminal and the new Treasure Island ferry terminal using all-electric vessels currently under construction. In addition, the Gate G UCF will also be used to support expanded electric ferry vessel service from East Bay communities, including Alameda and Oakland. The UCF will be constructed to contain vessel charging equipment and a battery storage system at the Gate G terminal and is specifically designed to enable up to 6 MW direct current charging of electric ferries on either side of the float. The float will internally contain all systems required to safely convert medium voltage utility power and deliver it to the vessels and will incorporate a lithium-ion battery energy storage system. The UCF will be arranged with a central promenade deck, supporting passenger movement between the gangway and the vessels, similar to the arrangement on existing floats used.



To accommodate for the charging infrastructure and power demands of new electric zero-emission ferries, the UCF will be arranged with several machinery spaces located beneath the main promenade deck. The machinery spaces will contain power conversion equipment, electrical distribution panels, firefighting systems, cooling systems, HVAC and battery energy storage. Above deck, the UCF will also have vessel charging towers, charging platforms, and an automated line tensioning system.

The construction of the Universal Charging Float at SF Bay Ferry's Downtown Terminal Gate G, is a critical component of Agency's Rapid Electric Emission-Free (REEF) Ferry Program. The REEF Program will expand the regional ferry system by providing the improvements necessary to meet the high-frequency service demands of the fast-growing housing and employment centers in the San Francisco Bay Area, regionally serving sports and entertainment venues in SF, and new SF neighborhoods with very dense housing and related amenities. The new ferry services relying on the Gate G UCF increases ferry transit ridership by providing convenient, reliable, time-certain, and direct transit accessibility and connectivity between the East Bay, Downtown San Francisco and the new major employment, housing, and entertainment venues in Mission Bay and Treasure Island. Expanded ferry service increases options for water transit and reduces vehicle congestion and using zero-emission ferries to provide these new services substantially reduces harmful greenhouse gas emissions.

The Universal Charging Float (UCF) at Gate G is critical for the implementation of battery electric vessel operations because opportunity charging is required at the terminal for sustained vessel operations. The space required for battery energy storage and ferry-scale charging components cannot reasonably be accommodated on shore and thus these components require a re-design and replacement of the existing terminal float. The new ferry routes will open a transbay transit option for Mission Bay and Treasure Island employees and residents and relieve traffic congestion on San Francisco surface streets and the San Francisco Oakland Bay Bridge. The Mission Bay service will link disadvantaged communities to the employment center in Mission Bay, including two major medical campuses and the Chase Center, all of which employ a diverse population of workers. Over 8,000 units are planned to be built on Treasure Island, and 90% of those residents will have a less than a 15-minute walk to the ferry terminal, with 15-minute ferry headways to the San Francisco Ferry Building during peak hours.

### **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 utmost 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 Universal Charging Float 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



## Regional Measure 3 Initial Project Report

remediate potential issues. The PMT will establish communication channels with relevant project stakeholders to help monitor evolving conditions for the Universal Charging Float build.

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 and float 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. Most recently, SF Bay Ferry has entered into contracts with two shipyards for the construction of three 150-passenger and two 400-passenger all electric ferry vessels for delivery occurring over the next several years.

