

**Members of the Board**

James Wunderman, Chair  
Monique Moyer, Vice Chair  
Jessica Alba  
Pippin Dew  
Michael Henneberry

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

*Thursday, November 13, 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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***The full agenda packet is available for download at [sanfranciscobayferry.com/next-board-meeting/](https://sanfranciscobayferry.com/next-board-meeting/)***

## **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. Emergency Response Exercise
  - b. Review of Financial Statements
  - c. Federal Legislative Report
  - d. State Legislative Report
  - e. Ridership Report
  - f. Service Reliability Report
  - g. Quarterly Review of Capital Program
6. CONSENT CALENDAR **Action**
  - a. Approve Board Meeting Minutes – October 9, 2025
  - b. Approve Board of Directors Meeting Schedule for Calendar Year 2026

**San Francisco Bay Ferry / Water Emergency Transportation Authority  
November 13, 2025 Meeting of the Board of Directors**

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7. APPROVE AMENDMENTS TO FISCAL YEAR 2025/26 CAPITAL BUDGET **Action**
  
8. REQUEST FOR PROPOSAL FOR NEW FERRY OPERATIONS & MAINTENANCE AGREEMENT **Action**
  
9. APPROVE AMENDMENTS TO THE SF BAY FERRY PASSENGER CODE OF CONDUCT **Action**
  
10. PUBLIC COMMENTS FOR NON-AGENDA ITEMS

ADJOURNMENT

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

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

*If you know in advance that you would like to make a public comment during the meeting, please email [BoardOfDirectors@sfbayferry.com](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: November 13, 2025

RE: Executive Director's Report

### **Regional Revenue Measure**

On Monday, October 13, 2025, Governor Gavin Newsom signed into law Senate Bill 63, authorizing a November 2026 ballot measure to prevent major service cuts at BART, San Francisco MUNI, AC Transit and other Bay Area transit systems and to make improvements to transit affordability, accessibility and reliability in the region. The new law, which will 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, will allow voters in Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties to consider a 14-year regional transportation sales tax that would generate approximately \$980 million per year via a one cent sales tax in San Francisco and a half-cent sales tax in the remaining four counties.

If approved by voters, the measure would dedicate approximately 60 percent of the funds to preserving service on BART, Muni, Caltrain, AC Transit as well as San Francisco Bay Ferry and smaller transit agencies. A third of the remaining funds would go to participating county transportation authorities, with flexibility to use funds for transit capital, operations, or road paving projects on roads with regular bus service. Additionally, just under five percent of the remaining funds would go toward improving the rider experience, including establishing free and reduced-fare transfers, expanding the Clipper START<sup>®</sup> program, improving transit accessibility, and implementing transit priority projects, among others. Finally, the ballot measure will include oversight provisions that will establish an independent committee to ensure expenditures are consistent with the law. Membership of this committee will include at least one representative from each of the five counties, appointed by each county's board of supervisors.

### **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 is scheduled for Monday, November 17.

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.

### **Emergency Response Function Exercise**

On October 29, SF Bay Ferry conducted its annual Functional Exercise at the Central Bay Operations and Maintenance Facility in Alameda. The exercise simulated the activation of SF Bay Ferry's Emergency Operations Center (EOC) following a magnitude 7.9 earthquake on the San Andreas Fault. The scenario tested EOC coordination, information sharing, and communications in the critical hours following the event.

This year's exercise achieved a record turnout, and for the first time incorporated the Blue & Gold Fleet operations team into EOC exercise play. Staff practiced completing core Incident Command System

(ICS) forms while testing the Virtual EOC platform on Microsoft Teams as the central tool for gathering, analyzing, and sharing information. Staff reported that the exercise was appropriately paced and valuable as a learning experience, aligning with this year's goal of focusing on foundational EOC skills and inter-section coordination.

The full after action review is still being developed, but it is clear that the exercise produced several takeaways that will inform the upcoming updates to the Emergency Operations Plan and Emergency Response Plan, particularly efforts to streamline EOC operations and clarify section roles.

### **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. Staff met with employer representatives last month to discuss Study options. A third meeting of the Study working group is scheduled for later this month to discuss a preferred approach. The Study's findings, including any recommended service changes, will be presented to the Board in early 2026.

### **2050 Service Vision & Business Plan**

The 2050 Service Vision & Business Plan is being developed to define a long-term service vision based on input from agency stakeholders, the public, and other parties with an interest in the future of the agency. The goal of this project is to create clear direction for the agency and its staff concerning future expansion efforts, prioritize the use of limited funds, identify resource needs, and help build a broad coalition to advocate for future investment in the regional ferry network. In 2024 the Board approved the 2050 Service Vision and Expansion Policy. Last month staff met with representatives from the San Francisco International Airport to confirm planning assumptions made concerning the Service Vision. A draft Business Plan that includes a near-term financial plan and strategy for implementing the Service Vision through FY 2037 will be presented to the Board in early 2026 for consideration.

**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 confirmed that the full customer transition to the C2 system which was originally targeted in November 13, will begin on December 10, 2025, and roll out over 8-12 week period across

all participating transit agencies, including San Francisco Bay Ferry. At launch, riders will be able to tap 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.

**Disadvantaged Business Enterprise Program Interim Final Rule:** On October 3, 2025, the U.S. Department of Transportation issued an Interim Final Rule that significantly changes the Disadvantaged Business Enterprise (DBE) Program, which is currently authorized under the Infrastructure Investment and Jobs Act (IIJA). The rule suspends DBE contract goals and counting until all certified DBEs are reevaluated under new standards, and reporting requirements such as Uniform Reports are paused, though subcontractor reporting must continue unless directed otherwise. Race- and gender-based presumptions of disadvantage have been eliminated; DBE applicants must now provide individualized evidence of social and economic disadvantage. Existing contracts with DBE goals remain in effect, but enforcement and reporting of those goals are suspended. While the program remains in place for now, additional changes or elimination of the program is possible as it will need to be re-approved as part of the reauthorization of the surface transportation bill.

### **Released Request for Proposals**

Procurements Posted:

- September 17: Float Mounted Charging System
- October 15: MV *Lyra* Vessel Repairs and Drydock

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

MEMORANDUM

**TO: Board Members**

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

**SUBJECT: Review of FY 2025/26 Financial Statements Ending November 30, 2025**

**Recommendation**

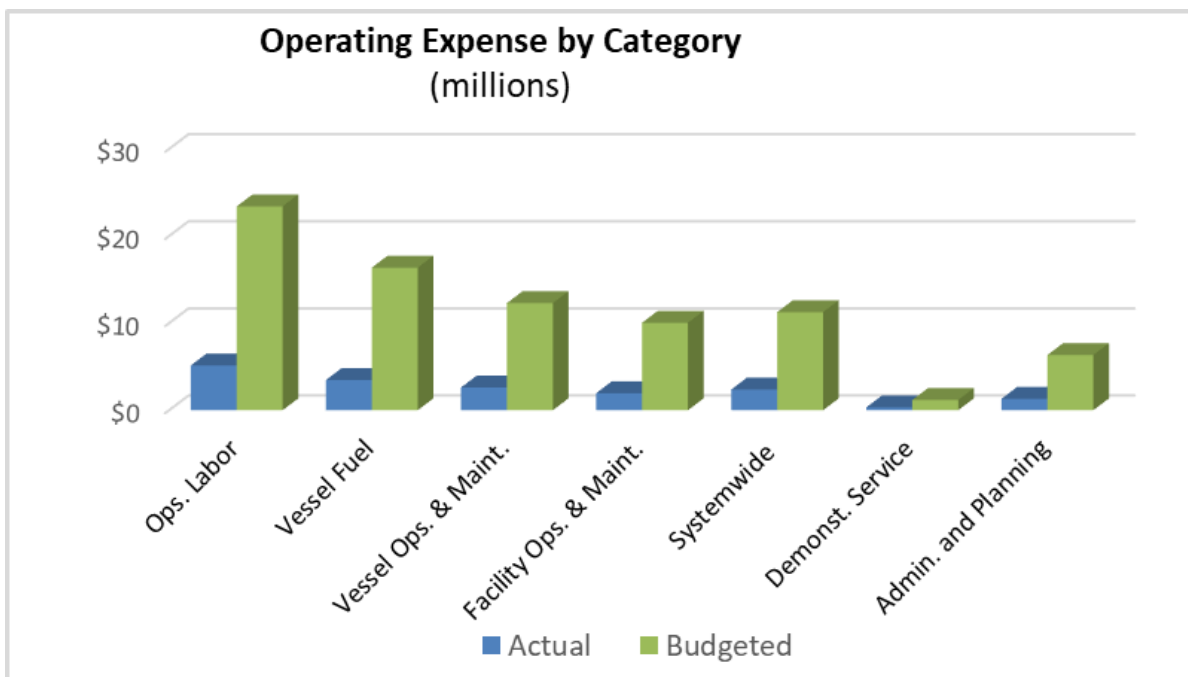
There is no recommendation associated with this informational item.

**Financial Summary**

This report provides a summary and review of financial activity against budget through September, which is the first full quarter of Fiscal Year 2025/26. Quarterly earnings are also attached to this report.

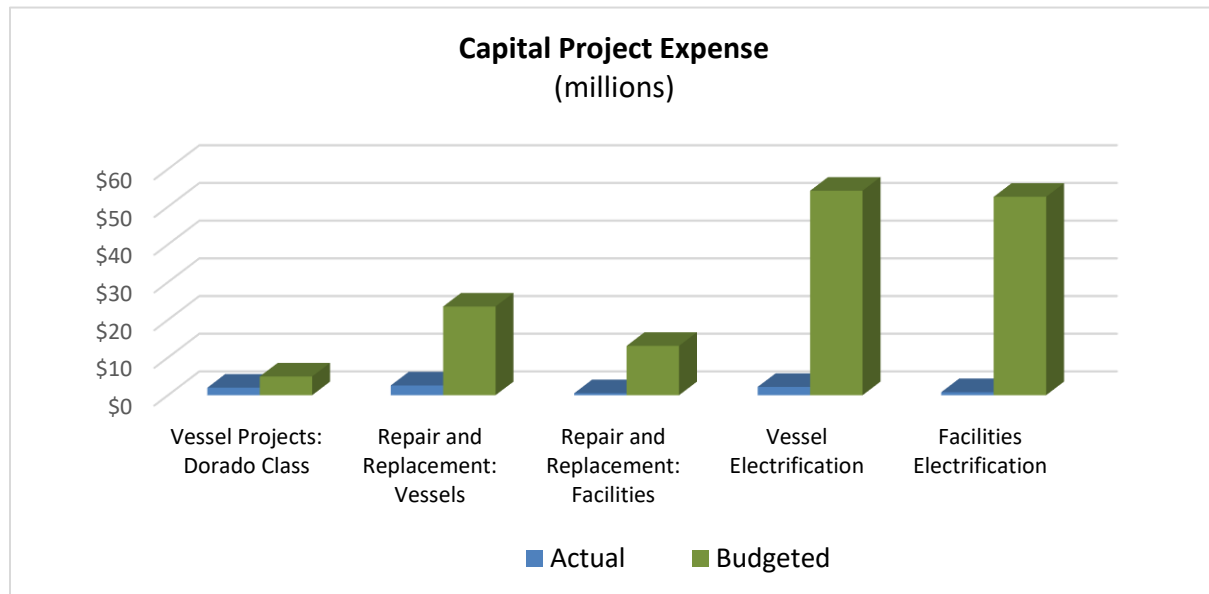
**Operating Budget:**

Total authorized expenses for the year are \$80.8 million. With 25% of the Fiscal Year complete, expenses are within anticipated amounts with 21% of the budget expended. There are no budget challenges at this time. Fare revenue continues to be above expected amounts for this time of year, with total to date of \$4.7 million which is 17% higher than the prior year through the same month of 2024. Operating expense is on budget, the figure below illustrates categories of expense against budget for this first quarter.



**Capital Program Expense**

Capital Budget expenses for the month were \$8.1 million. Significant payments were processed last month for milestones related to the delivery of the Zalophus, and for the Scorpio mid-life refurbishment. More detailed capital project data is provided on the last page of this report, and a more narrative update is provided this month in the quarterly report by the Chief Capital Program Officer. This report also reflects budget changes approved by the Board last month and maintenance expense shifts on the agenda for this month. The figure below shows expense against budget by type of project.



**Investment Report**

The total monthly balance held in both the Local Agency Investment Fund (LAIF) and our commercial bank as of September 30 is \$15.2 million as shown below. Quarterly earnings allocations from our LAIF account are attached to this report.

	September 2025
Bank of America (Checking)	\$ 803,719
Bank of America (Measure B/BB)	6,625,827
Local Agency Investment Fund (LAIF)	7,802,195
<b>Total</b>	<b>\$ 15,231,740</b>

**Fiscal Impact**

There is no fiscal impact associated with this informational item.

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

**San Francisco Bay Ferry (WETA)**  
**Operating & Administration Monthly Budget Report FY 2025/26**  
**Through the Month Ending 9/30/2025**

% of Year Elapsed 25%

	Month Sep. 2025 Actual	Year - To - Date		Total FY2025-26 Budget	% Budget
		FY2024-25 Actual	FY2025-26 Actual		
<b>OPERATING REVENUE</b>					
Fare Revenue	\$1,449,651	\$4,048,462	4,730,346	\$15,790,355	30%
Revenue Transfer to Reserve		(1,784,347)	-	-	0%
Regional - Bridge Toll	3,605,228	9,582,796	11,440,751	57,064,302	20%
State Operating Assistance		2,588,849	-	3,000,000	0%
Local	320,448	1,113,226	961,345	3,845,380	25%
Other Revenue		13,100	9,225	1,170,130	1%
<b>Total Operating Revenue</b>	<b>\$5,375,328</b>	<b>\$ 15,562,086</b>	<b>\$ 17,141,667</b>	<b>\$ 80,870,168</b>	<b>21%</b>
<b>OPERATING EXPENSE</b>					
<b>Harbor Bay Ferry Service</b>					
Operations Labor	\$150,325	\$439,639	461,879	\$2,092,240	22%
Vessel Fuel	79,824	215,117	242,158	1,146,055	21%
Vessel Operations & Maintenance	68,206	153,531	189,183	1,276,676	15%
Facility Operations & Maintenance	42,993	156,735	121,522	723,138	17%
Systemwide Expense	57,411	196,415	203,372	1,005,573	20%
<b>Total Harbor Bay Farebox Recovery</b>	<b>\$ 398,759</b> 29%	<b>\$ 1,161,437</b> 25%	<b>\$ 1,218,114</b> 28%	<b>\$ 6,243,682</b> 20%	
<b>Alameda/Oakland Ferry Service</b>					
Operations Labor	\$384,163	\$1,011,170	\$1,180,358	\$5,381,783	22%
Vessel Fuel	193,476	615,042	657,286	3,110,721	21%
Vessel Operations & Maintenance	219,679	256,471	575,911	2,637,783	22%
Facility Operations & Maintenance	129,799	421,204	397,029	1,916,370	21%
Systemwide Expense	159,150	528,063	567,360	2,585,846	22%
<b>Total Alameda/Oakland Farebox Recovery</b>	<b>\$ 1,086,267</b> 30%	<b>\$ 2,831,951</b> 37%	<b>\$ 3,377,944</b> 34%	<b>\$ 15,632,503</b> 24%	
<b>Vallejo Ferry Service (Vallejo)</b>					
Operations Labor	\$467,677	\$1,187,026	\$1,436,957	\$6,673,614	22%
Vessel Fuel	432,566	1,353,093	1,452,948	\$6,876,330	21%
Vessel Operations & Maintenance	286,442	317,241	1,257,984	\$4,280,296	29%
Facility Operations & Maintenance	227,489	1,156,983	735,190	4,031,352	18%
Systemwide Expense	205,395	680,247	729,493	3,140,878	23%
<b>Total Vallejo Farebox Recovery</b>	<b>\$ 1,619,568</b> 40%	<b>\$ 4,694,590</b> 39%	<b>\$ 5,612,572</b> 38%	<b>\$ 25,002,470</b> 28%	
<b>South San Francisco Ferry Service (SSF)</b>					
Operations Labor	\$150,325	\$395,675	\$461,879	\$2,060,405	22%
Vessel Fuel	229,988	153,612	345,940	1,637,221	21%
Vessel Operations & Maintenance	46,847	194,551	123,187	1,127,413	11%
Facility Operations & Maintenance	42,295	159,125	132,676	792,046	17%
Systemwide Expense	52,171	146,057	183,057	1,059,093	17%
<b>Total South San Francisco Farebox Recovery</b>	<b>\$ 521,625</b> 13%	<b>\$ 1,049,021</b> 16%	<b>\$ 1,246,739</b> 16%	<b>\$ 6,676,177</b> 11%	
<b>Richmond Ferry Service (Richmond)</b>					
Operations Labor	\$317,352	\$791,351	\$975,078	\$4,392,511	22%
Vessel Fuel	159,649	430,678	484,316	2,292,110	21%
Vessel Operations & Maintenance	102,837	352,487	279,472	1,818,521	15%
Facility Operations & Maintenance	106,756	370,266	306,592	1,659,169	18%
Systemwide Expense	114,186	368,548	402,906	2,011,145	20%
<b>Total Richmond Farebox Recovery</b>	<b>\$ 800,781</b> 18%	<b>\$ 2,313,329</b> 15%	<b>\$ 2,448,364</b> 18%	<b>\$ 12,173,456</b> 12%	

