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

Thursday, March 5, 2026 at 2:00 p.m.

**Bay Area Metro Center
Yerba Buena 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/

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. Connect Bay Area Revenue Measure: Political Activities Guidelines
 - ii. Berkeley Pier-Ferry Update
 - iii. March 2026 Schedule Change
 - iv. Auckland/EV Maritime Electric Ferry Update
 - 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 – January 8, 2026
 - b. Approve Amendment to Agreement with Maze & Associates for Independent Financial Auditing Services to Extend the Term for an Additional Two Years
 - c. Designate Authorized Agents to Apply for Federal or State Disaster Assistance Funds

San Francisco Bay Ferry / Water Emergency Transportation Authority
March 5, 2026 Meeting of the Board of Directors

- d. Approve Contract Award to Bay Ship & Yacht Co. for MV *Dorado* Repairs and Drydock Services
- e. Approve Contract Award to Marine Group Boat Works, LLC for Quarter Life Services for the MV *Hydrus*

- 7. APPROVE ACTIONS RELATIVE TO AGREEMENT # 25-049 WITH MARINE GROUP BOAT WORKS, LLC FOR MV *INTINTOLI* REPAIRS AND DRY DOCK **Action**

- 8. AUTHORIZE EXECUTIVE DIRECTOR TO AMEND PIER 48 FERRY DOCK LEASE WITH PORT OF SAN FRANCISCO AND ENTER INTO A LANDING RIGHTS AGREEMENT WITH SWITCH MARITIME **Action**

- 9. AUTHORIZE RELEASE OF PROPOSED FISCAL YEAR 2024-28 FARE PROGRAM AMENDMENT FOR PUBLIC COMMENT **Action**

- 10. APPROVE CONTRACT AWARD TO THE WORKING WATERFRONT COALITION FOR PROVISION OF WORKFORCE DEVELOPMENT TRAINING **Action**

- 11. APPOINTMENT OF CHIEF FINANCIAL OFFICER OF THE SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY (SF BAY FERRY) **Action**

- 12. APPROVE AMENDMENT TO FISCAL YEAR 2025/26 SALARY SCHEDULE **Action**

- 13. APPROVE SF BAY FERRY'S 2026 LEGISLATIVE PROGRAM **Action**

- 14. PUBLIC COMMENTS FOR NON-AGENDA ITEMS

ADJOURNMENT

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

PUBLIC COMMENTS WETA welcomes comments from the public.

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

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

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

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

AGENDA ITEM 1
CALL TO ORDER

AGENDA ITEM 2
ROLL CALL

AGENDA ITEM 3
REPORT OF BOARD CHAIR

AGENDA ITEM 4
REPORTS OF DIRECTORS

NO MATERIALS

TO: Board Members

FROM: Seamus Murphy, Executive Director

DATE: March 5, 2026

RE: Executive Director's Report

Connect Bay Area Revenue Measure: Political Activities Guidelines

Senate Bill 63 (Wiener, 2025) authorizes a new regional sales tax to be imposed by a qualified voter initiative, subject to voter approval at the November 3, 2026 statewide general election. This new tax would fund public transportation in the counties of San Francisco, Alameda, Contra Costa, San Mateo, and Santa Clara. The Connect Bay Area Transit Committee is now gathering signatures for a citizens' petition to place what is now referred to as the "Connect Bay Area" revenue measure on the November 3, 2026 ballot, as permitted by Senate Bill 63. The Connect Bay Area Revenue Measure: Political Activities Guidelines document included in the agenda packet provides guidance to SF Bay Ferry staff and members of the Board of Directors on how they can, and cannot, spend public resources and communicate about the Connect Bay Area measure. This guidance applies now through November 3, 2026. The general rule is public resources (including, but not limited to, funds, staff time, offices, office supplies, phones, computers, email addresses, websites, social media accounts, and ferries) may not be used to advocate or campaign for or against the Connect Bay Area measure. Public resources may be used to develop, research, and/or plan for the effects of the measure on a transit agency, and to share the results of that work in an informational and educational way. Please contact SF Bay Ferry's General Counsel with any questions about this guidance.

South San Francisco Service Study

An informational update on this Study was provided to the Board in January summarizing stakeholder engagement efforts over a six-month period to evaluate options for improving ridership, service productivity, and financial performance of the South San Francisco route. Staff has modified the service schedule that was proposed in January to address public and employer requests for a later trip during the morning commute period. The new schedule will be implemented as part of the March 2026 schedule change and is summarized in detail below. Following implementation of the trial period for the new South San Francisco schedule, staff will monitor performance and continue to work with local partners to determine the additional annual local revenues that will be required to continue long-term operation of the service.

March 2026 Schedule Change

SF Bay Ferry will implement schedule changes on all routes effective March 9. Most changes are minor in nature and outside of the peak commute period. There are five changes with potential impacts:

- As a result of the South San Francisco Ferry Service Study, the agency will implement broad changes to the morning schedule on that route, shifting operations slightly later with arrivals at Oyster Point timed for 7:45 AM, 8:45 AM and 9:45 AM. This matches extensive feedback gathered as a part of the Service Study and is possible thanks to the completion of the Dorado Class Vessel Project. The South S.F. Ferry Terminal has several vessel class restrictions, but the addition of three Dorado-class vessels in Central Bay operation (with the fourth assigned to North Bay) provided the flexibility needed to optimize the South S.F. morning schedule. Staff will bring an update on the Service Study to the Board in the coming months.
- Building on discussions with UC San Francisco, SF Bay Ferry will add a 5:55 AM Oakland trip to San Francisco to provide an opportunity for healthcare workers with shifts beginning at 7 AM to

use the ferry. Employer shuttles and Muni connects the ferry terminal to UCSF's Mission Bay and Parnassus Heights campuses, and in the near future SF Bay Ferry will operate connector ferry service between Downtown S.F. and Mission Bay. The agency currently provides one trip that arrives in San Francisco by 6:30 AM (a 5:30 AM Vallejo departure) and it has good usage with UCSF staff who live in Solano or Napa counties. This new trip, provided on a trial basis for the next year, will expand that opportunity to more East Bay commuters. UCSF and SF Bay Ferry are collaborating on an outreach program to get the word out about the new trip.

- As a result of the above changes, SF Bay Ferry is eliminating the 9:40 AM Alameda Seaplane trip to San Francisco. This trip was implemented in November 2025 as a part of a shift of resources from Harbor Bay to Alameda Seaplane, but has not gained a consistent ridership. Alameda Seaplane maintains approximately hourly spacing throughout the entire day.
- As a result of the South S.F. changes, one late morning Richmond roundtrip is being eliminated. The trips associated with this change were somewhat redundant with trips that will continue to be offered, and staff expects minimal impacts overall.
- The Vallejo weekend schedule will be modified slightly in order to improve on-time performance. One trip – the 10:20 AM southbound trip – continues to see issues delays on busy weekends. The schedule change will provide five additional minutes for passenger loading and includes a 65-minute transit. Information gleaned from these changes will be shared in the May 2026 Service Reliability Report, once staff can assess the impact on the first couple of Giants homestand weekends.

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 months 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, fare validator functionality and vending machines. In general, most of the challenges have not directly affected SF Bay Ferry operations. Passengers with Clipper account access issues have been directed to SF Bay Ferry's other fare payment methods in the interim. Staff continues to participate in regular meetings with Clipper staff.

Love Your Commute Campaign

With an increase in employees returning to their Downtown San Francisco offices at higher frequency, SF Bay Ferry is launching a spring marketing campaign aimed at commuters promoting the ferry as their best option for transbay transportation. The campaign, dubbed Love Your Commute, was developed and executed by SF Bay Ferry staff with assistance in strategic development and media planning from MacKenzie Communications. The campaign is based around video testimonials of ferry commuters speaking about why they choose SF Bay Ferry. The campaign will also include static ads using staff-shot photos of real ferry commuters as well as scripted audio ads. In testimonials, riders described their commutes as peaceful, relaxing, easy-going, convenient, affordable and safe, matching feedback from the agency's annual onboard surveys.

The campaign will target commuters in the Downtown S.F. area who travel from ferry-adjacent areas in the East Bay through digital ads on social media, programmatic static ads on local publications and websites, and strategic sponsorships, including on KQED Radio. Out-of-home content will be displayed on Muni bus shelters located near major employers in the Downtown S.F. area. Content will launch March and run for eight weeks. Pending success of this campaign, staff plans to shoot new creative and re-launch a similar campaign near Labor Day to take advantage of another traditional spike in commute pattern changes.

Winter Ferry Fun Campaign

The agency's Winter Ferry Fun campaign has concluded.

The 3-month campaign focused on encouraging additional ridership during what are traditionally the system's lowest months for passenger counts. The campaign included onboard activations, fare promotions, media outreach, and limited paid advertising.

In January and February, SF Bay Ferry welcomed local musicians to perform for passengers select routes. Talent included singer/songwriters, a Vallejo-based DJ collective, a string quartet, and an R&B singer. The musicians delighted passengers using the ferry for commute or recreational rides and drew hundreds of new riders.

The activations also attracted considerable media attention, covered by the San Francisco Chronicle, other digital, print, and radio outlets and TV media including KPIX, KCBS, CBS and KTVU.

SF Bay Ferry offered special promotional fare products from November through January to entice additional recreational and family ridership. Over the three months, the agency sold 6,891 \$1 youth passes and 3,209 \$20 day passes.

Overall ridership for the three months of the Winter Ferry Fun campaign grew 16% year over year and beat projected ridership by 8%. Weekend ridership for the three months was approximately double 2019 levels.

BUILD Application

On February 23, staff submitted an application for \$14.2 million to the Federal Department of Transportation under the Better Utilizing Investments to Leverage Development (BUILD) program. BUILD grants will be awarded on a competitive basis for transportation infrastructure projects that will improve safety; environmental sustainability; quality of life; mobility and community connectivity; economic competitiveness and opportunity including tourism; state of good repair; partnership and collaboration; and innovation. If awarded, the grant would support the Oakland Ferry Terminal Modernization Project. The funding would support portions of the project to reconstruct, retrofit, and modernize the Oakland Ferry Terminal. This includes the following main elements:

- Remove and replace the existing fixed pier and gangway
- Replace aging support piles and structural elements
- Upgrade utilities
- Retrofit the terminal canopy and passenger facilities
- Modernize communications, security, and safety systems
- Improve seismic resilience and adapt infrastructure for sea level rise

Selections are expected to be announced no later than June 28, 2026. It is a very competitive process, in 2025, the DOT received 815 applications requesting over \$10 billion in grant funding. The total amount available in this round is \$1.5 billion.

Aukland/EV Maritime Electric Ferry Update

The Board previously received a presentation from Michael Eaglen, CEO of EV Maritime about plans to launch electric ferry service in Aukland, NZ. At the March 5 meeting, Mr. Eaglen will provide the Board with an update on EV Maritime's progress, including the successful launch of electric ferry service and lessons learned along the way.

Berkeley Pier-Ferry Update

The Draft Environmental Impact Report (DEIR) for the Berkeley Pier-Ferry project is scheduled to be published on February 27, 2026. The public review period of the DEIR will run from February 27 through April 13, 2026. During this time the City will hold one public meeting on the DEIR, which is tentatively scheduled for the end of March 2026. Publication of the Notice of Determination, Mitigation

Monitoring and Reporting Program, Final EIR and City Council actions are anticipated mid-Summer 2026.

In January 2026, the City of Berkeley presented the project before three City commissions: The Parks, Recreation and Waterfront Commission, the Transportation and Infrastructure Commission, and the Planning Commission. The Planning Commission voted on January 21, 2026, to authorize the use permit for the project, which is a key regulatory milestone for the project. The project was also presented at the BCDC Engineering Criteria Review Board and the City of Berkeley Zoning Adjustments Board in February 2026.