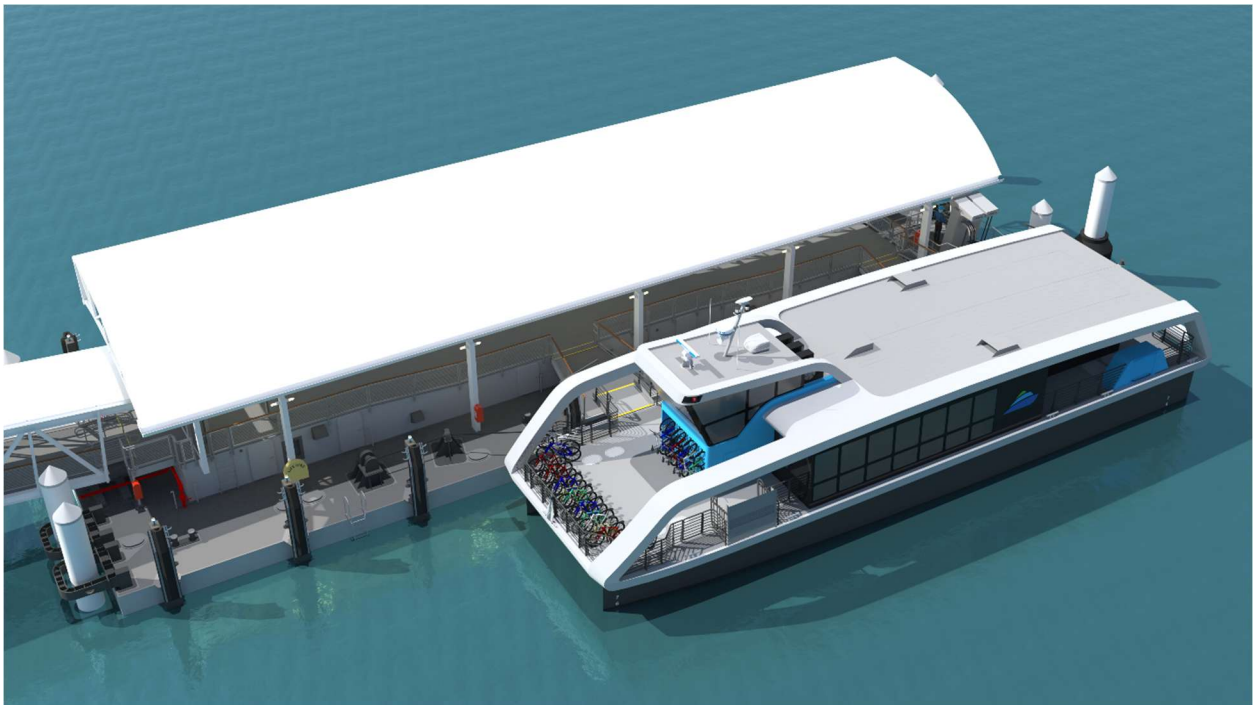
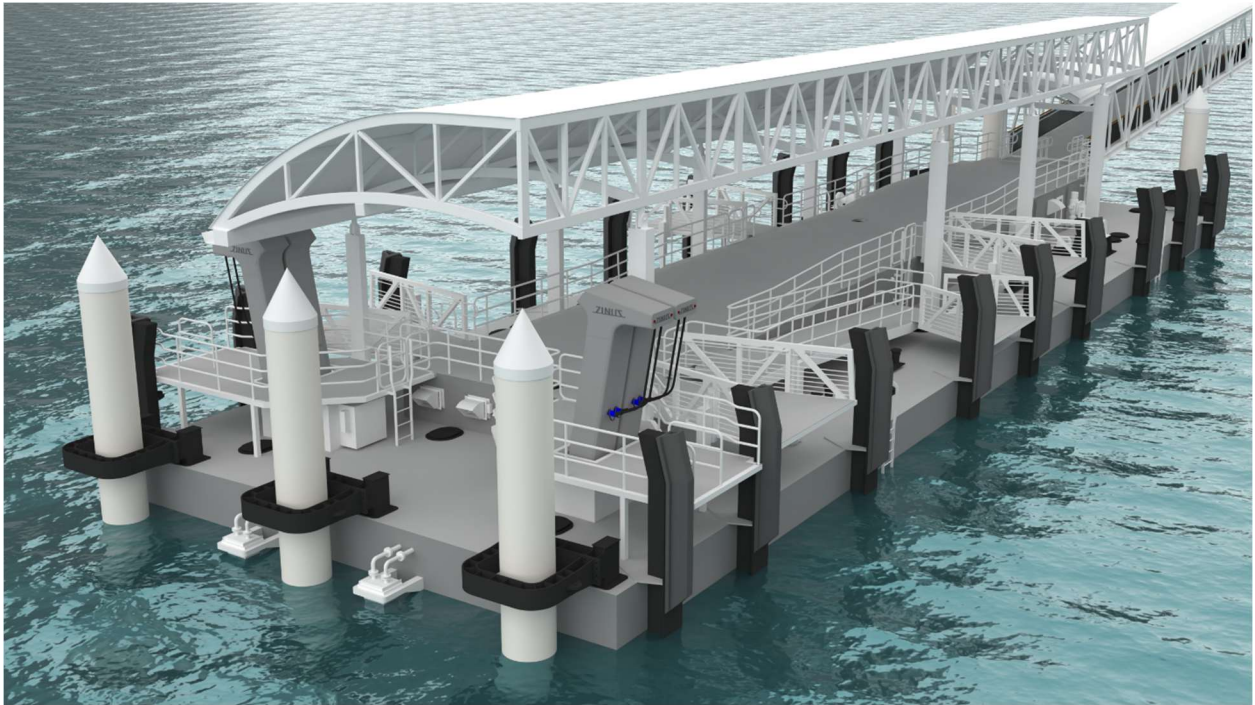
**e. Operability** *(describe entities responsible for operating and maintaining project once completed/implemented)*

The Universal Charging Float will be owned and maintained by SF Bay Ferry. SF Bay Ferry will operate the float through our third-party contract with Blue and Gold Fleet.



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

*Drawings for the Universal Charging Float to be installed at Downtown San Francisco Terminal Gate G.*





## 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

SF Bay Ferry has contracted with an engineering design firm to complete design of the Universal Charging Float, including detailed specifications and drawings. Final design is anticipated to be completed under the contract awarded for float construction.

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

N/A

### d. Construction / Vehicle Acquisition / Operating

WETA will manage construction procurement and construction activities through project delivery. WETA will also retain the services of a construction manager to serve as owner’s representative during construction of the Universal Charging Float. SF Bay Ferry will operate the float through our third-party contract with Blue and Gold Fleet. Construction is anticipated to begin in October of 2025.

## 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)	February 2022	October 2025
Right-of-Way Activities /Acquisition (R/W)	N/A	N/A
Construction (Begin – Open for Use) / Acquisition (CON)	October 2025	December 2029

## IV. Project Budget

### Capital

Project Budget	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	



## Regional Measure 3 Initial Project Report

Design - Plans, Specifications and Estimates (PS&E)	\$675
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	\$29,380
Total Project Budget (in thousands)	\$30,055

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

<b>Operating</b>	<b>Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)</b>
Annual Operating Budget	TBD

## V. Project Funding

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



## VI. Contact/Preparation Information

### **Contact for Project Sponsor**

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

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

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

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

Project Title:	5. Ferry Expansion Program	
Subproject Title	Shoreside Electrical Program	
Project/Subproject Number:	5.2	
Total RM3 Funding:	\$	29,916,000