(continued on next page)

**San Francisco Bay Ferry (WETA)**  
**Operating & Administration Monthly Budget Report FY 2025/26**  
**Through the Month Ending 9/30/2025**

% of Year Elapsed 25%

	Month Sep. 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	\$200,433	\$571,531	\$615,839	\$2,802,985	22%
Vessel Fuel	44,847	307,669	276,752	1,309,777	21%
Vessel Operations & Maintenance	62,046	175,705	178,730	1,157,422	15%
Facility Operations & Maintenance	83,260	199,821	254,751	915,887	28%
Systemwide Expense	80,138	252,838	283,776	1,452,494	20%
<b>Total Seaplane Lagoon</b>	<b>\$470,723</b>	<b>\$ 1,507,564</b>	<b>\$ 1,609,848</b>	<b>\$ 7,638,565</b>	<b>21%</b>
<i>Farebox Recovery</i>	<i>33%</i>	<i>24%</i>	<i>29%</i>	<i>18%</i>	
<b>Subtotal Operations (Regular Service)</b>	<b>\$ 4,897,723</b>	<b>\$ 13,557,892</b>	<b>\$ 15,513,582</b>	<b>\$ 73,366,852</b>	<b>21%</b>
<i>Farebox Recovery (exclud. Admin.)</i>	<i>30%</i>	<i>30%</i>	<i>30%</i>	<i>22%</i>	
<b>Alameda - Oakland Demonstration Project (Woodstock)</b>	\$111,545	\$192,424	322,934	\$1,170,130	28%
<b>Subtotal Ferry Operations (All)</b>	<b>\$ 5,009,268</b>	<b>\$ 14,547,440</b>	<b>\$ 15,836,515</b>	<b>\$ 74,536,982</b>	<b>21%</b>
<b>Planning and Administration</b>					
Wages and Fringe Benefits	\$224,798	\$609,214	\$812,140	\$3,192,907	25%
Professional & Other Services	99,108	307,209	338,184	1,874,950	18%
Information Tech., Office, Supplies	3,065	12,415	11,622	227,815	5%
Utilities/Communications	4,246	5,597	7,493	31,204	24%
Insurance	5,234	7,476	14,311	29,893	48%
Dues, Memberships, Misc.	7,944	20,452	53,520	233,315	23%
Leases and Rentals	21,665	52,283	67,881	743,104	9%
<b>Subtotal Planning &amp; Administration</b>	<b>\$ 366,059</b>	<b>\$ 1,014,646</b>	<b>\$ 1,305,152</b>	<b>\$ 6,333,188</b>	<b>21%</b>
<b>Total Operating Expense</b>	<b>\$ 5,375,328</b>	<b>\$ 15,562,086</b>	<b>\$ 17,141,667</b>	<b>\$ 80,870,170</b>	<b>21%</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**  
**Year-to-Date Through September 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	\$ 193,075,107	\$ 37,935,840	\$ 72,403,025	\$ 5,905,940	82,736,242	23%
State Funds	91,811,845	6,539,594	28,723,962	\$ 591,877	56,548,289	8%
Regional - Bridge Toll	124,728,541	10,450,493	44,247,452	\$ 1,332,111	70,030,597	9%
Local /Other	6,718,698	951,448	1,778,854	\$ 305,086	3,988,396	19%
Pending/Unfunded	99,734,881	-	416,099	-	99,318,782	0%
<b>Total Revenue</b>	<b>\$ 516,069,072</b>	<b>\$ 55,877,374</b>	<b>\$ 147,569,392</b>	<b>\$ 8,135,014</b>	<b>\$ 312,622,306</b>	
<b>CAPITAL EXPENSE</b>						
<b>Vessel Projects: Dorado Class</b>						
Vessel Replacements (Karl, Zalophus)	37,636,402	33,332,396	4,304,006	2,002,394	-	94%
<b>Repair and Replacement Program: Vessels</b>						
Vessel Mid-Life Refurbishment - MV Gemini	4,488,000	235,912	4,252,088	1,231,211	-	33%
Vessel Mid-Life Refurb & Engine Overhaul - MV Pisces	4,679,000	53,485	4,625,515	5,047	-	1%
Engine Overhauls and Improvements	15,833,408	2,531,886	9,893,322	1,336,406	3,408,200	24%
Component Improvements/Dry Dock	4,666,500	-	4,666,500	17,141	-	0%
<b>Repair and Replacement Program: Facilities</b>						
Vallejo Terminal Reconfiguration	16,696,000	666,067	6,910,525	207,556	9,119,408	5%
Passenger Floats Rehabilitation - Pier 9	1,362,000	-	1,337,000	1,263	25,000	0%
Multiuse Emergency Float	200,000	-	200,000	5,877	-	3%
Vallejo Ferry Terminal Dredging	3,030,735	287,795	2,742,940	24,898	-	10%
North Bay Fuel Farm Upgrades	540,000	-	540,000	-	-	0%
Administrative Facility Improvements	1,149,830	51,299	769,500	276,376	329,031	28%
South SF Dredging & Dredging Program Work	3,922,000	-	430,000	10,823	3,492,000	0%
<b>Electrification Program (REEF)</b>						
<b>Vessels</b>						
New Electric Vessels (Three - 150 PX)	58,407,000	6,592,365	9,858,638	25,625	41,955,996	11%
New Electric Vessels (Two - 400 PX)	77,351,393	8,632,247	41,086,609	2,175,143	27,632,537	14%
Hydrus Conversion to Battery Electric Propulsion	14,085,302	-	3,312,060	4,273	10,773,242	0%
<b>Facility Electrification</b>						
Central Bay Terminal	3,106,250	41,895	2,141,750	45,401	922,605	3%
Downtown San Francisco	83,930,168	1,713,775	16,350,682	367,964	65,865,711	2%
Treasure Island	6,798,681	436,145	3,350,000	59,089	3,012,536	7%
Main Street	11,887,500	-	255,000	289	11,632,500	0%
Seaplane Lagoon	36,586,500	369,398	12,072,017	136,570	24,145,085	1%
Harbor Bay	36,731,737	525,503	4,999,471	81,414	31,206,763	2%
Richmond Terminal	4,235,853	-	302,713	-	3,933,140	0%
Mission Bay Project	52,050,519	100,651	12,500,000	18,658	39,449,868	0%
Berkeley Pier/Ferry Project	3,000,000	107,202	179,683	34,419	2,713,115	5%
Oakland Ferry Terminal	33,694,294	199,353	489,373	67,177	33,005,568	1%
<b>Total Expense</b>	<b>\$516,069,072</b>	<b>\$55,877,374</b>	<b>\$147,569,392</b>	<b>\$8,135,014</b>	<b>\$312,622,306</b>	



MALIA M. COHEN

California State Controller

LOCAL AGENCY INVESTMENT FUND  
REMITTANCE ADVICE

Agency Name

SAN FRANCISCO BAY AREA WATER

Account Number



As of 10/15/2025, your Local Agency Investment Fund account has been directly credited with the interest earned on your deposits for the quarter ending 9/30/2025.

Earnings Ratio		0.00011893333163814
Interest Rate		4.34%
Dollar Day Total	\$	989,670,659.58
Quarter End Principal Balance	\$	7,802,194.64
Quarterly Interest Earned	\$	117,704.83



**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 – November 2025**

This report covers the following topics:

- Update on FY26 Federal Appropriations Process – Government Shutdown
- Public Ferry Caucus Recruitment
- Zalophus Welcoming Event

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

The federal appropriations process for Fiscal Year 2026 remains at a standstill, as the federal government continues to experience what has now become the longest shutdown in US history. When this report was written, there was no clear path towards resolution. While some bipartisan discussions have taken place among rank-and-file senators, leadership from both parties remains dug into their positions.

A limited number of rank-and-file senators are working on potential agreements related to FY2026 spending bills. Although this will take days if not weeks to accomplish, and the efforts face significant hurdles.

Republican leadership and President Trump continue to state they will not negotiate on extending the expiring Obamacare premium tax credits, which has been the central focus of the shutdown. Congressional Democratic leadership continues to demand an extension to reopen the government.

Recall SF Bay Ferry has a big stake in government funding. 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 Growth**

Accelerate Strategies continues to work closely with members of the Public Ferry Coalition to expand and strengthen the new Public Ferry Caucus in Congress. Prior to our most recent outreach, the caucus included 12 members (10 Democrats and 2 Republicans). Four of the Members are part of the SF Bay Ferry delegation: Co-Chair Rep. Garamendi, Rep. Mullin, Rep. Pelosi, and Rep. Simon.

We are currently focused on recruiting additional House Republicans to join the caucus,

particularly those who represent districts with Public Ferry Coalition operators. The goal is to build a more balanced, bipartisan caucus that can effectively advocate for public ferry priorities on both sides of the aisle.

In addition to working to grow the caucus, we are also working to grow the Public Ferry Coalition. We are in the process of setting up a PFC Member Site that will include resources for all Members and we will share additional information about that during our November meeting.

### **Zalophus Welcoming Event**

Accelerate Strategies is working with the SF Bay Ferry Government Affairs team to invite Congressional Staff, and Members of Congress, pending the Congressional Calendar, to welcome of the newest vessel to the fleet. We have also invited the Federal Transit Administration (FTA) Administrator, who may not be able to travel due to the government shutdown.



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

November 3, 2025

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

FM: Matt Robinson, Partner  
Michael Pimentel, Partner

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

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***General Update***

The Legislature recessed the first year of the two-year 2025-26 Legislative Session on September 13, after sending nearly 800 bills to the Governor in the final weeks of the legislative year. The Governor had until October 13 to sign or veto this last tranche of bills. This caps a year which saw California renew its historic Cap-and-Trade program, pass legislation authorizing the placement of a Bay Area Regional Measure on next year’s General Election ballot, close a \$12 billion budget deficit, and more. Assemblymembers and State Senators introduced a total of 2,350 bills in 2025 – 917 of which made it to the Governor’s desk for his consideration this year. Of these, 794 were signed into law and 123 were vetoed – meaning approximately one-third of the bills introduced at the start of the year successfully navigated California’s full legislative process.

Also, in mid-September, Senate President Pro Tempore Mike McGuire announced that he would step down as leader of the State Senate on an earlier timeline than initially anticipated. Senator McGuire announced that, effective November 17, 2025, Senator Monique Limon (D-Santa Barbara) will take over as Senate Pro Tem. The initial timeline for this transition had been described as “early 2026.” We expect to see some changes in leadership and key committee roles before the year is out.

The Legislature is now in recess until January 5, 2026. For information about key legislative and budget deadlines for next year, please see the tentative 2026 Legislative Calendar [here](#).

***Senate Bill 1 Program Workshops***

On November 20, the California Transportation Commission will host its first workshop for the 2026 (Cycle 5) SB 1 programs, including the Local Partnership Program (LPP), the Solutions for Congested Corridors Program (SCCP), and the Trade Corridor Enhancement Program (TCEP). This workshop will kick off a series of workshops related to developing the program guidelines. More information can be found [here](#), including a link to register for the upcoming workshop.

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

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

This bill authorizes 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. The bill defines appropriations from the regional measure to the named transit agencies as subventions from the revenue generated in each county in the measure and allows money returned to counties to be used for local streets and roads projects benefiting fixed-route transit. The bill also requires a financial efficiency review of AC Transit, BART, Caltrain, and Muni, and requires these transit agencies to implement the strategies identified in the review. The bill 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. **This bill was signed by the Governor and will take effect on January 1, 2026.** Once the bill takes effect, it will be up to local stakeholders to work to qualify the regional measure for the ballot through signature gathering, where it will likely need a simple majority of voters to pass on November 3, 2026. To see the votes on this bill, please click [here](#).

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

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). **This bill was signed by the Governor and will take effect on January 1, 2026.** To see the votes on this bill, please click [here](#).

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

This bill requires 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. Recent amendments reduce 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 was signed by the Governor and will take effect on January 1, 2026.** To see the votes on this bill, please click [here](#).

### **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 512 (Pérez) Transportation District Elections: Initiatives – WATCH**

This bill would have clarified how jurisdictions may, by initiative, impose transactions and use taxes (TUTs) for transportation purposes. **This bill was vetoed by the Governor, stating “[t]he courts have consistently and repeatedly affirmed this existing authority; therefore, this bill is unnecessary.” Please see the full veto message [here](#).** To see the votes on this bill, please click [here](#).

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

This bill makes a number of changes to the Brown Act, including new public access and participation requirements for specified legislative bodies. 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. SB 707 also allows for entirely remote participation for advisory or subsidiary bodies. Notably, elected officials would be exempt from this and would need to attend in person or post their location and open that location to the public if they join remotely. 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.

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. SF Bay Ferry does not meet the definition of eligible legislative body. **This bill was signed by the Governor.** To see the votes on this bill, please click [here](#).

### **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 was signed by the Governor.** To see the votes on this bill, please click [here](#).

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

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 – November 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.

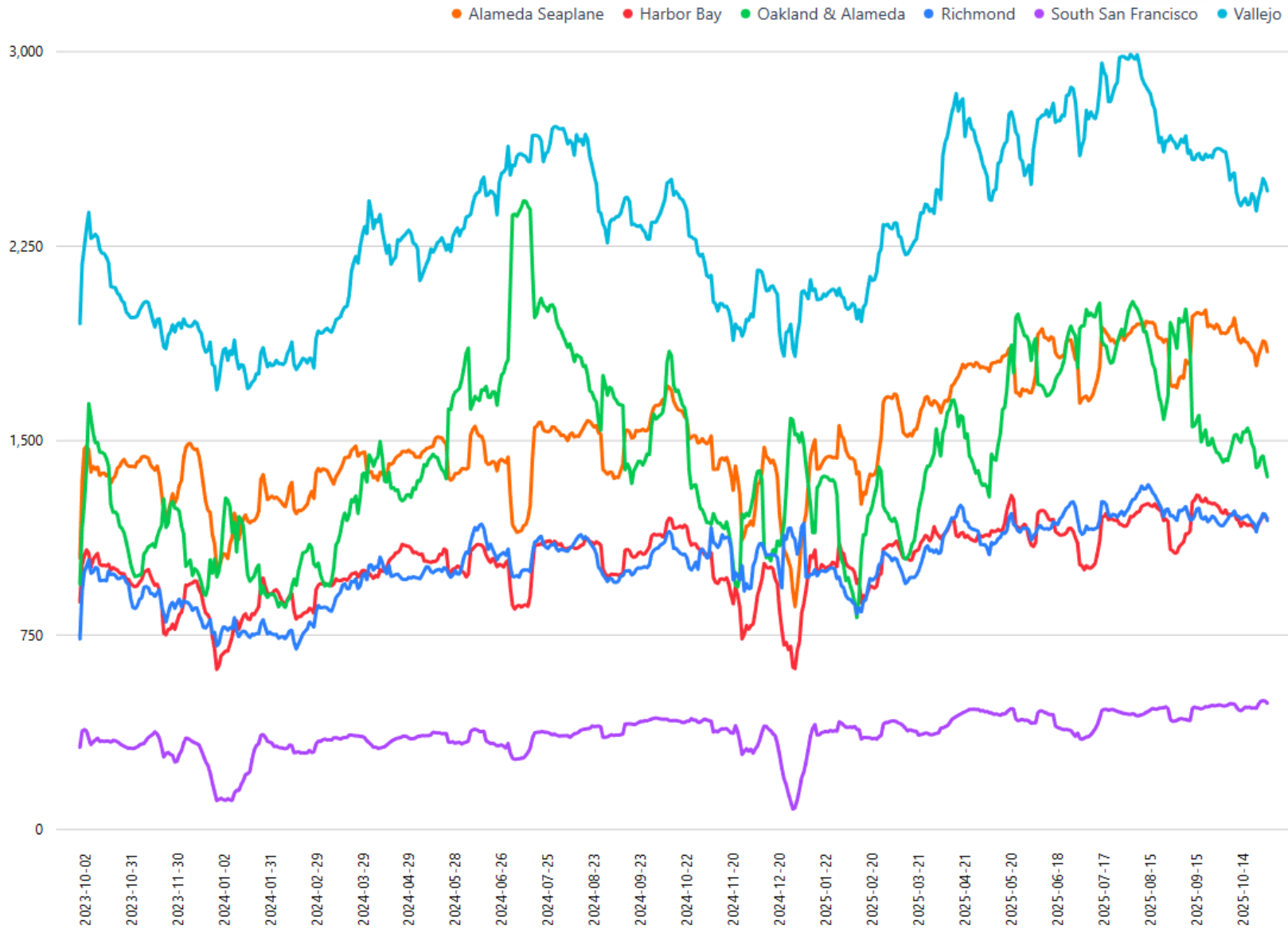
**Discussion**

This report includes ridership data for October 2025. SF Bay Ferry had just over 263,000 boardings in October. Compared to the same month in 2019, ridership was 85% of pre-pandemic October. Year-over-year ridership was almost flat from October 2024 to October 2025. This is largely attributed to the reduced fleet week activities in the region compared to previous years as well as a few days of rainy weather. Commute ridership was up compared to October 2024 by about 19%. It is still encouraging that the dips in ridership this month were primarily due to circumstances well beyond the control of agency and Blue & Gold staff. In terms of ridership recovery, SF Bay Ferry continues to outperform in terms relative to other regional transit operators. BART registered 51% of September 2019 ridership and Caltrain saw 66% of pre-pandemic September ridership.