Regarding overall project design, WETA staff completed the review of the project's 60% design in January of 2026. The 90% design is anticipated in early Summer 2026. The design and environmental review tracks remain on parallel paths toward completion.

Released Request for Proposals

Procurements Posted in January:

- December 30: Hydrus Quarter Life
- January 20: Ferry Operating, Maintenance, and Repair Services
- January 29: Dorado Repairs and Drydock

Contract Authorizations executed in the second quarter of FY2026 under the Executive Director's authority are as follows:

- \$32,794.32 to All American Marine for the 150 Passenger REEF Vessels project
- \$8,575.00 to Argos Construction for the North Bay Office Remodel project
- \$588,601.24 to Bay Ship & Yacht for the Gemini Class Mid Life project
- \$6,686.40 to Bay Ship & Yacht for the Pyxis and Vela Repairs
- \$239,676.00 to Marine Group Boat Works for the Intintoli Repairs
- \$53,507.40 to Nichols Brothers Boat Builders for the 400 Passenger REEF Vessels project
- \$160,275.38 to Northern Lights Power and Energy for the MAN Mid-Life Engine Overhauls project

END

CONNECT BAY AREA REVENUE MEASURE: POLITICAL ACTIVITIES GUIDELINES

Senate Bill 63 (Wiener, 2025) created the Public Transit Revenue Measure District (District), governed by the board of the Metropolitan Transportation Commission, to enable collection of a new regional sales tax to fund public transportation in the counties of San Francisco, Alameda, Contra Costa, San Mateo and Santa Clara. The Connect Bay Area Transit Committee is now gathering signatures for a citizens' petition to place what is now referred to as the "**Connect Bay Area**" revenue measure on the November 3, 2026 ballot, as permitted by Senate Bill 63.

If the Connect Bay Area measure is on the ballot and approved by the voters, the sales tax revenues would be distributed to the Alameda-Contra Costa Transit District (AC Transit), Peninsula Corridor Joint Powers Board (Caltrain), San Francisco Bay Area Rapid Transit District (BART), San Francisco Municipal Transportation Agency (Muni), San Mateo County Transit District (SamTrans), Santa Clara Valley Transportation Authority (VTA), San Francisco Bay Area Water Emergency Transportation Authority (San Francisco Bay Ferry), and Golden Gate Bridge, Highway and Transportation District (Golden Gate Transit), and to the Alameda County Transportation Commission and Contra Costa Transportation Authority for further distribution to the smaller bus operators in their counties. The tax revenues would be used for public transit purposes.

PURPOSE OF THESE GUIDELINES: This document provides guidance to public transit and other local government agencies and their leaders and employees regarding how they can, and cannot, spend public resources and communicate about the Connect Bay Area measure. This guidance applies now through November 3, 2026.

Note: In these Guidelines, "Agency" refers to any individual public transit or other local government agency, including SF Bay Ferry; "Board" refers to an Agency's governing body; "Directors" refers to members of an Agency's Board; and, "Employees" refers to any Agency employee.

Please contact SF Bay Ferry's attorneys for help or if you have questions:

Steven Miller, smiller@hansonbridgett.com, 415-995-5831

Katherine Tsou, ktsou@hansonbridgett.com, 415-995-5120

GENERAL RULE: Public resources (including, but not limited to, funds, staff time, offices, office supplies, phones, computers, phone lines, email addresses, websites, social media accounts, vehicles and uniforms) **may not** be used to advocate or campaign for or against the Connect Bay Area measure. Public resources **may** be used to develop, research, and/or plan for the effects of the measure on a transit agency, and to share the results of that work in an informational and educational way.

I. **PERMITTED ACTIVITIES ON AGENCY TIME / WITH PUBLIC RESOURCES**

- Directors and staff may not use public resources to support or campaign to gather signatures for placement of the Connect Bay Area measure on the ballot.
- Directors and staff may research, conduct public outreach, discuss, and adopt a local funding plan for potential uses of Connect Bay Area measure funds in an Agency's geographic area, commonly referred to as "return to source" funds. Board-approved local funding plans may be referenced in future Agency communications regarding the measure. Allowable public outreach includes purchasing ads and engaging in other activities to solicit public input regarding priorities for potential uses of return to source funds. An example of a permissible social media ad might say: "How would you fix transportation in your County? Click here to share your input."
- A Board may adopt a resolution to support/endorse or oppose the Connect Bay Area measure. The Board must allow public comment before taking action. As a precaution, it is advisable for any resolution to state that no public funds or resources will be used to support or oppose the measure.
- Directors and staff may prepare and distribute informational/educational materials about the Connect Bay Area measure that are objective, impartial, and factual. For example, a balanced and fact-based analysis of the effect of the measure on the Agency and its customers is permissible.
- Directors and staff may respond to inquiries, participate in interviews and discussions, and make presentations about the Connect Bay Area measure in an objective, impartial, and factual manner. If the Board adopts a resolution supporting or opposing the measure, Directors and staff may state the position of the Board, refer to the resolution, and relay what it says.

II. PROHIBITED ACTIVITIES

- Directors and staff may not promote or oppose the Connect Bay Area measure while “on the clock.” “On the clock” means during work hours, or when the Directors or staff are supposed to be available for and/or working on Agency business.
- Directors and staff may not use public resources to advocate or campaign for or against the measure. “Public resources” includes, but is not limited to, funds, staff time, offices, office supplies, phones, computers, phone lines, email addresses, websites, social media accounts, ferries, vehicles and uniforms.
- Staff may not use public funds to purchase typical campaign materials like bumper stickers, t-shirts, advertising floats, or television or radio spots to promote or oppose the measure.
- Directors and staff may not *specifically* solicit contributions from Agency employees to support campaigns for or against the measure.
- Directors and staff may not participate in any advocacy or campaign activities for or against the measure while wearing an Agency uniform or any other clothing or accessories with the Agency name or logo, *even when acting on their own time*.
- Agencies may not place links to the Connect Bay Area measure's advocacy or campaign website on the Agency's website or social media pages, in an Agency email signature block, or in an Agency newsletter/other publication. (Consult with your Agency's attorney if your Agency desires to utilize links to campaigns both for *and* against the measure.)
- Directors and staff may not distribute advocacy or campaign materials through the Agency's internal communication system, send them using an Agency email or texting account, or post or distribute them at Agency facilities or on Agency vehicles.
- Directors and staff may not use their official positions or authority to attempt to influence others to support or oppose the Connect Bay Area measure.

III. PERMITTED ACTIVITIES “OFF THE AGENCY CLOCK” AND WITHOUT PUBLIC FUNDS OR RESOURCES

Note: Employees who do not have set hours should talk with their managers and/or their Agency’s attorney about what time counts as “on” or “off” the clock. Vacation, personal leave, and paid time off is always “off the Agency clock.”

- Directors and staff may sign a petition to place the Connect Bay Area measure on the ballot.
- Directors and staff may collect petition signatures “off the Agency clock,” but may *not* use their official positions to influence other potential signatories, including other Agency employees.
- Directors and staff may advocate for or against the Connect Bay Area measure “off the Agency clock,” without using Agency funds or resources, and without wearing an Agency uniform or a t-shirt or accessory with the Agency's name or insignia on it. **Directors and staff should make clear that they are acting as individuals, not on behalf of the Agency, and not on Agency time/during Agency work hours.**
- Directors and staff may advocate “off the Agency clock” by distributing campaign material through personal phones, email or texts, and on personal social media pages.
- Directors and staff may contribute their own money, resources and time to support or oppose the Connect Bay Area measure. They also may put yard signs out at their homes, put bumper stickers on their own private vehicles, etc.
- Directors and staff may announce their personal support or opposition to the Connect Bay Area measure and try to convince others of the same position when “off the Agency clock” and without using Agency funds or other resources.
- Directors and staff may solicit campaign support from the public, or a group of the public not primarily consisting of Agency employees, so long as the solicitation does not occur on Agency time or use Agency resources.

IV. RISKS/PENALTIES

The Fair Political Practices Commission and/or District Attorney may investigate alleged use of Agency resources for campaigning. Allegations often attract unflattering and ongoing media attention regarding individual people, agencies and campaigns. Investigations may result in criminal and civil fines and other penalties.

MEMORANDUM

TO: Board Members

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

SUBJECT: Review of FY 2025/26 Financial Statements Ending December 31, 2025

Recommendation

There is no recommendation associated with this informational item.

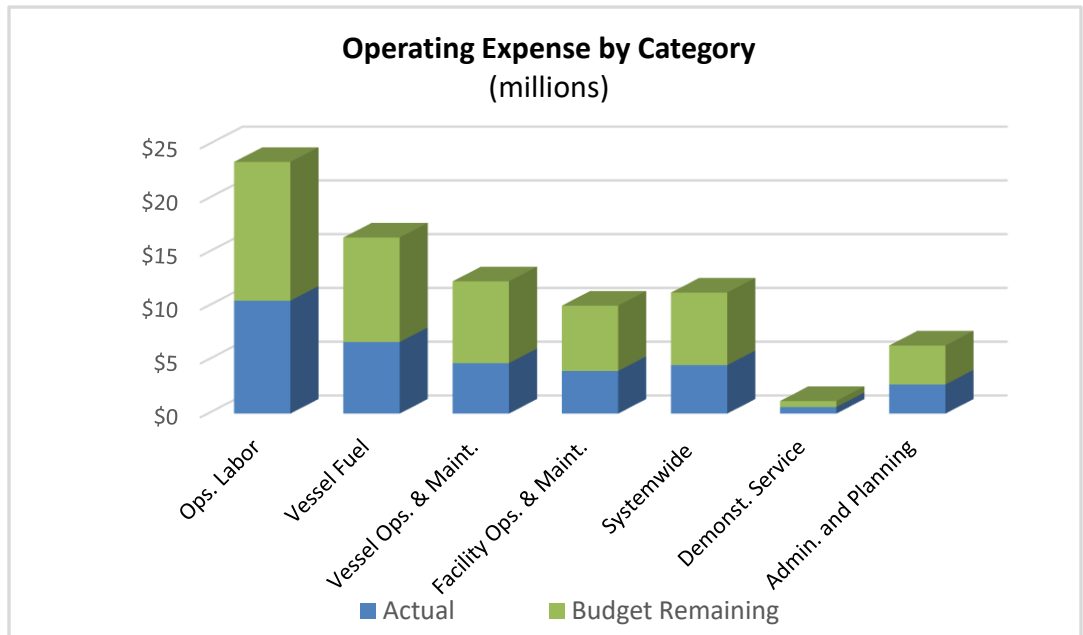
Financial Summary

Following the cancellation of the February meeting and the early date for the March meeting, today's reports reflect financial activity against budget through December 31, 2025. Reports provided in advance of the April meeting will include all revenue and expense through February. Detailed financial charts are attached to this report.