(add rows as necessary)

**CAPITAL FUNDING**

Funding Source	Committed? (Yes/No)	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
<b>ENV</b>				
RM3			\$ -	\$ -
RM1	Yes	\$ 8		\$ 8
CA Energy Commission (CEC)	Yes	\$ 192		\$ 192
TIRCP	Yes	\$ 475		\$ 475
				\$ -
				\$ -
ENV Subtotal		\$ 675	\$ -	\$ 675
<b>PSE</b>				
RM3			\$ -	\$ -
				\$ -
				\$ -
				\$ -
				\$ -
PSE Subtotal		\$ -	\$ -	\$ -
<b>ROW</b>				
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
ROW Subtotal		\$ -	\$ -	\$ -
<b>CON</b>				
RM3	Yes	\$ 10,741		\$ 10,741
FTA	Yes	\$ 8,729		\$ 8,729
TIRCP	Yes	\$ 10,381		\$ 10,381
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
CON Subtotal		\$ 29,851	\$ -	\$ 29,851
<b>Capital Funding Total</b>		\$ 30,526	\$ -	\$ 30,526

**OPERATING FUNDING (Annual)**

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

**Regional Measure 3**

**Initial Project Report - Subproject Report**

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

Project Title:	5. Ferry Expansion Program
Subproject Title	Downtown San Francisco (Gat
Project/Subproject Number:	5.6
Total RM3 Funding:	\$ 10,741,000

(add rows as necessary)

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

Funding Source	Phase	Prior	2025-26	2026-27	2027-28	2028-29	Future committed	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
RM3	ENV							\$ -		\$ -
RM1	ENV	\$ 8,000						\$ 8,000	\$ 8,000	\$ -
CA Energy Commission (CEC)	ENV	\$ 192,486						\$ 192,486	\$ 192,486	\$ -
TIRCP	ENV	\$ 475,000						\$ 475,000	\$ 475,000	\$ -
								\$ -		\$ -
								\$ -		\$ -
ENV Subtotal		\$ 675,486	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 675,486	\$ 675,486	\$ -
RM 3	PSE							\$ -		\$ -
	PSE							\$ -		\$ -
								\$ -		\$ -
								\$ -		\$ -
								\$ -		\$ -
PSE Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	ROW							\$ -		\$ -
	ROW							\$ -		\$ -
								\$ -		\$ -
								\$ -		\$ -
								\$ -		\$ -
ROW Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	CON		\$ 10,270,000					\$ 10,270,000	\$ -	\$ 10,270,000
FTA	CON		\$ 8,728,500					\$ 8,728,500	\$ -	\$ 8,728,500
TIRCP	CON	\$ 10,381,000						\$ 10,381,000	\$ 724,942	\$ 9,656,058
								\$ -		\$ -
								\$ -		\$ -
								\$ -		\$ -
								\$ -		\$ -
								\$ -		\$ -
								\$ -		\$ -
CON Subtotal		\$ 10,381,000	\$ 18,998,500	\$ -	\$ -	\$ -	\$ -	\$ 29,379,500	\$ 724,942	\$ 28,654,558
<b>RM 3 Funding Subtotal</b>		\$ -	\$ 10,270,000	\$ -	\$ -	\$ -	\$ -	\$ 10,270,000	\$ -	\$ 10,270,000
<b>Capital Funding Total</b>		\$ 11,056,486	\$ 18,998,500	\$ -	\$ -	\$ -	\$ -	\$ 30,054,986	\$ 1,400,428	\$ 28,654,558

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

Project Title:	S. Ferry Expansion Program
Subproject Title:	Downtown San Francisco (Gate G) Universal Charging Float
Project/Subproject Number:	S.6
Total RM3 Funding:	\$ 10,741,000