**Appendix A. Ridership Data Summary**

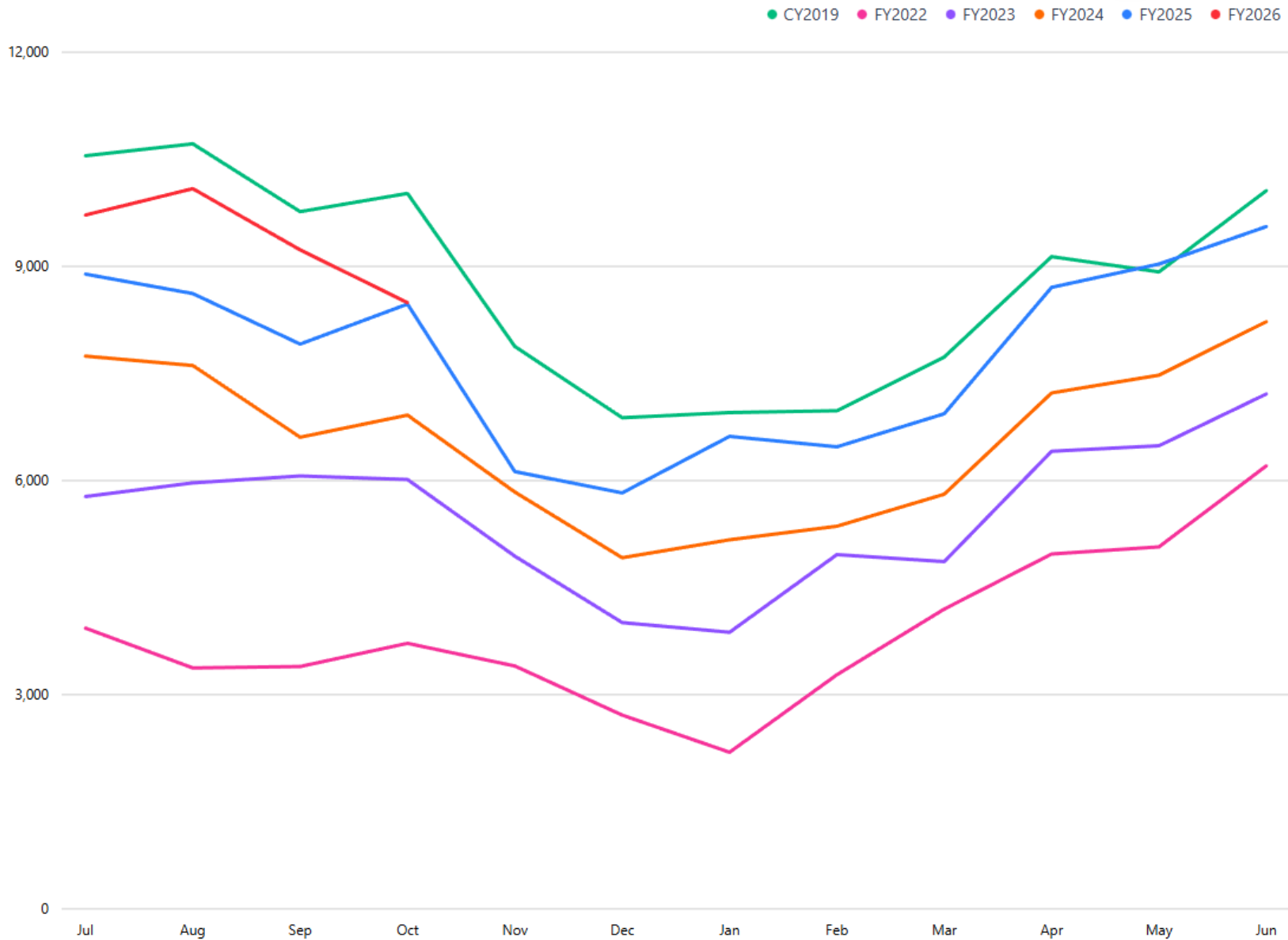
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### 10-Day Weekday Average Ridership



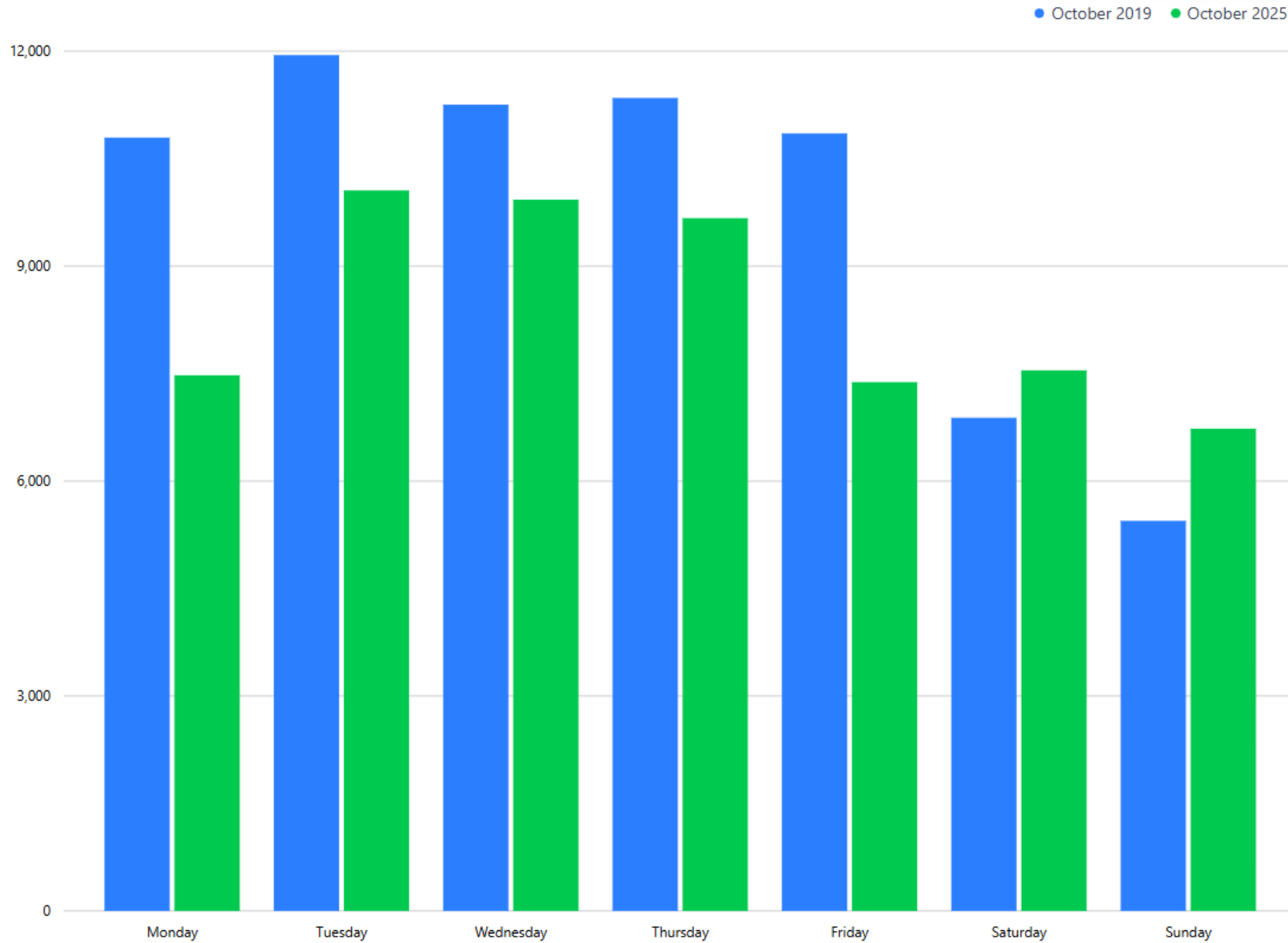
Ridership from other routes and event ridership is excluded.

### Average Daily Ridership By Month



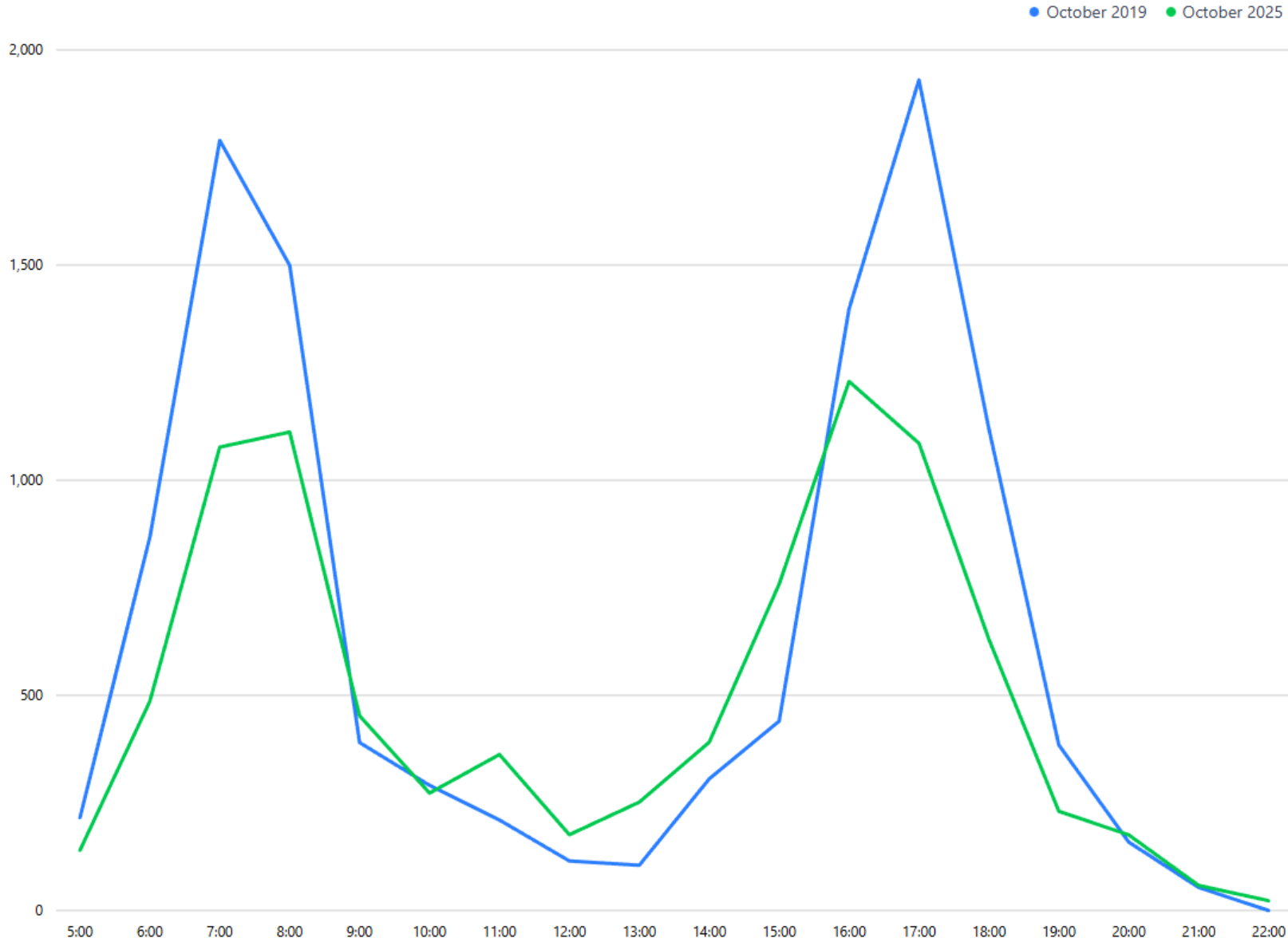
Event ridership is included.

Average Ridership by Day of Week Systemwide



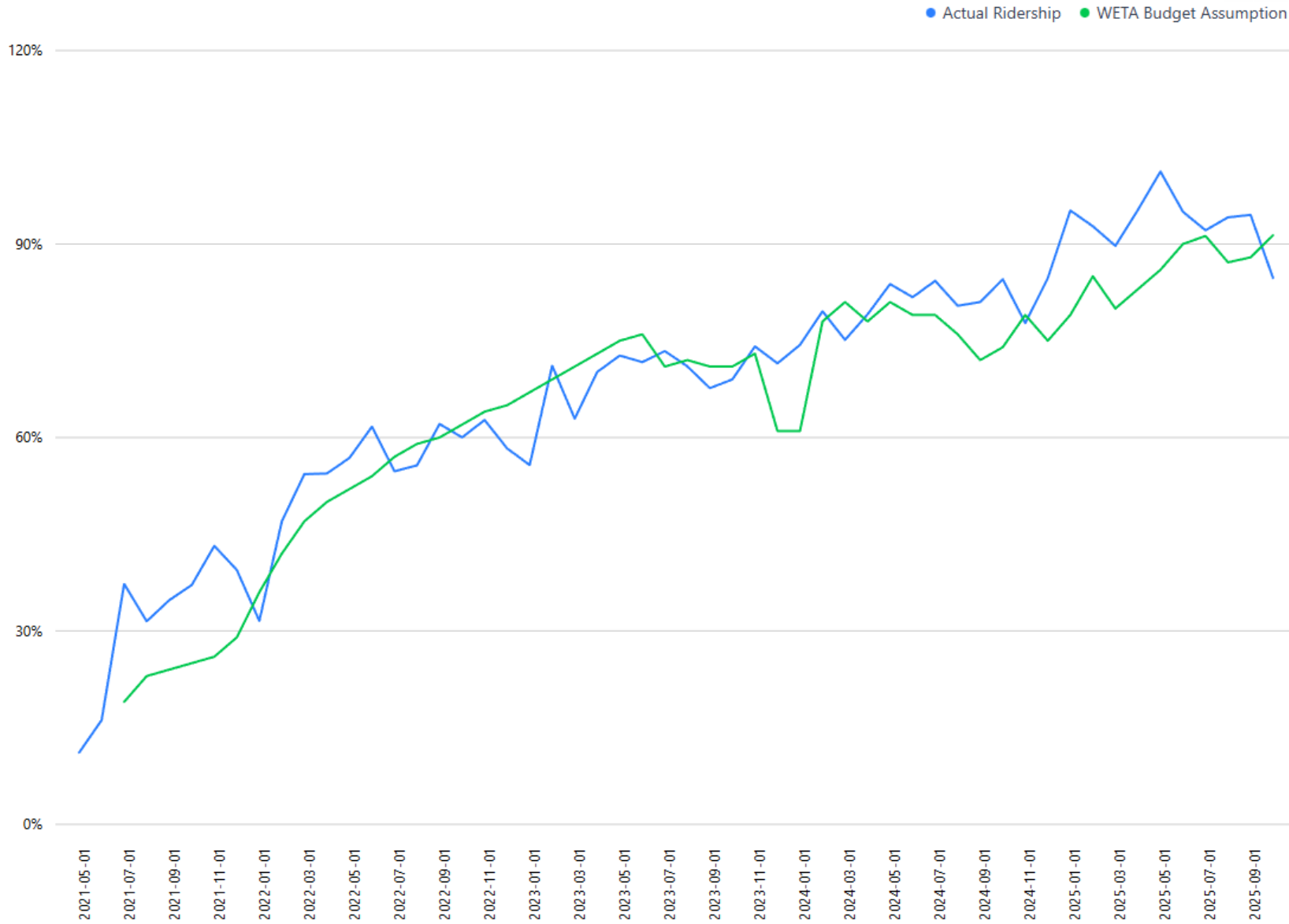
Event ridership is excluded. Holidays with no service are excluded.