Operating Budget:

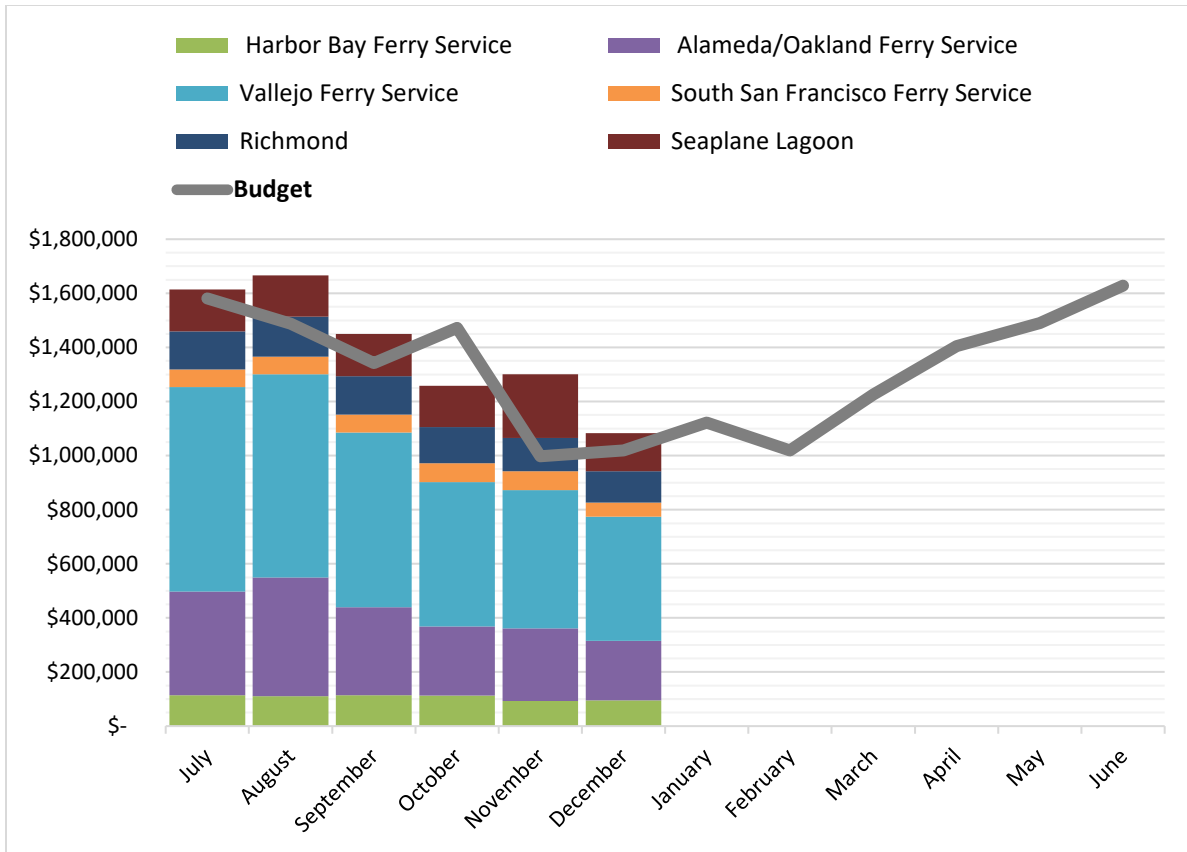
With the first half of the fiscal year completed, authorized operating expenses for the year are well within budgeted amounts with only 42% spent or \$33.7 million. There are no budget challenges at this time. The figure below shows the budget to actual by category. Operating labor is expected to be fully expended by fiscal year end although it is currently slightly underspent at the six-month mark. Fuel is

currently trending below budget, but as it is the most volatile input for operations, it is too soon to project year-end targets on this expense. Other categories are generally either on budget or slightly below. During the budget presentation in May, further year-end projection information will be made available.

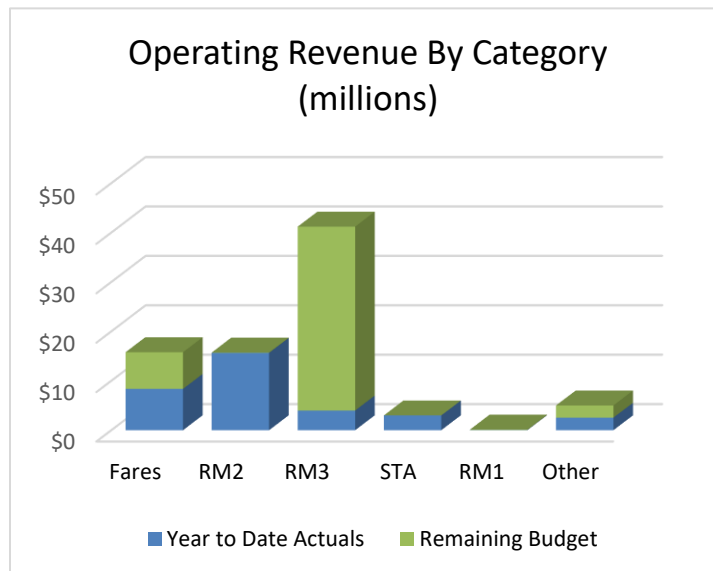


Fare revenue in December was slightly lower than the prior month but was on budget for the month. Receipts for the first half of the year are still well within budget with almost \$8.4 million received to

date. Farebox recovery is now higher than anticipated in the budget at 28% for regular service routes.

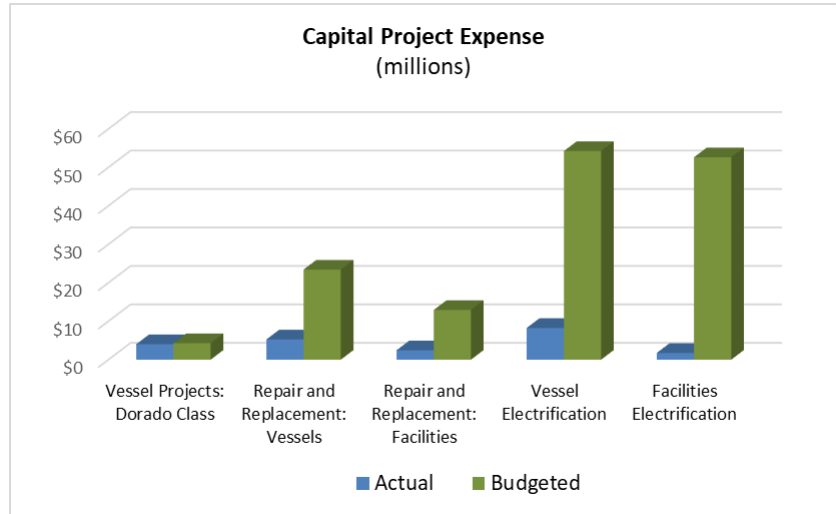


Other operating revenue is billed as required to fund operating needs above and beyond fare revenue. RM2, which continues to lag historic amounts, has been fully utilized for the year. STA revenue is also fully expended. The figure below shows all operating revenue utilized to date against budget through the first half of the year.



Capital Program Expense

Capital Budget expenses at the six-month mark were \$21.8 million. Significant expenses for the month included Vallejo dredging, payments for each of the two classes of electric vessels, and various vessel capital maintenance projects. More detailed capital project data is provided on the last page of this report and the Chief Capital Officer’s quarterly report. The figure to the right shows expense against budget by type of project to date.



Investment Report

The total monthly balance held in both the Local Agency Investment Fund (LAIF) and our commercial bank as of December 31 is \$24 million as shown below. The quarterly earnings statement from LAIF is also included with the reports this month.

	December 2025
Bank of America (Checking)	\$ 511,570
Bank of America (Measure B/BB)	6,824,717
Local Agency Investment Fund (LAIF)	16,949,899
Total	\$ 24,286,186

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 12/31/2025

% of Year Elapsed 50%

	Month Dec. 2025 Actual	Year - To - Date		Total FY2025-26 Budget	% Budget
		FY2024-25 Actual	FY2025-26 Actual		
OPERATING REVENUE					
Fare Revenue	\$1,083,439	\$7,160,529	8,373,001	\$15,790,355	53%
Revenue Transfer to Reserve		(3,860,514)	-	-	0%
Regional - Bridge Toll	808,639	17,139,944	19,708,190	57,064,302	35%
State Operating Assistance	3,000,000	9,973,114	3,000,000	3,000,000	100%
Local	320,448	2,244,634	1,922,690	3,845,380	50%
Other Revenue	89,554	22,354	626,170	1,170,130	54%
Total Operating Revenue	\$5,302,080	\$ 32,680,061	\$ 33,630,051	\$80,870,168	42%
OPERATING EXPENSE					
Harbor Bay Ferry Service					
Operations Labor	\$154,982	\$867,528	944,955	\$2,092,240	45%
Vessel Fuel	61,941	427,657	465,791	1,146,055	41%
Vessel Operations & Maintenance	65,227	437,741	350,729	1,276,676	27%
Facility Operations & Maintenance	25,671	323,509	198,360	723,138	27%
Systemwide Expense	61,750	383,914	393,986	1,005,573	39%
Total Harbor Bay Farebox Recovery	\$ 369,571 26%	\$2,440,348 22%	\$ 2,353,820 27%	\$6,243,682 20%	38%
Alameda/Oakland Ferry Service					
Operations Labor	\$396,065	\$1,995,314	\$2,414,884	\$5,381,783	45%
Vessel Fuel	168,126	1,222,301	1,264,289	3,110,721	41%
Vessel Operations & Maintenance	186,854	817,316	1,068,107	2,637,783	40%
Facility Operations & Maintenance	110,830	851,332	780,996	1,916,370	41%
Systemwide Expense	163,152	1,008,202	1,068,744	2,585,846	41%
Total Alameda/Oakland Farebox Recovery	\$ 1,025,027 21%	\$ 5,894,466 29%	\$ 6,597,021 29%	\$15,632,503 24%	42%
Vallejo Ferry Service (Vallejo)					
Operations Labor	\$482,166	\$2,342,325	\$2,939,859	\$6,673,614	44%
Vessel Fuel	371,646	2,689,062	2,794,745	\$6,876,330	41%
Vessel Operations & Maintenance	346,853	1,120,472	2,188,451	\$4,280,296	51%
Facility Operations & Maintenance	239,415	2,389,728	1,509,922	4,031,352	37%
Systemwide Expense	207,226	1,296,732	1,361,317	3,140,878	43%
Total Vallejo Farebox Recovery	\$ 1,647,305 28%	\$ 9,838,320 32%	\$ 10,794,294 34%	\$25,002,470 28%	43%
South San Francisco Ferry Service (SSF)					
Operations Labor	\$154,982	\$780,775	\$944,955	\$2,060,405	46%
Vessel Fuel	88,487	305,427	665,416	1,637,221	41%
Vessel Operations & Maintenance	43,233	533,131	230,514	1,127,413	20%
Facility Operations & Maintenance	44,801	381,971	336,342	792,046	42%
Systemwide Expense	55,364	285,456	355,955	1,059,093	34%
Total South San Francisco Farebox Recovery	\$ 386,867 13%	\$ 2,286,760 14%	\$ 2,533,182 15%	\$ 6,676,177 11%	38%
Richmond Ferry Service (Richmond)					
Operations Labor	\$327,184	\$1,561,550	\$1,994,904	\$4,392,511	45%
Vessel Fuel	123,882	855,759	931,582	2,292,110	41%
Vessel Operations & Maintenance	97,157	954,752	520,289	1,818,521	29%
Facility Operations & Maintenance	92,761	762,601	628,519	1,659,169	38%
Systemwide Expense	120,736	719,606	778,397	2,011,145	39%
Total Richmond Farebox Recovery	\$ 761,720 15%	\$ 4,854,268 13%	\$ 4,853,691 17%	\$ 12,173,456 12%	40%

(continued on next page)

San Francisco Bay Ferry (WETA)
Operating & Administration Monthly Budget Report FY 2025/26
Through the Month Ending 12/31/2025