(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		2026 Q1		2026 Q2		2026 Q3		2026 Q4		2027 Q1		2027 Q2		2027 Q3		2027 Q4		2028 Q1		2028 Q2		2028 Q3		2028 Q4		2029 Q1		2029 Q2		2029 Q3		2029 Q4		Future committed (if applicable)	Total Amount (\$ millions)	Amount Expended (\$ millions)	Amount Remaining (\$ millions)		
Funding Source(s)	Phase	Prior	(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)	(April - June 2028)	(July - Sept 2028)	(Oct - Dec 2028)	(Jan - March 2029)	(April - June 2029)	(July - Sept 2029)	(Oct - Dec 2029)	(Jan - March 2029)	(April - June 2029)	(July - Sept 2029)	(Oct - Dec 2029)	(Jan - March 2029)	(April - June 2029)	(July - Sept 2029)	(Oct - Dec 2029)	(Jan - March 2029)	(April - June 2029)	(July - Sept 2029)	(Oct - Dec 2029)	(Jan - March 2029)	(April - June 2029)	(July - Sept 2029)	(Oct - Dec 2029)					
RM3	ENV																																						
RM3		\$ 8,000																																					
CA Energy Commission (CEC)		\$ 192,486																																					
TIRCP		\$ 475,000																																					
ENV Subtotal		\$ 675,486	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
RM 3	PSE																																						
RM 3																																							
PSE Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
RM 3	ROW																																						
RM 3																																							
ROW Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	CON		\$ 1,123,434	\$ 1,123,434	\$ 1,123,434	\$ 1,123,434	\$ 1,281,269	\$ 1,281,269	\$ 1,281,269	\$ 1,281,269	\$ 56,106	\$ 56,106	\$ 56,106	\$ 56,106	\$ 106,691	\$ 106,691	\$ 106,691	\$ 106,691	\$ 56,106	\$ 56,106	\$ 56,106	\$ 56,106	\$ 106,691	\$ 106,691	\$ 106,691	\$ 106,691	\$ 106,691	\$ 106,691	\$ 106,691	\$ 106,691	\$ 106,691	\$ 106,691	\$ 106,691	\$ 106,691	\$ 106,691	\$ 106,691	\$ 106,691	\$ 106,691	
FTA	CON	\$ 19,273	\$ 952,701	\$ 952,701	\$ 952,701	\$ 952,701	\$ 1,086,549	\$ 1,086,549	\$ 1,086,549	\$ 1,086,549	\$ 47,580	\$ 47,580	\$ 47,580	\$ 47,580	\$ 90,477	\$ 90,477	\$ 90,477	\$ 90,477	\$ 47,580	\$ 47,580	\$ 47,580	\$ 47,580	\$ 90,477	\$ 90,477	\$ 90,477	\$ 90,477	\$ 90,477	\$ 90,477	\$ 90,477	\$ 90,477	\$ 90,477	\$ 90,477	\$ 90,477	\$ 90,477	\$ 90,477	\$ 90,477	\$ 90,477	\$ 90,477	
TIRCP	CON	\$ 705,669	\$ 1,058,383	\$ 1,058,383	\$ 1,058,383	\$ 1,058,383	\$ 1,207,079	\$ 1,207,079	\$ 1,207,079	\$ 1,207,079	\$ 52,858	\$ 52,858	\$ 52,858	\$ 52,858	\$ 100,514	\$ 100,514	\$ 100,514	\$ 100,514	\$ 52,858	\$ 52,858	\$ 52,858	\$ 52,858	\$ 100,514	\$ 100,514	\$ 100,514	\$ 100,514	\$ 100,514	\$ 100,514	\$ 100,514	\$ 100,514	\$ 100,514	\$ 100,514	\$ 100,514	\$ 100,514	\$ 100,514	\$ 100,514	\$ 100,514	\$ 100,514	
CON Subtotal		\$ 724,942	\$ 3,134,519	\$ 3,134,519	\$ 3,134,519	\$ 3,134,519	\$ 3,574,897	\$ 3,574,897	\$ 3,574,897	\$ 3,574,897	\$ 156,543	\$ 156,543	\$ 156,543	\$ 156,543	\$ 297,682	\$ 297,682	\$ 297,682	\$ 297,682	\$ 156,543	\$ 156,543	\$ 156,543	\$ 156,543	\$ 297,682	\$ 297,682	\$ 297,682	\$ 297,682	\$ 297,682	\$ 297,682	\$ 297,682	\$ 297,682	\$ 297,682	\$ 297,682	\$ 297,682	\$ 297,682	\$ 297,682	\$ 297,682	\$ 297,682		
<b>RM 3 Funding Subtotal</b>		\$ -	\$ 1,123,434	\$ 1,123,434	\$ 1,123,434	\$ 1,123,434	\$ 1,281,269	\$ 1,281,269	\$ 1,281,269	\$ 1,281,269	\$ 56,106	\$ 56,106	\$ 56,106	\$ 56,106	\$ 106,691	\$ 106,691	\$ 106,691	\$ 106,691	\$ 56,106	\$ 56,106	\$ 56,106	\$ 56,106	\$ 106,691	\$ 106,691	\$ 106,691	\$ 106,691	\$ 106,691	\$ 106,691	\$ 106,691	\$ 106,691	\$ 106,691	\$ 106,691	\$ 106,691	\$ 106,691	\$ 106,691	\$ 106,691	\$ 106,691		
<b>Capital Funding Total</b>		\$ 1,400,438	\$ 3,134,519	\$ 3,134,519	\$ 3,134,519	\$ 3,134,519	\$ 3,574,897	\$ 3,574,897	\$ 3,574,897	\$ 3,574,897	\$ 156,543	\$ 156,543	\$ 156,543	\$ 156,543	\$ 297,682	\$ 297,682	\$ 297,682	\$ 297,682	\$ 156,543	\$ 156,543	\$ 156,543	\$ 156,543	\$ 297,682	\$ 297,682	\$ 297,682	\$ 297,682	\$ 297,682	\$ 297,682	\$ 297,682	\$ 297,682	\$ 297,682	\$ 297,682	\$ 297,682	\$ 297,682	\$ 297,682	\$ 297,682	\$ 297,682	\$ 297,682	

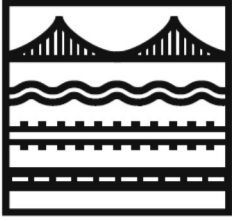
Notes: RM3 funds should be drawn down approximately proportionately with other funding sources in the same phase. The allocation expiration date will be the end of the final fiscal year in which RM3 funds are planned to be expended for the requested phase.