### Average Weekday Hourly Ridership



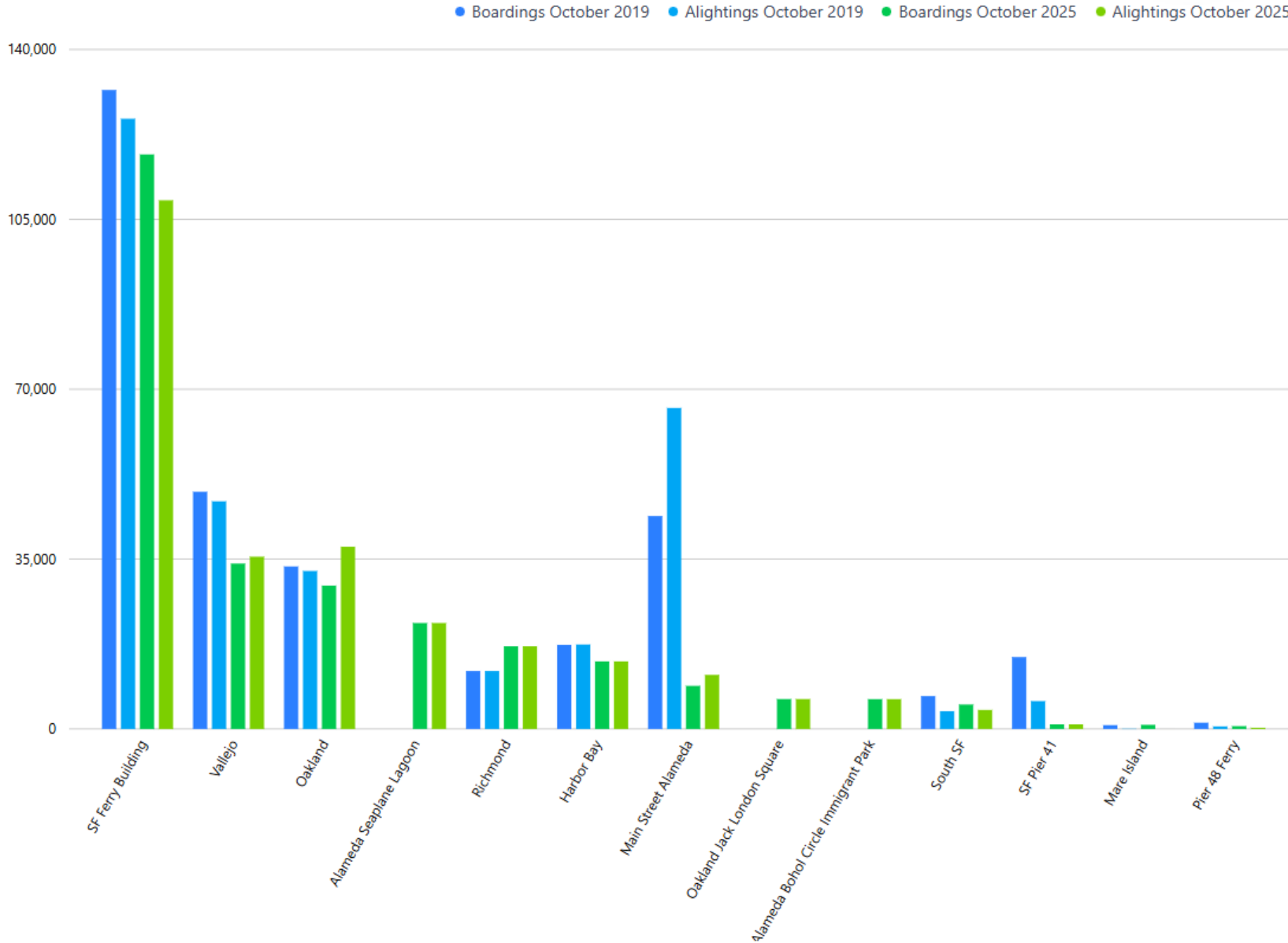
Event ridership is excluded. Scheduled trip segment start time is used.

### Actual vs Budgeted Ridership



Event ridership is included.

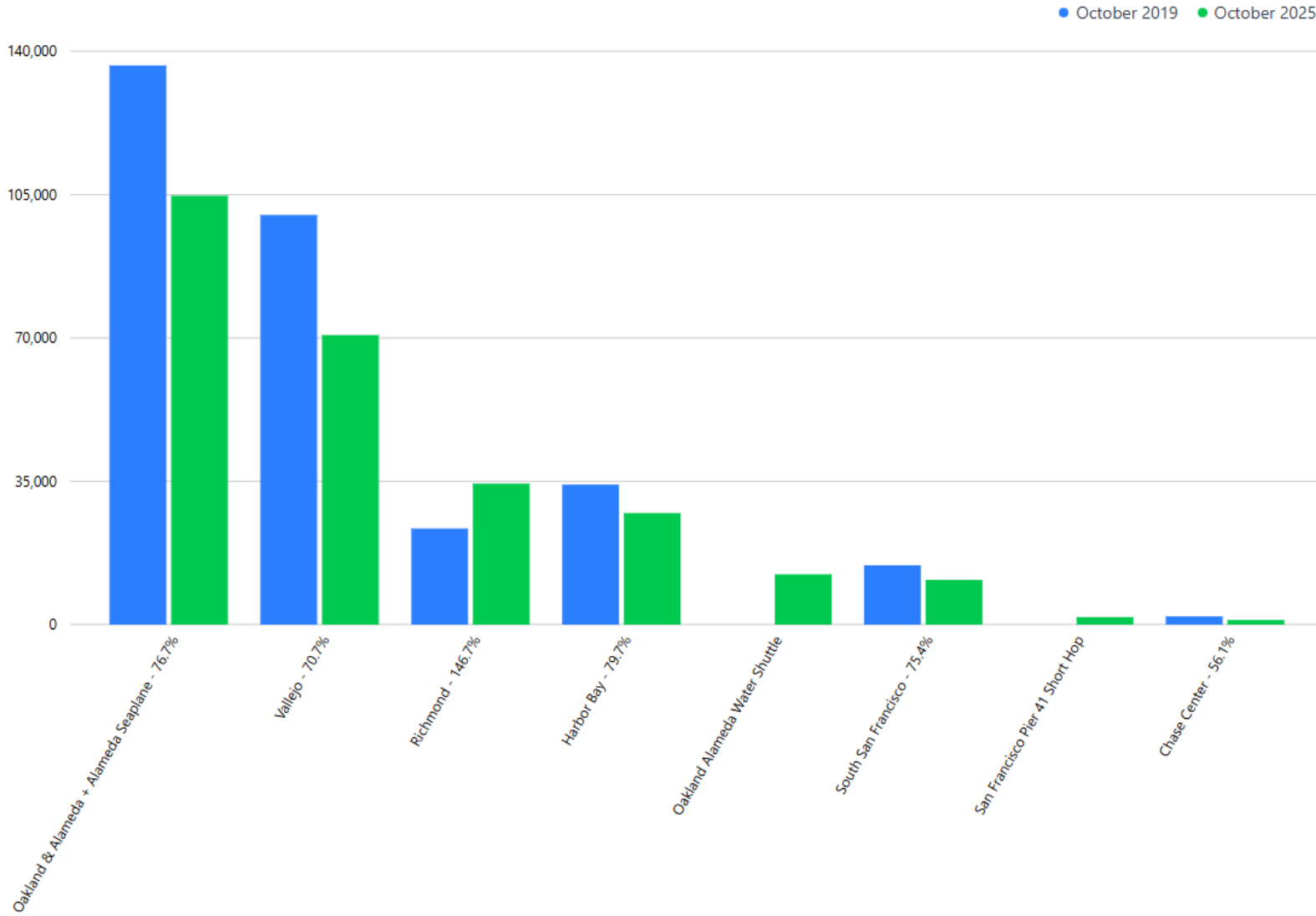
Boardings and Alightings by Terminal Systemwide



Event ridership is included.

### Ridership Recovery by Route

Combine OA and SEA routes



Event ridership is included.

Top 10 Weekday Max Out Trip Segments

Origin - Destination	Departure Time	Average Daily Boardings	Trip Segment Count	Max Out % ⓘ	Mon Max Out % ⓘ	Tue Max Out % ⓘ	Wed Max Out % ⓘ	Thu Max Out % ⓘ	Fri Max Out % ⓘ
SF → VJO	17:20:00	227	23	30.4%	0%	75%	40%	40%	0%
SF → VJO	16:35:00	264	23	8.7%	0%	50%	0%	0%	0%
SEA → SF	08:20:00	240	23	8.7%	0%	50%	0%	0%	0%
SF → OAK	17:35:00	159	23	4.3%	0%	25%	0%	0%	0%
VJO → SF	07:15:00	209	23	4.3%	0%	25%	0%	0%	0%

Excludes OAS trip segments

ⓘ 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 % ⓘ	Sat Max Out % ⓘ	Sun Max Out % ⓘ
SF → MSA	17:30:00	302	2	100%	100%	100%
SF → MSA	16:10:00	309	2	50%	0%	100%
RCH → SF	12:25:00	177	8	37.5%	50%	25%
SF → RCH	17:00:00	133	8	25%	25%	25%
SF → MSA	17:00:00	173	8	25%	25%	25%
SF → MSA	15:30:00	179	8	12.5%	0%	25%

Excludes OAS trip segments

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

**Operational Statistics - Core Services**

	<b>Oakland &amp; Alameda</b>	<b>Richmond</b>	<b>Harbor Bay</b>	<b>South San Francisco</b>	<b>Alameda Seaplane</b>	<b>Vallejo</b>	<b>Total Core Services</b>
Total Ridership October 2025	61,993	34,431	27,251	10,912	42,743	70,709	248,039
Total Ridership September 2025	64,670	32,818	26,602	10,042	41,415	74,627	250,174
Percent Change	-4.1%	4.9%	2.4%	8.7%	3.2%	-5.3%	-0.9%
Total Ridership October 2025	61,993	34,431	27,251	10,912	42,743	70,709	248,039
Total Ridership October 2024	69,814	31,488	26,638	9,904	37,150	74,149	249,143
Percent Change	-11.2%	9.3%	2.3%	10.2%	15.1%	-4.6%	-0.4%
Total Ridership FY2026 to date	286,494	138,350	105,207	40,300	166,087	315,408	1,051,846
Total Ridership FY2025 to date	288,398	117,268	95,171	34,182	133,137	297,900	966,056
Percent Change	-0.7%	18%	10.5%	17.9%	24.7%	5.9%	8.9%
Average Weekday Ridership October 2025	1,444	1,197	1,185	474	1,858	2,450	8,608
Weekdays Operated in October 2025	23	23	23	23	23	23	23
Average Weekend Ridership October 2025	3,597	863				1,794	6,254
Weekend Days Operated in October 2025	8	8	0	0	0	8	8
Ridership Per Hour October 2025	123	80	129	75	163	89	106
Ridership Per Mile October 2025 <sup>†</sup>	8.6	4.4	6.3	4.1	9.8	3.3	5.2
Revenue Hours October 2025	504	429	212	146	263	797	2,350
Revenue Hours FY To Date	1,951	1,658	799	551	993	3,112	9,063
Revenue Miles October 2025 <sup>†</sup>	7,183.6	7,833.4	4,343	2,645	4,379.2	21,226.5	47,610.7
Revenue Miles FY To Date <sup>†</sup>	27,781.4	30,252.4	16,451.8	10,005	16,559.2	82,957.5	184,007.3
% of planned trip segments October 2025	100%	100%	99.8%	100%	100%	100%	100%
% of trip segments on time October 2025 <sup>*</sup>	99.1%	99%	98.9%	100%	99.4%	99.2%	99.2%
	<a href="#">View Trips &gt;</a>	<a href="#">View Trips &gt;</a>	<a href="#">View Trips &gt;</a>	<a href="#">View Trips &gt;</a>	<a href="#">View Trips &gt;</a>	<a href="#">View Trips &gt;</a>	<a href="#">View Trips &gt;</a>

<sup>†</sup>Statute miles.

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

**Operational Statistics - Non-Core Services**

	<b>San Francisco Pier 41 Short Hop</b>	<b>Oakland Alameda Water Shuttle</b>	<b>Chase Center</b>	<b>Total Non-Core Services</b>
Total Ridership October 2025	1,811	12,274	1,127	15,212
Total Ridership September 2025	0	12,481	1,777	14,258
Percent Change		-1.7%		6.7%
Total Ridership October 2025	1,811	12,274	1,127	15,212
Total Ridership October 2024	4,194	7,534	1,760	13,488
Percent Change	-56.8%	62.9%		12.8%
Total Ridership FY2026 to date	2,021	53,692	8,181	63,894
Total Ridership FY2025 to date	10,267	36,786	1,760	48,813
Percent Change	-80.3%	46%		30.9%
Average Weekday Ridership October 2025		369	376	745
Weekdays Operated in October 2025	0	19	3	20
Average Weekend Ridership October 2025	906	658		1,564
Weekend Days Operated in October 2025	2	8	0	8
Ridership Per Hour October 2025	247	72	322	84
Ridership Per Mile October 2025 <sup>†</sup>	20.9	33.6	26.6	30.7
Revenue Hours October 2025	7	171	3	182
Revenue Hours FY To Date	8	651	17	677
Revenue Miles October 2025 <sup>†</sup>	86.8	365.8	42.3	494.9
Revenue Miles FY To Date <sup>†</sup>	95.5	1,395.8	211.5	1,702.8
% of planned trip segments October 2025	100%	100%	100%	100%
% of trip segments on time October 2025 <sup>*</sup>	92.3%			92.3%

[View Trips >](#)

[View Trips >](#)

[View Trips >](#)

[View Trips >](#)

<sup>†</sup>Statute miles.

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

MEMORANDUM

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**TO:** Board Members

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

**SUBJECT:** Service Reliability Report – September 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 99.9% and an on-time performance of 96.9%. Both metrics exceed established goals so far in 2025.

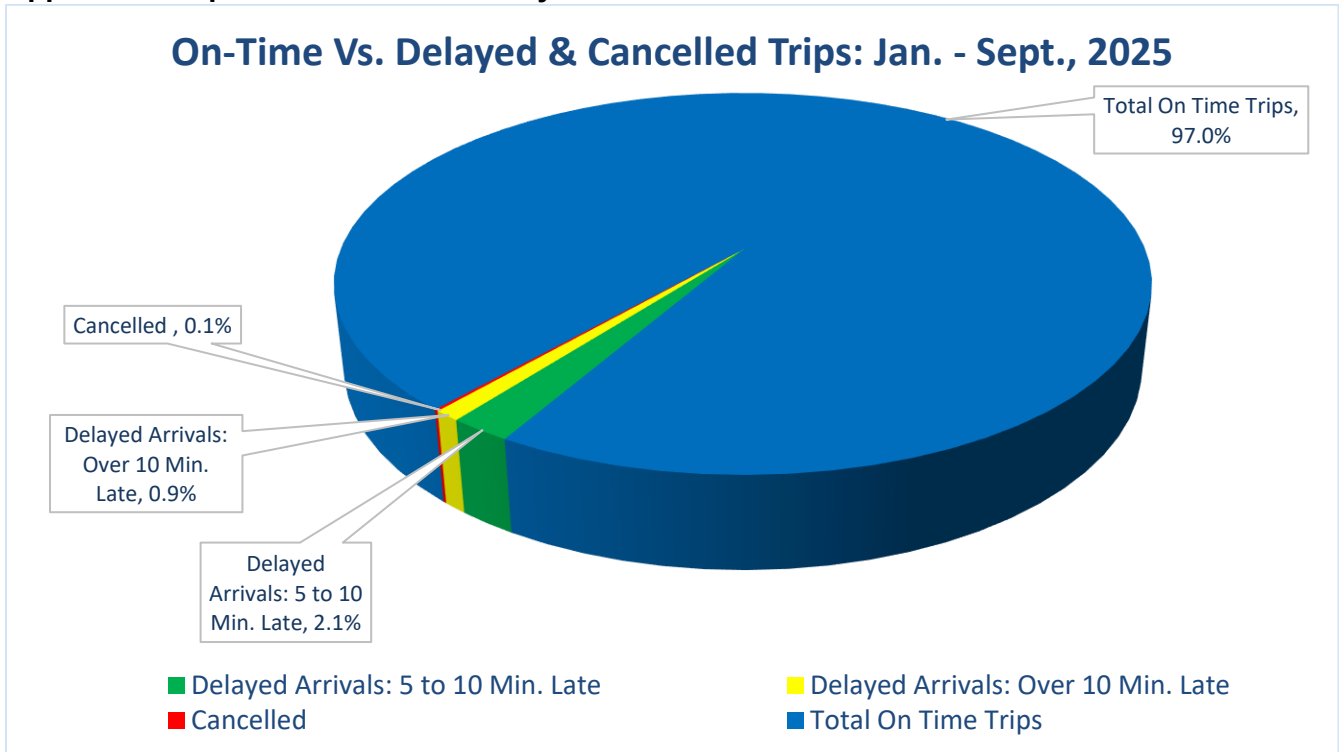
These are highlights for the service's reliability and on-time performance for September 2025.

