

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, January 8, 2026 at 1:00 p.m.

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

and

Videoconference

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AGENDA

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

Directors are limited to providing information, asking clarifying questions about matters not on the agenda, responding to public comment, referring matters to committee or staff for information, or requesting a report to be made at another meeting.
5. REPORTS OF STAFF **Information**
 - a. Executive Director's Report on Agency Projects, Activities and Services
 - b. Review of Financial Statements
 - c. Federal Legislative Report
 - d. State Legislative Report
 - e. Ridership Report
 - f. Service Reliability Report
6. CONSENT CALENDAR **Action**
 - a. Approve Board Meeting Minutes – December 11, 2025
 - b. Approve Contract Award to Bay Ship & Yacht Co. for MV *Lyra* Repairs and Drydock Services

**San Francisco Bay Ferry / Water Emergency Transportation Authority
January 8, 2026 Meeting of the Board of Directors**

- | | |
|--|--------------------|
| 7. <u>APPROVE ACTIONS RELATIVE TO RFQ 25-056 SEAPLANE LAGOON ELECTRIFICATION MATERIALS PROCUREMENT</u> | Action |
| 8. <u>APPROVE AMENDMENT TO AGREEMENT WITH BLUE & GOLD FLEET FOR 6-MONTH EXTENSION</u> | Action |
| 9. <u>SOUTH SAN FRANCISCO SERVICE STUDY</u> | Information |
| 10. <u>PUBLIC COMMENTS FOR NON-AGENDA ITEMS</u> | |

ADJOURNMENT

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

PUBLIC COMMENTS WETA welcomes comments from the public.

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

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

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

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

AGENDA ITEM 1
CALL TO ORDER

AGENDA ITEM 2
ROLL CALL

AGENDA ITEM 3
REPORT OF BOARD CHAIR

AGENDA ITEM 4
REPORTS OF DIRECTORS

NO MATERIALS

TO: Board Members

FROM: Seamus Murphy, Executive Director

DATE: January 11, 2026

RE: Executive Director's Report

Affordable Housing and Sustainable Communities Grant Award

On December 8, the State of California Strategic Growth Council (SGC) approved awards that benefit the SF Bay Ferry REEF program. The first award was provided to MidPen Housing Corporation and the City of Alameda to will advance an 80-unit affordable housing development at Alameda Point and also includes \$7 million to support electrification of the Seaplane Lagoon Ferry Terminal. The total grant award for the project is nearly \$45 million. The SGC also approved an award for Treasure Island that includes \$7 million to support future operation of the Treasure Island ferry service.

Clipper 2.0 Launch

Full customer transition to the C2 system began on December 10, 2025 and is continuing to roll out across all participating transit agencies, including San Francisco Bay Ferry. The first weeks of the rollout have encountered some challenges, with Clipper staff providing daily updates on resolutions of issues that revolve mainly around account access by customers, BART machine functionality and delays caused by the new ability to use credit cards. In general, SF Bay Ferry has not received indications that the transition has caused significant disruptions for its riders.

Released Request for Proposals

There were no procurements posted in the month of December.

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

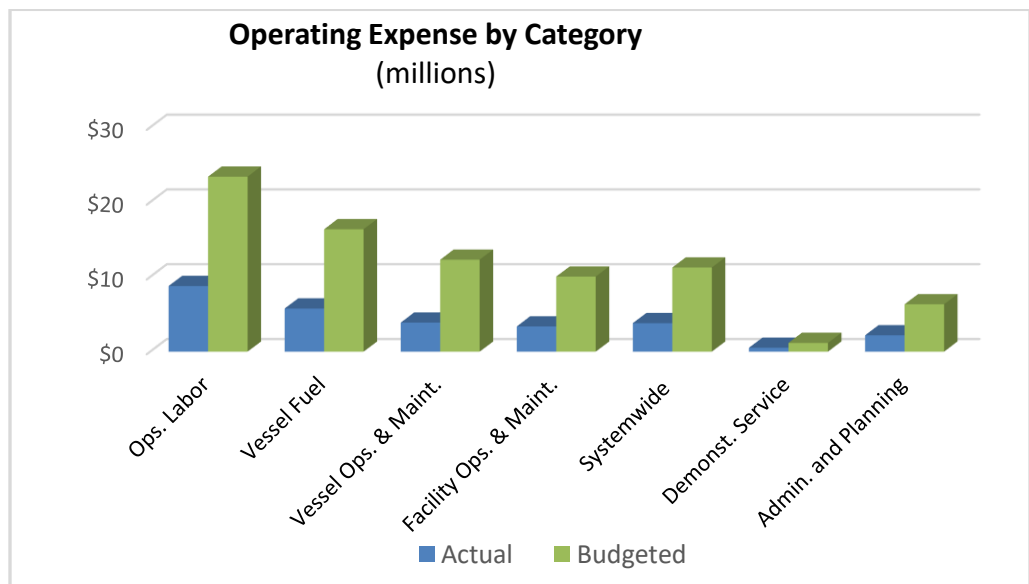
There is no recommendation associated with this informational item.

Financial Summary

This report provides a summary and review of financial activity against budget through November 30, 2025. Detailed financial charts are attached to this report.

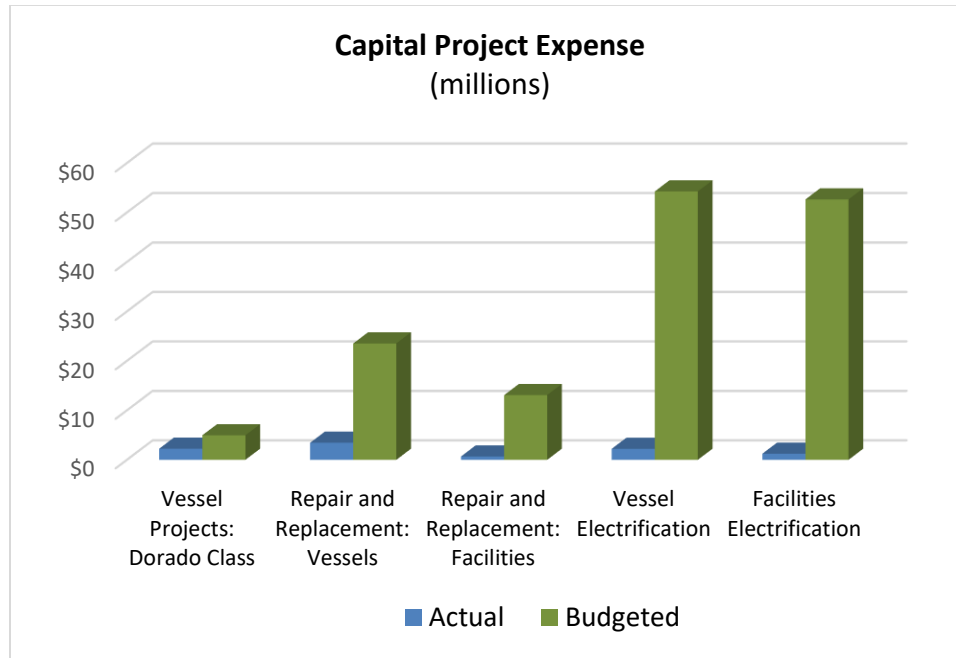
Operating Budget:

Authorized operating expenses for the year are \$80.8 million. With five months of Fiscal Year complete, spending is within anticipated amounts with 35% of the budget expended, or \$28.3 million. There are no budget challenges at this time. Fare revenue again slowed during the month as is typical of the start of winter. Receipts, however, are still well within budget with almost \$7.3 million received to date. Operating costs are at or below budget for each category and route. The figure below illustrates categories of expense against budget.



Capital Program Expense

Capital Budget expenses through the month were \$14.8 million. Payments for each of the two classes of electric vessels were significant, totaling \$3 million. More detailed capital project data is provided on the last page of this report. 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 November 30 is \$27 million as shown below.

	November 2025
Bank of America (Checking)	\$ 884,265
Bank of America (Measure B/BB)	6,658,445
Local Agency Investment Fund (LAIF)	19,599,899
Total	\$ 27,142,609

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 11/30/2025

% of Year Elapsed 42%

	Month Nov. 2025 Actual	Year - To - Date		Total FY2025-26 Budget	% Budget
		FY2024-25 Actual	FY2025-26 Actual		
OPERATING REVENUE					
Fare Revenue	\$1,301,269	\$6,143,979	7,289,562	\$15,790,355	46%
Revenue Transfer to Reserve		(3,230,253)	-	-	0%
Regional - Bridge Toll	3,524,614	16,346,876	19,420,187	57,064,302	34%
State Operating Assistance		5,811,925	-	3,000,000	0%
Local	320,448	1,867,498	1,602,242	3,845,380	42%
Other Revenue	1,380	22,354	15,980	1,170,130	1%
Total Operating Revenue	\$5,147,711	\$ 26,962,379	\$ 28,327,971	\$ 80,870,168	35%
OPERATING EXPENSE					
Harbor Bay Ferry Service					
Operations Labor	\$148,227	\$732,377	789,973	\$2,092,240	38%
Vessel Fuel	77,241	366,620	403,850	1,146,055	35%
Vessel Operations & Maintenance	42,274	337,782	285,502	1,276,676	22%
Facility Operations & Maintenance	26,565	267,025	172,689	723,138	24%
Systemwide Expense	66,339	316,066	332,235	1,005,573	33%
Total Harbor Bay Farebox Recovery	\$ 360,645 26%	\$ 2,019,870 23%	\$ 1,984,249 27%	\$ 6,243,682 20%	
Alameda/Oakland Ferry Service					
Operations Labor	\$378,802	\$1,684,468	\$2,018,819	\$5,381,783	38%
Vessel Fuel	209,653	1,047,909	1,096,164	3,110,721	35%
Vessel Operations & Maintenance	133,642	588,814	881,253	2,637,783	33%
Facility Operations & Maintenance	114,995	707,371	670,166	1,916,370	35%
Systemwide Expense	176,589	837,921	905,592	2,585,846	35%
Total Alameda/Oakland Farebox Recovery	\$ 1,013,681 26%	\$ 4,866,483 31%	\$ 5,571,994 30%	\$ 15,632,503 24%	
Vallejo Ferry Service (Vallejo)					
Operations Labor	\$461,150	\$1,977,419	\$2,457,693	\$6,673,614	37%
Vessel Fuel	463,443	2,305,399	2,423,099	\$6,876,330	35%
Vessel Operations & Maintenance	300,670	812,392	1,841,598	\$4,280,296	43%
Facility Operations & Maintenance	185,489	1,991,097	1,270,507	4,031,352	32%
Systemwide Expense	224,221	1,082,178	1,154,091	3,140,878	37%
Total Vallejo Farebox Recovery	\$ 1,634,973 31%	\$ 8,168,486 34%	\$ 9,146,988 35%	\$ 25,002,470 28%	
South San Francisco Ferry Service (SSF)					
Operations Labor	\$148,227	\$659,140	\$789,973	\$2,060,405	38%
Vessel Fuel	110,344	261,829	576,928	1,637,221	35%
Vessel Operations & Maintenance	28,001	438,322	187,282	1,127,413	17%
Facility Operations & Maintenance	49,092	254,305	291,541	792,046	37%
Systemwide Expense	60,266	234,375	300,591	1,059,093	28%
Total South San Francisco Farebox Recovery	\$ 395,930 18%	\$ 1,847,970 15%	\$ 2,146,315 16%	\$ 6,676,177 11%	
Richmond Ferry Service (Richmond)					
Operations Labor	\$312,923	\$1,318,279	\$1,667,720	\$4,392,511	38%
Vessel Fuel	154,481	733,684	807,700	2,292,110	35%
Vessel Operations & Maintenance	62,850	763,130	423,132	1,818,521	23%
Facility Operations & Maintenance	89,690	629,750	535,758	1,659,169	32%
Systemwide Expense	130,943	591,962	657,661	2,011,145	33%
Total Richmond Farebox Recovery	\$ 750,886 16%	\$ 4,036,806 13%	\$ 4,091,971 17%	\$ 12,173,456 12%	

(continued on next page)

San Francisco Bay Ferry (WETA)
Operating & Administration Monthly Budget Report FY 2025/26
Through the Month Ending 11/30/2025

% of Year Elapsed 42%

	Month Nov. 2025 Actual	Year - To - Date		Total FY2025-26 Budget	% Budget
		FY2024-25 Actual	FY2025-26 Actual		
OPERATING EXPENSE (continued)					
Seaplane Lagoon Ferry Service					
Operations Labor	\$197,636	\$952,091	\$1,053,297	\$2,802,985	38%
Vessel Fuel	88,275	524,103	461,543	1,309,777	35%
Vessel Operations & Maintenance	39,385	389,410	267,926	1,157,422	23%
Facility Operations & Maintenance	74,043	337,531	432,718	915,887	47%
Systemwide Expense	93,139	408,008	464,436	1,452,494	32%
Total Seaplane Lagoon	\$492,478	\$ 2,611,143	\$ 2,679,920	\$ 7,638,565	35%
Farebox Recovery	48%	22%	32%	18%	
Subtotal Operations (Regular Service)	\$ 4,648,592	\$ 23,550,757	\$ 25,621,436	\$ 73,366,852	35%
Farebox Recovery (exclud. Admin.)	28%	26%	28%	22%	
Alameda - Oakland Demonstration Project (Woodstock)	\$74,900	\$338,787	520,636	\$1,170,130	44%
Subtotal Ferry Operations (All)	\$ 4,723,492	\$ 25,134,603	\$ 26,142,072	\$ 74,536,982	35%
Planning and Administration					
Wages and Fringe Benefits	\$231,285	\$1,079,961	\$1,270,063	\$3,192,907	40%
Professional & Other Services	143,461	549,550	653,113	1,874,950	35%
Information Tech., Office, Supplies	13,050	35,627	41,551	227,815	18%
Utilities/Communications	3,118	10,856	12,476	31,204	40%
Insurance	5,234	11,358	24,779	29,893	83%
Dues, Memberships, Misc.	5,634	43,429	71,954	233,315	31%
Leases and Rentals	22,436	96,996	111,963	743,104	15%
Subtotal Planning & Administration	\$ 424,219	\$ 1,827,776	\$ 2,185,899	\$ 6,333,188	35%
Total Operating Expense	\$ 5,147,711	\$ 26,962,379	\$ 28,327,971	\$ 80,870,170	35%
Systemwide Farebox Recovery (Regular Service, incl. Admin.)			26%		