% of Year Elapsed 50%

	Month Dec. 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	\$206,642	\$1,127,786	\$1,259,940	\$2,802,985	45%
Vessel Fuel	70,790	611,299	532,332	1,309,777	41%
Vessel Operations & Maintenance	63,954	504,304	331,880	1,157,422	29%
Facility Operations & Maintenance	72,162	409,789	504,880	915,887	55%
Systemwide Expense	86,465	496,246	550,901	1,452,494	38%
Total Seaplane Lagoon Farebox Recovery	\$500,012	\$ 3,149,424	\$ 3,179,932	\$ 7,638,565	42%
	28%	24%	31%	18%	
Subtotal Operations (Regular Service)	\$ 4,690,502	\$ 28,463,585	\$ 30,311,938	\$ 73,366,852	41%
Farebox Recovery (exclud. Admin.)	23%	25%	28%	22%	
Alameda - Oakland Demonstration Project (Woodstock)	\$89,554	\$400,307	610,189	\$1,170,130	52%
Subtotal Ferry Operations (All)	\$ 4,780,056	\$ 30,317,136	\$ 30,922,128	\$ 74,536,982	41%
Planning and Administration					
Wages and Fringe Benefits	\$243,173	\$1,431,238	\$1,513,236	\$3,192,907	47%
Professional & Other Services*	123,000	686,241	776,113	1,824,950	43%
Information Tech., Office, Supplies	3,332	40,934	44,883	227,815	20%
Utilities/Communications	940	13,609	13,415	31,204	43%
Insurance*	5,234	13,299	30,013	79,893	38%
Dues, Memberships, Misc.	22,835	57,196	94,789	233,315	41%
Leases and Rentals	123,511	120,409	235,474	743,104	32%
Subtotal Planning & Administration	\$522,024	\$2,362,925	\$ 2,707,923	\$ 6,333,188	43%
Total Operating Expense	\$ 5,302,080	\$ 32,680,061	\$ 33,630,051	\$ 80,870,170	42%
Systemwide Farebox Recovery (Regular Service, incl. Admin.)			25%		

* Budget of \$50K shifted this month from professional services to insurance to correct budgeted category

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

	Total Project Revenue/Expense Budget	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	\$ 12,824,070	82,736,242	26%
State Funds	91,811,845	6,539,594	28,723,962	\$ 5,328,565	56,548,289	13%
Regional - Bridge Toll	124,728,541	10,450,493	44,247,452	\$ 2,773,200	70,030,597	11%
Local /Other	6,718,698	951,448	1,778,854	\$ 871,732	3,988,396	27%
Pending/Unfunded	99,734,881	-	416,099	-	99,318,782	0%
Total Revenue	\$ 516,069,072	\$ 55,877,374	\$ 147,569,392	\$ 21,797,566	\$ 312,622,306	
CAPITAL EXPENSE						
Vessel Projects: Dorado Class						
Vessel Replacements (Karl, Zalophus)	37,636,402	33,332,396	4,304,006	4,034,420	-	99%
Repair and Replacement Program: Vessels						
Vessel Mid-Life Refurbishment - MV Gemini	4,488,000	235,912	4,252,088	1,989,864	-	50%
Vessel Mid-Life Refurb & Engine Overhaul - MV Pisces	4,679,000	53,485	4,625,515	14,687	-	1%
Engine Overhauls and Improvements	15,833,408	2,531,886	9,893,322	2,983,389	3,408,200	35%
Component Improvements/Dry Dock	4,666,500	-	4,666,500	284,666	-	6%
Repair and Replacement Program: Facilities						
Vallejo Terminal Reconfiguration	16,696,000	666,067	6,910,525	296,692	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	74,679	-	37%
Vallejo Ferry Terminal Dredging	3,030,735	287,795	2,742,940	1,298,742	-	52%
North Bay Fuel Farm Upgrades	540,000	-	540,000	-	-	0%
Administrative Facility Improvements	1,149,830	51,299	769,500	753,530	329,031	70%
South SF Dredging & Dredging Program Work	3,922,000	-	430,000	27,885	3,492,000	1%
Electrification Program (REEF)						
Vessels						
New Electric Vessels (Three - 150 PX)	58,407,000	6,592,365	9,858,638	3,686,651	41,955,996	18%
New Electric Vessels (Two - 400 PX)	77,351,393	8,632,247	41,086,609	4,409,195	27,632,537	17%
Hydrus Conversion to Battery Electric Propulsion	14,085,302	-	3,312,060	165,636	10,773,242	1%
Facility Electrification						
Central Bay Terminal	3,106,250	41,895	2,141,750	80,292	922,605	4%
Downtown San Francisco	83,930,168	1,713,775	16,350,682	522,108	65,865,711	3%
Treasure Island	6,798,681	436,145	3,350,000	253,188	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	308,918	24,145,085	2%
Harbor Bay	36,731,737	525,503	4,999,471	216,656	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	31,431	39,449,868	0%
Berkeley Pier/Ferry Project	3,000,000	107,202	179,683	63,981	2,713,115	6%
Oakland Ferry Terminal	33,694,294	199,353	489,373	298,562	33,005,568	1%
Total Expense	\$ 516,069,072	\$ 55,877,374	\$ 147,569,392	\$ 21,797,566	\$ 312,622,306	



MALIA M. COHEN
California State Controller

LOCAL AGENCY INVESTMENT FUND
REMITTANCE ADVICE

Agency Name SAN FRANCISCO BAY AREA WATER

Account Number



As of 1/15/2026, your Local Agency Investment Fund account has been directly credited with the interest earned on your deposits for the quarter ending 12/31/2025.

Earnings Ratio		0.00011512010685708
Interest Rate		4.20%
Dollar Day Total	\$	1,576,092,883.62
Quarter End Principal Balance	\$	16,949,899.47
Quarterly Interest Earned	\$	181,439.98



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 – March 2026

This report covers the following topics:

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

Update on FY26 Federal Appropriations Process – Government Shutdown

By February 3rd, Congress had passed, and the President signed, 11 of the 12 FY26 appropriations bills. SF Bay Ferry had a successful FY26 funding cycle. 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. Senator Padilla Championed this funding. Additionally, for the sixth year in a row we were able to secure additional funding for the FTA 5307(h) Passenger Ferry Grant Program which SF Bay Ferry regularly obtains funding through.

The Homeland Security Bill is the lone bill that has not made it across the finish line, and as of February 13, the agencies funded through that bill were shut down. Congress has not made any progress towards passing a Homeland Security Bill and ending the partial shutdown.

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 have been talking with the relevant Committees since early 2025 and are working to mobilize our Congressional champions. We have been talking with Chairman Sam Graves (R-MO) and his staff, who tell us the

Transportation and Infrastructure (T&I) Committee hopes to release and markup a bill in March. The Senate traditionally acts after the House.

We are 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. In particular, we have been working with the four chairs of the Public Ferry Caucus to draft a “Marker Bill” with Public Ferry Priorities for surface transportation reauthorization. We expect the FERRIES Act to be introduced in the immediate future. We will then work with Ferry champions in the Senate to get an identical bill on the Senate side.

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 have specifically organized meetings with the California Delegation; Washington Delegation, including Ranking Member Rick Larsen and Ranking Member Patty Murray; and the Tennessee Delegation.

Congressional Public Ferry Caucus Meeting in Washington DC

On January 14, the Public Ferry Caucus hosted a public ferry caucus roundtable with the four co-chairs and ferry stakeholders. Accelerate Strategies worked with caucus leadership to ensure Seamus Murphy and Lauren Gularte were able to represent SF Bay Ferry and speak at the event. The roundtable served as an opportunity for caucus chairs to express their support of public ferries and to announce the forthcoming FERRIES Act.

Passenger Vessel Association Convention Participation

To be the best advocate for SF Bay Ferry, Accelerate Strategies decided to join the Passenger Vessel Association in 2026. As a member, Madison Higginbotham attended the PVA Convention and spoke on the Public Ferry Operators’ Panel with Lauren Gularte. We presented a “lobbying 101” for operators, gave an overview of where we are with Surface Reauthorization Transportation and the Public Ferry Coalitions Advocacy, and discussed the Maritime Action Plan.



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

February 24, 2026

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

FM: Matt Robinson, Partner
Michael Pimentel, Partner

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

General Update

In Sacramento, the second year of the 2025-26 Legislative Session is in full swing. Following the release of the Governor's proposed FY 2026-27 budget on January 9, the Department of Finance subsequently published a number of budget trailer bills (policy bills to implement the Governor's budget). Over the coming months, the Assembly and Senate's respective budget committees and subcommittees will meet frequently regarding the Governor's proposed budget. In mid-May, the Governor will release his "May Revise," an update to his January proposed budget. This will kick off final negotiations between the Governor, Senate, and Assembly to finalize the budget agreement. The budget must be passed by June 15, in advance of the new fiscal year, which begins on July 1.

Meanwhile, since the Legislature reconvened on January 5, 1897 bills have been introduced in advance of the February 20 deadline. Many bills start out as "spot" bills and will need to be amended before they can be heard in the Legislature's policy committees. The Assembly requires spot bills to be amended by March 16 and the Senate by March 25. Also, bills must be in print for 30 days before they may be heard in a policy committee.

The Legislature will break for Spring Recess from March 26 and return on April 6. When they reconvene, they will have until April 24 to finish policy committee hearings for bills in the first house.

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

TIRCP Cycle 8

As we have previously reported, the California State Transportation Agency (CalSTA) released the draft [guidelines](#) and schedule for the Transit and Intercity Rail Capital Program (TIRCP) Cycle 8. The TIRCP is a competitive grant program which, since its inception in 2015, has funded over \$11 billion worth of transformative capital projects across California. See the draft schedule below. CalSTA expects approximately \$900 million to be available for Cycle 8.

2026 TIRCP Cycle 8 Schedule

- [CalSTA Publishes Final Cycle 8 Guidelines](#) February 20, 2026
- [CalSTA Publishes Cycle 8 Call for Projects](#) February 20, 2026
- Optional meetings with applicants* March 2 – March 13, 2026
- Project Applications Due May 14, 2026
- CalSTA Anticipated Award Announcements September 18, 2026

Governor Signs Bay Area Transit Loan Agreement

On January 30, the Office of Governor Newsom, the California Department of Finance (DOF) and the MTC announced that they reached an agreement on a \$590 million state loan to AC Transit, BART, Caltrain, and Muni.

The agreement authorizes the loan to be funded no later than July 1, 2026, using money awarded but not yet allocated for Bay Area projects by the California Transportation Commission through the Transit and Intercity Rail Capital Program (TIRCP).

Consistent with Senate Bill 105 enacted last fall, the loan agreement includes a clearly defined repayment structure, a guaranteed revenue source to secure the loan and an agreed-upon interest rate:

- 12-year repayment term, with interest-only payments during the first two years.
- Repayment secured by the "revenue-based" portion of State Transit Assistance that goes directly to the transit agencies.
- Variable interest rate tied to the state's Surplus Money Investment Fund, ensuring the state is fully repaid at the same rate it would have earned had the funds remained in state accounts.

The [language reflecting the agreement](#) was released by DOF on February 2 and was amended into [AB 117](#) and [SB 117](#), respectively, on February 13. The [language reflecting the agreement](#) was released by DOF on February 2 and was amended into [AB 117](#) and [SB 117](#), respectively, on February 13, and signed into law on February 19.