- **Reliability:** SF Bay Ferry completed 4,300 of 4,302 trips in September, for a reliability rate of 99.95%.
- **On-time performance:** In September, 98.1% of SF Bay Ferry's trips were considered on-time, the best figure of 2025 to date. Vallejo weekend on-time performance improved compared to the peak summer months, hitting 90% on-time. This is still below the agency's standards. A comprehensive review of Vallejo weekend on-time performance is underway ahead of the peak 2026 summer months.

- **Max-Outs:** Just one non-reserved transbay trip hit 98% of maximum capacity in September. The end of the peak summer season reduced max capacity concerns systemwide.

All charts presented include data through September 30, 2025.

Appendix A. Operations Data Summary

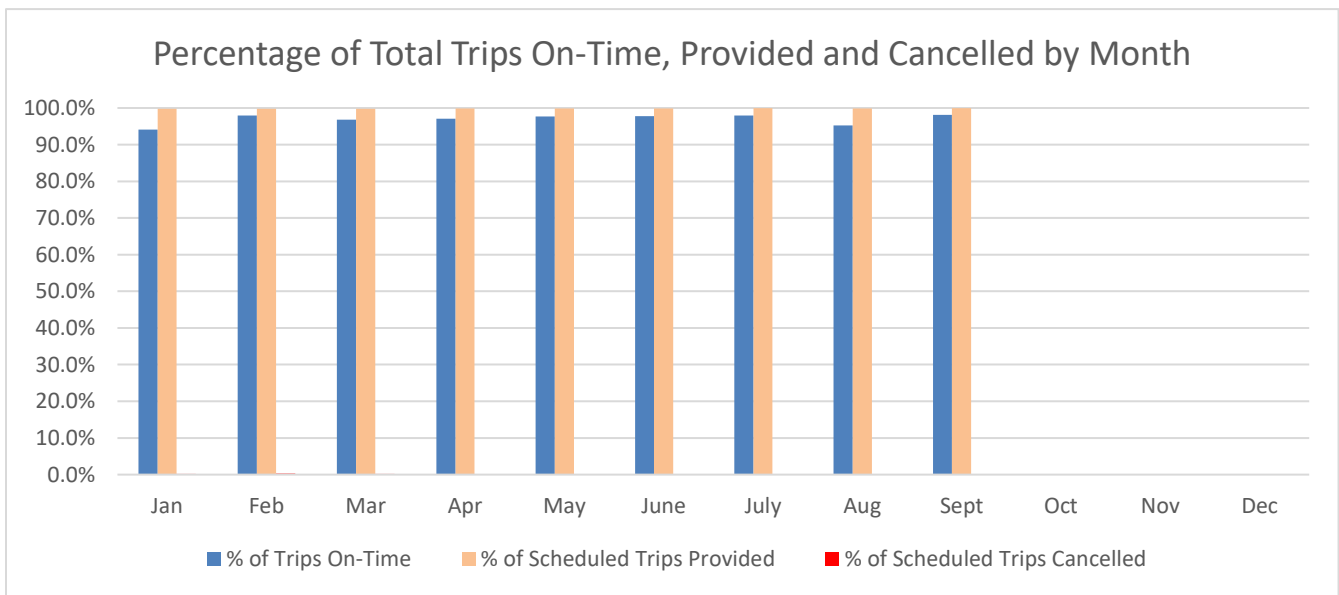
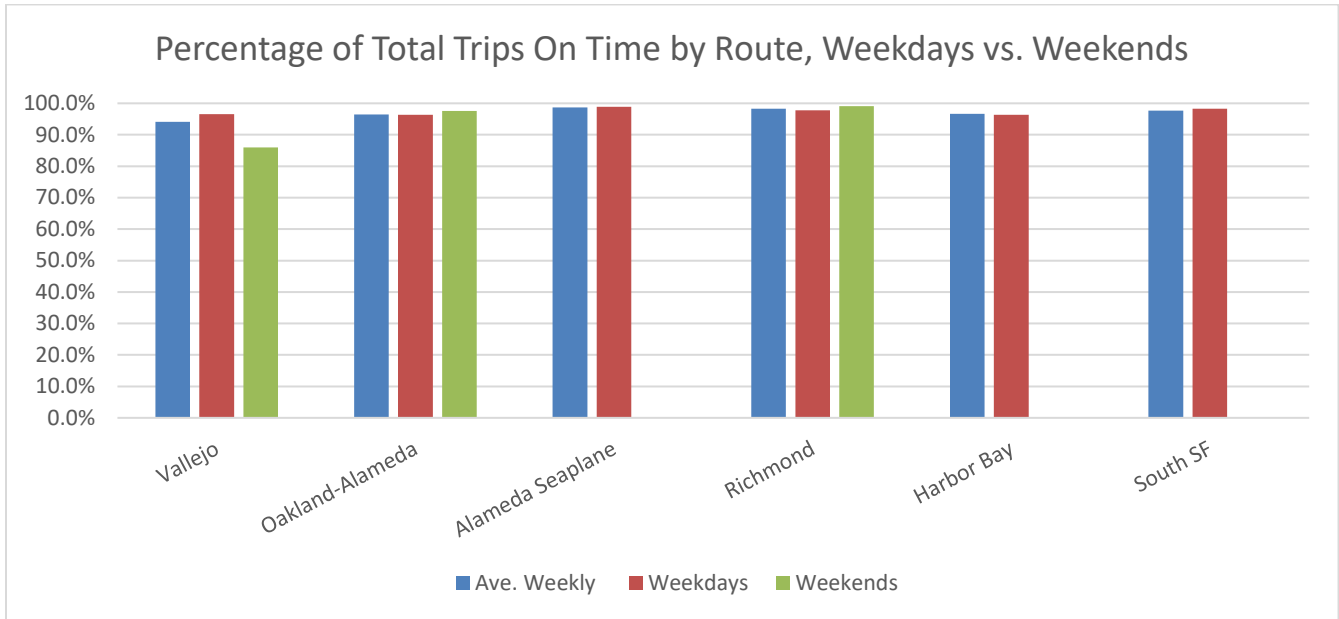


On-Time Performance: On Time Vs. Delayed & Cancelled Trips (Arrivals)

Route	Total Trips Provided*	Delayed Arrivals: 5 to 10 Min. Late	Delayed Arrivals: Over 10 Min. Late	Cancelled	Total On Time Trips
Vallejo	5,926	232	100	4	5,594
Oakland-Alameda	12,785	310	116	18	12,359
Alameda Seaplane	6,055	39	27	2	5,989
Richmond	5,974	97	23	14	5,854
Harbor Bay	4,061	82	65	6	3,914
South SF	2,459	34	9	7	2,416
<b>Total System</b>	<b>37,260</b>	<b>794</b>	<b>340</b>	<b>51</b>	<b>36,126</b>
<b>% Distribution</b>	<b>100.0%</b>	<b>2.1%</b>	<b>0.9%</b>	<b>0.1%</b>	<b>97.0%</b>

\* Excludes trips with Unknown Arrival Status

On-Time Performance & Reliability by Month			
	% of Trips On-Time	% of Scheduled Trips Provided	% of Scheduled Trips Cancelled
Jan	94.1%	99.8%	0.2%
Feb	98.0%	99.7%	0.3%
Mar	96.8%	99.8%	0.2%
Apr	97.0%	99.9%	0.1%
May	97.7%	99.9%	0.1%
June	97.8%	99.9%	0.1%
July	97.9%	99.9%	0.1%
Aug	95.3%	99.9%	0.1%
Sept	98.1%	100.0%	0.0%
Oct			
Nov			
Dec			
<b>Year-to-Date Average</b>	<b>96.9%</b>	<b>99.9%</b>	<b>0.1%</b>



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

MEMORANDUM

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**TO:** Board Members

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

**SUBJECT:** Quarterly Review of FY 2025/26 Capital Program Ending September 30, 2025

**Recommendation**

There is no recommendation associated with this informational item.

**Performance Summary**

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

- Advanced development of the three 150-passenger battery-electric vessels by All American Marine.
- Advanced development of the two 400-passenger battery-electric vessels by Nichols Brothers Boat Builders.
- Received Board approval for the Universal Charging Float contract award to JT Marine and staff plans to execute the agreement in the coming weeks.
- Continued the Universal Charging Float review and approval process with the Port of San Francisco and San Francisco Fire Department including selection of a third-party reviewer.
- Issued the RFP for the Float Mounted Charging Systems for Treasure Island and Mission Bay.
- Started revenue service of the MV *Zalophus*, the fourth and final of the reduced emissions diesel vessel order.
- Successfully conducted additional UL9540A testing of the battery energy storage systems.
- Issued the RFP for the MV *Lyra* vessel repairs and drydock.
- Awarded a contract for the Treasure Island long-lead electrical equipment.
- Advanced electrification planning and design work for the Downtown San Francisco, Mission Bay, Seaplane Lagoon, Oakland, and Harbor Bay ferry terminal projects.
- Advanced permitting and design for the Vallejo Ferry Terminal Reconfiguration Project.
- Received Board approval for the Vallejo Dredging Project contract award with dredging scheduled for completion in early November.
- Executed the 2026 South SF Ferry Terminal Dredging Project Memorandum of Understanding (MOU) with the San Mateo County Harbor District.
- Advanced permitting and design for the 2026 South San Francisco Ferry Terminal Dredging Project.
- Conducted an executive level meeting with SFPUC and the Port related to the Downtown SF Terminal Electrification Project regarding rate structure and roles and responsibilities.
- Started development of the Seaplane Lagoon Terminal Electrification MOU with the City of Alameda.

**Schedule Performance**

The following is the program schedule showing scheduled performance timelines for major activities along with the critical path as of the end of the reporting period. The Schedule Performance Index (SPI) for the overall program is the ratio of the aggregate of the individual projects actual schedule completion divided by planned schedule completion and is 0.8 indicating that the program is behind schedule as of the end of the reporting period.

Calendar Year	2024	2025	2026	2027	2028	2029	2030
<b>Vessels: Dorado Class</b>							
• Replacements	—————						
<b>Repair/Replace: Vessels</b>							
• Midlife – Gemini	—————						
• Midlife - Engine	—————						
• Engine Overhauls	—————						
• Comp Improve	—————						
<b>Repair/Replace: Facilities</b>							
• Vallejo Reconfig	—————						
• Float Rehab – Pier 9			———				
• Vallejo Dredging		—————					
• NOBMF Fuel Farm			———				
• Office Reconfig	—————						
• Multiuse Float	—————						
• South SF Dredging			—————				
<b>Electrification (REEF)</b>							
• <b>Vessels</b>							
o 150 Vessels	—————						
o 400 Vessels	- - - - -						
• <b>Facilities</b>							
o Central Bay		—————					
o Downtown SF	—————					- - - - -	
o Treasure Island	—————						
o Main Street*							
o Seaplane	—————						
o Harbor Bay	—————						
o Richmond*							
o Mission Bay	—————						
o Berkeley*							
o Oakland				—————			

(Through September 2025)

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

**Cost Performance**

The following are the estimated project budgets, committed funding to date, and expenditures as of the end of the reporting period. The projected cost is based on the earned value which is equal to the estimated physical percent complete divided by the financial percent complete. The Cost Performance Index (CPI) for the overall program based on the aggregate sum of the individual projects is 1.0 indicating that the overall program cost is on budget as of the end of the reporting period.

Project	Total Budget	Committed Funding	Expended to Date	Budget Remaining	Projected Cost
<b>Vessel Projects</b>					
Replacements (Karl/Zalophus)	\$37.6	\$37.6	\$35.3	\$2.3	\$37.6
<b>Repair and Replacement Program: Vessels</b>					
Midlife Refurb/MV Gemini	\$4.5	\$4.5	\$1.5	\$3.0	\$4.5
Midlife Refurb/Engine Overhaul	\$4.7	\$2.6	\$0.1	\$4.6	\$4.7
Engine Overhaul/Improve	\$15.9	\$15.9	\$5.2	\$10.6	\$15.9
Component Improve/Dry Dock	\$4.6	\$4.6	\$0.0	\$4.6	\$4.6
<b>Repair and Replacement Program: Facilities</b>					
Vallejo Terminal Reconfiguration	\$16.7	\$11.1	\$0.9	\$15.8	\$16.7
Floats Rehab – Pier 9	\$1.4	\$1.4	\$0.0	\$1.4	\$1.4
Multiuse Emergency Float	\$0.2	\$0.2	\$0.0	\$0.2	\$0.2
Vallejo Terminal Dredging	\$3.0	\$3.0	\$0.3	\$2.7	\$3.0
NOBMF Fuel Farm Upgrades	\$0.5	\$0.5	\$0.0	\$0.5	\$0.5
Mare Island - Pier 9 Office	\$1.1	\$1.1	\$0.3	\$0.8	\$1.1
South SF Dredging	\$3.9	\$3.9	\$0.0	\$3.9	\$3.9
<b>Electrification Program (REEF)</b>					
<b>Vessels</b>					
New Electric (3-150PX)	\$58.4	\$46.9	\$6.6	\$51.8	\$58.4
New Electric (2 -400PX)	\$77.4	\$77.4	\$7.1	\$70.3	\$77.4
Hydrus Conversion	\$14.1	\$23.5	\$0.1	\$14.0	\$14.1
<b>Facilities</b>					
Central Bay	\$3.1	\$3.1	\$0.1	\$3.0	\$3.1
Downtown San Francisco	\$83.9	\$23.1	\$2.1	\$81.9	\$83.9
Treasure Island	\$6.8	\$2.6	\$0.5	\$6.3	\$6.8
Main Street	\$11.9	\$3.2	\$0.0	\$11.9	\$11.9
Seaplane Lagoon	\$36.6	\$15.7	\$0.5	\$36.1	\$36.6
Harbor Bay	\$36.7	\$24.2	\$1.1	\$35.7	\$36.7
Richmond	\$4.2	\$4.2	\$0.0	\$4.2	\$4.2
Mission Bay	\$52.1	\$42.0	\$0.1	\$51.9	\$52.1
Berkeley Pier	\$3.0	\$3.0	\$0.1	\$2.9	\$3.0
Oakland	\$33.7	\$0.6	\$0.3	\$33.4	\$33.7

\$ Millions (Through September 30, 2025)

**Risk Management**

The following are the major risks being tracked and managed based on the standard risk level assessments of probability and impact. The up and down arrows indicate changes in risk levels from the last quarterly report based on the quarterly risk workshop. An additional risk regarding State of Good Repair has been added. The risk assessment determines the level of unallocated contingency.

<b>Probability</b>	High	<b>Medium Risk</b>	<b>High Risk</b>	<b>High Risk</b>
	Medium	<b>Low Risk</b>	<b>Medium Risk</b>	<b>High Risk</b>
	Low	<b>Low Risk</b>	<b>Low Risk</b>	<b>Medium Risk</b>
		Low	Medium	High
<b>Impact</b>				
<b>Risk ID</b>	<b>Risk Description</b>	<b>Mitigation</b>		<b>Risk Level</b>
R1	Funding Uncertainty	Continue to seek all funding sources		High
R2	Cost Escalation	Develop contingency plans		High
R3	Schedule Delays	Utilize schedule incentives		Medium
R4	Technical and Performance	Seek service proven experience		Medium
R5	Sufficient Utility Capacity	Coordinate with the utilities		Medium
R6a	Customer Service Impacts	Develop transition plans		Medium
R6b	CARB Regulations Compliance	Follow the ACE Plan		Medium
R6c	Operating Cost Escalation	Develop contingency plans		Medium ↓
R6d	State of Good Repair	Enforce high quality maintenance		Low
R7	Environmental Challenges	Work closely with resource agencies		Low
R8	Code Compliance	Clarify applicable codes		Medium
R9	Construction Impacts	Manage construction activity		Low
R10	Stakeholder Support	Continue strong engagement		Medium ↑

**Look Ahead Summary**

The following major activities are planned during the next quarter.