San Francisco Bay Ferry (WETA)
FY 2025/26 Capital Revenue and Expense
Year-to-Date Through November 2025

	Total Project Revenue/Expense	Prior Years	FY 2025/26 Budget	Year-To-Date FY2025/26 Actual	Total Future Year	% of Project Budget
CAPITAL REVENUE						
Federal Funds	\$ 193,075,107	\$ 37,935,840	\$ 72,403,025	\$ 9,009,702	82,736,242	24%
State Funds	91,811,845	6,539,594	28,723,962	\$ 2,647,422	56,548,289	10%
Regional - Bridge Toll	124,728,541	10,450,493	44,247,452	\$ 2,496,608	70,030,597	10%
Local /Other	6,718,698	951,448	1,778,854	\$ 637,121	3,988,396	24%
Pending/Unfunded	99,734,881	-	416,099	-	99,318,782	0%
Total Revenue	\$ 516,069,072	\$ 55,877,374	\$ 147,569,392	\$ 14,790,852	\$ 312,622,306	
CAPITAL EXPENSE						
Vessel Projects: Dorado Class						
Vessel Replacements (Karl, Zalophus)	37,636,402	33,332,396	4,304,006	2,536,085	-	95%
Repair and Replacement Program: Vessels						
Vessel Mid-Life Refurbishment - MV Gemini	4,488,000	235,912	4,252,088	1,683,769	-	43%
Vessel Mid-Life Refurb & Engine Overhaul - MV Pisces	4,679,000	53,485	4,625,515	10,078	-	1%
Engine Overhauls and Improvements	15,833,408	2,531,886	9,893,322	2,495,716	3,408,200	32%
Component Improvements/Dry Dock	4,666,500	-	4,666,500	242,803	-	5%
Repair and Replacement Program: Facilities						
Vallejo Terminal Reconfiguration	16,696,000	666,067	6,910,525	292,377	9,119,408	6%
Passenger Floats Rehabilitation - Pier 9	1,362,000	-	1,337,000	1,263	25,000	0%
Multiuse Emergency Float	200,000	-	200,000	39,829	-	20%
Vallejo Ferry Terminal Dredging	3,030,735	287,795	2,742,940	62,181	-	12%
North Bay Fuel Farm Upgrades	540,000	-	540,000	-	-	0%
Administrative Facility Improvements	1,149,830	51,299	769,500	708,094	329,031	66%
South SF Dredging & Dredging Program Work	3,922,000	-	430,000	25,402	3,492,000	1%
Electrification Program (REEF)						
Vessels						
New Electric Vessels (Three - 150 PX)	58,407,000	6,592,365	9,858,638	1,621,142	41,955,996	14%
New Electric Vessels (Two - 400 PX)	77,351,393	8,632,247	41,086,609	3,603,904	27,632,537	16%
Hydrus Conversion to Battery Electric Propulsion	14,085,302	-	3,312,060	4,509	10,773,242	0%
Facility Electrification						
Central Bay Terminal	3,106,250	41,895	2,141,750	73,896	922,605	4%
Downtown San Francisco	83,930,168	1,713,775	16,350,682	485,200	65,865,711	3%
Treasure Island	6,798,681	436,145	3,350,000	228,641	3,012,536	10%
Main Street	11,887,500	-	255,000	1,131	11,632,500	0%
Seaplane Lagoon	36,586,500	369,398	12,072,017	248,177	24,145,085	2%
Harbor Bay	36,731,737	525,503	4,999,471	177,233	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	24,120	39,449,868	0%
Berkeley Pier/Ferry Project	3,000,000	107,202	179,683	54,791	2,713,115	5%
Oakland Ferry Terminal	33,694,294	199,353	489,373	170,512	33,005,568	1%
Total Expense	\$ 516,069,072	\$ 55,877,374	\$ 147,569,392	\$ 14,790,852	\$ 312,622,306	



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 – January 2025

This report covers the following topics:

- Update on FY26 Federal Appropriations Process
- Surface Transportation Reauthorization
- Congressional Public Ferry Caucus Meeting in Washington DC
- Pressing DOT to Obligate FTA Grants

Update on FY26 Federal Appropriations Process

Most of the federal government, including the US Department of Transportation, is operating under a Continuing Resolution (CR) that is set to expire on January 31. We expect House and Senate appropriators to try to pass a full year funding bill by this date. While it is possible Congress will fail to hit the January 31 deadline, we don't anticipate another government shutdown. Rather, we would expect Congress to pass another CR to buy Congressional leaders more time to complete a full year bill.

SF Bay Ferry has a big stake in government funding. We were able to secure project-specific funding for SF Bay Ferry in the Senate Transportation-HUD (THUD) Appropriations bill for phase one of the Oakland Modernization Project. This funding will not be available until/unless Congress completes work on the THUD bill. Additionally, for the sixth year in a row we have been able to secure additional funding for the FTA 5307(h) ferry program. SF Bay Ferry regularly obtains funding through the 5307(h) program, which is a competitive grant program.

Surface Transportation Reauthorization

The current surface transportation reauthorization bill is set to expire on September 30th, and House and Senate Committees are gearing up to advance a new bill through the legislative process in the first half of 2026. We continue to advocate for funding for public ferry systems. We have been talking with the relevant Committees since early 2025 and will be working to mobilize our Congressional champions in the coming weeks. We will be working with other members of the Public Ferry Coalition and members of the Congressional Public Ferry Caucus to maximize our ability to attract political support for our positions.

Congressional Public Ferry Caucus Meeting in Washington DC

The Congressional Public Ferry Caucus is holding its first meeting in January in Washington DC to highlight the importance of public ferries and amplify the work we have been doing to advocate for funding for public ferry systems in the next surface transportation reauthorization bill. SF Bay Ferry staff will travel to DC to attend the event and meet with key Congressional offices. We are also urging other Public Ferry Coalition members to travel to DC for the Congressional Public Ferry Caucus event and to attend the meetings that Accelerate Strategies is scheduling.

Pressing DOT to Obligate FTA Grants

We are continuing to work with SF Bay Ferry staff to get DOT to obligate funding awarded by FTA for an electric ferry and two universal charging floats. We remain in direct contact with FTA Administrator Marc Molinaro, and we are working to get members of Congress to press the DOT Secretary's office, including members of Congress who represent states and districts where this money will be spent as part of the manufacturing process. We are asking these members of Congress to emphasize to DOT that this funding advances Trump Administration priorities, including: 1) reducing federal expenditures by lowering operating costs; and 2) expanding U.S. manufacturing jobs, particularly in shipbuilding capacity.

We continue to coordinate with other outside consultants to urge the Florida Congressional delegation to contact DOT and make the case that obligating this grant money will allow SF Bay Ferry to sell one of its diesel vessels to Cross Bay Ferry in Tampa.



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916-446-4656

December 30, 2025

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

FM: Matt Robinson, Partner
Michael Pimentel, Partner

RE: **STATE LEGISLATIVE UPDATE – January 2026**

General Update

The Legislature will reconvene on January 5, 2026 for the start of the second year of the two-year session. Any two-year bills introduced in 2025 that are still in their first house (House of Origin) will need to be heard in policy committees by January 16, 2026, and passed out of their House of Origin by January 31, 2026. For bills newly introduced in 2026, the last day to submit bill requests to the Office of Legislative Counsel is January 23, 2026, and the deadline for bill introductions is February 20, 2026.

On January 8, 2026, Governor Newsom will deliver his annual State of the State Address. No later than January 10, 2026, Governor Newsom will introduce his proposed Fiscal Year 2026-27 budget.

For information about key legislative and budget deadlines for next year, please see the tentative 2026 Legislative Calendar [here](#).

Senate President pro Tempore Announces Senate Leadership and Committee Changes

Last month, we reported that Senator Monique Limón (D-Santa Barbara) began to transition into the role of Senate President Pro Tempore on November 17, assuming the top leadership position in the State Senate from Senator Mike McGuire (D-North Coast). Pro Tem Limón's official swearing-in ceremony will take place upon the Legislature's return to Sacramento on January 5.

As one of her first official acts, Pro Tem Limón [announced changes to Senate Leadership and committee appointments](#) on December 23. Her leadership team will include several members of SF Bay Ferry's legislative delegation, including:

- **Assistant Majority Leader:** Senator Aisha Wahab (D-Silicon Valley)
- **Majority Whip:** Senator Tim Grayson (D-Concord)

We note that the Chairs of the following committees that oversee policy and fiscal matters impacting SF Bay Ferry have changed:

- **Senate Appropriations Committee:** Transitions from Senator Anna Caballero (D-Merced) to Senator Sabrina Cervantes (D-Riverside)
- **Senate Budget and Fiscal Review Committee:** Transitions from Senator Scott Wiener (D-San Francisco) to Senator John Laird (D-Santa Cruz)
- **Senate Budget Subcommittee No. 2 on Resources, Environmental Protection, and Energy:** Transitions from Senator Josh Becker (D-Menlo Park) to Senator Eloise Gómez Reyes (D-Colton)
- **Senate Housing Committee:** Transitions from Senator Aisha Wahab (D-Silicon Valley) to Senator Jesse Arreguín (D-Oakland)
- **Senate Natural Resources and Water Committee:** Transitions from Senator Monique Limón to Senator Josh Becker (D-Menlo Park)

We note that the Chairs of the following committees that oversee policy and fiscal matters impacting SF Bay Ferry will remain the same:

- **Senate Budget Subcommittee No. 5 on Corrections, Public Safety, Judiciary, Labor and Transportation Committee:** Remains Senator Laura Richardson (D-San Pedro)
- **Senate Environmental Quality Committee:** Remains Senator Catherine Blakespear (D-Encinitas)
- **Senate Emergency Management Committee:** Remains Senator Henry Stern (D-Los Angeles)
- **Senate Local Government Committee:** Remains Senator Maria Elena Durazo (D-Los Angeles)
- **Senate Transportation Committee:** Remains Senator Dave Cortese (D-San Jose)

Leadership appointments and changes to Budget and Budget Subcommittees, and Natural Resources and Water Committee will take effect immediately. All other changes will take effect on February 1, 2026.

Update on CalSTA Transit Transformation Task Force Report

On December 9, 2025, the California State Transportation Agency publicly released the [Transit Transformation Task Force Report](#). The public release of the report followed CalSTA’s submittal of the report to Task Force members and the Legislature on December 2, 2025 – more than a month after the October 31, 2025 submittal deadline established under Senate Bill 125 (Committee on Budget and Fiscal Review) [Chapter 54, Statutes of 2023].

While drafted by CalSTA, the report was informed by the Transit Transformation Task Force, which was convened by CalSTA in December 2023 to solicit and develop recommendations to grow transit ridership and improve the transit experience for all transit riders. As we have previously reported, the Task Force was comprised of 25 members, representing state government, local agencies, academic institutions, advocacy organizations, and other stakeholders. SF Bay Ferry’s interests were well-represented on the Task Force by the California Transit Association (the trade organization to which SF Bay Ferry belongs), SF Bay Ferry Board Chair Jim Wunderman (appointed to the Task Force in his role as President and CEO of the Bay Area Council) and SF Bay Ferry Executive Director Seamus Murphy.

The report includes a detailed analysis of the services provided by California transit operators, transit ridership demographics, existing transit funding sources, and their eligible uses, the cost to maintain and operate the public transit network, the cost of federal and state mandates, workforce recruitment and

retention, state and local policies that impact service efficiency, transit performance measures and oversight, and advances detailed recommendations on a wide range of topics.

The transit industry's participation in the Task Force process was principally steered by the Association. The Association was represented on the Task Force by 12 member agencies from across California, including, as noted above, SF Bay Ferry Executive Director Seamus Murphy. The Association convened a Transit Transformation Advisory Committee, comprised of the transit agency members of the Task Force, which met regularly over the past two years to review Task Force proposals and develop industry recommendations for the Task Force's consideration.

The Board should be aware that the reception to the report from the Association – and likely, other industry stakeholders – is already mixed.

The Association has found that the Task Force report establishes a comprehensive landscape analysis of the challenges transit operators face, including the regulatory, administrative, and policy barriers that impede more effective transit project and service delivery; the external factors, like housing costs, land use decision-making, and remote work, impacting transit ridership; the external drivers of operational cost increases, like wages, insurance, and fuel; and the significant financial impacts of transit operators' efforts to comply with the California Air Resources Board's Innovative Clean Transit regulation, which mandates that operators transition their bus fleets to dramatically more expensive zero-emission technologies without dedicated new funding support. The Association has also found that the Task Force report appropriately outlines the near-term funding crisis faced by transit operators due to the continued prevalence of remote work, persistent inflation, and the state's mandated transition to zero-emission technology; the risk to once-stable transit funding sources, like the State Transit Assistance program, which relies on the sales tax on diesel fuel; and the potential cascading impacts of revenue losses on transit operators' financial stability.

The Association has shared, however, that the report's recommendations are likely to be of varied benefit to transit operators and their riders. The Association has commended the report for its recommendations on several topics, including transit safety and security, transit prioritization, first-mile / last-mile connections to transit, land-use, transit fleet and asset management, and construction. The Association has voiced concerns, however, about the limited recommendations on state transit funding, which largely focus on repurposing existing funding and creating opportunities for ancillary revenue development, and not the creation of new revenue sources; and, the limited recommendations on Transportation Development Act reform, which fall short of presenting a full replacement for the existing oversight mechanisms and performance measures.

The Association officially [formalized its response](#) to the Task Force report in a letter to the Legislature on December 12, 2025.

Two-Year Bills of Interest

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

This bill would authorize a subsidiary body to use alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation. The bill would require the subsidiary body to post the agenda at the primary physical meeting location. The bill would require the members

of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform and would require the subsidiary body to list a member of the subsidiary body who participates in a teleconference meeting from a remote location in the minutes of the meeting. The bill would require the legislative body that established the subsidiary body electing to use teleconferencing pursuant to these provisions to establish the subsidiary body by charter, ordinance, resolution, or other formal action to make specified findings by majority vote, before the subsidiary body uses teleconferencing for the first time and every 12 months thereafter. The bill would require the subsidiary body to approve the use of teleconference by two-thirds vote before using teleconferencing. ***This is a two-year bill.***

AB 259 (Rubio) Brown Act Teleconferences – WATCH

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

AB 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

TO: Board Members

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

SUBJECT: Ridership Report – January 2026

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.