Two-Year Bills of Interest

AB 1198 (Haney) Prevailing Wage – WATCH

This bill impacts public works contracts by requiring that any change in prevailing wage rates be applied biannually to *all* public works contracts awarded, until the projects' completion, as determined by the Director of Industrial Relations. The bill also allows contractors, awarding bodies, or their representatives to file a verified petition within 20 days to review a rate determination. The Director must then investigate or hold a hearing and issue a final determination within 20 days, which is sent to the awarding body and interested parties. ***In the Senate, pending referral to policy committee.***

AB 1421 (Wilson) Road Usage Charge Technical Advisory Committee – WATCH

This bill requires the California Transportation Commission (CTC), in partnership with the Transportation Agency (CalSTA), to consolidate and prepare research and recommendations related to a road user charge or a mileage-based fee system. The report would be due to the Legislature by January 1, 2027. ***This bill is in the Assembly Appropriations Committee.***

New Bills of Interest

SB 908 (Wiener) SB 79 Cleanup – WATCH

While currently a spot bill, this bill will soon contain various amendments to SB 79 (Wiener), which was passed in 2025 and dictates higher density on certain parcels within a half mile of defined transit stops/stations. Subsequent amendments may contain provisions related to ferry terminals, including certain high-serving terminals as SB 79-qualifying stations. ***In the Senate, pending referral to policy committee.***

SB 1408 (Arreguìn) Contra Costa County Transit – WATCH

This bill would establish the Contra Costa County Transportation Authority (CCTA) as a transit district for the purposes of implementing local (and possibly regional) measure funds and authorize CCTA to spend those funds on: 1) acquisition, construction, maintenance, and operation, of transit vehicles and facilities; and 2) the development, construction, and installation of components of public transit systems, including those used for bike share, buses, innovative mobility systems, ferries, mobility hubs, or similar. The bill would also authorize CCTA to acquire, develop, own, and operate facilities, systems, and devices on a standalone basis, or on a collaborative basis with one or more regional or local transit systems and affirms that CCTA is responsible for the coordination of public transit systems within the County. Finally, the bill sets parameters for a future local sales tax measure. ***In the Senate, pending referral to policy committee.***

AB 1599 (Ahrens) California Transit Stop Registry – WATCH

This bill would require the Department of Transportation to create the California Transit Stop Registry as a centralized, statewide dataset of standardized information regarding transit stops by December 31, 2026. Additionally, this bill would require all transit operators that qualify for the funding under the Mills-Alquist-Deddeh Act to ensure that the name, location, of each of their transit stops are accurately reflected in the California Transit Stop Registry. ***In the Assembly Transportation Committee.***

MEMORANDUM

TO: Board Members

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

SUBJECT: Ridership Report – March 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.

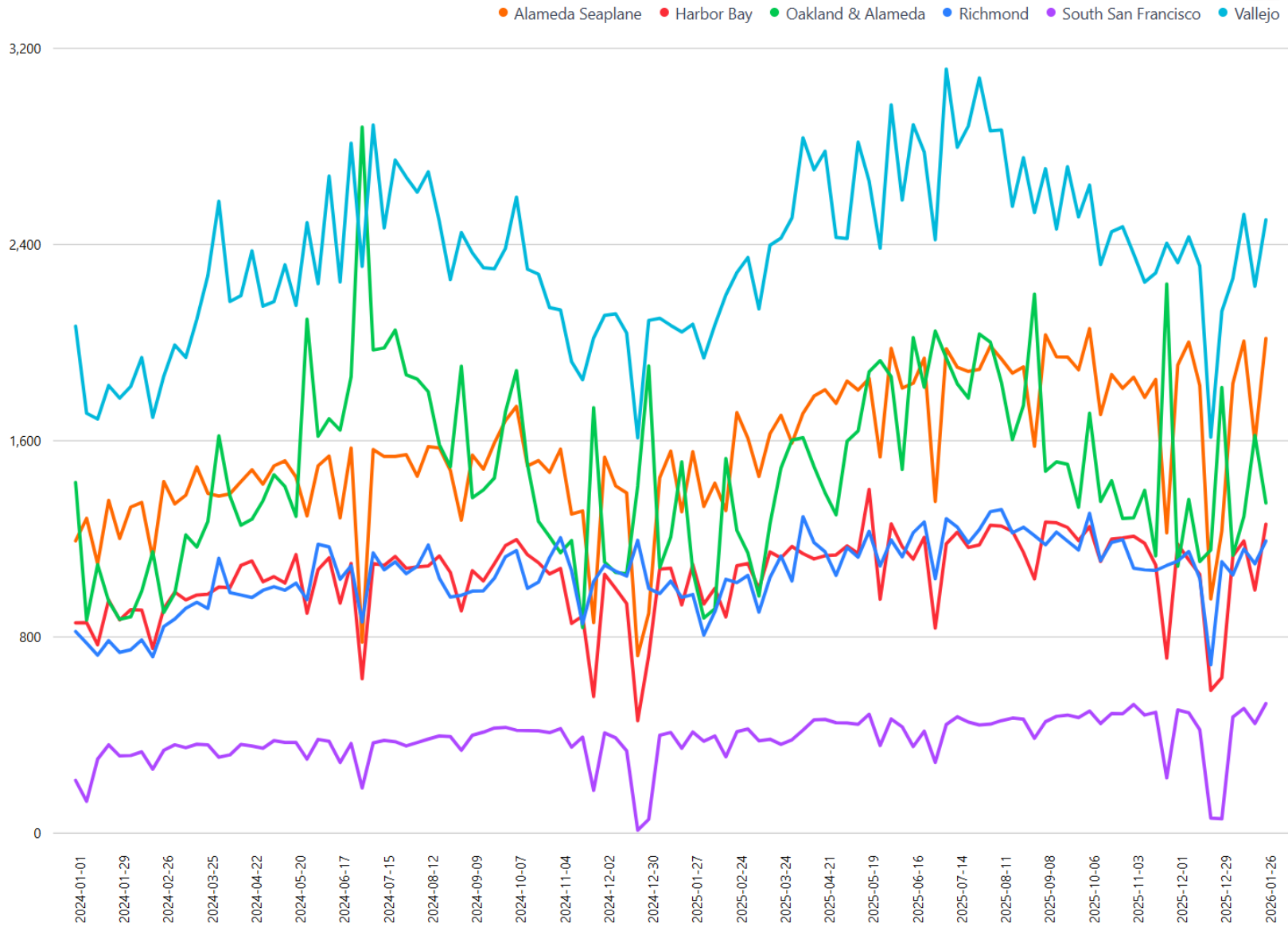
Discussion

This report includes ridership data for January 2026. SF Bay Ferry had just over 229,000 boardings in January. Compared to the same month in 2019, ridership recovery was 106%. Year-over-year ridership was up 12% from January 2025 to January 2026. Major drivers of the strong ridership this month include steadily growing morning commutes and exceptionally strong weekends with the calm weather in the second half of January. The Tides & Tunes events on Fridays also attracted additional riders. In terms of ridership recovery, SF Bay Ferry continues to outperform other regional transit operators. BART registered 50% of December 2019 ridership and Caltrain saw 60% of pre-pandemic December ridership.

Appendix A. Ridership Data Summary

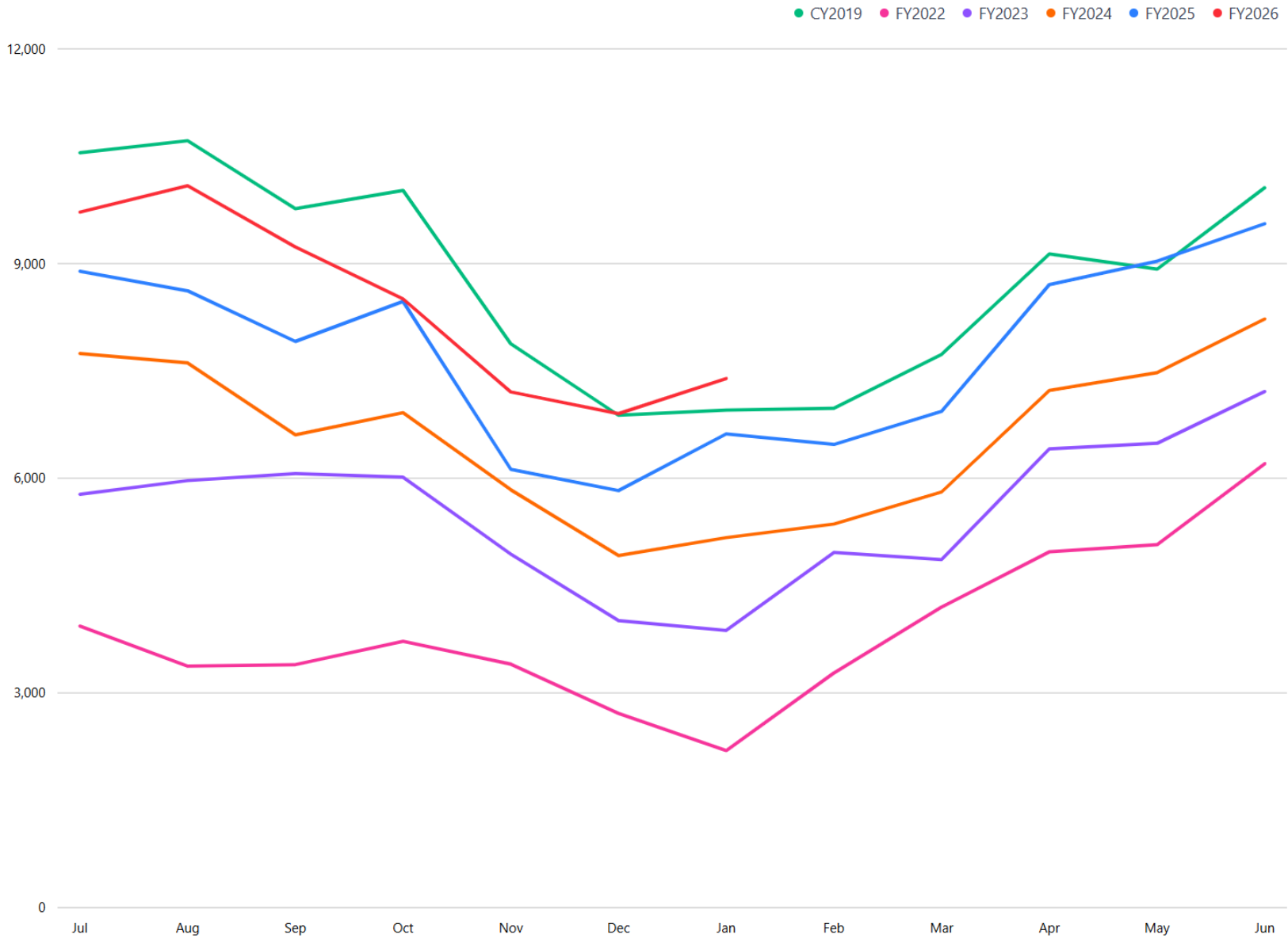
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Weekday Average Ridership



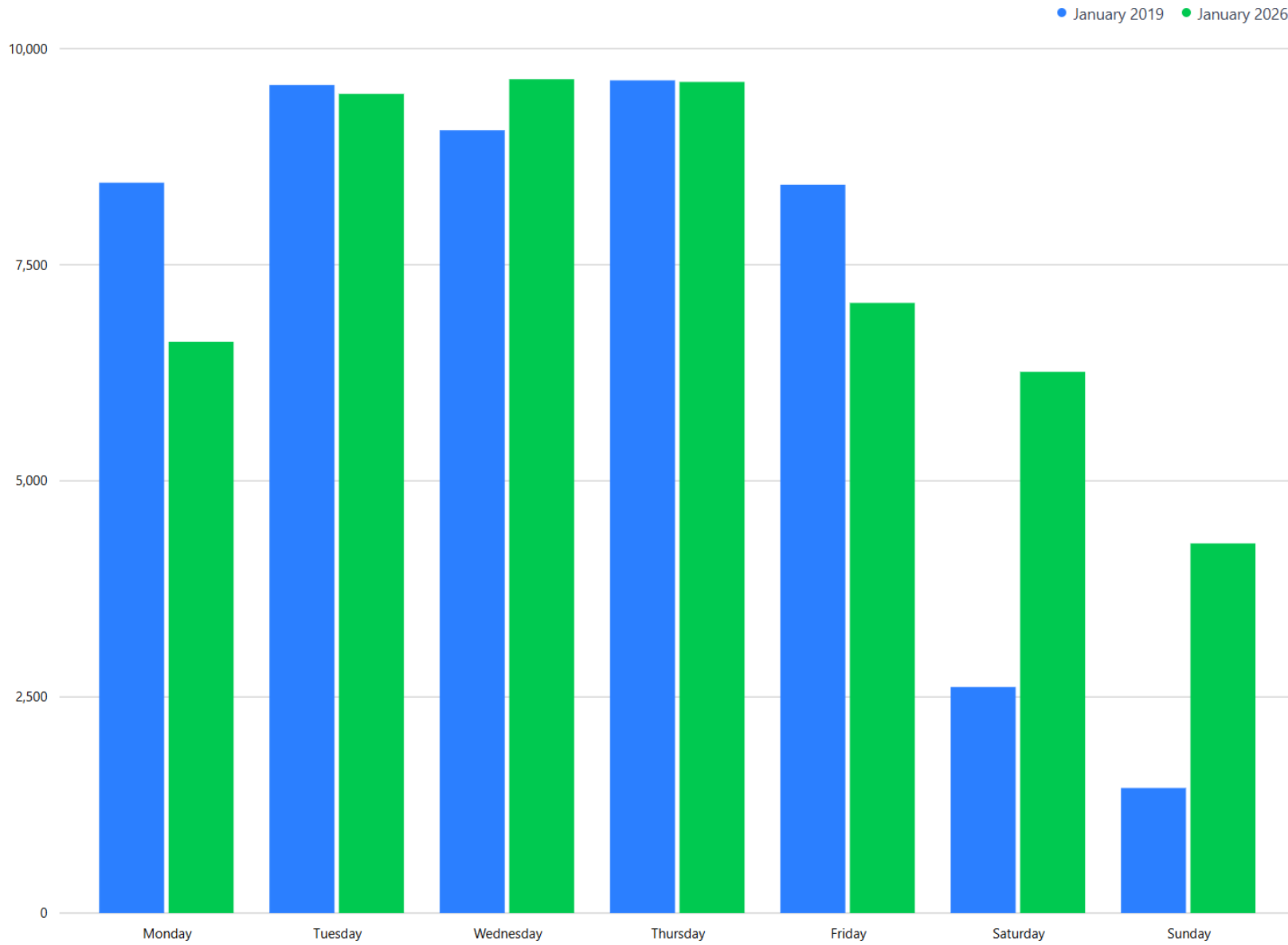
Ridership from other routes and event ridership is excluded.