- Start construction of the 150- and 400-passenger battery-electric vessels.
- Award the Universal Charging Float contract to JT Marine.
- Complete the design and engineering of the Hydrus conversion project.
- Procure long-lead electrical equipment for the Harbor Bay Terminal Electrification Project
- Execute the MOU for the Treasure Island Terminal Electrification Project.
- Procure the long-lead electrical equipment for the Alameda Seaplane Electrification Project.
- Advance the design and coordination for the Downtown SF Terminal Electrification Project.
- Advance Seaplane Lagoon Terminal Electrification Project design and environmental work.
- Advance the Oakland and Harbor Bay Terminal Modernization Projects.
- Continue discussions with the utility providers regarding energy availability and rates.
- Advance Central Bay Operations and Maintenance Facility electrification design.
- Continue the coordination activity for the Berkeley Terminal Electrification Project.
- Continue the coordination activity for the Redwood City Ferry Terminal Project.

**Fiscal Impact**

There is no fiscal impact associated with this informational item.

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

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

*[October 9, 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, and Director Pippin Dew were in attendance.

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

**3. REPORT OF BOARD CHAIR**

Chair Wunderman said that he is actively participating in meetings regarding Senate Bill (SB) 63, authorizing a revenue measure investing in transportation in the San Francisco Bay Area which is expected to be on the ballot in November 2026. He stressed that the success of the initiative requires the collaborative efforts and support of stakeholders, noting that campaigning will be led by gathering individual signatures.

Chair Wunderman thanked the SF Bay Ferry and Blue & Gold Fleet (Blue & Gold) teams for keeping the ferries running smoothly.

**4. REPORTS OF DIRECTORS**

Vice Chair Moyer reminded everyone that Fleet Week is about honoring the sacrifices of military families who defend the nation and the importance of thanking those who serve.

Vice Chair Moyer emphasized the significance of public transit for international visitors and the importance of future funding to ensure that San Francisco retains its prominence as an international destination city.

Director Dew reported that she was recently in Chula Vista for the California Association of Realtors Fall Business Meetings which was held directly across the street from Marine Group Boat Works (MGBW). She took advantage of the locality and toured the MGBW facilities and saw some of their construction, repair, and maintenance work.

Director Dew said that she is on a committee that discussed and supported a ferry route from Vallejo to Larkspur to help offset Highway 37 traffic. She added that she has been involved in shipbuilding initiatives in Solano County.

**5. REPORTS OF STAFF**

Executive Director Murphy thanked the Directors for continuing to support shipbuilding facilities.

Mr. Murphy invited Director of Operations and Customer Experience Thomas Hall to present the November schedule change affecting the Alameda Seaplane and Harbor Bay routes.

Mr. Murphy said that SF Bay Ferry's final diesel vessel, MV *Zalophus*, arrived and is in operation and invited Director of Project Delivery and Engineering Timothy Hanners to share some information about the vessel.

Mr. Hanners said that SF Bay Ferry partnered with designer One2three Naval Architects (One2three), builder Mavrik Marine Inc. (Mavrik), and construction manager Aurora Marine Design (Aurora). He said that the MV *Karl* and *Zalophus* were equipped with MAN tier 4 plus diesel particulate filter (DPF) engines that were approved in a high-speed vessel that comply with California Air Resources Board (CARB) regulations.

Mr. Hanners thanked Aurora for their dedication and efforts in finding a solution to improve alignment of propulsion and system integration. He introduced Project Engineer and Naval Architect at Aurora Ryan Turzewski to discuss some of the highlights of the vessel.

Mr. Turzewski said that the vessel was prioritized around efficiency with minimum emission, maximum speed, and maximum fuel economy without compromising passenger accommodations. He provided measurable real-world operational data validating the design while balancing speed, comfort, and efficiency. He thanked the Board for the opportunity to be a part of this program.

Mr. Murphy added that MV *Karl* was nominated for vessel of the year by WorkBoat Magazine.

Mr. Murphy invited Senior Transportation Planner Arthi Krubanandh to highlight a few key points on Clipper 2.0 (C2) including open payment and transfer discounts between transit systems.

Mr. Murphy asked Emergency Response and Safety Analyst Cameron Bochman to talk about the last emergency response training exercise that featured the MV *Karl*. Mr. Bochman was joined by Blue & Gold Operations Supervisor Tony Heeter who shared their presentation on the San Francisco International Airport (SFO) full-scale exercise, which simulated an aircraft crash in the San Francisco Bay. They said that the exercise involved more than 200 participants from several partners around the region.

Mr. Bochman said that the exercise provided an opportunity to test emergency procedures, evacuation systems, and coordination under the Vessel Mutual Assistance Plan. Mr. Heeter shared information on the equipment including the inflatable buoyant apparatus (IBA). They expressed the benefits of continual training and participating in these exercises.

Mr. Murphy provided written reports and noted that the Cap-and-Trade program had been reauthorized preserving the Transit and Intercity and Rail Capital Program (TIRCP). He said that SF Bay Ferry has not seen any overt impacts from the federal shutdown so far.

Mr. Murphy invited Director of Planning Michael Gougherty to provide the ridership report. Mr. Gougherty stated that September was approximately 94 percent of September 2019 ridership. He said that the drivers were Labor Day, San Francisco Giants games, and the Golden State Valkyries games. Mr. Gougherty noted some changes in the ridership report this month, which included tracking trips that were approaching the capacity threshold.

Mr. Murphy asked Mr. Hall to present the reliability report. Mr. Hall stated that reliability remains high but that there was a slight dip in on-time performance affected by the Vallejo weekend service. Mr. Hall said that a comprehensive assessment would be done prior to making any service-related adjustments.

Mr. Hall added that SF Bay Ferry had an issue with its ticketing partner for the last weekend of the Giants service, which is a reservation-based system with set capacities and departure and arrival times. He said that the ticketing system allowed the Oakland and Alameda service to and from Oracle Park to be oversold. He said SF Bay Ferry and Blue & Gold took immediate actions to make other accommodations and offer refunds. He said that SF Bay Ferry would be testing the new code deployment ahead of selling ferry tickets for the Golden State Warriors games.

Vice Chair Moyer expressed her appreciation for the items raised during the Fleet Week tabletop exercise for sustaining ferry-based operations in support of disaster response.

The Directors thanked staff for their reports.

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

## **6. CONSENT CALENDAR**

Director Dew made a motion to approve the consent calendar:

- a. Authorize 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*

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

Vice Chair Moyer seconded the motion, and the consent calendar carried unanimously.

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

## **7. LONG-TERM RM 3 CAPITAL FUNDING OUTLOOK**

Chair Wunderman said that items 8, 11, 9, and 10 would be presented together as they were related and that the Board would vote on them in the same order.

Mr. Gougherty presented this informational item and shared his presentation stating that the outlook was intended to provide context and background for considering the subsequent Regional Measure (RM) 3 allocations and the award of the universal charging float contract. He summarized the current and anticipated RM 3 capital allocations in the amount of \$115 million, noting that the remaining \$185 million included funds to meet state-of-good-repair needs and capital maintenance costs.

Mr. Gougherty shared three scenarios and the key financial metrics.

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

## **11. APPROVE ACTIONS RELATIVE TO RFP 24-007, UNIVERSAL CHARGING FLOAT PROCUREMENT**

Mr. Hanners and Senior Project Manager Jan Rybka presented this item recommending approving award of contract 24-007 to JT Marine Inc. (JTM) for the procurement of two universal charging floats (UCFs) 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.

Mr. Hanners shared his presentation and said that he would explain how the project fits within the alternative compliance plan (ACE) and Rapid Electric Emissions-Free Ferry (REEF) program strategy, Mr. Rybka would speak about the design and procurement, Port of San Francisco (Port) acting Chief Harbor Engineer Matthew Bell would speak about the regulatory process and

collaboration with the Port, and Chief Financial Officer Erin McGrath would address budget and funding recommendations.

Mr. Hanners provided an overview of the REEF phase 1 and 2 implementation and the ACE plan. Mr. Rybka presented the UCF concept design maintaining continuity of operations, permitting, and procurement results. He said that the UCF was designed to 90 percent before going out for bid. He said that the new UCFs would be installed at the Downtown San Francisco Gate G and Alameda Seaplane. The existing floats would be retrofitted for Harbor Bay and Mission Bay, respectively.

Mr. Rybka stated that this project was a best value federal procurement with the evaluation based on 60 percent technical and 40 percent on price.

The Directors asked about preference for local vendors. SF Bay Ferry Attorney Steven Miller of Hanson Bridgett LLP clarified that the evaluation committee is prohibited from introducing a local preference as a condition of receiving federal funds for this project.

Mr. Rybka provided some information about JTM and noted that JTM Controller Irene Toristoja was present representing JTM. Mr. Rybka acknowledged the high cost and said that an independent third-party marine estimator was consulted to reevaluate the price proposals. He said that the cost ended up being even higher due to price volatility, tariff uncertainty, increased costs from suppliers, and the high risk and regulatory uncertainties with new technology. Mr. Rybka acknowledged the help of consultant Ellen Johnck who helped expedite the permitting process for the system.

Mr. Rybka stated that SF Bay Ferry has been working with the Port and introduced Mr. Bell to discuss the partnership and their support for this system. Mr. Bell said that he was the acting Chief Harbor Engineer and the building official for the Port which has the building permit jurisdiction over the Downtown San Francisco ferry terminal. Mr. Rybka noted that reaching agreement on the regulatory structure was a big hurdle and added that the City of Alameda has been supportive of using marine regulatory code and a similar process for the Alameda Seaplane UCF.

Mr. Rybka introduced Ms. McGrath to discuss the budget and funding for the project, which required approval of an RM 3 allocation by the Metropolitan Transportation Commission (MTC) and a budget revision. Ms. McGrath noted that the \$3.5 million was from Measure B and not TRICP for the Alameda Seaplane UCF project. Ms. McGrath said additional allocations could be possible depending on the success of pending awards.

Mr. Hanners explained that funding was available for Harbor Bay and that Harbor Bay was more shovel ready than Oakland.

Vice Chair Moyer thanked Mr. Gougherty for doing the scenario analysis. He said the cost models would be updated to reflect changing circumstances and as new information and funding sources arise.

Chair Wunderman asked Mr. Miller to confirm taking the vote in order of items 8, 11, 9, and 10.

## **8. APPROVE AMENDMENTS TO FISCAL YEAR 2025/26 CAPITAL BUDGET**

Director Dew made a motion to adopt Resolution No. 2025-37 approving this item.

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

Vice Chair Moyer seconded the motion, and the item passed unanimously.  
Yeas: Dew, Moyer, Wunderman. Nays: None. Absent: Alba, Henneberry.

**11. APPROVE ACTIONS RELATIVE TO RFP 24-007, UNIVERSAL CHARGING FLOAT PROCUREMENT**

Vice Chair Moyer made a motion to adopt Resolution No. 2025-40 approving this item.

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

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

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

**9. 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**

Vice Chair Moyer made a motion to adopt Resolution No. 2025-38 approving this item.

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

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

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

**10. 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**

Director Dew made a motion to adopt Resolution No. 2025-39 approving this item.

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

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

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

**12. WINTER 2025-26 FARE PROMOTIONS**

Mr. Hall presented this informational item encouraging ridership during the seasonal downshifts and weekend recreational ridership during the winter by offering a \$20 day pass and \$1 fares for youth riders between November 1, 2025 and January 31, 2026.

The Directors were excited about the promotions and suggested providing family-friendly ideas for using the ferry for special outings with children and offering music on the ferry.

The Directors expressed concern from private operators. Mr. Hall clarified that existing trips were going to be a little more festive.

**13. 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 in memory of South San Francisco Mayor and Councilmember Pedro Gonzalez at 3:32 p.m.

- Board Secretary

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

MEMORANDUM

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**TO:** Board Members

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

**SUBJECT:** Approve Board of Directors Meeting Schedule for Calendar Year 2026

**Recommendation**

Approve SF Bay Ferry Board of Directors meeting schedule for Calendar Year 2026.

**Discussion**

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

Based upon a review of the 2026 calendar, staff proposes establishing the following meeting calendar:

<b>DATE:</b>	<b>TIME:</b>	<b>LOCATION/ADDRESS:</b>
Thursday, January 8	1:00 p.m.	Bay Area Metro Center
Thursday, February 12	1:00 p.m.	Bay Area Metro Center
Thursday, March 12	1:00 p.m.	Bay Area Metro Center
Thursday, April 9	1:00 p.m.	Bay Area Metro Center
Thursday, May 7	1:00 p.m.	Bay Area Metro Center
Thursday, June 11	1:00 p.m.	Bay Area Metro Center
Thursday, July 9	1:00 p.m.	Bay Area Metro Center
Thursday, August 13	1:00 p.m.	Bay Area Metro Center
Thursday, September 10	1:00 p.m.	Bay Area Metro Center
Thursday, October 8	1:00 p.m.	Bay Area Metro Center
Thursday, November 12	1:00 p.m.	Bay Area Metro Center
Thursday, December 10	1:00 p.m.	Bay Area Metro Center

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

Consistent with prior year practices and Board interest, staff will identify and coordinate opportunities throughout the year for meetings to be held in communities that SF Bay Ferry serves.

**Fiscal Impact**

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

\*\*\*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 an amendment to the FY 2025/26 Capital Budget to provide an additional \$4,380,317 for various Capital Repair and Replacement projects to be funded primarily by FTA State of Good repair funding.

**Background**

The Board-approved capital program is currently \$513.5 million. Of that total program, a projected \$143 million is approved to be spent in FY 2025/26 following budget amendments approved at the October Board meeting.

**Discussion**

As part of prior fiscal year closing activities and evaluation of the quarterly review of the capital program, staff has evaluated the current list of capital maintenance projects that were included in the budget approved in June. There are a few changes that result in projects starting sooner than anticipated and others that need additional budget due to final work occurring in the current year rather than last Fiscal Year. All of these projects are included in the federally funded Transit Capital Priorities plan. The changes proposed are related primarily to the timing of the projects.

Changes include:

**Vessel Mid-Life Refurbishment - MV Gemini:** Increase FY 2025/26 amount by \$1.05 million to \$4.25 million. No change in total project budget. This represents a timing adjustment only, moving budgeted funds from FY 2024/2025 to FY 2025/2026 due to shipyard delays in the project.

**Various Engine Overhauls and Improvements:** Increase FY 2025/26 authorization by \$1.62 million, decrease total project budgets by \$23,802. The Fiscal Year increase is primarily due to delays in engine overhaul work that was anticipated to be completed in FY 2024/25.. The total budget decrease is the result of savings anticipated in smaller engine refurbishment projects.

**Component Improvements/Dry Dock:** Addition of \$2.39 million in both Fiscal Year and total project budgets. This is the result of adding a quarter-life refurbishment project to the list of projects in that category. The MV Hydrus was originally not intended for this maintenance work until next fiscal year, but staff determined that it would be most cost-effective to

complete this work in the Spring of 2026, prior to the project vessel electrification that will begin later in the year.

**South San Francisco Dredging:** Fiscal Year and total project budget increase of \$175,000. The budget increase follows two changes to the project. First, the original estimates for the permitting effort did not anticipate a Sampling and Analysis Plan (SAP) for sediment characterization. After initiating the permitting process with the Dredged Material Management Office, it became clear that an SAP will be required. Second, as part of the Memorandum of Understanding (MOU) with the San Mateo County Harbor District for the dredging, the permitting effort will now include clearance to dredge a portion of the marina adjacent to the ferry terminal. As outlined in the MOU, permitting costs for the respective project components are to be split by SF Bay Ferry and the Harbor District. These added scope items resulted in increased costs for permitting and coordination.

**Fiscal Impact**

Approval of the attached amendment will increase the FY2025/26 capital budget by \$4,380,317 and increase the total SF Bay Ferry capital program by \$2,538,198. Primary funding for these projects is through the Federal Transit Administration (80%) and Regional Measure 1 (20%).