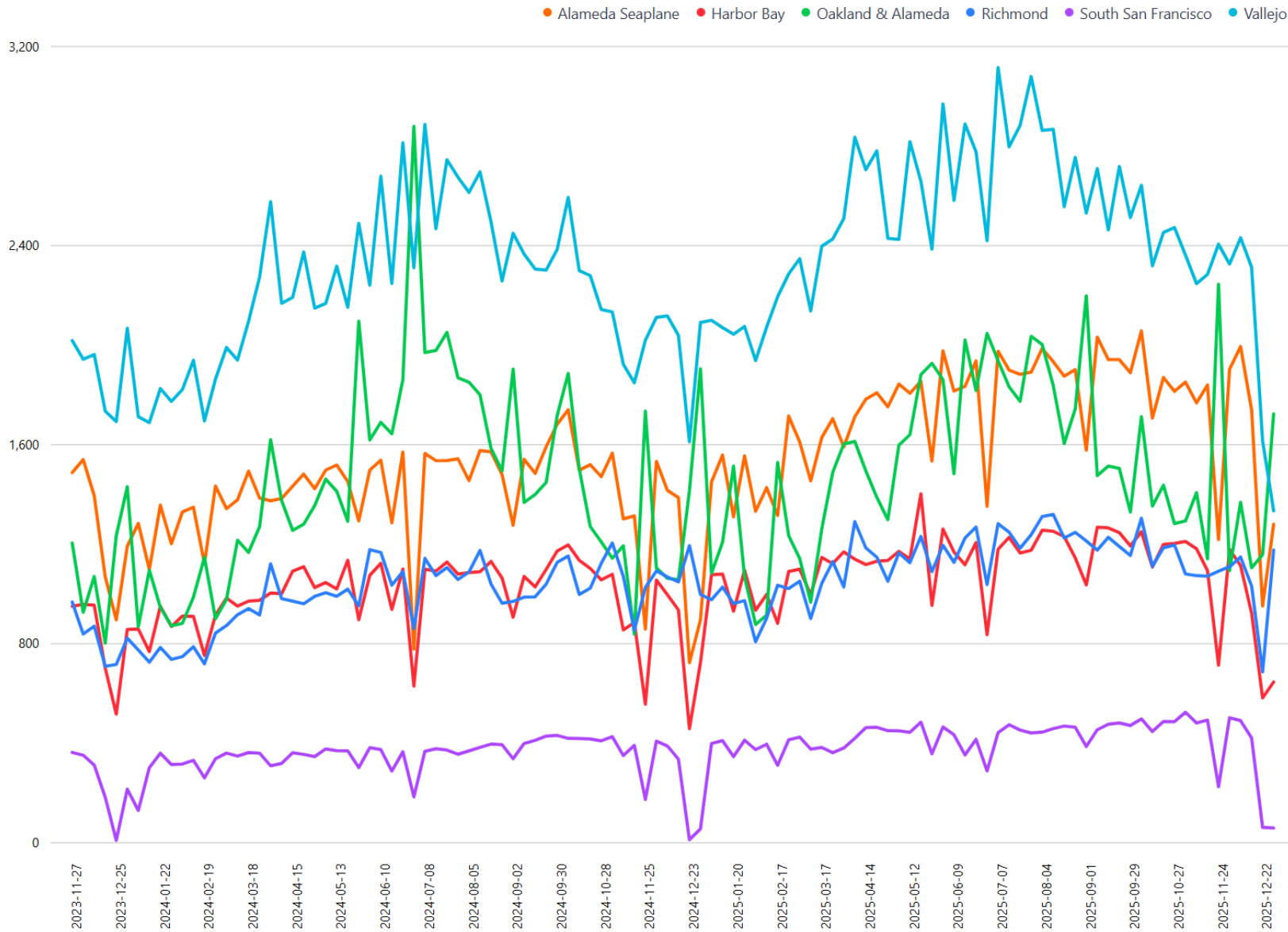
The Plan enhanced service during midday and weekend periods to reflect changing demands from regular commuters and recreational riders. Lower fares, more in line with parallel transit options such as BART or Transbay buses, are an additional feature of the Plan. With the introduction of the new ridership 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 December 2025. SF Bay Ferry had just over 208,000 boardings in December. Compared to the same month in 2019, ridership recovery was 98%. Year-over-year ridership was up 16% from December 2024 to December 2025. Major drivers of the strong ridership this month include morning commutes and nearly double of 2019 weekend ridership. The Merry Ferry holiday rides on Dec. 7th, 12th, and 20th also attracted some additional riders. The second half of December saw some inclement weather and the typical holiday slump in ridership at the end of the month, but the system still almost matched 2019 December ridership numbers. In terms of ridership recovery, SF Bay Ferry continues to outperform other regional transit operators. BART registered 48% of October 2019 ridership and Caltrain saw 60% of pre-pandemic October ridership.

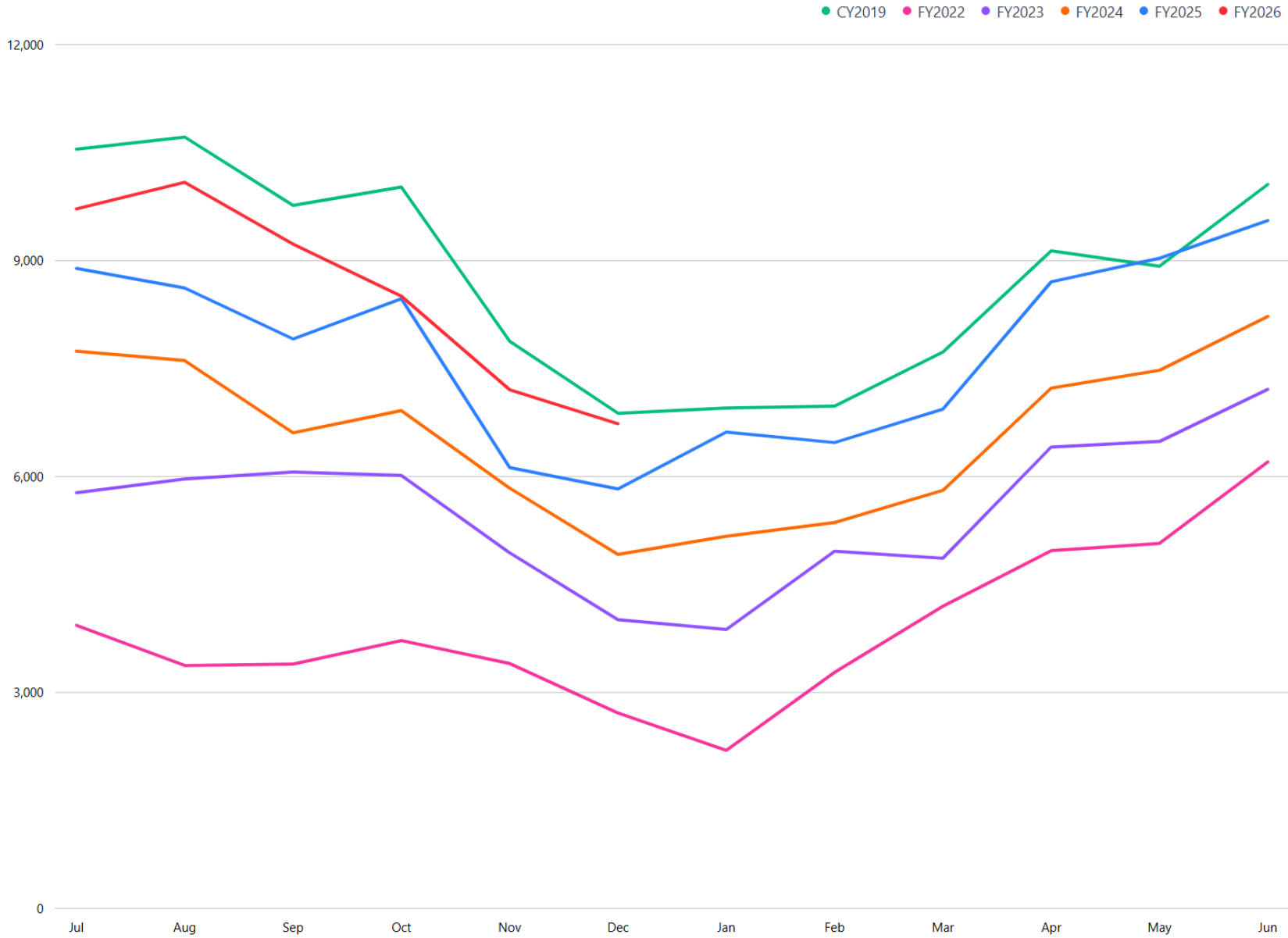
Appendix A. Ridership Data Summary

Weekday Average Ridership



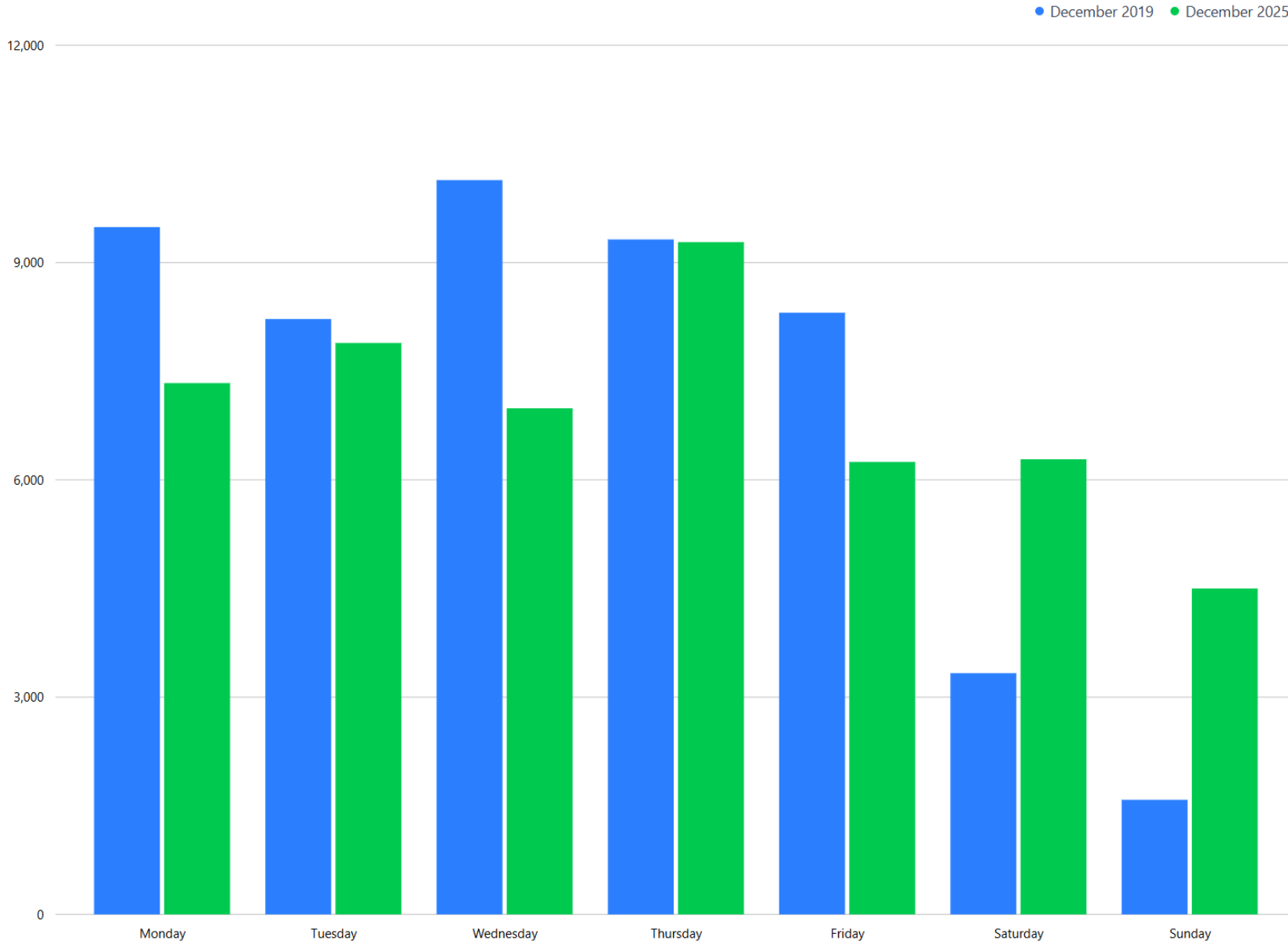
Ridership from other routes and event ridership is excluded.

Average Daily Ridership By Month



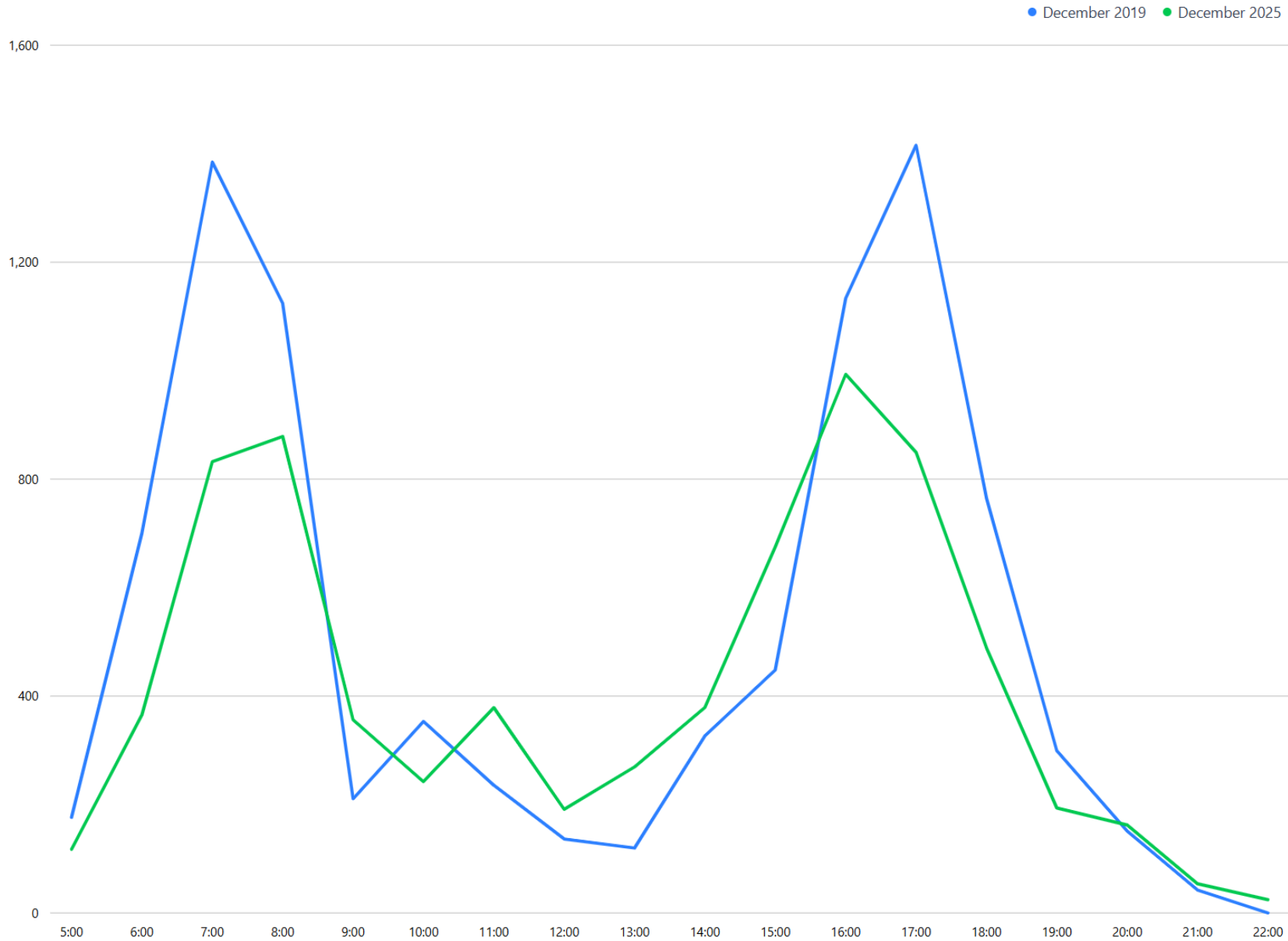
Event ridership is included.