Average Daily Ridership By Month



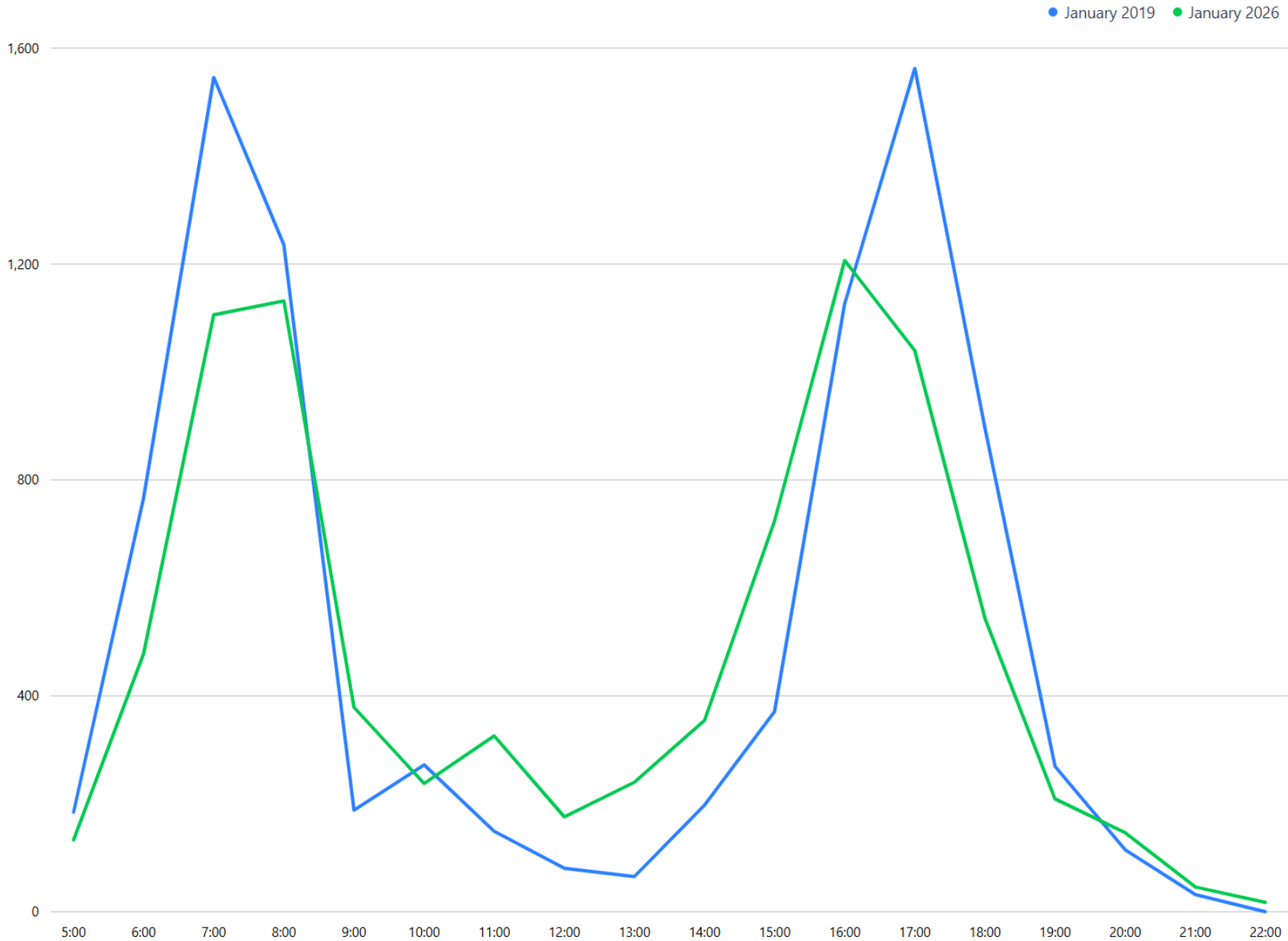
Event ridership is included.

Average Ridership by Day of Week Systemwide



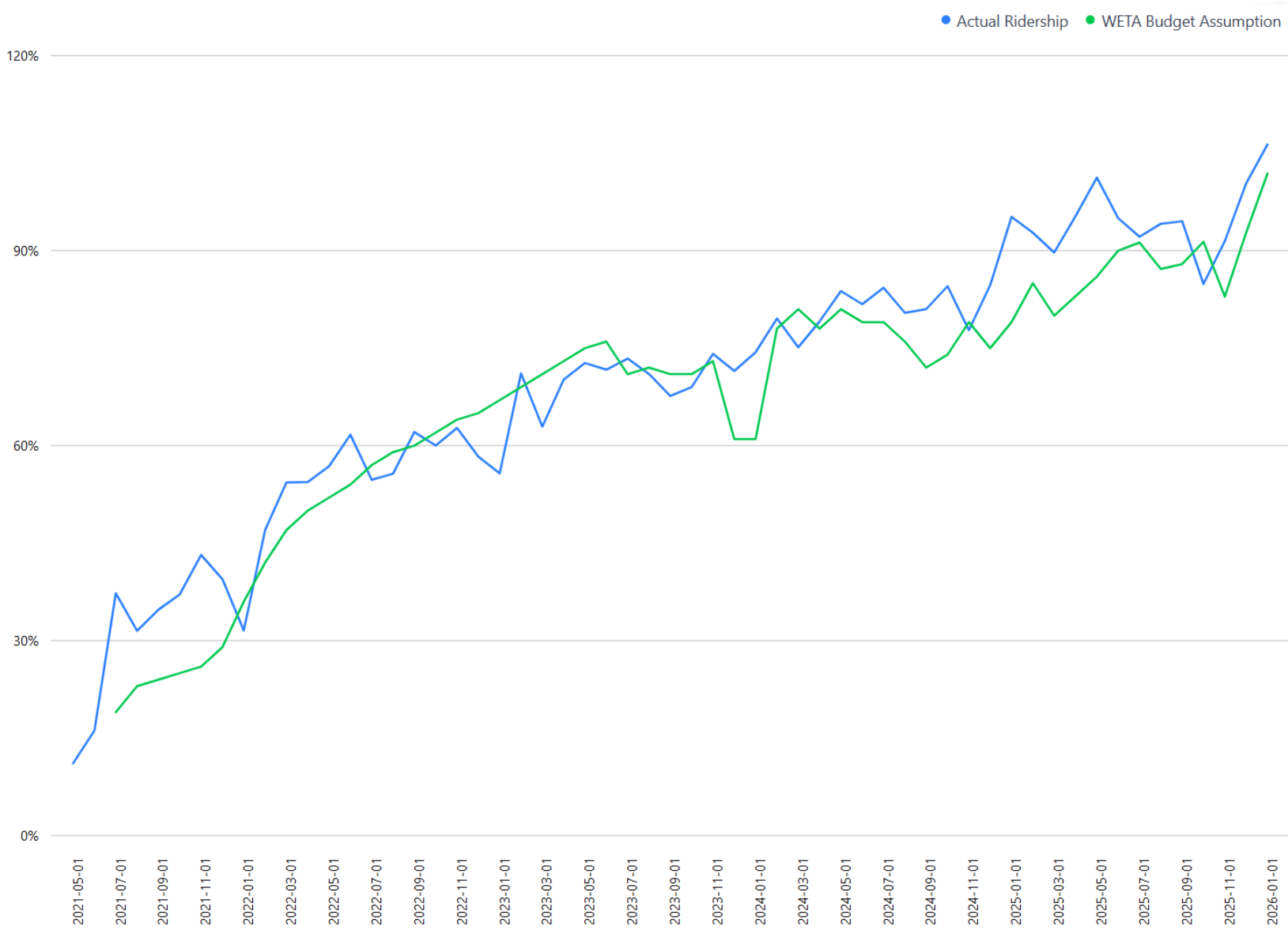
Event ridership is excluded. Holidays with no service are excluded.