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

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

**RESOLUTION NO. 2025-41**

**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 Board of Directors adopted an amendment to the FY 2025/26 Capital Budget to reduce the total capital budget authorization for Fiscal Year 2026 by \$3,961,267 to a new total of \$143,161,887; and

**WHEREAS**, the timing of a number of Repair and Replacement projects are changing, 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 the following changes:

- Increase the Vessel Mid-Life Refurbishment - MV Gemini amount by \$ 1,045,849
- Increase Engine Overhauls and Improvements amount by \$ 1,622,629
- Increase Component Improvements amount by \$2,387,000
- Increase South San Francisco Dredging amount by \$175,000

**WHEREAS**, the Executive Director and Chief Financial Officer recommend that the Board increase the overall FY 2026 Capital Budget by \$4,380,317 to a new amount of \$147,569,392 to reflect the above changes; now, therefore, be it

**RESOLVED**, that the Board of Directors hereby adopts an amendment to the FY 2026 Capital Budget to increase the total capital budget authorization for Fiscal Year 2026 by \$4,380,317 to a new amount of \$147,569,392 as follows:

- Increase the Vessel Mid-Life Refurbishment - MV Gemini amount by \$ 1,045,849
- Increase Engine Overhauls and Improvements amount by \$ 1,622,629
- Increase Component Improvements amount by \$2,387,000
- Increase South San Francisco Dredging amount by \$175,000

## CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on November 13, 2025

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2025-41

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

**MEMORANDUM**

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**TO: Board Members**

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

**SUBJECT: Request for Proposal for New Ferry Operations & Maintenance Agreement**

**Recommendation**

Authorize the Executive Director to release a Request for Proposal (RFP) for a new ferry operations and maintenance agreement.

**Background**

SF Bay Ferry entered into the current operating agreement with Blue & Gold Fleet (BGF) effective December 30, 2011, to serve as the agency's contracted operator. In 2021, the Board authorized an amendment to BGF's agreement such that the term extends through the end of 2026. After fifteen years, it is time to refresh and update the contract documents governing the relationship with SF Bay Ferry's operator.

In October 2024, the Board awarded a contract to Maritime Consulting Partners (MCP) to assist SF Bay Ferry with the development of a new operations and maintenance agreement and a procurement related to such. MCP and staff began work on the development of the new agreement and RFP package in November 2024.

In April 2025, Chair Wunderman created an ad hoc committee of the Board of Directors to consider matters related to the new operations and maintenance agreement. Chair Wunderman appointed himself and Vice Chair Moyer to this committee. The committee has met twice – on May 13 and October 14 – to receive updates from staff and provide feedback.

SF Bay Ferry released a Request for Information (RFI) regarding the operations and maintenance agreement in June 2025 and held an associated "Industry Day" tour of the system on August 4. Representatives from seven firms attended the tour, where SF Bay Ferry staff shared information on the agency's system, facilities, vessels, and expansion and electrification plans and answered questions about the procurement process. Four firms submitted responses to the RFI indicating interest in the RFP.

**Discussion**

The project team conducted extensive research to explore contracting options for agencies with similar operations and maintenance needs regardless of mode. MCP also performed significant research into SF Bay Ferry's current agreement and day-to-day work in concert with BGF, which included a range of interviews with staff as well as observation of the system at work. Finally, the Board Ad Hoc committee provided invaluable direction and support. WETA's goals in developing a new RFP and contract structure are to give SF Bay Ferry the tools to sustain, enhance, and expand high-quality regional ferry service over the next 10

years while protecting our highly skilled maritime workforce and maintaining our state-of-the-art fleet to the highest standard.

These goals underscored a series of decisions made by senior SF Bay Ferry staff to shape the RFP, the future agreement, and the extensive Scope of Services.

If the Board approves this item, SF Bay Ferry will be on track to release the RFP within the next month, consistent with the timeline to achieve a streamlined transition to a new operating and maintenance agreement.

### *Evaluation Criteria*

In consultation with the Ad Hoc Committee, SF Bay Ferry staff has developed a robust set of evaluation criteria and a multi-stage evaluation process to rank proposals. Both the evaluation criteria and the evaluation process represent best practices in public contracting.

The criteria fall into six categories. The maximum points possible in each category are included in the parentheses. The total maximum possible score is 100 points. Price is the single biggest factor in scoring. However, the technical aspects of the proposal are, when combined, worth twice as many scoring points. This allows pricing to be highly relevant in final selection without creating a process that results in a substandard operator.

- **Project Approach (20 points):** The Project Approach criterion focuses on the stated methods by which the Proposer would achieve the Scope of Services to meet the agency's standards. Proposers will be required to provide evidence of a thoughtful approach to, understanding of, and the capability to execute SF Bay Ferry's needs. This section will include evaluation of workforce development approaches (including participation in regional maritime workforce development efforts), understanding of the agency's emergency response mission, and stated commitment to providing high-level service.
- **Mobilization Approach (5 points):** Mobilization is a critical, high-risk phase in the process of moving to a new operating and maintenance agreement. As such, the panel needs to understand how Proposers would successfully manage that process and be confident in their ability to do so.
- **Proposer's Qualifications and Experience (20 points):** The complexity of SF Bay Ferry's operations requires an experienced firm with a full understanding of how to manage a system of this nature. The panel will evaluate the Proposers' experience, performance and references when it comes to operating a passenger ferry system, maintaining a ferry fleet, and achieving performance standards.
- **Qualifications and Experience of Key Personnel (10 points):** Proposers will be required to list certain Key Personnel who will be assigned to the contract if selected, including Contract Manager, Operation Manager(s) and Engineering Manager(s). The panel will evaluate the qualifications of those staff and the Proposers' ability to provide a high-quality workforce to the SF Bay Ferry system.
- **Price Proposal (35 points):** Scoring on the price proposal will be determined via an objective formula. Pricing will be calculated for a full 10-year term. The lowest-priced responsive proposal will receive a full 35 points; other proposals will receive a score decreased from 35 points based on how they stack up proportionally.
- **Workforce Retention (10 points):** In order to protect the continuity of SF Bay Ferry's highly skilled maritime workforce, proposers who pledge to retain the employees of the prior contractor will receive 10 points.

### *Compensation*

The current contract is based entirely on a cost-reimbursement model. As SF Bay Ferry has grown in the last 15 years, a more robust compensation structure will better provide cost predictability, incentivize high performance from the operator, and guard against substandard service, all while protecting continuity for the highly valued and highly skilled maritime workforce that operates the SF Bay Ferry system and ensuring a mutually beneficial partnership between SF Bay Ferry and the operator.

Compensation for **vessel operations** will be at a lump sum annual amount, based on the number of hours operated on each SF Bay Ferry route. The annual lump sum amount increases each year according to a formulaic escalator provision. Lump sum annual compensation will incentivize the operator to find efficiencies in administering the service. This structure is successfully used by NYC Ferry and other ferry operators.

Compensation for **maintenance and repair** will continue to be on a cost-reimbursement basis, with the addition of an incentive fee for achieving a cooperatively developed annual maintenance budget. Reimbursing actual costs while incentivizing budget achievement will encourage efficiencies while ensuring SF Bay Ferry's state-of-the-art fleet and facilities are maintained to its high standards.

SF Bay Ferry will also pay the operator an annual lump sum amount for its **administration and overhead**, as well as an annual lump **management fee** (i.e., profit), the exact amount of which will depend on the operator's achievement of a number of performance standards.

### *Timeline and Process*

Pending Board authorization, the team anticipates releasing the RFP in the next month with proposals due in late March 2026 and potential contract award no earlier than July 2026. This timeline allows up to five months for a mobilization phase ahead of the expiration of the existing contract on December 31, 2026.

Beginning with the issuance of the RFP and continuing until the completion of the evaluation process and issuance of a Notice of Intent to Award a new contract, a procurement "cone of silence" will be in place. No potential proposer may communicate with anyone at SF Bay Ferry outside of the specific procedures set forth in the RFP. In particular, no potential proposer may contact individual Board members. Board members are urged not to discuss the RFP with anyone—including the existing operator, potential proposers, media, and the existing workforce and their representatives—while the cone of silence is in place. If any Board member is approached by anyone about the RFP, please report all such communications to the Executive Director.

### **Fiscal Impact**

There is no fiscal impact associated with the release of the RFP.

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

**MEMORANDUM**

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**TO: Board Members**

**FROM: Seamus Murphy, Executive Director  
Rafael Regan, Customer Experience Specialist  
Cam Bochman, Emergency Response & Safety Analyst**

**SUBJECT: Approve Amendments to the SF Bay Ferry Passenger Code of Conduct**

**Recommendation**

Approve amendments to the SF Bay Ferry Passenger Code of Conduct.

**Background**

The SF Bay Ferry Passenger Code of Conduct (Code of Conduct) was adopted by the Board of Directors (Board) in September 2018. The Code of Conduct serves as a foundational policy document for SF Bay Ferry's operations, passenger safety requirements, customer experience expectations, and rider comfort across the system. It also informs passengers of important rules for using SF Bay Ferry's service.

Since the Code of Conduct was adopted, operational conditions, security needs, and customer service expectations have evolved. As a result, staff recommends the Board approve revisions to the Code of Conduct to address these changes, improve clarity, and establish more robust enforcement provisions.

**Discussion**

Staff worked closely with its legal counsel and its contract operator, Blue & Gold Fleet (BGF), to evaluate and update the Code of Conduct, which includes revisions to the general rules and more robust procedures for enforcing the Code of Conduct. The proposed revisions are shown in redline format in **Attachment 9A**. Additionally, a clean version of the Code of Conduct incorporating the proposed amendments is in **Attachment 9B**.

The proposed amendments include clarified definitions of misconduct; expanded guidance on the use and storage of bikes, scooters and other mobility devices; enhanced language regarding service animals; and procedures that authorize SF Bay Ferry to implement the appropriate enforcement actions should an individual not follow the rules, ranging from written warnings to suspensions and long-term bans. The proposed amendments also include an appeal process for individuals to ensure fairness and transparency in the agency's Code of Conduct enforcement process.

The updated Code of Conduct provides passengers, crews, and agency staff with a clear, consistent, and enforceable set of standards that support safe, comfortable, and reliable ferry service across the Bay.

**Fiscal Impact**

There is no fiscal impact associated with this item.

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

**Attachment 9A** – Redlined Updates Passenger Code of Conduct

**Attachment 9B** – Passenger Code of Conduct Effective November 13, 2025



## **WETASF Bay Ferry Passenger Code of Conduct** **for San Francisco Bay Ferry Services**

*Effective November 13, 2025*

It is the policy of the San Francisco Bay Area Water Emergency Transportation Authority (WETASF Bay Ferry), to ensure the safety, security, comfort and convenience of all those who use its San Francisco Bay Ferry Services. WETA has established ~~the following passenger code~~ this Passenger Code of conduct regulations Conduct to ensure that any one person may not adversely affect others while using the San Francisco SF Bay Ferry system. Customers shall/must treat other patrons and San Francisco SF Bay Ferry representatives with consideration, patience, respect and civility to allow use, operation and enjoyment of San Francisco SF Bay Ferry services and facilities in a safe and enjoyable manner for all persons.

All persons on or in any San Francisco SF Bay Ferry facility or vessel shall/must comply with ~~the General Rules listed below~~ this Passenger Code of Conduct, obey any instructions ~~on~~, notices or signs duly posted, and shall/must obey lawful orders and directives of any San Francisco SF Bay Ferry employee or representative acting within the scope of his or her employment.

This Passenger Code of Conduct does not seek to limit or conflict with any federal, state or local law or ordinance, or to prevent any law enforcement agency from taking any lawful action against any person on or in a SF Bay Ferry vessel or facility. This Passenger Code of Conduct should not be interpreted to affect any lawful activities permitted or First Amendment rights protected under California state law or applicable federal law, including, but not limited to, laws related to collective bargaining, labor relations, or labor disputes.

### **Definitions**

"Ban" or "Ban Notice" means a written notice issued by SF Bay Ferry that imposes a long-term or indefinite exclusion from all SF Bay Ferry services due to continued, repeated, or major misconduct in violation of the Passenger Code of Conduct. Bans typically range from 2 to 3 years though longer or shorter durations may be applied as appropriate.

"Major misconduct" means behavior that violates the Passenger Code of Conduct and poses a threat to public or crew safety, significantly disrupts operations, or involves harassment, threats, physical violence, or vandalism.

"Minor misconduct" means behavior that violates the Passenger Code of Conduct but does not pose an immediate safety risk or significant service disruption.

"Recreational mobility device" means a personal mobility device, including but not limited to, bikes, scooters and skateboards used for recreational purposes only.

"SF Bay Ferry" means the San Francisco Bay Area Water Emergency Transportation Authority.

"SF Bay Ferry facilities" means all terminals and facilities owned or used by SF Bay Ferry.

"SF Bay Ferry vessels," "vessel(s)", and "ferry(ies)" means all vessels operated by SF Bay Ferry.

"Suspension" or "Suspension Notice" means a written notice issued by SF Bay Ferry that temporarily excludes a person from SF Bay Ferry services and facilities due to continued, repeated, or major misconduct in violation of the Passenger Code of Conduct. Suspensions typically range from 3 to 6 months though longer or shorter durations may be applied as appropriate.

"Warning" or "Warning Notice" means a written notice issued by SF Bay Ferry informing a person that their conduct violated the Passenger Code of Conduct. Warnings are typically issued for first-time violations or violations that constitute minor misconduct.

### **General Rules:**

1. ~~No person shall smoke~~Smoking or ~~carry~~carrying an open flame or lighted cigar, cigarette or pipe, electronic cigarette device, or ~~use~~using any other tobacco product, is prohibited on any San Francisco Bay Ferry vessels and facilities. Boarding or attempting to board a SF Bay Ferry vessel or within 25 feet while under the influence of any San Francisco Bay Ferry facility a federally regulated controlled substance or alcohol to a degree that presents a danger to the passenger, others, or interferes with the safe operation of the ferry, is prohibited. The possession or use of illegal drugs aboard SF Bay Ferry vessels and facilities is strictly prohibited. Passengers exhibiting signs of impairment or disruptive behavior due to intoxication may be denied boarding or removed from the vessel at the discretion of SF Bay Ferry representatives or law enforcement.

- ~~1-~~ 2. Carrying weapons, firearms, ammunition, fireworks, explosives, gasoline, propane or other highly combustible material or flammable substances, radioactive material, dangerous instrumentmaterials, hazardous or toxic chemicals, or any other item that is either intended for use as a weapon, or that posesdeemed by the crew to pose a hazard or danger to other riders, may be carried in or to SF Bay Ferry passengers, crew, vessels, or facilities, is prohibited at SF Bay Ferry facilities and on any San Francisco Bay Ferry vessel or facility.

Passengers are prohibited from carrying firearms onboard San Francisco Bay Ferry vessels. Firearms may only be carried on the vessels and in the facilities by law enforcement officers and licensed security guards who are providing security services for WETA/San Francisco Bay Ferryvessels. A violation of this section is an

infraction under Section 19.8 of the Penal Code and is punishable ~~as set out in~~ under Section 99170 of the Public Utilities Code.

3. ~~Customers may only transport small pets on San Francisco Bay Ferry boats if they are in a completely enclosed cage or carrying case, specifically made for carrying pets, that is small enough to fit on the customer's lap. The animal must not endanger or pose a threat to the safety of other passengers. "Comfort animals" are considered pets and can only be transported in a completely enclosed cage or carrier. Service animals and service animals in training are permitted to ride on board San Francisco Bay Ferry boats. All service animals and animals being trained as service animals must be harnessed or leashed. Animals that are not service animals under the Americans with Disabilities Act are not permitted onboard, except in a secure and fully enclosed carrier small enough to be held on the passenger's lap or fit under the seat. Animals posing a direct threat to the health or safety of others, creating a disruptive atmosphere, or not under control may be denied boarding or removed from the vessel. Passengers may be required to disembark if ferry staff determine the presence of a non-compliant animal poses a safety concern. It is a misdemeanor to knowingly and fraudulently misrepresent oneself as the owner or trainer of a service dog, California under Penal Code Section 365.7(a-)).~~
4. Priority seating is for persons with disabilities and seniors. ~~As part of, as required by~~ by the Americans with Disabilities Act, ~~San Francisco Bay Ferry is required to make priority seating available for people with disabilities and senior citizens.~~ Passengers are requested to yield priority seating and locations designated for use by persons using wheelchairs to persons with disabilities, persons using wheelchairs, and ~~senior citizens~~ seniors.
5. Passengers must only occupy one seat. ~~on the ferry.~~ Please do not place personal items or feet on seats.