Average Ridership by Day of Week Systemwide



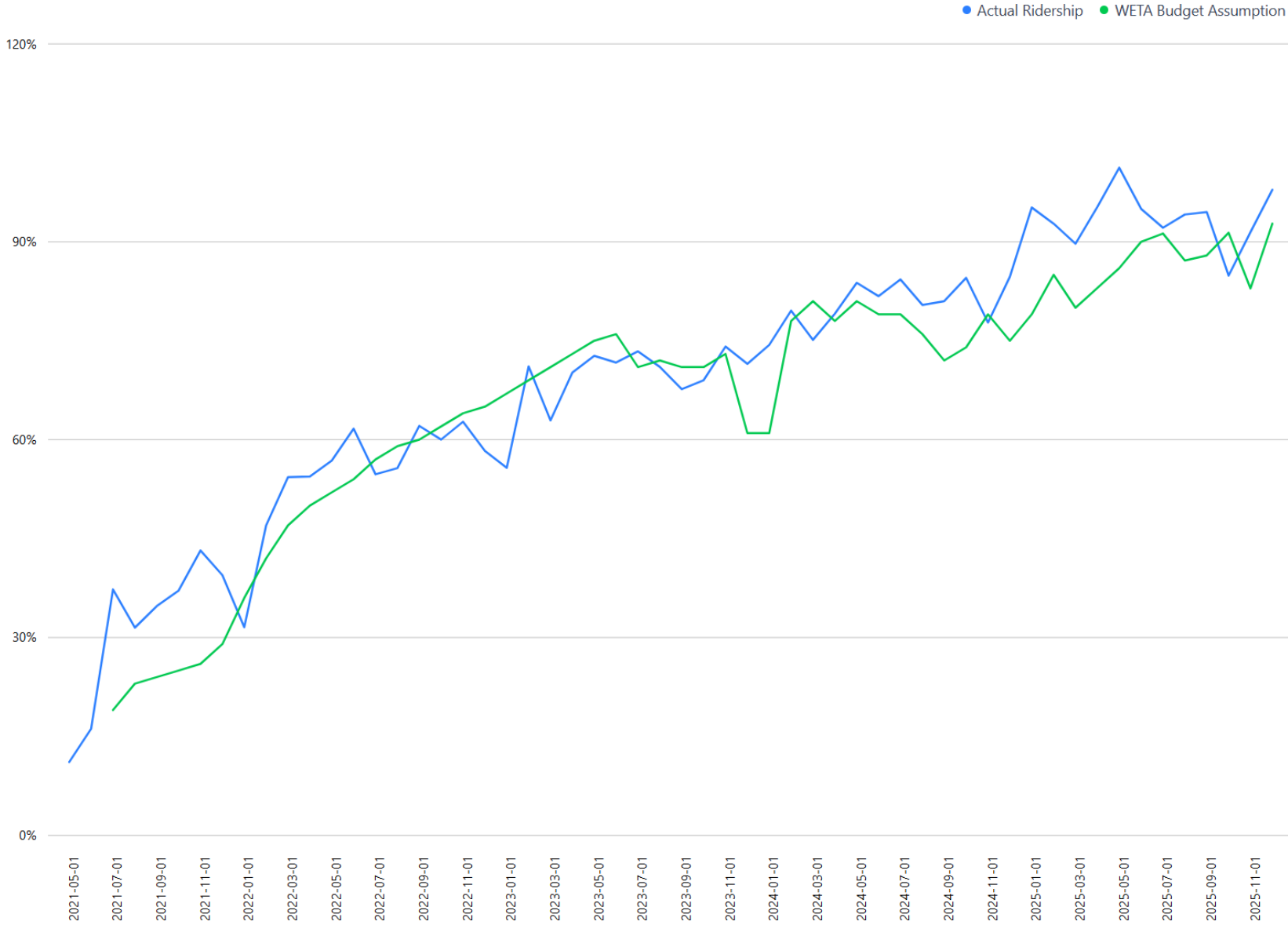
Event ridership is excluded. Holidays with no service are excluded.

Average Weekday Hourly Ridership



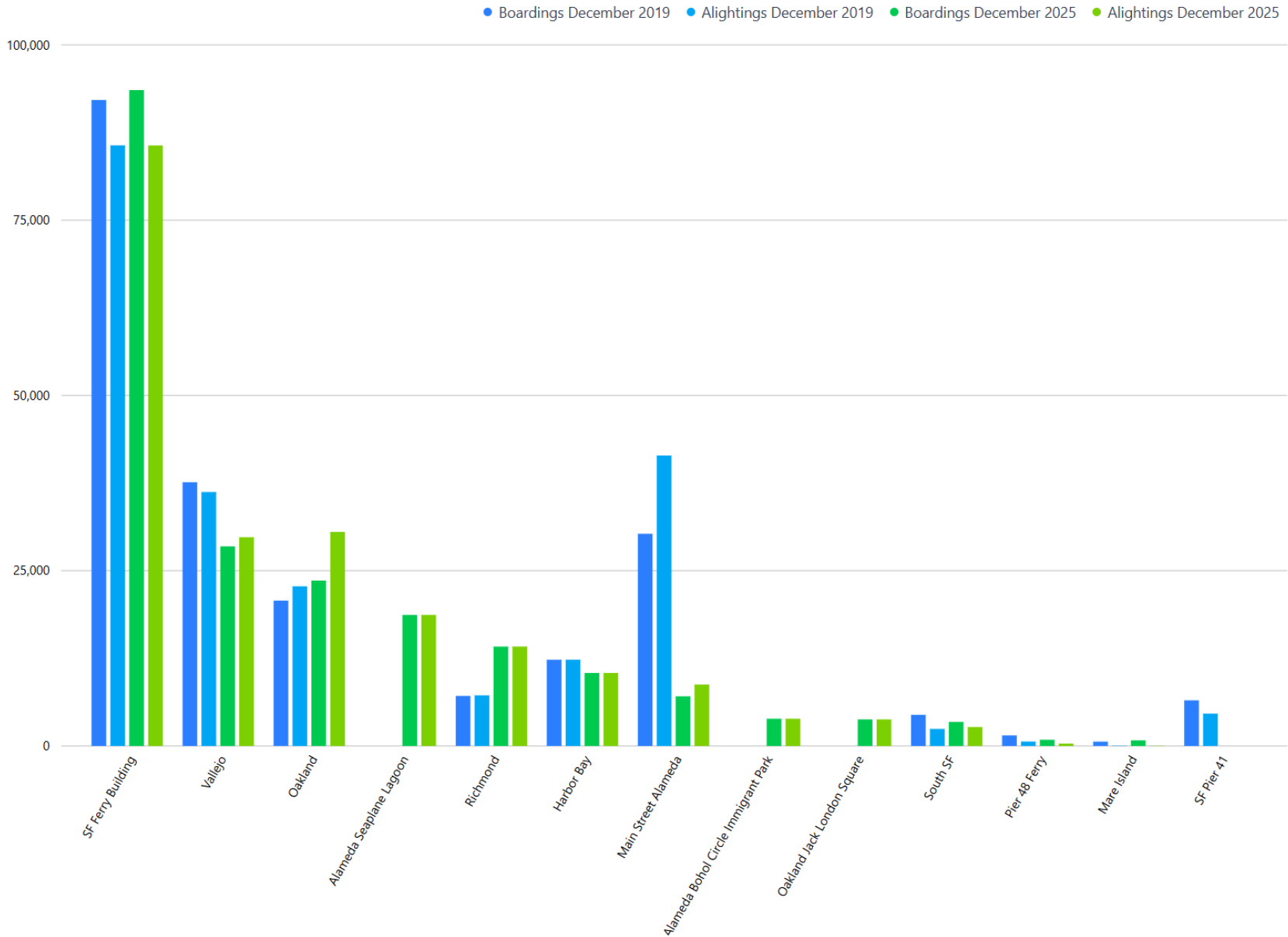
Event ridership is excluded. Scheduled trip segment start time is used.

Actual vs Budgeted Ridership



Event ridership is included.

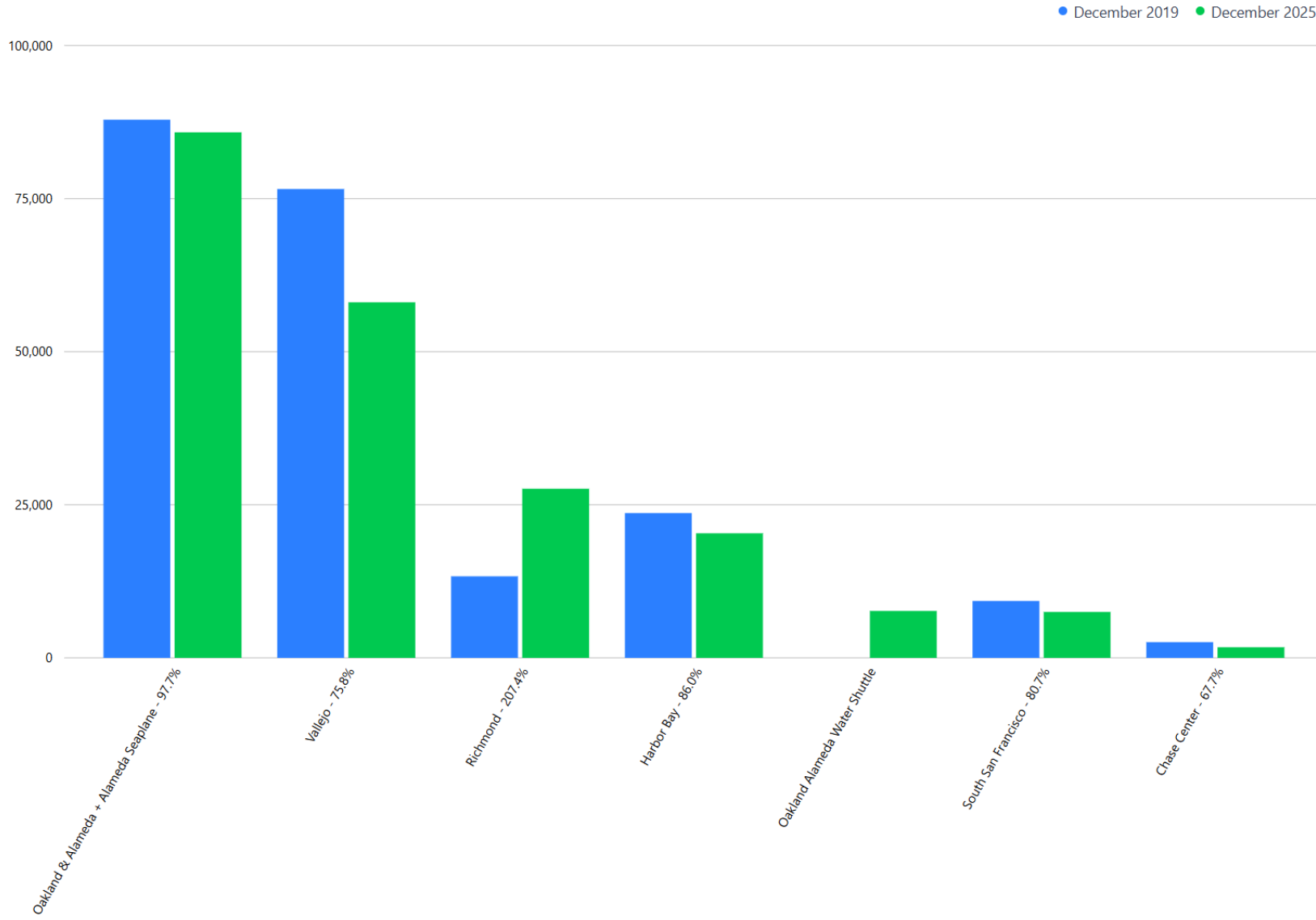
Boardings and Alightings by Terminal Systemwide



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	189	22	13.6%	0%	40%	20%	0%	0%
SF → SEA	16:30:00	171	22	4.5%	0%	20%	0%	0%	0%
OAK → SSF	06:20:00	18	22	4.5%	0%	20%	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 → VJO	18:30:00	185	8	25%	25%	25%
VJO → SF	11:35:00	149	8	25%	25%	25%
SF → RCH	17:00:00	66	8	12.5%	25%	0%
SF → MSA	22:15:00	75	8	12.5%	25%	0%
SF → MSA	19:10:00	187	8	12.5%	25%	0%
SF → MSA	16:30:00	175	8	12.5%	25%	0%
VJO → SF	10:20:00	168	8	12.5%	25%	0%
RCH → SF	12:25:00	140	8	12.5%	25%	0%