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

Project Title:	5. Ferry Expansion Program
Subproject Title	Downtown San Francisco (Gate G) Universal Charging Float
Project/Subproject Number:	5.6
Total RM3 Funding:	\$ 10,741,000

<b>1. Direct Labor of Implementing Agency (specify by name and job function)</b>			
	Estimated Hours	Rate/Hour	Total Estimated cost
Project Management			\$ 298,380
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
Direct Labor Subtotal			\$ 298,380
<b>2. Overhead and direct benefits (specify)</b>			
	Rate	x Base	
Overhead		\$ -	
		\$ -	
		\$ -	
		\$ -	
		\$ -	
Overhead and Benefit Subtotal			\$ -
<b>3. Direct Capital Costs (include engineer's estimate on construction, right-of-way, or vehicle acquisition)</b>			
	Unit (if applicable)	Cost per unit	Total Estimated cost
Construction Costs			\$ 23,553,717
Contingency			\$ 1,177,686
			\$ -
			\$ -
			\$ -
Direct Capital Costs Subtotal			\$ 24,731,403
<b>4. Consultants (Identify purpose and/or consultant)</b>			
			Total Estimated cost
Construction Management Services			\$ 1,372,492
Preliminary Engineering Services			\$ 406,591
Constultants Subtotal			\$ 1,779,083
<b>5. Other direct costs</b>			
			Total Estimated cost
Permits			\$ 500,000
Legal Service Fees			\$ 17,460
Miscellaneous			\$ 8,205
Sales Tax			\$ 2,720,455
Other Direct Costs Subtotal			\$ 3,246,120
<b>Total Estimated Costs</b>			<b>\$ 30,054,986</b>

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	5.6
Subproject Title	Downtown San Francisco Terminal Gate G Universal Charging Float (UCF)
Subproject Funding Amount	\$10,270,000

## 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
October 10, 2025	\$10,270,000	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.

*The majority of project design for the Universal Charging Float (UCF) has been completed. The RFP for construction of the UCF has been issued, with proposals evaluated. Contract award for construction is anticipated in October 2025.*

- 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.**

*This phase of the project will include final design and construction of the Universal Charging Float (UCF) that will be installed at SF Bay Ferry's Downtown San Francisco Terminal Gate G. The UCF is a critical component enabling SF Bay Ferry to develop and implement zero emission, all-electric ferry service on its routes serving Bay Area communities.*

- 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.**

*Please see attached Excel file attachments showing budget and cash flow.*

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

*The expected completion date for this phase of the project is September 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 – no LONP.*

**f. Request Details**

Amount being requested	\$10,270,000
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	October 9, 2025
Month/year being requested for MTC commission approval of allocation	December 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. - TBD**

**Regional Measure 3**

**Allocation Request**

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

Project Title:	5. Ferry Expansion Program
Subproject Title	Downtown San Francisco (Gat
Project/Subproject Number:	5.6
Total RM3 Funding:	\$ 10,741,000

(add rows as necessary)

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

Funding Source	Phase	Prior	2025-26	2026-27	2027-28	2028-29	Future committed	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
RM3	ENV							\$ -		\$ -
RM1	ENV	\$ 8,000						\$ 8,000	\$ 8,000	\$ -
CA Energy Commission (CEC)	ENV	\$ 192,486						\$ 192,486	\$ 192,486	\$ -
TIRCP	ENV	\$ 475,000						\$ 475,000	\$ 475,000	\$ -
								\$ -		\$ -
								\$ -		\$ -
ENV Subtotal		\$ 675,486	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 675,486	\$ 675,486	\$ -
RM 3	PSE							\$ -		\$ -
	PSE							\$ -		\$ -
								\$ -		\$ -
								\$ -		\$ -
								\$ -		\$ -
PSE Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	ROW							\$ -		\$ -
	ROW							\$ -		\$ -
								\$ -		\$ -
								\$ -		\$ -
								\$ -		\$ -
ROW Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	CON		\$ 10,270,000					\$ 10,270,000	\$ -	\$ 10,270,000
FTA	CON		\$ 8,728,500					\$ 8,728,500	\$ -	\$ 8,728,500
TIRCP	CON	\$ 10,381,000						\$ 10,381,000	\$ 724,942	\$ 9,656,058
								\$ -		\$ -
								\$ -		\$ -
								\$ -		\$ -
								\$ -		\$ -
								\$ -		\$ -
								\$ -		\$ -
CON Subtotal		\$ 10,381,000	\$ 18,998,500	\$ -	\$ -	\$ -	\$ -	\$ 29,379,500	\$ 724,942	\$ 28,654,558
<b>RM 3 Funding Subtotal</b>		\$ -	\$ 10,270,000	\$ -	\$ -	\$ -	\$ -	\$ 10,270,000	\$ -	\$ 10,270,000
<b>Capital Funding Total</b>		\$ 11,056,486	\$ 18,998,500	\$ -	\$ -	\$ -	\$ -	\$ 30,054,986	\$ 1,400,428	\$ 28,654,558



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

Project Title:	5. Ferry Expansion Program
Subproject Title	Downtown San Francisco (Gate G) Universal Charging Float
Project/Subproject Number:	5.6
Total RM3 Funding:	\$ 10,741,000