Average Weekday Hourly Ridership



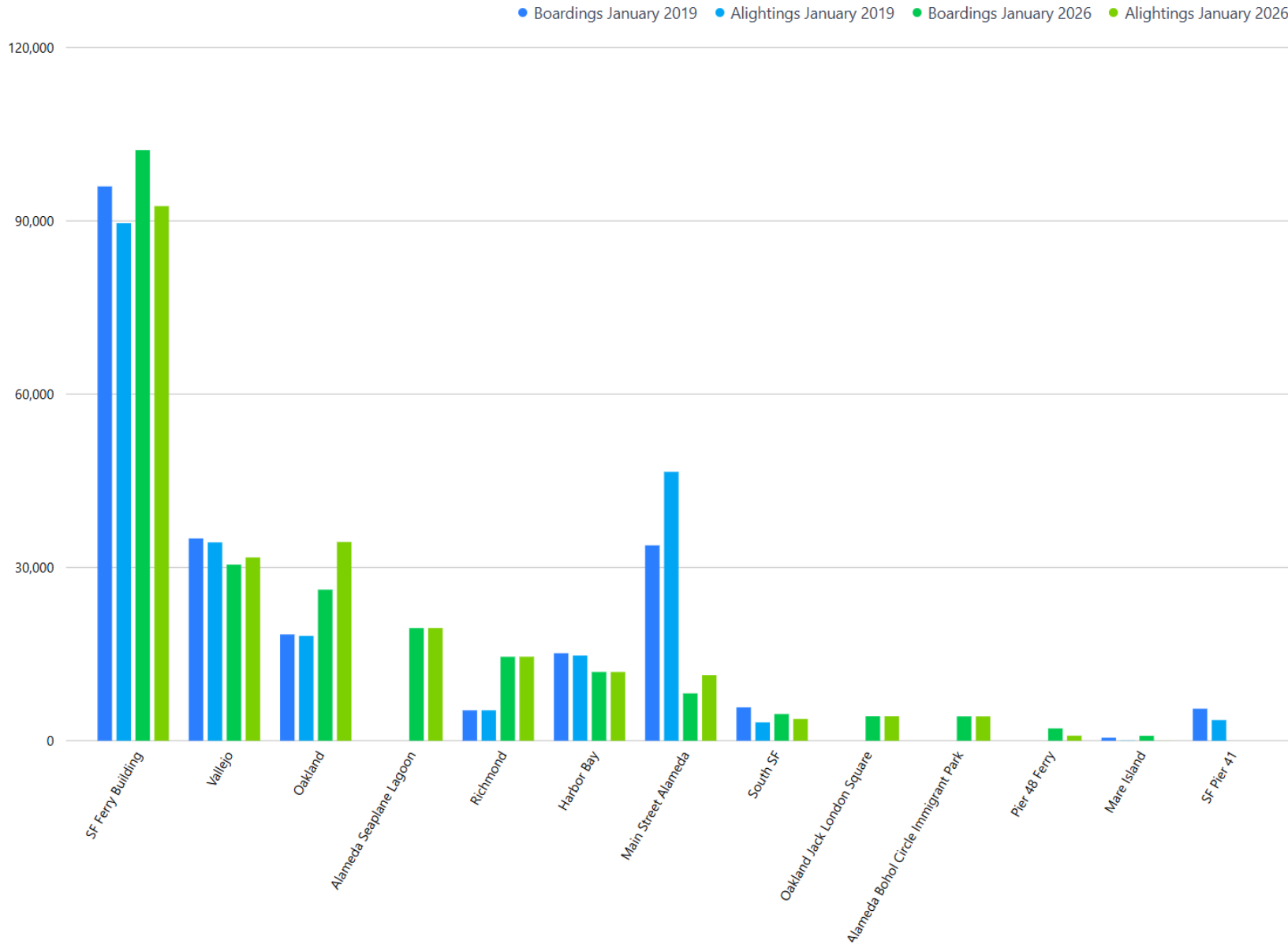
Event ridership is excluded. Scheduled trip segment start time is used.

Actual vs Budgeted Ridership



Event ridership is included.

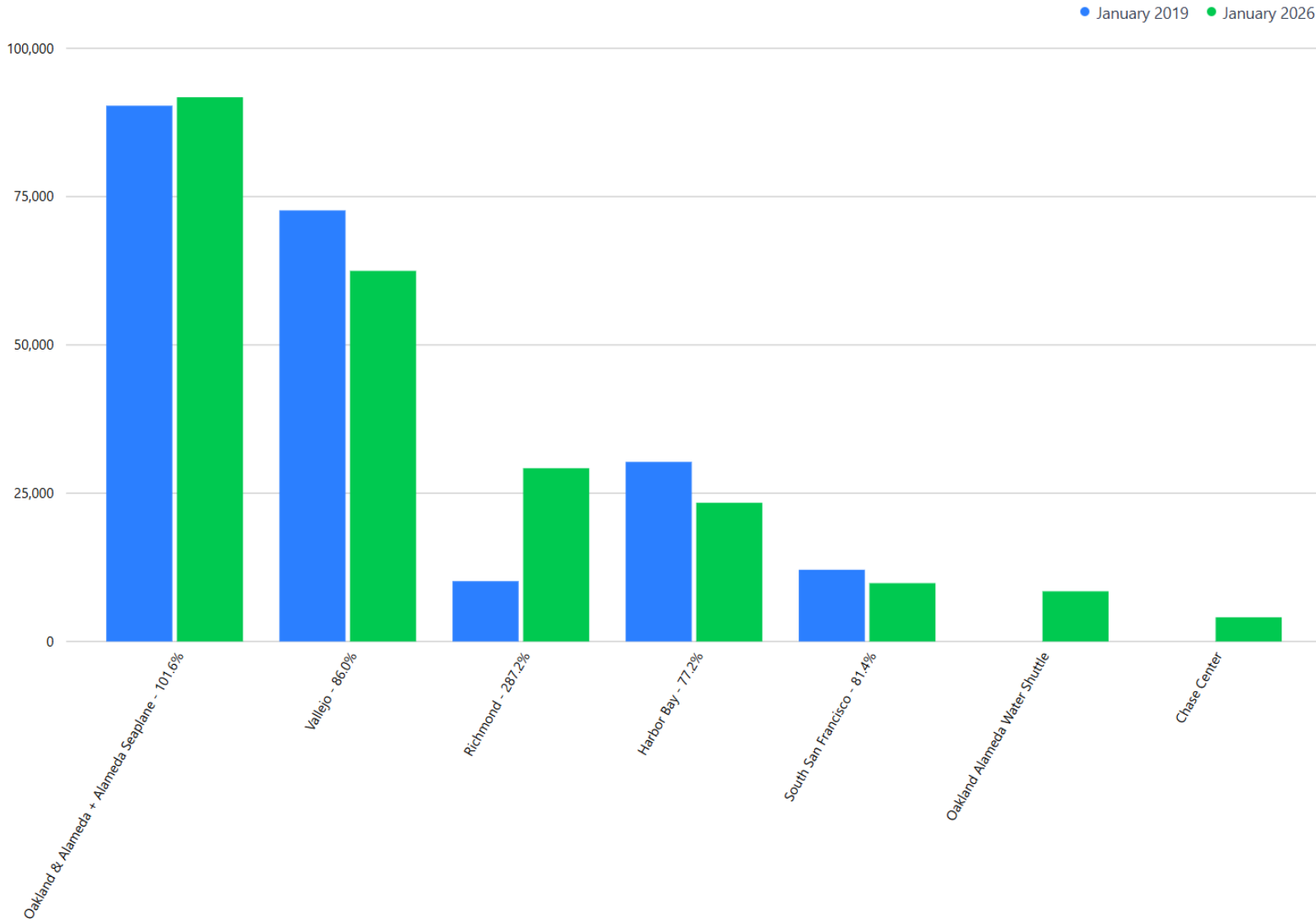
Boardings and Alightings by Terminal Systemwide



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 → SEA	16:30:00	225	20	15%	0%	0%	75%	0%	0%
SF → VJO	16:35:00	274	20	5%	0%	0%	0%	0%	20%
RCH → SF	08:00:00	120	20	5%	0%	0%	25%	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 % ⓘ
RCH → SF	12:25:00	128	9	11.1%	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

	Oakland & Alameda	Richmond	Harbor Bay	South San Francisco	Alameda Seaplane	Vallejo	Total Core Services	Total Core and Non-Core Services
Total Ridership January 2026	53,580	29,203	23,376	9,831	38,183	62,481	216,654	229,187
Total Ridership December 2025	50,534	28,157	21,093	7,514	36,510	60,786	204,594	213,997
Percent Change	6%	3.7%	10.8%	30.8%	4.6%	2.8%	5.9%	7.1%
Total Ridership January 2026	53,580	29,203	23,376	9,831	38,183	62,481	216,654	229,187
Total Ridership January 2025	47,903	25,338	22,644	8,068	31,439	56,789	192,181	205,179
Percent Change	11.9%	15.3%	3.2%	21.9%	21.5%	10%	12.7%	11.7%
Total Ridership FY2026 to date [†]	447,465	223,107	169,963	66,046	273,110	497,364	1,677,055	1,814,049
Total Ridership FY2025 to date [†]	425,925	194,314	152,770	54,719	216,097	457,270	1,501,095	1,612,407
Percent Change	5.1%	14.8%	11.3%	20.7%	26.4%	8.8%	11.7%	12.5%
Average Weekday Ridership January 2026	1,357	1,111	1,169	492	1,909	2,351	8,389	8,550
Weekdays Operated in January 2026	21	21	20	20	20	21	21	21
Average Weekend Ridership January 2026	2,788	651				1,456	4,895	5,515
Weekend Days Operated in January 2026	9	9	0	0	0	9	9	9
Ridership Per Hour January 2026	114	74	148	79	154	84	101	101
Ridership Per Mile January 2026 [‡]	8	4.1	7.2	4.3	9.2	3.2	5	5.2
Revenue Hours January 2026	471	395	158	125	248	741	2,139	2,277
Revenue Hours FY To Date [†]	3,348	2,834	1,274	924	1,737	5,326	15,444	
Revenue Miles January 2026 [‡]	6,673.3	7,208	3,268	2,270.4	4,149.6	19,780.9	43,350.2	43,774
Revenue Miles FY To Date ^{†*}	47,589	51,717.4	26,255.8	16,786.6	28,985.6	142,147.6	313,481.9	
% of planned trip segments January 2026	99.9%	100%	100%	100%	100%	99.8%	99.9%	95.6%
% of trip segments on time January 2026 [*]	99.3%	100%	99.5%	100%	99.9%	97.1%	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 January 2026	8,457	4,076	12,533	229,187
Total Ridership December 2025	7,669	1,734	9,403	213,997
Percent Change	10.3%		33.3%	7.1%
Total Ridership January 2026	8,457	4,076	12,533	229,187
Total Ridership January 2025	8,410	3,883	12,293	205,179
Percent Change	0.6%		2%	11.7%
Total Ridership FY2026 to date [†]	79,992	16,501	136,994	1,814,049
Total Ridership FY2025 to date [†]	59,857	10,358	111,312	1,612,407
Percent Change	33.6%		23.1%	12.5%
Average Weekday Ridership January 2026	241	356	597	8,550
Weekdays Operated in January 2026	17	8	18	21
Average Weekend Ridership January 2026	484	408	892	5,515
Weekend Days Operated in January 2026	9	3	9	9
Ridership Per Hour January 2026	67	310	91	101
Ridership Per Mile January 2026 [‡]	31.5	26.3	29.6	5.2
Revenue Hours January 2026	125	13	138	2,277
Revenue Hours FY To Date [†]	1,055	44	1,099	
Revenue Miles January 2026 [‡]	268.5	155.1	423.6	43,774
Revenue Miles FY To Date [†]	2,261.3	521.7	2,782.9	
% of planned trip segments January 2026	80.6%	100%	81.3%	95.6%
% of trip segments on time January 2026 [*]				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

SUBJECT: Service Reliability Report – December 2025 and January 2026

Background

The following metrics are included in this report:

- **On-Time Trips:** Trips arriving less than five minutes after the scheduled arrival time.
- **Late Trips:** Trips arriving five minutes or more past the scheduled arrival time.
- **Cancelled Trips:** Scheduled trips not completed for any reason.
- **On-Time Performance (OTP):** The percentage of total trips considered on-time.
- **Service Reliability:** The percentage of total trips not cancelled.
- **Max-Out Trips:** Trips with passenger counts at least 98% of the vessel's maximum capacity.

SF Bay Ferry's systemwide average OTP and service reliability goals for 2025 were 95%. For 2026, the agency has set an OTP goal of 95% and a service reliability goal of 98%.

This report covers only regular SF Bay Ferry service. It does not include pilot or special event service. Please note that effective this month, the report has changed to provide information more concisely. Year-to-date data will be included in future months. Staff will provide additional information on service reliability and OTP upon Board request.

Discussion

For 2025 as a whole, SF Bay Ferry performed at a service reliability of 99.9% and an on-time performance of 97%. Both metrics exceeded agency goals for 2025.