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

	Oakland & Alameda	Richmond	Harbor Bay	South San Francisco	Alameda Seaplane	Vallejo	Total Core Services	Total Core and Non-Core Services
Total Ridership December 2025	49,986	27,627	20,345	7,501	35,835	58,073	199,367	208,770
Total Ridership November 2025	57,014	27,397	20,287	8,401	32,173	58,240	203,512	216,196
Percent Change	-12.3%	0.8%	0.3%	-10.7%	11.4%	-0.3%	-2%	-3.4%
Total Ridership December 2025	49,986	27,627	20,345	7,501	35,835	58,073	199,367	208,770
Total Ridership December 2024	43,297	26,291	17,950	5,718	26,091	51,398	170,745	180,641
Percent Change	15.4%	5.1%	13.3%	31.2%	37.3%	13%	16.8%	15.6%
Total Ridership FY2026 to date [†]	393,494	193,374	145,839	56,202	234,095	432,170	1,455,174	1,579,635
Total Ridership FY2025 to date [†]	378,022	168,976	130,126	46,651	184,658	400,481	1,308,914	1,407,228
Percent Change	4.1%	14.4%	12.1%	20.5%	26.8%	7.9%	11.2%	12.3%
Average Weekday Ridership December 2025	1,257	1,033	925	341	1,629	2,182	7,367	7,185
Weekdays Operated in December 2025	22	22	22	22	22	21	22	23
Average Weekend Ridership December 2025	2,793	612				1,532	4,937	5,438
Weekend Days Operated in December 2025	8	8	0	0	0	8	8	8
Ridership Per Hour December 2025	103	68	119	57	130	79	90	89
Ridership Per Mile December 2025 [‡]	7.3	3.7	5.8	3.1	7.8	2.9	4.5	4.7
Revenue Hours December 2025	485	404	171	132	276	739	2,207	2,356
Revenue Hours FY To Date [†]	2,893	2,433	1,112	797	1,488	4,556	13,279	
Revenue Miles December 2025 [‡]	6,802.8	7,377.6	3,526	2,398.5	4,586.4	19,696.7	44,388	44,764
Revenue Miles FY To Date ^{†‡}	41,011.2	44,392.8	22,919	14,473.5	24,785.6	121,601.4	269,183.5	
% of planned trip segments December 2025	99.9%	99.9%	100%	100%	98.5%	100%	99.7%	99.8%
% of trip segments on time December 2025 [*]	99.3%	99.7%	99%	99.3%	99.6%	98.2%	99.1%	99.1%

[†]Total ridership, miles and hours for FY to date can include ridership from routes which were not operated this month.

[‡]Statute miles.

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

Operational Statistics - Non-Core Services

	Oakland Alameda Water Shuttle	Chase Center	Total Non-Core Services	Total Core and Non-Core Services
Total Ridership December 2025	7,669	1,734	9,403	208,770
Total Ridership November 2025	10,174	2,510	12,684	216,196
Percent Change	-24.6%		-25.9%	-3.4%
Total Ridership December 2025	7,669	1,734	9,403	208,770
Total Ridership December 2024	6,488	2,788	9,276	180,641
Percent Change	18.2%		1.4%	15.6%
Total Ridership FY2026 to date [†]	71,535	12,425	124,461	1,579,635
Total Ridership FY2025 to date [†]	51,447	6,475	98,314	1,407,228
Percent Change	39%		26.6%	12.3%
Average Weekday Ridership December 2025	252	341	593	7,185
Weekdays Operated in December 2025	16	4	18	23
Average Weekend Ridership December 2025	455	371	826	5,438
Weekend Days Operated in December 2025	8	1	8	8
Ridership Per Hour December 2025	54	285	63	89
Ridership Per Mile December 2025 [‡]	25.1	24.6	25	4.7
Revenue Hours December 2025	143	6	149	2,356
Revenue Hours FY To Date [†]	936	31	966	
Revenue Miles December 2025 [‡]	306	70.5	376.5	44,764
Revenue Miles FY To Date ^{††}	2,004.8	366.6	2,371.4	
% of planned trip segments December 2025	100%	100%	100%	99.8%
% of trip segments on time December 2025 [*]				99.1%

[†]Total ridership, miles and hours for FY to date can include ridership from routes which were not operated this month.

[‡]Statute miles.

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

MEMORANDUM

TO: Board Members

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

SUBJECT: Service Reliability Report – November 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 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 97%. Both metrics exceed established goals so far in 2025.

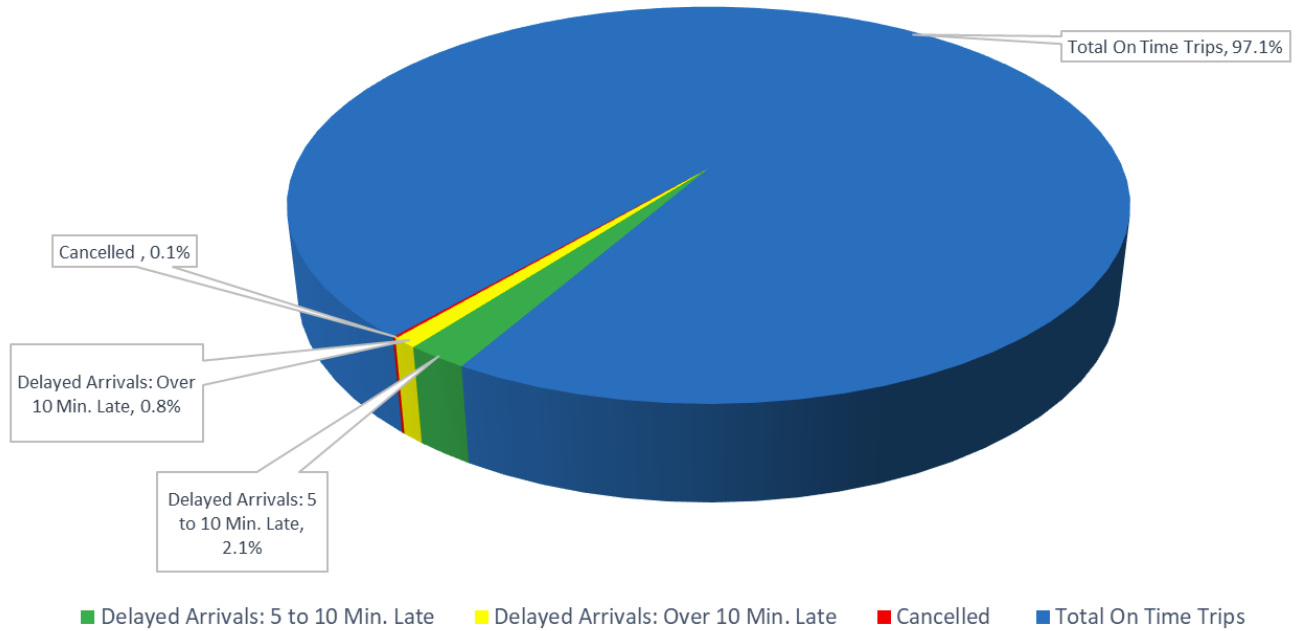
These are highlights for the service's reliability and on-time performance for November 2025.

- **Reliability:** SF Bay Ferry completed 3,842 of 3,844 trips in November, for a reliability rate of 99.9%.
- **On-time performance:** In November, 97.5% of SF Bay Ferry's trips were considered on-time.
- **Max-Outs:** Two non-reserved transbay trips hit 98% of maximum capacity in November. Both were weekday trips on the Vallejo route.

All charts presented include data through November 30, 2025.

Appendix A. Operations Data Summary

On-Time Vs. Delayed & Cancelled Trips: Jan. - Nov., 2025

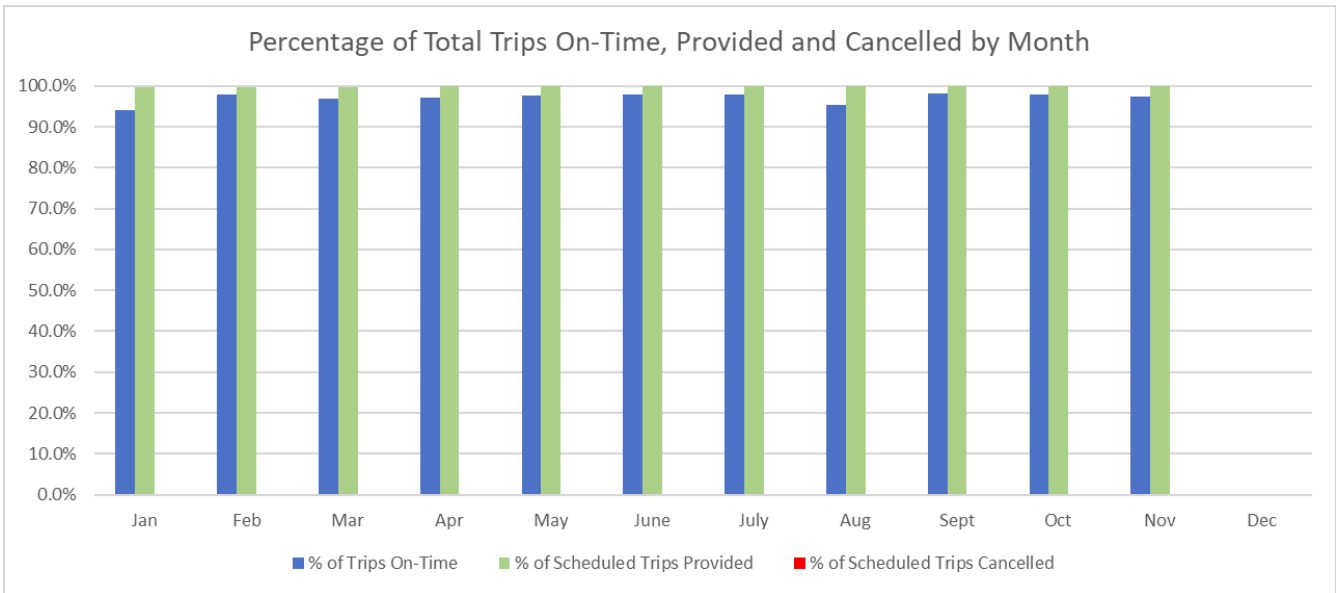
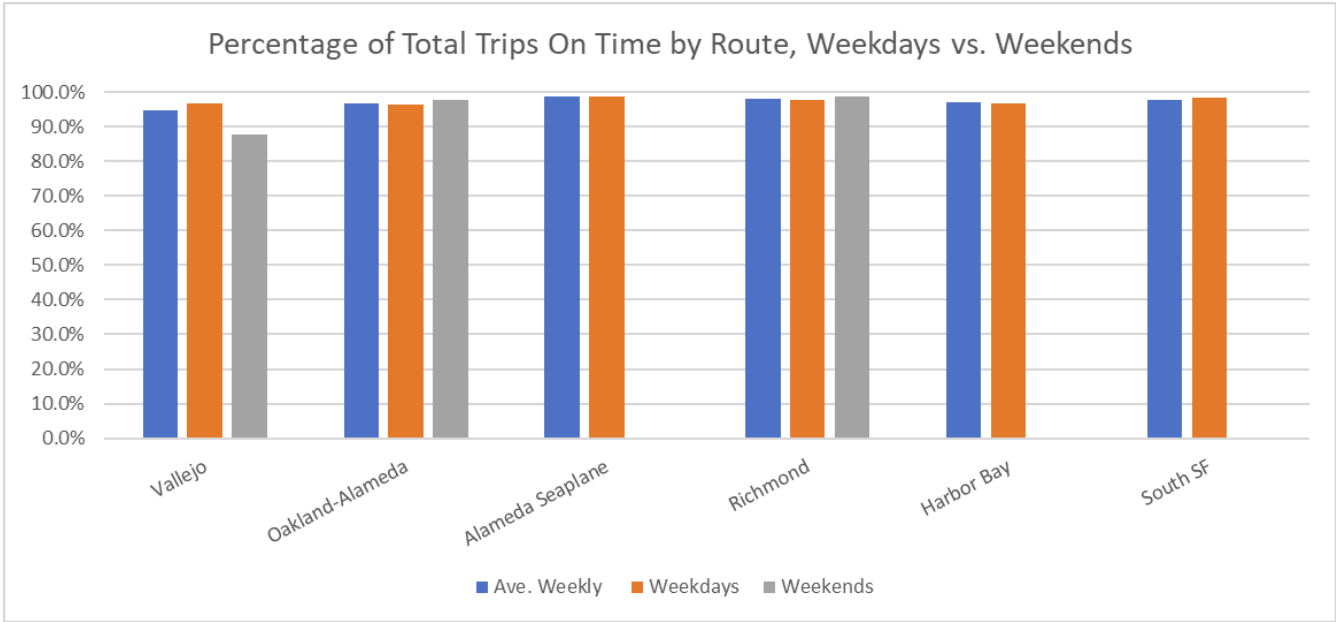


On-Time Performance: On Time Vs. Delayed & Cancelled Trips (Arrivals)

Route	Total Trips Provided*	Delayed Arrivals: 5 to 10 Min. Late	Delayed Arrivals: Over 10 Min. Late	Cancelled	Total On Time Trips
Vallejo	7,160	259	104	4	6,797
Oakland-Alameda	15,553	367	137	18	15,049
Alameda Seaplane	7,410	52	32	2	7,326
Richmond	7,290	120	30	16	7,140
Harbor Bay	4,853	90	70	7	4,693
South SF	2,944	40	11	7	2,893
Total System	45,210	928	384	54	43,898
% Distribution	100.0%	2.1%	0.8%	0.1%	97.1%

* 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	98.0%	100.0%	0.0%
Nov	97.5%	99.9%	0.1%
Dec			
Year-to-Date Average	97.0%	99.9%	0.1%



*** END ***

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

[December 11, 2025]

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

1. CALL TO ORDER

Vice Chair Moyer called the meeting to order at 1:01 p.m.

2. ROLL CALL/PLEDGE OF ALLEGIANCE

Directors Present in San Francisco: Vice Chair Moyer
Director Jessica Alba
Director Pippin Dew
Director Michael Henneberry
Directors Present Remotely: None
Absent: Chair James Wunderman

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

3. REPORT OF BOARD CHAIR

Vice Chair Moyer stated that she would be chairing the meeting on behalf of Chair Wunderman who had a conflict but sent his regards.

Vice Chair Moyer said that she attended the christening ceremony for MV *Zalophus*, the 19th vessel of the fleet noting that 20th vessel would be transitioning away from diesel. She stated that she was proud of the crew for their welcoming and efficient hospitality.