<b>1. Direct Labor of Implementing Agency (specify by name and job function)</b>			
	Estimated Hours	Rate/Hour	Total Estimated cost
Project Management			\$ 298,380
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
Direct Labor Subtotal			\$ 298,380
<b>2. Overhead and direct benefits (specify)</b>			
	Rate	x Base	
Overhead		\$ -	
		\$ -	
		\$ -	
		\$ -	
		\$ -	
		\$ -	
Overhead and Benefit Subtotal			\$ -
<b>3. Direct Capital Costs (include engineer's estimate on construction, right-of-way, or vehicle acquisition)</b>			
	Unit (if applicable)	Cost per unit	Total Estimated cost
Construction Costs			\$ 23,553,717
Contingency			\$ 1,177,686
			\$ -
			\$ -
			\$ -
Direct Capital Costs Subtotal			\$ 24,731,403
<b>4. Consultants (Identify purpose and/or consultant)</b>			
			Total Estimated cost
Construction Management Services			\$ 1,372,492
Preliminary Engineering Services			\$ 406,591
Constultants Subtotal			\$ 1,779,083
<b>5. Other direct costs</b>			
			Total Estimated cost
Permits			\$ 500,000
Legal Service Fees			\$ 17,460
Miscellaneous			\$ 8,205
Sales Tax			\$ 2,720,455
Other Direct Costs Subtotal			\$ 3,246,120
<b>Total Estimated Costs</b>			<b>\$ 30,054,986</b>

Comments:

## ATTACHMENT B: RM3 CAPITAL ALLOCATION SUMMARY

TOTAL RM3 CAPITAL PROGRAM	\$300,000,000
ALLOCATED - MTC APPROVED	67,439,000
ALLOCATION PENDING & PLANNED	48,010,100
RM3 REMAINING BALANCE	\$184,550,900

RM3 #	Project	RM3 ALLOCATION AMOUNT	PHASE	MTC ALLOCATION DATE
5.1	Mission Bay Ferry Landing Project	700,000	PS&E	11/15/2023
5.1	Mission Bay Ferry Landing Project	25,300,000	CON	5/28/2025
5.2	Shoreside Electrification Initiative	841,000	ENV	3/27/2024
5.3	Berkeley Pier	3,000,000	ENV	7/24/2024
5.4	Three (3) 149-PAX Electric Vessels	18,000,000	CON	9/25/2024
5.4	Three (3) 149-PAX Electric Vessels	14,141,000	CON	2/26/2025
5.5	One (1) 400-PAX Electric Vessel	5,457,000	CON	9/24/2025
5.8	<i>Hydrus Conversion</i>	8,886,000	CON	10/22/2025
5.6	<i>DSF Gate G UCF</i>	10,270,000	CON	Dec-25
5.7	<i>Seaplane UCF</i>	16,186,500	CON	Dec-25
5.9	<i>Harbor Bay New UCF</i>	4,421,100	CON	Planned
5.10	<i>Harbor Bay Electrification Landside</i>	8,246,500	CON	Planned
<b>TOTAL</b>		<b>\$ 115,449,100</b>		

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

**RESOLUTION NO. 2025-39**

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

**Project Title: Project 5.6 – Downtown San Francisco (Gate G)  
Universal Charging Float (UCF)**

**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 Downtown San Francisco (Gate G) Universal Charging Float (UCF) 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 Downtown San Francisco (Gate G) Universal Charging Float 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 to MTC for Regional Measure 3 funds in the amount of \$10,270,000 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 October 9, 2025.

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2025-39

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

**MEMORANDUM**

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**TO: Board Members**

**FROM: Seamus Murphy, Executive Director  
Gary Griggs, Chief Capital Program Officer  
Timothy Hanners, Director of Project Delivery & Engineering  
Jan Rybka, Senior Project Manager**

**SUBJECT: Approve Actions Relative to RFP 24-007, Universal Charging Float Procurement**

**Recommendation**

Approve award of contract 24-007 to JT Marine Inc. for the procurement of two Universal Charging Floats in an amount of \$47,033,608 and authorize the Executive Director to negotiate and enter into an agreement and take any other related actions as may be necessary to support this work.

**Background**

This project provides for the procurement of two new Universal Charging Floats (UCF) and includes an option for a third float if authorized by the Board at a later date.

As part of the Rapid Electric Emissions-Free Ferry (REEF) Program, SF Bay Ferry is currently procuring up to five new, battery-electric vessels that will provide service to Downtown San Francisco, Treasure Island, and Mission Bay, as well as trans-bay service to Seaplane Lagoon, Harbor Bay, and other terminals. To limit the amount of equipment installed on these vessels, and to enable desired speeds for service operation, they will require electrical power for charging the vessels during passenger loading and unloading.

The UCF is the first of its kind in the United States, with few comparable systems worldwide. The UCF is a critical piece of infrastructure that will enable charging operations, particularly for transbay battery electric ferry service routes. The UCF houses charging and battery electric storage systems within a float identical in footprint to the majority of the system's existing floats. This design provides high-speed charging and reduces the need for shoreside infrastructure which is often precluded due to property and environmental restrictions.

The first UCF will be installed at Gate G at the Downtown San Francisco Ferry Terminal and the second UCF will be installed at the Seaplane Ferry Terminal. The agreement with JT Marine does not include terminal installation. To maximize efficiency, staff determined that installation will be procured separately under future Board-approved contracts to better coordinate with site-specific work and scheduling. Procuring two UCFs and installing them at Gate G and Seaplane Lagoon will enable the repurposing of the existing floats at those locations to support other REEF projects. The existing Gate G float will be retrofitted into a UCF and installed at Harbor Bay in March of 2028. The existing Seaplane Lagoon float will be similarly retrofitted and then installed at SF Bay Ferry's new Mission Bay Terminal. This approach maximizes the use of existing assets, reduces overall program costs, and aligns with the route priorities for the REEF vessel deployments.