~~2.6. Bicyclists~~ Passengers must follow SF Bay Ferry crew ~~member~~ instructions for loading, unloading, and stowing. ~~Bicyclists may not ride bikes onboard the ferry or on the recreational mobility devices. Riding recreational mobility devices on vessels, ramps, and gangways. Bikes must fit within bike storage is prohibited. Electric recreational mobility devices must be powered off and may not be charged on vessels. Recreational mobility devices must be securely stored in designated areas and never block on the deck or stowed without blocking seats, aisles, doorways, or emergency exits. The following are not permitted onboard San Francisco Bay Ferry vessels: gas-powered Gas-powered bikes, motorcycles or mopeds, mopeds, and three-wheeled bikes or Segways (except when used as a mobility device for a passenger with a disability) are not allowed onboard vessels.~~

~~3.7.~~ All passengers must pay the applicable SF Bay Ferry fare.

~~4.8.~~ Boarding is conducted on a first-come, first-served basis. Passengers are prohibited from cutting in line.

~~6.~~ No passenger shall engage in disruptive behavior that is harmful or

~~intimidating to other passengers or employees.~~

9. Disruptive behavior is prohibited at SF Bay Ferry vessels and facilities at all times. Disruptive behavior includes, but is not limited to, disorderly conduct, listening to music or audio without headphones/earphones, loud conversations or other behavior deemed disruptive to other passengers or by SF Bay Ferry crew members.

~~8.10.~~ No interference with the safe operation of the vessel, including entering or attempting to enter any area not open to the public, blocking aisles or emergency exits, or threatening, harassing or intimidating any ~~San Francisco~~ SF Bay Ferry passenger ~~or representative.~~

~~5.11.~~ No panhandling, soliciting or unauthorized advertising or selling of items.

12. No person shall stop, park, dock, landstopping, parking, docking, landing or ~~secure~~securing any vessel, boat, craft or other water-related ~~vehicles~~vehicle at or near any ~~San Francisco~~ SF Bay Ferry facility in a way that blocks ~~San Francisco~~ SF Bay Ferry operations, ~~except in compliance~~ unless such activity is expressly permitted by a SF Bay Ferry representative.

13. While inside any SF Bay Ferry vessel or facility, individuals must wear: (1) a shirt or other upper-body garment; (2) pants, shorts, skirt, or dress; and (3) footwear. Infants are exempt from this rule. SF Bay Ferry will make reasonable exceptions to this rule for qualified individuals ~~with directions~~ disabilities as required by applicable law.

## Enforcement

The following procedures provide for the enforcement of ~~WETA~~ violations of the Passenger Code of Conduct.

1. ~~Any person~~ Order to Leave. SF Bay Ferry reserves the right to refuse service to any individual who violates ~~one or more of the General Rules~~ the Passenger Code of Conduct. A person refusing to comply with the Passenger Code of Conduct may be ~~warned and/or ordered~~ directed to leave a ~~San Francisco~~ SF Bay Ferry vessel and/or facility. ~~Situations where~~ by a SF Bay Ferry representative. If such person refuses to ~~leave after being ordered to do so~~ follow the SF Bay Ferry representative's directions, the SF Bay Ferry representative may be ~~handled by the appropriate~~ contact local law enforcement agency and such person may be subject to arrest for trespassing. In addition, such person may be subject to a warning, suspension, or ban from SF Bay Ferry service, as detailed below. This policy does not seek to limit or conflict with any federal, state or local law or ordinance, or to prevent any law enforcement agency from taking any lawful action against any person on or in a San Francisco Bay Ferry vessel or facility.
2. Warning. SF Bay Ferry staff may issue a written warning for a first-time violation of the Passenger Code of Conduct or minor misconduct. A Warning Notice will be issued and will include:
  - a. A description of the violation(s) and applicable section(s) of the Passenger

Code of Conduct.

b. Notification that further violations may result in suspension or ban.

3. Suspension. If a passenger engages in major misconduct or has repeatedly violated the Passenger Code of Conduct, SF Bay Ferry may determine a temporary suspension is warranted. A Suspension Notice will be issued to the passenger, indicating immediate suspension from SF Bay Ferry services, and will include:
- a. A description of the violation(s) and applicable section(s) of the Passenger Code of Conduct.
  - b. The duration of the suspension.
  - c. A copy of the administrative review form and instructions for appealing the Suspension Notice.

Attempts to access SF Bay Ferry services during the suspension period may result in SF Bay Ferry issuing a Ban Notice and/or SF Bay Ferry pursuing legal action.

4. Ban. SF Bay Ferry may ban a passenger from accessing its services if the passenger continues to violate the Passenger Code of Conduct after a suspension, or engages in major misconduct warranting an immediate long-term exclusion. A Ban Notice will be issued to the passenger, indicating immediate exclusion from SF Bay Ferry services, and will include:
- a. A description of the violation(s) and applicable section(s) of the Passenger Code of Conduct.
  - b. The duration of the ban.
  - c. A copy of the administrative review form and instructions for appealing the Ban Notice.

Attempts to access SF Bay Ferry services during the ban period may result in SF Bay Ferry pursuing legal action.

5. Legal Remedies. If a suspended or banned individual attempts to access SF Bay Ferry services or facilities in violation of a Suspension Notice or Ban Notice, or if their behavior presents an ongoing threat to the safety of SF Bay Ferry's operations, passengers, or crew, SF Bay Ferry may take further action, including but not limited to, contacting local law enforcement to arrest the person for trespassing or obtaining a temporary restraining order. Should SF Bay Ferry obtain a restraining order, said order will take precedence over any Suspension or Ban Notice issued by SF Bay Ferry.

## **Appeal Process**

Passengers may appeal a Suspension Notice or Ban Notice by submitting a completed administrative review form provided with the Suspension or Ban Notice to SF Bay Ferry via the instructions in the notice within 10 business days of the effective date of the Suspension or Ban Notice. The Executive Director, or their designee, reviews all appeals of Suspension and Ban Notices and will issue a final written decision generally within 30 days of receipt of a completed administrative review form that has timely submitted. Such decision will detail whether the suspension or ban is cancelled, modified, or upheld. The decision may be

| [personally delivered to or sent to the person by mail or email.](#)



## SF Bay Ferry Passenger Code of Conduct

*Effective November 13, 2025*

It is the policy of the San Francisco Bay Area Water Emergency Transportation Authority (SF Bay Ferry), to ensure the safety, security, comfort and convenience of all those who use its services. WETA has established this Passenger Code of Conduct to ensure that any one person may not adversely affect others while using the SF Bay Ferry system. Customers must treat other patrons and SF Bay Ferry representatives with consideration, patience, respect and civility to allow use, operation and enjoyment of SF Bay Ferry services and facilities in a safe and enjoyable manner for all persons.

All persons on or in any SF Bay Ferry facility or vessel must comply with this Passenger Code of Conduct, obey any instructions, notices or signs duly posted, and must obey lawful orders and directives of any SF Bay Ferry employee or representative acting within the scope of his or her employment.

This Passenger Code of Conduct does not seek to limit or conflict with any federal, state or local law or ordinance, or to prevent any law enforcement agency from taking any lawful action against any person on or in a SF Bay Ferry vessel or facility. This Passenger Code of Conduct should not be interpreted to affect any lawful activities permitted or First Amendment rights protected under California state law or applicable federal law, including, but not limited to, laws related to collective bargaining, labor relations, or labor disputes.

### **Definitions**

"Ban" or "Ban Notice" means a written notice issued by SF Bay Ferry that imposes a long-term or indefinite exclusion from all SF Bay Ferry services due to continued, repeated, or major misconduct in violation of the Passenger Code of Conduct. Bans typically range from 2 to 3 years though longer or shorter durations may be applied as appropriate.

"Major misconduct" means behavior that violates the Passenger Code of Conduct and poses a threat to public or crew safety, significantly disrupts operations, or involves harassment, threats, physical violence, or vandalism.

"Minor misconduct" means behavior that violates the Passenger Code of Conduct but does not pose an immediate safety risk or significant service disruption.

"Recreational mobility device" means a personal mobility device, including but not limited to, bikes, scooters and skateboards used for recreational purposes only.

"SF Bay Ferry" means the San Francisco Bay Area Water Emergency Transportation Authority.

"SF Bay Ferry facilities" means all terminals and facilities owned or used by SF Bay Ferry.

"SF Bay Ferry vessels," "vessel(s)", and "ferry(ies)" means all vessels operated by SF Bay Ferry.

"Suspension" or "Suspension Notice" means a written notice issued by SF Bay Ferry that temporarily excludes a person from SF Bay Ferry services and facilities due to continued, repeated, or major misconduct in violation of the Passenger Code of Conduct. Suspensions typically range from 3 to 6 months though longer or shorter durations may be applied as appropriate.

"Warning" or "Warning Notice" means a written notice issued by SF Bay Ferry informing a person that their conduct violated the Passenger Code of Conduct. Warnings are typically issued for first-time violations or violations that constitute minor misconduct.

### **General Rules**

1. Smoking or carrying an open flame or lighted cigar, cigarette or pipe, electronic cigarette device, or using any other tobacco product, is prohibited on all SF Bay Ferry vessels and facilities. Boarding or attempting to board a SF Bay Ferry vessel while under the influence of a federally regulated controlled substance or alcohol to a degree that presents a danger to the passenger, others, or interferes with the safe operation of the ferry, is prohibited. The possession or use of illegal drugs aboard SF Bay Ferry vessels and facilities is strictly prohibited. Passengers exhibiting signs of impairment or disruptive behavior due to intoxication may be denied boarding or removed from the vessel at the discretion of SF Bay Ferry representatives or law enforcement.
2. Carrying weapons, firearms, ammunition, fireworks, explosives, gasoline, highly flammable substances, radioactive materials, hazardous or toxic chemicals, or any other item that is either intended for use as a weapon or deemed by the crew to pose a hazard to SF Bay Ferry passengers, crew, vessels, or facilities, is prohibited at SF Bay Ferry facilities and on vessels. A violation of this section is an infraction under Section 19.8 of the Penal Code and is punishable under Section 99170 of the Public Utilities Code.
3. Animals that are not service animals under the Americans with Disabilities Act are not permitted onboard, except in a secure and fully enclosed carrier small enough to be held on the passenger's lap or fit under the seat. Animals posing a direct threat to the health or safety of others, creating a disruptive atmosphere, or not under control may be denied boarding or removed from the vessel. Passengers may be required to disembark if ferry staff determine the presence of a non-compliant animal poses a safety concern. It is a misdemeanor to knowingly and fraudulently misrepresent oneself as the owner or trainer of a service dog under Penal Code Section 365.7(a)).
4. Priority seating is for persons with disabilities and seniors, as required by the

Americans with Disabilities Act. Passengers are requested to yield priority seating and locations designated for use by persons using wheelchairs to persons with disabilities, persons using wheelchairs, and seniors.

5. Passengers must only occupy one seat on the ferry. Please do not place personal items or feet on seats.
6. Passengers must follow SF Bay Ferry crew instructions for loading, unloading, and stowing recreational mobility devices. Riding recreational mobility devices on vessels, ramps, and gangways is prohibited. Electric recreational mobility devices must be powered off and may not be charged on vessels. Recreational mobility devices must be securely stored in designated areas on the deck or stowed without blocking seats, aisles, doorways, or emergency exits. Gas-powered bikes, motorcycles, mopeds, and three-wheeled bikes are not allowed onboard vessels.
7. All passengers must pay the applicable SF Bay Ferry fare.
8. Boarding is conducted on a first-come, first-served basis. Passengers are prohibited from cutting in line.
9. Disruptive behavior is prohibited at SF Bay Ferry vessels and facilities at all times. Disruptive behavior includes, but is not limited to, disorderly conduct, listening to music or audio without headphones/earphones, loud conversations or other behavior deemed disruptive to other passengers or by SF Bay Ferry crew members.
10. No interference with the safe operation of the vessel, including entering or attempting to enter any area not open to the public, blocking aisles or emergency exits, or threatening, harassing or intimidating any SF Bay Ferry passenger or representative.
11. No panhandling, soliciting or unauthorized advertising or selling of items.
12. No stopping, parking, docking, landing or securing any vessel, boat, craft or other water-related vehicle at or near any SF Bay Ferry facility in a way that blocks SF Bay Ferry operations, unless such activity is expressly permitted by a SF Bay Ferry representative.
13. While inside any SF Bay Ferry vessel or facility, individuals must wear: (1) a shirt or other upper-body garment; (2) pants, shorts, skirt, or dress; and (3) footwear. Infants are exempt from this rule. SF Bay Ferry will make reasonable exceptions to this rule for qualified individuals with disabilities as required by applicable law.

## **Enforcement**

The following procedures provide for the enforcement of violations of the Passenger Code of Conduct.

1. Order to Leave. SF Bay Ferry reserves the right to refuse service to any individual

who violates the Passenger Code of Conduct. A person refusing to comply with the Passenger Code of Conduct may be directed to leave a SF Bay Ferry vessel and/or facility by a SF Bay Ferry representative. If such person refuses to follow the SF Bay Ferry representative's directions, the SF Bay Ferry representative may contact local law enforcement and such person may be subject to arrest for trespassing. In addition, such person may be subject to a warning, suspension, or ban from SF Bay Ferry service, as detailed below.

2. Warning. SF Bay Ferry staff may issue a written warning for a first-time violation of the Passenger Code of Conduct or minor misconduct. A Warning Notice will be issued and will include:
  - a. A description of the violation(s) and applicable section(s) of the Passenger Code of Conduct.
  - b. Notification that further violations may result in suspension or ban.
3. Suspension. If a passenger engages in major misconduct or has repeatedly violated the Passenger Code of Conduct, SF Bay Ferry may determine a temporary suspension is warranted. A Suspension Notice will be issued to the passenger, indicating immediate suspension from SF Bay Ferry services, and will include:
  - a. A description of the violation(s) and applicable section(s) of the Passenger Code of Conduct.
  - b. The duration of the suspension.
  - c. A copy of the administrative review form and instructions for appealing the Suspension Notice.

Attempts to access SF Bay Ferry services during the suspension period may result in SF Bay Ferry issuing a Ban Notice and/or SF Bay Ferry pursuing legal action.

4. Ban. SF Bay Ferry may ban a passenger from accessing its services if the passenger continues to violate the Passenger Code of Conduct after a suspension, or engages in major misconduct warranting an immediate long-term exclusion. A Ban Notice will be issued to the passenger, indicating immediate exclusion from SF Bay Ferry services, and will include:
  - a. A description of the violation(s) and applicable section(s) of the Passenger Code of Conduct.
  - b. The duration of the ban.
  - c. A copy of the administrative review form and instructions for appealing the Ban Notice.

Attempts to access SF Bay Ferry services during the ban period may result in SF Bay Ferry pursuing legal action.

5. Legal Remedies. If a suspended or banned individual attempts to access SF Bay Ferry services or facilities in violation of a Suspension Notice or Ban Notice, or if their behavior presents an ongoing threat to the safety of SF Bay Ferry's operations, passengers, or crew, SF Bay Ferry may take further action, including but not limited to, contacting local law enforcement to arrest the person for trespassing or obtaining a temporary restraining order. Should SF Bay Ferry obtain a restraining order, said

order will take precedence over any Suspension or Ban Notice issued by SF Bay Ferry.

### **Appeal Process**

Passengers may appeal a Suspension Notice or Ban Notice by submitting a completed administrative review form provided with the Suspension or Ban Notice to SF Bay Ferry via the instructions in the notice within 10 business days of the effective date of the Suspension or Ban Notice. The Executive Director, or their designee, reviews all appeals of Suspension and Ban Notices and will issue a final written decision generally within 30 days of receipt of a completed administrative review form that has timely submitted. Such decision will detail whether the suspension or ban is cancelled, modified, or upheld. The decision may be personally delivered to or sent to the person by mail or email.

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

**RESOLUTION NO. 2025-42**

**APPROVE AMENDMENTS TO THE SF BAY FERRY PASSENGER CODE OF CONDUCT**

**WHEREAS**, the SF Bay Ferry Passenger Code of Conduct (Code of Conduct), adopted by the Board of Directors in September 2018, serves as a foundational policy document for SF Bay Ferry's operations, passenger education and safety, and excellent customer experience; and

**WHEREAS**, since the Code of Conduct was adopted, operational conditions, security needs, and customer service expectations have evolved, prompting SF Bay Ferry staff and Legal Counsel to work closely with SF Bay Ferry's contracted operator, Blue & Gold Fleet, to revise the Passenger Code of Conduct; and

**WHEREAS**, SF Bay Ferry staff recommend the Board of Directors approve the proposed amendments to the Code of Conduct attached hereto, which clarify and expand upon general rules and provide more robust enforcement procedures; now, therefore, be it

**RESOLVED**, that the Board of Directors hereby approves the amendments to the SF Bay Ferry Passenger Code of Conduct attached hereto, and authorizes the Executive Director to take such actions necessary to implement the amended Passenger Code of Conduct.

**CERTIFICATION**

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on November 13, 2025.

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2025-42

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