4. REPORTS OF DIRECTORS

Director Alba said that she saw a post on LinkedIn with photos from Chair Wunderman and Executive Director Seamus Murphy's trip to All American Marine (AAM) to inspect the new electric ferry and reflected on SF Bay Ferry's fast progress to electrification. She expressed pride and fulfillment in her role and commended the team's swift advancements and contributions.

Director Dew shared that the request for proposal for the City of Vallejo's update to their waterfront had been released and may have already closed. She asked staff to engage in conversations with Vallejo staff ensuring transit-oriented development is incorporated.

Vice Chair Moyer congratulated Director Dew on completing the Sacramento marathon.

5. REPORTS OF STAFF

Mr. Murphy remarked that SF Bay Ferry's annual ornament featured the MV *Mare Island* and Vallejo landmarks. He said that SF Bay Ferry participated in the annual Lighted Yacht Parade and reported that an incident causing potential property damage was under investigation.

Mr. Murphy added that the trip to AAM was to put the first weld on the keel of the country's first high-speed battery electric ferry and emphasized the importance of advancing Bay Area shipbuilding opportunities on behalf of Chair Wunderman.

Mr. Murphy thanked the team for their efforts in advancing the program quickly.

Mr. Murphy highlighted two grants. He said that the Affordable Housing and Sustainable Communities (AHSC) Program will support a larger initiative to enhance affordable housing and electrification infrastructure for electric ferries in the Seaplane Lagoon area. He said that another award from the same program will be available to operate the Treasure Island ferry service bolstered by developer fees.

Mr. Murphy provided written reports and invited Transportation Planner Gabriel Chan to provide the ridership report.

Mr. Chan reported strong ridership numbers driven by commute, Thanksgiving week, holiday events, and the launch of the popular \$1 youth ticket and \$20 day pass.

Mr. Murphy noted that an update on the regional transit survey results was included in the packet and offered to answer questions.

The Directors thanked staff for their reports.

Mr. Murphy said that reports he has received through email indicate that Clipper 2.0 is functioning as expected with a successful rollout in response to Vice Chair Moyer.

Vice Chair Moyer called for public comments, and there were none.

Director Dew commented on a survey from the City of Vallejo and asked for more information. Mr. Murphy said that the survey was related to the accessibility study and that a report will be provided after the results have been submitted.

6. CONSENT CALENDAR

Director Alba made a motion to approve the consent calendar:

- a. Approve Board Meeting Minutes – December 11, 2025

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

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

7. RECEIVE THE INDEPENDENT AUDITOR'S REPORTS FOR THE FISCAL YEAR ENDING JUNE 30, 2025

Chief Executive Officer Erin McGrath presented this item recommending receiving the independent auditor/s reports for the fiscal year ending June 30, 2025.

Ms. McGrath explained that delays by the federal government in releasing audit guidelines for the single audit, which represents work on the federal money that is spent, will be finalized within the next two months.

Ms. McGrath reminded the Board that the reports were prepared by SF Bay Ferry's independent auditor, Maze & Associates (Maze), as in prior years. She clarified that the reports were different than the cash basis reports that were included in the monthly packet which do not consider liabilities related to contracts and pensions.

Ms. McGrath thanked her accounting team and invited Maze CEO Vikki Rodriguez to offer comments. Ms. Rodriguez confirmed that the audit did not detect any material weaknesses or deficiencies and that Maze had issued an “unmodified opinion.” She thanked the accounting team for being prepared and responsive.

Ms. Rodriguez said that she found transit finance and auditing to be more complex in comparison to other governmental agencies in response to Vice Chair Moyer.

Vice Chair Moyer thanked the team for their efforts ensuring adherence to governance compliance, highlighting the miles traveled, and for presenting the report in a readable format.

The Directors commended staff for fully funding the SF Bay Ferry pension, noting that it was an asset. Ms. McGrath acknowledged the previous administration for establishing trust funds for the purpose of funding pension liabilities.

Vice Chair Moyer remarked that Regional Measure (RM) 3 and other grant funding were crucial to the success of the service and expressed her gratitude to the Bay Area community for their generosity and support.

Director Dew made a motion to adopt Resolution No. 2025-43 approving this item.

Vice Chair Moyer called for public comments, and there were none.

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

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

8. APPROVE CONTRACT AWARD TO TRITIUM POWER SOLUTIONS INC. FOR THE PROCUREMENT OF TWO FLOAT-MOUNTED CHARGING SYSTEMS

Senior Project Manager Jan Rybka presented this item approving contract award to Tritium Power Solutions Inc. (Tritium) for the procurement of two float-mounted charging systems.

Mr. Rybka clarified that the smaller float-mounted charging systems are intended for Mission Bay and Treasure Island supporting the 150-passenger vessels being built at AAM and that the universal charging float for which the Board had previously awarded a contract is for the 400-passenger vessels.

Mr. Rybka shared his presentation on the scope of the contract, the results of the proposals, and information about Tritium. He explained that the procurement is intended to provide the system as owner-furnished equipment on a future install contract and addressed the substantial savings through Tritium noting the pricing was based on existing system components, avoiding a more expensive, custom-built solution.

Mr. Rybka invited Tritium Director of Sales, North America Griffin Hewitt to say a few words about Tritium.

Mr. Rybka thanked Mr. Hewitt and Aurora Marine Design, which helped design the technical specification for this procurement and research a viable solution beyond what was previously identified.

Director Dew shared her concern about damage to the charging dispenser cables. Mr. Rybka confirmed that the dispensers would be mounted at the end of the float behind locked doors and that Tritium was exploring additional protective measures.

The Directors expressed interest in virtual monitoring and their appreciation for finding a more affordable solution which included a 10-year lifetime guarantee and critical spares. They thanked staff for the thorough presentation and for providing detailed information about the cost savings and Tritium's experience.

Director Henneberry made a motion to adopt Resolution No. 2025-44 approving this item.

Vice Chair Moyer called for public comments, and there were none.

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

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

9. SOUTH SAN FRANCISCO SERVICE STUDY UPDATE

Transportation Planners Dorry Funaki and Gabriel Chan presented this informational item on the South San Francisco service study update.

Ms. Funaki introduced the item by providing some context to the study. She said that SF Bay Ferry staff initiated the study in July 2025 to identify a preferred service and funding plan that ensures the financial feasibility of ferry service to South San Francisco. She noted that the South San Francisco ferry service has had the lowest ridership out of all SF Bay ferry routes since 2019, accounting for 4 percent of system ridership.

Ms. Funaki shared their presentation on the timeline, public outreach efforts, and preferred service concept.

Mr. Chan provided details about the South San Francisco study survey and shared proposed route and operation change options including schedule modifications that will be used to consider the preferred concept for a one-year trial.

Director Alba asked about the ridership goal. Mr. Chan clarified that the goal was to achieve a higher farebox recovery on par with the rest of the system and that any subsidies would be counted towards the farebox recovery.

The Directors asked for clarification on what would determine success and thanked staff for their report.

PUBLIC COMMENT

Member of the public and former South San Francisco rider Isabelle Hodge expressed her appreciation of the team's outreach efforts and spoke in support of the South San Francisco service.

Vice Chair Moyer thanked Ms. Hodge for sharing her comments.

10. 2050 BUSINESS PLAN UPDATE

Director of Planning Michael Gougherty presented this informational item on the 2050 Business Plan update.

Mr. Gougherty shared his presentation on the overview of the 2050 Service Vision & Business Plan components and its supportive policies. He said that the business plan would be presented in two volumes: the first volume focusing on the 2050 service vision with specific objectives and policies and the second volume detailing operational and capital program costs over the next decade.

Mr. Gougherty reviewed the capital plan scenarios and identified a preferred concept which prioritizes long-term rehabilitation and replacement needs following discussions with the Board subcommittee.

Mr. Gougherty acknowledged the challenges in achieving the ambitious 2050 vision, noting the need for investing in existing services, expansion to meet demand, and enhancing electrification of the system.

Mr. Gougherty said that a draft of the business plan would be presented with final approval within the next several months.

The Directors acknowledged the necessity of responsible planning and optimizing and leveraging funds. They expressed their appreciation of the discussion and setting clear expectations while reaffirming their fiduciary duty to deliver the current level of service. They noted their enviable position of discussing long-term planning while peers are focusing on surviving the current fiscal year.

Vice Chair Moyer called for public comments, and there were none.

The Directors thanked Mr. Gougherty for his work and looked forward to continuing the dialogue.

11. PUBLIC COMMENTS FOR NON-AGENDA ITEMS

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

With all business concluded, Vice Chair Moyer adjourned the meeting at 2:48 p.m.

- Board Secretary

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Approve Contract Award to Bay Ship & Yacht Co. for MV *Lyra* Repairs and Drydock Services

Recommendation

Approve contract award to Bay Ship & Yacht Co. for Repairs and Drydock for the MV *Lyra* in an amount not to exceed \$567,298 and authorize the Executive Director to negotiate and execute an agreement and take any other related actions to support this work.

Background

The MV *Lyra* requires drydocking to accomplish jet repairs, underwater hull inspections with repairs, United States Coast Guard (USCG) drydock inspections, and other miscellaneous repairs to coincide with the drydock.

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

In addition to the water jet work, the vessel is to have specific below-deck coatings renewed, hull valves inspected and renewed, and hull anodes renewed. Passenger ferry vessels require a biennial United States Coast Guard (USCG) dry dock inspection, which includes an extensive hull inspection. The MV *Lyra*'s current Certificate of Inspection (Certificate) expires on January 31, 2026. Passenger vessels are not allowed to operate in passenger service beyond the expiration date until a successful USCG examination has taken place and a new Certificate has been issued by the USCG.

Discussion

SF Bay Ferry staff released a Request for Proposal (RFP) for the MV *Lyra* Repairs and Drydock project on October 15, 2025. SF Bay Ferry received two (2) responsive proposals by the due date. The RFP complies with the Federal Transit Administration (FTA) procurement requirements and SF Bay Ferry's Administrative Code, in which SF Bay Ferry considers both price and other factors to determine the overall best value. Pursuant to the RFP, an evaluation committee evaluated proposals according to the criteria set forth in the RFP. The result of the evaluation is listed in table 1 below:

Table 1

	Total	Project Understanding and Approach	Proposers Qualifications and Experience	Price proposal
Supplier	/ 100 pts	/ 30 pts	/ 30 pts	/ 40 pts
Marine Group Boat Works	89.6	23.8	25.8	40.0
Bay Ship & Yacht	91.4	25.0	26.5	39.9

While the scoring for the two highly-qualified proposers was very close, the Evaluation Committee determined through the evaluation process that Bay Ship & Yacht Co. (BSY) provided the best technical solution for the services required, the lowest price, and therefore the highest overall score. BSY possesses the personnel, knowledge, and facility capable of performing the required services. The price proposal by BSY was within a 5% range of the independent cost estimate for this specified work and is considered fair and reasonable.

DBE/SBE Participation

On October 3, 2025, U.S. DOT issued an Interim Final Rule amending the DBE program regulations (Interim Final Rule). As a result of the Interim Final Rule, WETA is prohibited from counting DBE participation until the California Unified Certification Program recertifies all DBEs in accordance with the Interim Final Rule. Therefore, there is no DBE participation for this contract.

Fiscal Impact

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

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2026-01

**APPROVE CONTRACT AWARD TO BAY SHIP & YACHT CO. FOR
MV LYRA REPAIRS AND DRY DOCK**

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

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

WHEREAS, based on the requirements and evaluation criteria in the RFP, the evaluation committee determined that the proposal received in response to the RFP from Bay Ship & Yacht Co. was the highest ranked, was complete and responsive to the RFP, and that Bay Ship & Yacht Co. is qualified to perform the work; and

WHEREAS, as required by federal procurement requirements, staff determined Bay Ship & Yacht Co.'s price is fair and reasonable; and

WHEREAS, the Executive Director recommends the Board approve a contract award to Bay Ship & Yacht Co. for the MV *Lyra* Repairs and Dry Dock in an amount not to exceed \$567,298; now, therefore, be it

RESOLVED, that the Board of Directors hereby approves a contract award to Bay Ship & Yacht Co. for the MV *Lyra* Repairs and Dry Dock in an amount not to exceed \$567,298; and be it further

RESOLVED, that the Board of Directors authorizes the Executive Director to take any additional actions necessary to support this work.

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on January 8, 2026.

YEA:
NAY:
ABSTAIN:
ABSENT:

/s/ Board Secretary

2026-01

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Tim Hanners, Director of Engineering and Project Delivery
Minh Tran, Project Manager

SUBJECT: Approve Actions Relative to RFQ 25-056 Seaplane Lagoon Electrification Materials Procurement

Recommendation

Approve the following actions related to RFQ 25-056 Seaplane Lagoon Electrification Materials Procurement:

1. Approve contract award to Wesco Distribution, Inc. for the procurement of electrification construction materials in the amount of \$395,087.08.
2. Authorize the Executive Director to negotiate and enter into an agreement and take any other related actions as may be necessary to support this work.

Background

To meet the construction schedule for the Alameda Seaplane Lagoon Ferry Terminal Electrification project, materials must be purchased in advance so that they are ready when the construction contractor begins installation work. The Alameda Seaplane Lagoon Ferry Terminal Electrification project is part of Phase 2 of SF Bay Ferry's Rapid Electric Emissions-Free Ferry (REEF) Program. The Seaplane Lagoon Ferry Terminal will be SF Bay Ferry's first East Bay terminal to be electrified, enabling the first zero-emissions transbay ferry service. The vessels landing and charging at this terminal will provide the existing service between Alameda Seaplane Lagoon and Downtown San Francisco. To comply with the California Air Resources Board (CARB) Commercial Harbor Craft regulations, SF Bay Ferry will commence battery electric vessel operations on existing service routes as stated in its approved Alternative Control of Emissions (ACE) plan.

Preliminary design work was completed in advance of solicitation for this contract to specify electrical equipment necessary to support the proposed electric vessels operating on the proposed routes, at advertised speeds, while utilizing the designed vessel charging infrastructure. This electrification construction material will support the operation of the first all-electric high speed ferry vessel in North America.

Discussion

Procurement Process

SF Bay Ferry staff relied on an available cooperative procurement already issued under the OMNIA Partners' government contracting program through which SF Bay Ferry can purchase the necessary materials from Wesco Distribution, Inc. (Wesco) without conducting its own solicitation process. This is the same process used for the procurement of the Treasure Island Electrification Construction Materials. Purchasing materials through a cooperative agreement like OMNIA Partners is expressly permitted under California law and SF Bay Ferry's Administrative Code as a way to reduce duplicative effort and to achieve cost economies.