**Discussion**

**Procurement & Evaluation Process**

RFP 24-007 was released on December 27, 2024. The RFP complies with FTA's procurement requirements and SF Bay Ferry's Administrative Code, in which SF Bay Ferry considers both price and other factors to determine the overall best value. Notice of the RFP was posted to SF Bay Ferry's website and the Bonfire procurement platform, and advertised publicly. SF Bay Ferry staff issued two addenda to the RFP clarifying the specifications set forth in the RFP and responding to pre-proposal questions.

On January 17, 2025, SF Bay Ferry hosted a non-mandatory proposers' conference. There were over twenty-five attendees at this conference, including five shipyards and six different suppliers.

Proposers were required to submit a detailed Technical Proposal and a separate Price Proposal. SF Bay Ferry received three proposals by the RFP's due date of March 31, 2025, from the following shipyards:

JT Marine
Marine Group Boat Works
Power Engineering Construction

In accordance with the RFP, SF Bay Ferry first conducted a responsiveness check and preliminary evaluation. All proposers were deemed to be responsive to the RFP's requirements. As discussed below, SF Bay Ferry staff also reviewed submissions related to the RFP's DBE project goal and deemed all proposers responsive to the DBE requirements.

The Proposal Evaluation Committee (PEC), which consisted of SF Bay Ferry staff and project management consultants, first conducted a preliminary evaluation of the three proposals. In accordance with the RFP's procedures, the PEC determined that all three proposals fell within the competitive range and hence proceeded with the evaluation process with all the proposers.

The PEC requested additional information, clarifications, and modified proposals from each proposer. In accordance with the RFP's procedures, the PEC also interviewed the firms and contacted references. After this evaluation process, the PEC conducted its final evaluation, summarized below:

**Proposal Scoring Results**

<b>Proposer</b>	<b>Project Understanding &amp; Approach</b>	<b>Proposer's Qualifications and Experience</b>	<b>Qualifications &amp; Experience of Key Personnel</b>	<b>Total Price</b>	<b>Total Score</b>
<b>Possible Points</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>40</b>	<b>100</b>
<b>JT Marine</b>	11.8	14.4	13.1	40.0	<b>79.3</b>
<b>Marine Group Boat Works</b>	14.3	15.0	13.5	34.2	<b>77.0</b>
<b>Power Engineering Construction</b>	14.5	16.3	15.0	31.1	<b>76.9</b>

**Price Proposal Summary**

<b>Proposer</b>	<b>Price Proposal*</b>
JT Marine	\$93,035,287
Marine Group Boat Works	\$108,717,549
Power Engineering Construction	\$119,561,495

\* Rounded to the nearest dollar

In accordance with the RFP and FTA requirements, the Price Proposal amounts used in the evaluation include costs for three universal charging floats and one option float—the final contract contemplates two floats with an option for a third.

**Recommendation for Contract Award**

Using the RFP's evaluation criteria, JT Marine Inc. (JTM) was deemed the highest ranked Proposer. JTM is a family-owned shipyard that has been providing extensive marine services, both repair and construction, since 2007. Based in two separate facilities on the Columbia River, JTM will build the UCFs primarily at its facility in Rainier, Oregon, which is equipped with a dedicated pipe shop, fabrication shop, two marine railways, and a one-acre floor area. This facility was most recently used by JTM to build floating docks for the US Coast Guard.

JTM's proposal illustrated a strong understanding of building similar steel floating docks and barges. Further, the Evaluation Committee favorably considered its proposed partnership with TAI Engineering, to complete the final design and technical and production details.

After determining that JTM was the highest ranked proposer, SF Bay Ferry entered into negotiations with JTM pursuant to the RFP's procedures.

Through negotiations, SF Bay Ferry adjusted the contract scope from three base UCFs plus one option to two base UCFs plus one option, in order to align the project with available budget and ensure the most competitive pricing while preserving flexibility to exercise the option as future funding becomes available. This approach is also focused on allowing the optimal operation of the battery electric vessels that the agency has already procured.

JTM's price is 21% higher than SF Bay Ferry's independent cost estimate (ICE). Several factors contributed to this variance, with roughly half driven by higher material costs for the technical components of the charging system. The remainder reflects continued high inflation in marine fabrication costs, with U.S. Bureau of Labor Statistics data showing that shipbuilding has far outpaced national inflation averages. Additionally, the technical risk associated with this project, particularly due to regulatory uncertainty between marine vessel design rules and shoreside building code, led to increased proposal costs.

**Project Schedule**

The anticipated project schedule for the two UCFs is as follows:

UCF #1 Preliminary Acceptance	April 2027
UCF #2 Preliminary Acceptance	November 2027

Staff recommends awarding a \$47,033,611 contract to JT Marine Inc. for two Universal Charging Floats, providing critical infrastructure to support SF Bay Ferry's transition to zero-emission service.

This proposed contract includes an option for SF Bay Ferry to purchase a third UCF that is not included in this approval action. Exercising the option for a third UCF is at SF Bay Ferry's discretion and will require a separate Board action.

JT Marine has certified compliance with Buy America.

**FTA Disadvantaged Business Enterprise (DBE) Project Goal**

This project is funded in part with Federal Transit Administration (FTA) funds. SF Bay Ferry'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 JTM and have determined that 0 percent DBE 2025/26 participation and 0 percent SBE participation is anticipated during the performance of this contract.

**Fiscal Impact**

The award of the two UCFs to be constructed with this contract are included in two different Board-approved capital project budgets: Facilities electrification of Seaplane Lagoon and Downtown San Francisco. The Downtown Gate G UCF is a \$30 million project and the Seaplane UCF is a \$28.4 million project. Total for the two projects is \$58,413,161 and is funded by a variety of grant sources. Funding will be secured prior to execution of any contract authorized by this action.

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

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

**RESOLUTION NO. 2025-40**

**APPROVE CONTRACT AWARD TO JT MARINE, INC. FOR THE PROCUREMENT OF  
NEW UNIVERSAL CHARGING FLOATS**

**WHEREAS**, On December 27, 2024, SF Bay Ferry released a Request for Proposals (RFP) for new Universal Charging Floats (UCF) to be installed at the Downtown San Francisco and Seaplane Lagoon ferry terminals; and

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

**WHEREAS**, based on the requirements and evaluation criteria in the RFP, the evaluation committee determined that the proposal received in response to the RFP from JT Marine, Inc was the highest ranked, was complete and responsive to the RFP, and that JT Marine is qualified to perform the work; and

**WHEREAS**, as required by federal procurement requirements, staff determined JT Marine's price is fair and reasonable; and

**WHEREAS**, the Executive Director recommends the Board approve a contract award to JT Marine, Inc for two new Universal Charging Floats in the amount of \$47,033,608, with an option to purchase a third Universal Charging Float at a price set in the Agreement, subject to additional Board approval; now, therefore, be it

**RESOLVED**, that the Board of Directors hereby approves a contract award to JT Marine for two new Universal Charging Floats in the amount of \$47,033,608; and be further

**RESOLVED**, that the Board of Directors authorizes the Executive Director to take any additional actions necessary 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 October 9, 2025.

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2025-40

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

MEMORANDUM

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**TO:** Board Members

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

**SUBJECT:** Winter 2025-26 Fare Promotions

**Recommendation**

There is no recommendation associated with this informational item.

**Background**

Prior to 2020, SF Bay Ferry offered weekend service year-round on the Vallejo and Oakland & Alameda routes, but winter service was operated at decreased levels. Since 2021, SF Bay Ferry has offered robust weekend service year-round, including service to Richmond. As a result, weekend ridership in the late autumn, winter, and early spring has made significant gains since 2021. However, weekend ridership in these months remains substantially lower than the peak summer months. Summer weekends were 178% higher than winter weekends last year and the shoulder months (March, April, and May) were 143% higher.

The agency has also offered robust midday and evening service across most routes since 2021. Prior to that year, midday and evening service was restricted primarily to the Vallejo and Oakland & Alameda routes with marginal decreases in midday service during the winter season. Ridership data has shown similar seasonal cycles on non-commute weekday ridership.

**Discussion**

While non-commute ridership during the non-peak season has been a real bright spot over the past four years, staff believes there is additional room to grow.

To that end, staff has developed a package of fare promotions to be paired with special onboard activations to earn publicity for the service and increase ridership. These fare promotions would be valid between November 1, 2025, and January 31, 2026.

The two fare promotions are:

- **\$20 Day Pass:** This fare product would encourage residents and visitors to use the ferry to visit multiple locations around the Bay, take round trips on the ferry in the absence of having a destination in mind, and even work from the ferry. The fare is priced to be just higher than the most expensive regular round trip to avoid a loss of fare revenue from existing riders. No operational changes would be made. Riders would still need to disembark from the ferry at the end of each departure. No capacity issues are anticipated based on current ridership levels.
- **\$1 Fares for Youth Riders:** This fare product would further encourage families to use the ferry for transbay travel during the winter months by decreasing the cost for riders aged 5-17. Currently, riders under age 5 ride for free and riders aged 5-17 ride at half-

price fares. Staff considered multiple fare models to incentivize family ridership and determined this option to be the easiest to communicate with the public and media.

Both fare products would be implemented via SF Bay Ferry's mobile ticketing platform powered by Anchor Operating System. This would allow tickets to be available via the SF Bay Ferry app and through paper tickets sold onboard the ferry and at Bay Crossings in the Ferry Building. As Next Gen Clipper rolls out in the coming months, staff will monitor whether the promotional fare products can also be implemented through that fare payment system. Neither fare product will be available for use on special event service.

To increase interest in riding the ferry beyond the discounted fares, staff is also planning a series of events and activations during the promotional period. These include:

- **Merry Ferry:** Building on SF Bay Ferry's popular entry in the annual Oakland Estuary Lighted Yacht Parade, the agency would provide themed rides on a holiday-decorated ferry on weekends and during local school district's winter break across all routes (except for commute-only services). Staff will publish a schedule of which regular departures will feature the "Merry Ferry" and will have some special activations including rides with Santa, holiday music, special merchandise sales, and themed concessions.
- **Live Entertainment:** To boost ridership on late evening Friday and Saturday scheduled service, staff will engage local musicians and DJs to provide special entertainment onboard the ferry. These evenings will be promoted in local communities with a goal of boosting ridership during the events and building awareness of the service overall.

Staff is working on additional activation ideas and will leverage organic and paid media to highlight both the events and the seasonal fare promotions.

**Fiscal Impact**

Staff anticipates that changes in fare revenue due to increased ridership and fare discounts will not materially impact budgeted levels. Costs associated with advertising and events are including the approved FY 2025/26 marketing and outreach budget.

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