Wesco Distribution, Inc. is a leading distributor specializing in electrical and industrial equipment. Wesco has agreed to all of SF Bay Ferry's terms and conditions and technical and delivery requirements. SF Bay Ferry staff has analyzed Wesco's price and found it fair and reasonable, and less than SF Bay Ferry's independent cost estimate.

Recommendation for Contract Award

Staff recommends award of a contract to Wesco Distribution, Inc. in the amount of \$395,087.08 for electrical construction materials for the Seaplane Lagoon Ferry Terminal Electrification. Staff further recommends that the Board 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.

Fiscal Impact

The Seaplane Lagoon Ferry Terminal Electrification is included in the FY2025/26 approved Capital Budget in the amount of \$1.2 million for the year. This procurement is funded through Measure BB funding.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2026-02

AWARD CONTRACT TO WESCO DISTRIBUTION, INC. IN THE AMOUNT OF \$395,087.08 FOR THE PURCHASE OF CONSTRUCTION ELECTRIFICATION MATERIALS FOR THE SEAPLANE LAGOON TERMINAL PROJECT

WHEREAS, SF Bay Ferry has established a Rapid Electric Emissions Free Ferry Program (REEF), Phase 2 of which will provide service between Alameda Seaplane Lagoon and Downtown San Francisco using battery electric zero emission vessels in compliance with new CARB regulations; and

WHEREAS, SF Bay Ferry has established policies in its Administrative Code relating to the selection and contracting of equipment; and,

WHEREAS, Section IX of SF Bay Ferry's Contract and Procurement Policy allows participation in cooperative procurement agreements from other agencies, consistent with State law; and,

WHEREAS, In June, 2024, Omnia Partners competitively procured a contract with Wesco Distribution, Inc. (Wesco) for the delivery of equipment, including the electrification construction materials necessary for the Seaplane Lagoon project; and,

WHEREAS, staff recommends award to Wesco of a contract for electrification construction materials in the amount of \$395,087.08, in recognition that Wesco was awarded a cooperative agreement through OMNIA's competitive process; now, therefore, be it

RESOLVED, that, the Board of Directors hereby awards a contract to Wesco Distribution, Inc. to procure and deliver electrification construction materials in the amount of \$395,087.08, and be it further

RESOLVED, that the Board of Directors authorizes the Executive Director to negotiate and execute a contract with Wesco Distribution, Inc. as specified in this resolution, and to take any other related actions as may be necessary to support this work.

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on January 8, 2026.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2026-02

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Thomas Hall, Director of Operations & Customer Experience
Timothy Hanners, Director of Engineering & Project Delivery

SUBJECT: Approve Amendment to Agreement with Blue & Gold Fleet for 6-Month Extension

Recommendation

Approve Amendment No. 3 to Agreement No. 11-001 with Blue & Gold Fleet, L.P. (Blue & Gold) authorizing a six-month extension to the current operations and maintenance agreement for San Francisco Bay Ferry service through June 30, 2027.

Background

The Authority entered into a 10-year operations and maintenance agreement with Blue & Gold in 2011. In 2020, the Board authorized a 5-year extension to the agreement such that the current expiration date is December 31, 2026.

In 2024, the Board authorized staff to begin procurement of a new operations and maintenance agreement. In November 2025, the Board authorized release of a Request for Proposals (RFP).

Discussion

The Authority is seeking a brief extension to Blue & Gold's agreement to:

- Align a new operating agreement with the start of a fiscal year
- Simplify the budgeting process for FY 2026-27 (FY27)
- Ensure proposers for the RFP have adequate time to develop proposals
- Provide the Evaluation Committee enough time to carefully review and score proposals
- Protect a six-month mobilization period once the new agreement is awarded

Staff still intends to release the RFP shortly after this Board meeting. Pending Board approval of this amendment, staff would expect to seek authorization of award for the new agreement in Fall 2026.

Blue & Gold has agreed to the extension conditional on the Board's approval. The amendment includes no new terms or modified terms to the existing agreement other than the six-month extension.

Fiscal Impact

Funds for operations and maintenance delivered during this extension period will be included in the FY27 budget. Staff does not anticipate incurring significant additional costs due to this amendment.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2026-03

**APPROVE AMENDMENT NUMBER 3 TO AGREEMENT 11-001 WITH BLUE & GOLD FLEET
TO EXTEND AGREEMENT TERM BY SIX MONTHS**

WHEREAS, SF Bay Ferry first engaged Blue & Gold Fleet for operations and maintenance services in 2011 (the Agreement) and the current Agreement term expires in December, 2026; and

WHEREAS, in order to align the Agreement term with SF Bay Ferry's fiscal year, and in order to accommodate the schedule of the pending RFP for a new operations and maintenance agreement, the Executive Director recommends extending the Agreement for an additional six months, without changing any other terms and conditions; now, therefore, be it

RESOLVED, that the Board of Directors authorizes the Executive Director to enter into Amendment 3 to Agreement No. 11-001 with Blue & Gold Fleet to extend the term until June 30, 2027 without changing any other terms and conditions.

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 January 8, 2026.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2026-03

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Michael Gougherty, Director of Planning
Thomas Hall, Director of Operations & Customer Experience
Gabriel Chan, Transportation Planner
Dorry Funaki, Transportation Planner

SUBJECT: South San Francisco Service Study

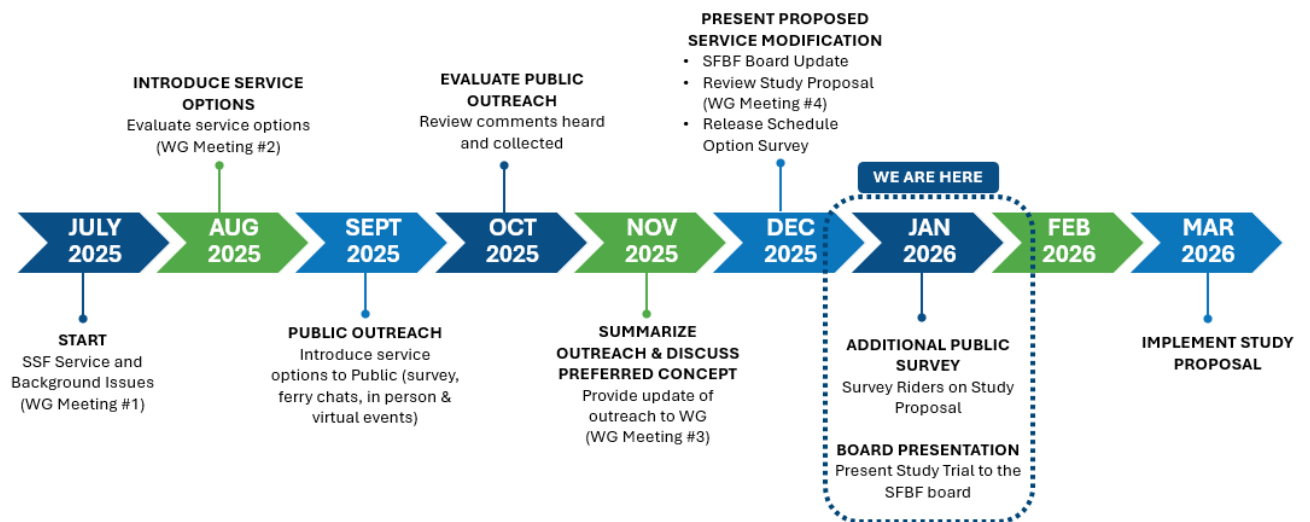
Recommendation

There is no recommendation associated with this informational item.

Background

SF Bay Ferry staff initiated the South San Francisco Service Study (Study) in July of 2025 with the goal of identifying a preferred service and funding plan to ensure the long-term financial feasibility of water transit serving South San Francisco. The Study is being undertaken through a collaborative process involving a Technical Advisory Working Group (TAWG) and public outreach, as summarized in Figure 1 below.

Figure 1: Study Timeline

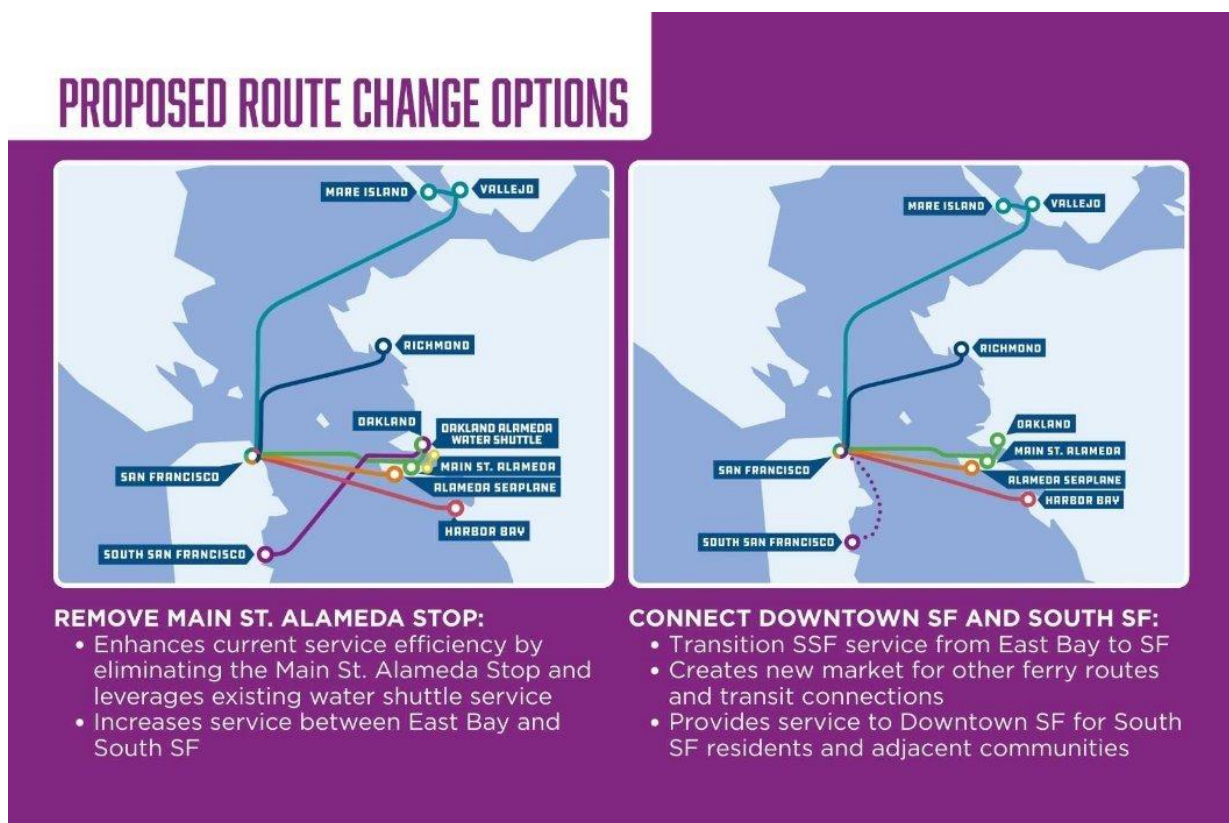


The South San Francisco service currently operates on weekdays between the Alameda Main Street, Oakland, and South San Francisco terminals with three AM departures from Alameda/Oakland and three PM departures from South San Francisco. Aside from a brief COVID-19 suspension in 2020, the level of service has remained largely unchanged since 2012. In May 2025, an overview detailing the performance of the South San Francisco service in terms of ridership, service productivity, and farebox recovery ratio relative to the larger SF Bay Ferry system was presented to the Board alongside a proposal to initiate the Study.

Route and Operation Change Options

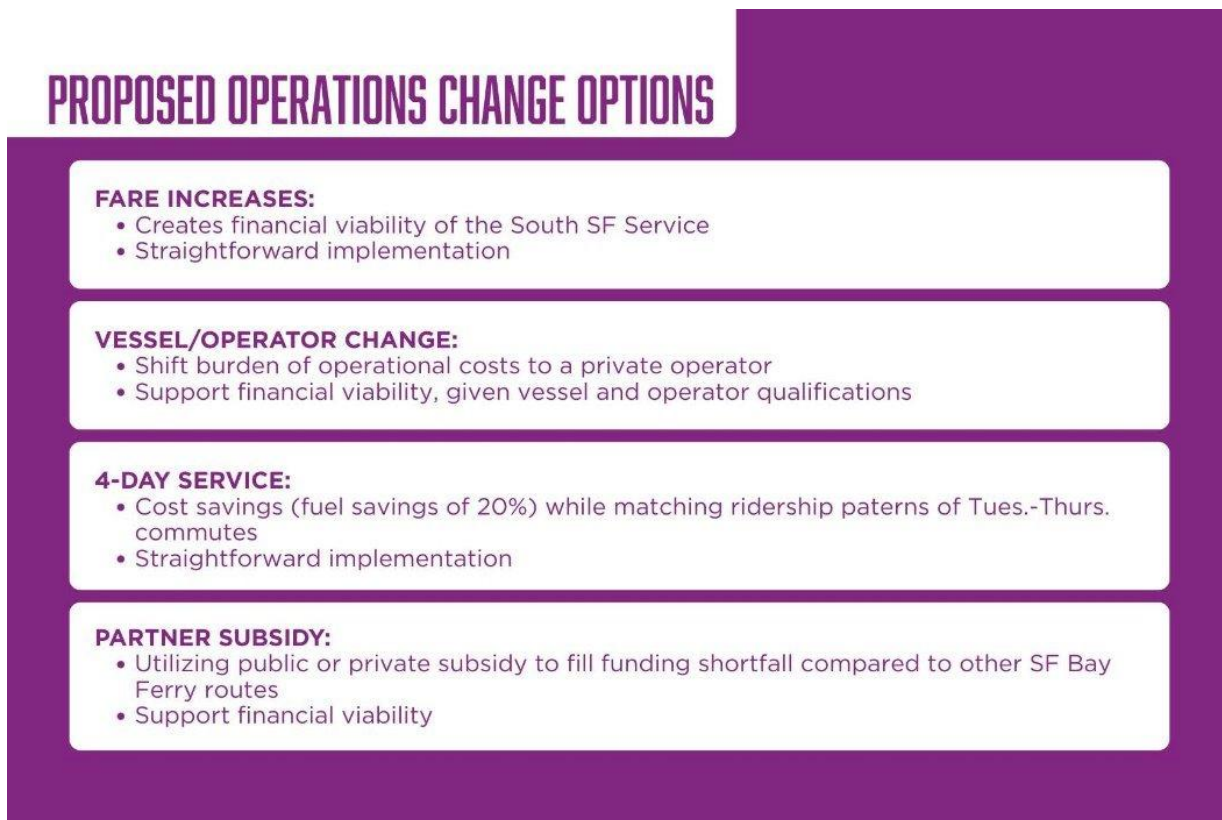
The Study considered two potential route change options to improve financial feasibility and grow ridership, as shown in Figure 2. One option would remove the Main St. Alameda stop, which would improve service efficiency between the East Bay and South San Francisco. The other option would reconfigure the service to connect South San Francisco to Downtown San Francisco.

Figure 2: Proposed Route Change Options



A set of operational changes shown in Figure 3 were also considered. They included fare increases, vessel/operator changes, 4-day service, and partner subsidy.

Figure 3: Proposed Operations Change Options



Technical Advisory Working Group (TAWG)

The TAWG was assembled to provide feedback on proposed service changes as well as build partnerships to support the service. SF Bay Ferry staff reached out to various government, business and community stakeholders to request their participation in the Study and the TAWG. The initial TAWG meeting in July 2025 outlined the Study’s purpose and need for supporting SSF service. Based on input received, staff developed the potential route and operational service changes shown in Figures 2 and 3 that were vetted with the TAWG at its second meeting in August and released for public comment in September.

Following input received during the public outreach process and direct feedback from several employers and stakeholders, staff presented a preferred service concept to the TAWG in November. The preferred concept was formalized into the specific proposal that was vetted with the TAWG in December and represents the outcome of the Study.

Public Outreach

In September 2025, SF Bay Ferry staff implemented a round of public outreach to facilitate public input on the route and operational service change options under consideration. These initiatives included:

- Two onboard Ferry Chats that were conducted during the AM commute to engage with current riders.
- Open house in-person event at the South San Francisco Ferry Terminal and a virtual open house event via videoconference.
- Public survey receiving over 1,500 submissions.
- Public facing website was created providing an overview of the project, updates, and an e-mail sign up for future news.

Most survey respondents were current SSF ferry riders who work in Oyster Point, about half of whom have their transit fares partially or fully subsidized by their employer. A summary of the survey results is included as **Attachment A** to this report, key findings from the survey indicate:

- A majority of both Oakland and Alameda-based riders did not support either proposed route change.
- Riders were generally less supportive of the Downtown San Francisco to South San Francisco service change option than the option to eliminate the Main St. stop.
- Many Alameda-based riders noted the potential future impact of the Oakland Alameda Access Project in terms of drive-access to the Oakland terminal.
- Non-riders did express support for both service change options; however, most indicated it would not change their likelihood of using the ferry.
- There was support for the Downtown San Francisco to South San Francisco service change amongst the relatively few San Mateo County resident respondents; however, relatively few indicated they would ride the ferry more than “infrequently.”
- A majority of current riders and a plurality of non-riders were supportive of increasing the fare if it meant maintaining the current service configuration.
- Most respondents, riders and non-riders alike, were unsupportive of eliminating service on Fridays to reduce cost.

Discussion

Based on input from the TAWG and public outreach process, the outcome of the Study is to maintain the current service configuration but operate a modified schedule for a trial period beginning in March 2026. The trial period would extend through FY 2027 and identify the amount of additional local revenue required to continue long-term operation of the service in its current or modified form. The service operated during the trial period will be based on the following parameters:

- **Preserve service to Alameda Main St.** – Maintain service access for western Alameda during the upcoming Oakland Alameda Access Project.
- **Adjust the Oakland Alameda Water Shuttle (OAWS) schedule** - Ensure transfers at the Oakland terminal are as seamless as possible.
- **Optimize AM arrival times and PM departure times** – Modify schedule based on feedback from employer transportation coordinators and confirmation from riders.
- **Maintain current fares** – Ensure the ferry remains accessible to all riders.
- **Conduct SSF route-specific marketing** – Coordinate efforts with working group members throughout the trial period.
- **Identify local revenue requirements** - Use trial period to determine the additional private or public funds required to support long-term service operation.

Modified Trial Period Service Schedule

The modified service schedule for the trial period shown in Table 1 below was developed based on feedback from employers in the Oyster Point area. The modified schedule removes

one AM departure from Main St Alameda and adjusts the arrivals to SSF to be fifteen minutes before the hour (Arrivals on the 45s) during the AM Peak. Departures from SSF during the PM peak will be adjusted to occur on the half hour between 3:00 and 6:00 pm.

Table 1: Trial Period Service Schedule – Arrivals on the 45s

AM PEAK (Westbound)	Depart Main Street Alameda	Depart Oakland	Arrive South San Francisco
		5:50 AM	6:05 AM
	--	7:05 AM	7:45 AM
	7:45 AM	8:05 AM	8:45 AM
	4:35 PM	4:15 PM	5:15 PM
PM PEAK (Eastbound)	Depart South San Francisco	Arrive Oakland	Arrive Main Street Alameda
	6:55 AM	7:55 AM	7:35 AM
	3:30 PM	4:10 PM	4:25 PM
	4:30 PM	5:10 PM	5:20 PM
	5:30 PM	6:10 PM	6:30 PM


A public survey is currently open to confirm support for the schedule change with riders in advance of implementing the trial period in March 2026.

While the proposed schedule maintains the current configuration of the service, it does not achieve the same level of potential cost savings as the service change options presented in Figure 2. The modified schedule is anticipated to result in only a 6% annual cost savings for the South San Francisco service and is not anticipated to independently achieve the desired goal of the Study. It is likely that additional local revenue will be required to ensure the long-term financial sustainability of the service, as further discussed in the sections below.

Trial Period Evaluation Framework

To define expectations for the service, the Study establishes service evaluation metrics that are premised upon the South San Francisco service performing on par with other routes operated as part of the SF Bay Ferry system. As the principal focus of the Study is to ensure the long-term financial performance of the service, the primary metric that will be evaluated is financial feasibility, as shown in Table 2 below.

Table 2: Financial Feasibility Evaluation Criteria



GOALS	CRITERIA	DESCRIPTION AND/OR METRICS
<p>Financial Feasibility</p> 	<p>Farebox Recovery Ratio</p>	<ul style="list-style-type: none"> The South San Francisco service should achieve a similar farebox recovery ratio as the larger SF Bay Ferry system beginning in FY 2028. Any local private or public revenues provided will be considered the equivalent of fare revenue for the purpose of evaluating this metric.

Upon conclusion of the trial period, staff will assess the financial feasibility metric described above and determine the amount of additional local revenue that will be required to achieve a

similar farebox recovery ratio as the larger SF Bay Ferry service beginning in FY 2028. This amount will be the basis for the additional private or public revenues that will be required to continue operation of the service in its current form or modified form beyond the trial period. This approach has been vetted with the TAWG as well as individual private employers and public entities in the service area. Staff will continue to coordinate with these stakeholders to enter into any necessary agreements prior to adoption of the FY 2028 Ferry Service Operations budget to ensure that current service levels can be maintained long-term.


Throughout the trial period, staff will also monitor service awareness and customer satisfaction through the metrics defined in Table 3 below. During the Study, input from the TAWG and public outreach process emphasized the need to appeal to new riders while preserving high levels of satisfaction among existing riders.

Table 3: Increase Awareness and Maintain Customer Satisfaction Evaluation Criteria

GOALS	CRITERIA	DESCRIPTION AND/OR METRICS
Increase Awareness 	Public Outreach & Engagement	<ul style="list-style-type: none"> Track reach, number of engagements, and interactions during the trial period (digital and in-person).
	Employer Partner Promotion	<ul style="list-style-type: none"> Maintain and expand working relationships with Oyster Point employees to increase knowledge of ferry service. Collaborate on events which support ferry service and provide employers with promotional materials. Create marketing and promotion kit for employers to disseminate. In-person outreach meetings with employees at their work sites.
Maintain Customer Satisfaction 	Rider Surveys	<ul style="list-style-type: none"> Survey of ferry riders to measure satisfaction with the new schedule. Satisfaction of riders with ferry service via annual SFBF on-board survey.
	Transfer Access	<ul style="list-style-type: none"> Oakland Alameda Water Shuttle transfer time reduction.

Lastly, the Study includes evaluation metrics concerning ridership and service productivity. The attainment of these goals is unlikely during the trial period and will not be required to continue operating the existing service beyond FY 2027 assuming that the service financial feasibility metric is met. Notwithstanding the financial metric being met, achieving progress toward meeting the ridership and service productivity goals described in Table 4 will be a future expectation to ensure that SF Bay Ferry delivers impact to the region in terms of transit ridership and service productivity.

Table 4: Increase Ridership and Service Productivity Criteria

GOALS	CRITERIA	DESCRIPTION AND/OR METRICS
Increase Ridership and Service Productivity 	Ridership	Ridership (including bikes), to include ridership profile and distribution, as well as their trip origin and destination as captured in the survey.

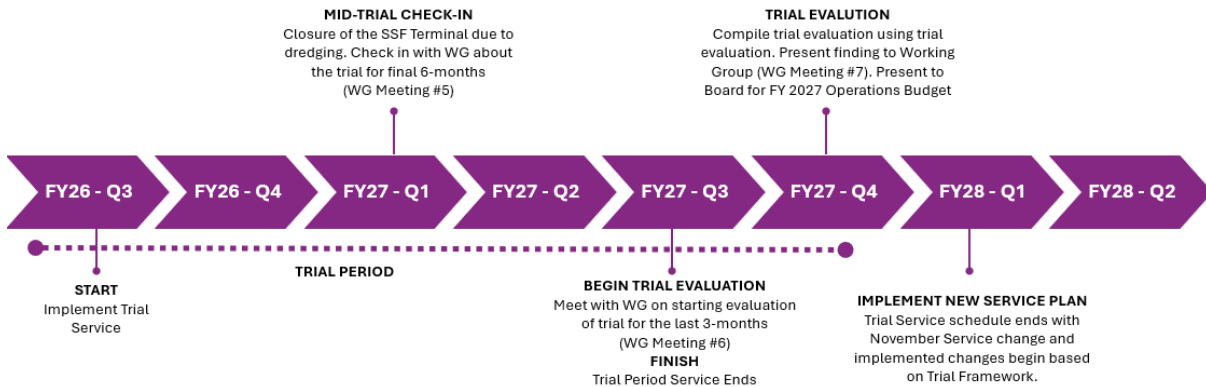
- SSF Average:
 - AM peak ridership/trip: 45 pax
 - PM peak ridership/trip: 31 pax
- Systemwide Average
 - AM peak ridership/trip: 99 pax
 - PM peak ridership/trip: 116 pax

Vessel Occupancy	Ridership compared to vessel capacity.
	<ul style="list-style-type: none"> • <u>SSF Average:</u> <ul style="list-style-type: none"> • Peak direction occupancy: <15% • <u>Systemwide Average:</u> <ul style="list-style-type: none"> • Peak direction occupancy: 31%

Trial Period Timeline

The trial period is scheduled to begin in March 2026 and will run through the end of June 2027, as shown in Figure 4 below.

Figure 4: Trial Period Timeline



During the one-month closure of the SSF ferry terminal for maintenance dredging in Fall 2026, staff will meet with the TAWG and other interested stakeholders to discuss the trial’s initial progress and performance. In Spring 2027, staff will begin evaluating the performance of the trial period. This evaluation will determine the additional annual local revenues that will be required to continue long-term operation of the service in its current or modified form. A final funding and service plan for the South San Francisco route beyond the trial period will be approved during agency adoption of its FY 2028 Ferry Service Operation Budget.

Fiscal Impact

There is no fiscal impact associated with this informational item.

END

Attachment A

Summary of Survey Results—Route Changes

RIDER TYPE	OVERVIEW	ELIMINATE MAIN ST. STOP		SF TO SSF CONNECTOR	
		SUPPORTIVE	UNSUPPORTIVE	SUPPORTIVE	UNSUPPORTIVE
FERRY RIDERS (1,111)	<ul style="list-style-type: none"> About half report that their employer subsidizes their fare ~40% live in Alameda, ~40% Oakland 	38%	41%	15%	75%
		<ul style="list-style-type: none"> More Alameda residents are unsupportive (77%) vs. Oakland residents (57%) Generally, the less unpopular option 		<ul style="list-style-type: none"> More Oakland residents are unsupportive (73%) vs Alameda residents (54%) 78% of current riders would be less likely to ride. 	
NON-FERRY RIDERS WHO WORK IN SSF (182)	<ul style="list-style-type: none"> About half drive alone to work, followed by those who use employer transportation (23%), and active modes (19%). Nearly all who drive use free on-site parking provided by their employer (89%) Half report their employer offering free or discounted transit fares (52%) Don't ride due to no terminal near to where they live (37%) and ferry frequency (32%) 20% live in the Peninsula (incl. SSF). 13% live in the greater East Bay. 12% live in San Francisco. 	30%	26%	46%	40%
		71% report that likelihood to ride would remain unchanged or go down		56% report that likelihood to ride would remain unchanged or go down	
NON-FERRY RIDERS WHO DON'T WORK IN SSF, BUT LIVE IN SAN MATEO COUNTY (91)	<ul style="list-style-type: none"> Well over three-fourths of these respondents live in South San Francisco (76%) Nearly half of the respondents travel to downtown San Francisco, "every once in awhile" (47.3%) 			70%	15%
				About half (50.5%) are "very supportive" of service between SSF and SF, and 45% would use the service "every once in awhile".	

Summary of Survey Results—Operational Changes

RIDER TYPE	FARE INCREASE		ELIMINATE FRIDAY SERVICE	
	SUPPORTIVE	UNSUPPORTIVE	SUPPORTIVE	UNSUPPORTIVE
FERRY RIDERS (1,111)	53%	26%	36%	44%
	<ul style="list-style-type: none"> Two thirds reported that a fare increase would not change the likelihood they ride the ferry. Among employer-subsidized fare riders: <ul style="list-style-type: none"> ➢ 61% support, 17% do not support the fare increase. Among non-subsidized fare riders: <ul style="list-style-type: none"> ➢ 45% support, 36% do not support the fare increase. 		More than half would continue to ride (55%), while 38% would be less likely to ride.	
NON-FERRY RIDERS WHO WORK IN SSF (182)	42%	24%	29%	36%
	81% report that likelihood to ride would remain unchanged or go down			