Data for December 2025:

- **Service Reliability:** 99.9% (3 cancelled trips and 4,254 completed)
- **On-Time Performance:** 96.3%
- **Max-Outs:** 3 trips (all on December 27)

Data for January 2026:

- **Service Reliability:** 99.9% (4 cancelled trips and 4,202 completed)
 - All routes exceeded the systemwide goal of 98%
- **On-Time Performance:** 96.8%
 - Only Vallejo (89%) did not meet the systemwide goal of 95%
- **Max-Outs:** 2 trips

Chart A: Service Reliability by Route, 2026

Service Reliability							
	Alameda Seaplane	Harbor Bay	Oakland & Alameda	Richmond	South San Francisco	Vallejo	Total
January	100.0%	99.7%	99.9%	99.9%	100.0%	99.9%	99.9%
February							
March							
April							
May							
June							
July							
August							
September							
October							
November							
December							
Year to Date	100.0%	99.7%	99.9%	99.9%	100.0%	99.9%	99.9%

Chart B: On-Time Performance by Route, 2026

On-Time Performance							
	Alameda Seaplane	Harbor Bay	Oakland & Alameda	Richmond	South San Francisco	Vallejo	Total
January	99.7%	98.1%	98.2%	98.1%	99.2%	89.2%	96.8%
February							
March							
April							
May							
June							
July							
August							
September							
October							
November							
December							
Year to Date	99.7%	98.1%	98.2%	98.1%	99.2%	89.2%	96.8%

*** END ***

MEMORANDUM

TO: Board Members

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

SUBJECT: Quarterly Review of FY 2025/26 Capital Program Ending December 31, 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:

- Began production of the three 150-passenger battery-electric vessels by All American Marine including the keel laying ceremony.
- Began production of the two 400-passenger battery-electric vessels by Nichols Brothers Boat Builders including the keel laying ceremony.
- Received Board approval for the Universal Charging Float contract award to JT Marine with plans to execute an agreement following completion of contractual requirements.
- Advanced the design development and preparation of the Request for Proposals (RFP) package for the Hydrus electric conversion project.
- 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.
- Received Board approval for the Float Mounted Charging Systems contract award to Tritium to be used at the Treasure Island and Mission Bay terminals.
- Completed design of the Central Bay Phase 1 electrification project for accommodating porting of the 150-Pax vessels.
- Advanced electrification planning and design work for the Downtown San Francisco, Mission Bay, Seaplane Lagoon, Oakland, and Harbor Bay ferry terminal projects.
- Execute PG&E EV Fleet Program for electrifying the Oakland terminal.
- Following Board approval, awarded a contract for the Alameda Seaplane Lagoon long-lead electrical equipment.
- Continued development of the Seaplane Lagoon Terminal Electrification MOU with the City of Alameda.
- Continued development of the Seaplane Lagoon Special Facilities Agreement with Alameda Municipal Power (AMP).
- Conducted meetings with SFPUC and the Port of San Francisco for the SF terminal electrification projects regarding rate structure and roles and responsibilities.
- Advanced permitting and design for the Vallejo Ferry Terminal Reconfiguration Project.
- Completed the Vallejo Dredging Project on schedule in November and within budget.

Schedule Performance

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

Calendar Year	2024	2025	2026	2027	2028	2029	2030
Vessels: Dorado Class							
• Replacements	_____						
Repair/Replace: Vessels							
• Midlife – Gemini	_____						
• Midlife - Engine	_____						
• Engine Overhauls	_____						
• Comp Improve	_____						
Repair/Replace: Facilities							
• Vallejo Reconfig	_____						
• Float Rehab – Pier 9	_____						
• Vallejo Dredging	_____						
• NOBMF Fuel Farm	_____						
• Office Reconfig	_____						
• Multiuse Float	_____						
• South SF Dredging	_____						
Electrification (REEF)							
• Vessels							
○ 150 Vessels	_____						
○ 400 Vessels	_____						
• Facilities							
○ Central Bay P1	_____						
○ Downtown SF	_____						
○ Treasure Island	_____						
○ Main Street*	_____						
○ Seaplane	_____						
○ Harbor Bay	_____						
○ Richmond*	_____						
○ Mission Bay	_____						
○ Berkeley*	_____						
○ Oakland	_____						

(Through December 31, 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
Vessel Projects					
Replacements (Karl/Zalophus)	\$37.6	\$37.6	\$37.4	\$0.3	\$37.6
Repair and Replacement Program: Vessels					
Midlife Refurb/MV Gemini	\$4.5	\$4.5	\$2.2	\$2.3	\$4.5
Midlife Refurb/Engine/MV Pisces	\$4.7	\$2.6	\$0.1	\$4.6	\$4.7
Engine Overhaul/Improve	\$15.8	\$15.9	\$7.7	\$8.2	\$15.9
Component Improve/Dry Dock	\$4.7	\$2.3	\$0.1	\$4.6	\$2.3
Repair and Replacement Program: Facilities					
Vallejo Terminal Reconfiguration	\$16.7	\$11.1	\$1.0	\$15.7	\$16.7
Floats Rehab – Pier 9	\$1.4	\$1.4	\$0.0	\$1.4	\$1.4
Multiuse Emergency Float	\$0.2	\$0.2	\$0.1	\$0.1	\$0.2
Vallejo Terminal Dredging	\$3.0	\$3.0	\$1.6	\$1.4	\$3.0
NOBMF Fuel Farm Upgrades	\$0.5	\$0.0	\$0.0	\$0.5	\$0.5
Admin Facility Improvements	\$1.1	\$1.1	\$0.8	\$0.3	\$1.1
South SF Dredging	\$3.9	\$3.7	\$0.0	\$3.9	\$3.7
Electrification Program (REEF)					
Vessels					
New Electric (3-150PX)	\$58.4	\$46.9	\$10.3	\$48.1	\$58.4
New Electric (2 -400PX)	\$77.4	\$77.4	\$13.0	\$64.3	\$77.4
Hydrus Conversion	\$14.1	\$23.5	\$0.2	\$13.9	\$22.5
Facilities					
Central Bay	\$3.1	\$3.1	\$0.1	\$3.0	\$3.1
Downtown San Francisco	\$83.9	\$23.1	\$2.2	\$81.7	\$83.9
Treasure Island	\$6.8	\$2.6	\$0.7	\$6.1	\$6.8
Main Street	\$11.9	\$3.2	\$0.0	\$11.9	\$11.9
Seaplane Lagoon	\$36.6	\$15.7	\$0.7	\$35.9	\$36.6
Harbor Bay	\$36.7	\$24.2	\$1.3	\$35.4	\$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	\$0.2	\$2.8	\$3.0
Oakland	\$33.7	\$0.6	\$0.5	\$33.2	\$33.7

\$ Millions (Through December 31, 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.

Probability	High	Medium Risk	High Risk	High Risk
	Medium	Low Risk	Medium Risk	High Risk
	Low	Low Risk	Low Risk	Medium Risk
		Low	Medium	High
Impact				
Risk ID	Risk Description	Mitigation		Risk Level
R1	Funding Uncertainty	Continue to seek all funding sources		High
R2	Cost Escalation	Develop contingency plans		High
R3	Schedule Delays	Utilize schedule incentives		Medium
R4	Technical 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.

- Issue Notice to Proceed for the Universal Charging Float contract to JT Marine.
- Complete the design and engineering of the Hydrus conversion project.
- Execute the MOU for the Treasure Island Terminal 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 FERRY
SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY
MINUTES OF THE BOARD OF DIRECTORS MEETING

[January 8, 2026]

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

2. ROLL CALL/PLEDGE OF ALLEGIANCE

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

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

3. REPORT OF BOARD CHAIR

Chair Wunderman thanked Vice Chair Moyer for running last month's meeting and remarked on SF Bay Ferry's progress and leadership toward creating a zero-emission ferry system. He shared that he had begun a new position with California Forever, focusing on building affordable homes and reindustrializing regions that have lost industrial capacity.

Chair Wunderman expressed concern about recent business closures in Solano County and emphasized the importance of restoring shipbuilding in the region. He referenced the merger between California State University Maritime Academy (Cal Maritime) and California Polytechnic State University, San Luis Obispo (Cal Poly) as a step to address financial challenges.

Chair Wunderman said identifying funding opportunities was necessary to maintain momentum for ferry service expansion.

4. REPORTS OF DIRECTORS

Vice Chair Moyer recognized the challenges of the first half of the decade and voiced confidence in managing the growing fiscal, labor, and environmental challenges ahead.

The Directors reflected on the closing of Mare Island Dry Dock, LLC, the loss of industrial jobs, and highlighted the importance of supporting initiatives for shipbuilding in the Bay Area. They said that they looked forward to 2026 and working together.

5. REPORTS OF STAFF

Executive Director Seamus Murphy said that the Executive Director's report was very brief, but that work is ongoing to advance the vision articulated in Chair Wunderman's remarks.

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

Mr. Chan said that the written report was prepared before all data was available, but his verbal report included updated figures. He stated that December ridership reached nearly 214,000, representing approximately 100 percent pre-pandemic December ridership. For 2025, SF Bay Ferry carried over 3 million passengers, the first time since 2019, marking an 18 percent year-over-year increase driven by strong commute numbers, favorable weather, and promotional programs.

Director of Operations and Customer Experience Thomas Hall provided an update on Clipper 2.0 and the new open payment system. He expressed enthusiasm for low and no cost transfers once Clipper migration had been completed.

Mr. Hall noted that the reliability report contained nothing of significance but flagged that the Oakland Alameda Water Shuttle had its first extended downtime for a required dry dock inspection and repairs and had returned to service that morning.

6. CONSENT CALENDAR

Director Dew made a motion to approve the consent calendar:

- a. Approve Board Meeting Minutes – December 11, 2025
- b. Approve Contract Award to Bay Ship & Yacht Co. for MV *Lyra* Repairs and Drydock Services

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

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

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

7. APPROVE ACTIONS RELATIVE TO RFQ 25-056 SEAPLANE LAGOON ELECTRIFICATION MATERIALS PROCUREMENT

Project Manager Minh Tran presented this item recommending approval of a contract award to Wesco Distribution in the amount of \$395,087 for electrification materials for the Alameda Seaplane Ferry Terminal.

Mr. Tran explained that this procurement is for the purchase of long lead time electrical equipment for part of Phase 2 of SF Bay Ferry's Rapid Electric Emission-Free Ferry (REEF) program that would make Alameda Seaplane the first East Bay terminal to be electrified.

Mr. Tran said that this procurement utilizes the Omnia government cooperative agreement with Wesco Distribution, which was developed from a competitive bid process and that this procurement is fully funded by Alameda Measure BB funds.

Mr. Tran confirmed that the agreement would contain indemnity and performance provisions using SF Bay Ferry's standard contract, noting that extended warranty and commissioning services were included as part of this procurement.

Vice Chair Moyer made a motion to adopt Resolution No. 2026-02 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, Henneberry, Moyer, Wunderman. Nays: None. Absent: Alba.

8. APPROVE AMENDMENT TO AGREEMENT WITH BLUE & GOLD FLEET FOR 6-MONTH EXTENSION

Mr. Hall presented this item recommending extending the current operations and maintenance agreement with Blue & Gold Fleet for six months through June 30, 2027.

Mr. Hall said that the extension would align the new operating agreement with the start of a fiscal year, simplify the budgeting process, ensure adequate time for RFP proposers, and provide a six-month mobilization period once a new agreement is awarded. He added that Blue & Gold had agreed to the extension with no changes to the existing terms.

Director Henneberry made a motion to adopt Resolution No. 2026-03 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, Henneberry, Moyer, Wunderman. Nays: None. Absent: Alba.

9. SOUTH SAN FRANCISCO SERVICE STUDY

Director of Planning Michael Gougherty presented this informational item on the South San Francisco Service Study.

Mr. Gougherty shared his presentation and explained that the study considered two potential route change options and several operational changes. After extensive public outreach and stakeholder engagement, the preferred approach is to maintain the current service configuration but operate a modified schedule for a one-year trial period beginning March 2026.

Mr. Gougherty explained four goals for the trial period: 1) increase ridership and service productivity; 2) increase awareness of the service; 3) achieve financial sustainability; and 4) maintain customer satisfaction.

Mr. Gougherty invited Mr. Hall to speak about the efforts involved with a schedule modification with the goal of maximizing the service with little schedule tweaks.

Director Henneberry left the meeting at 2:08 p.m.

Mr. Hall confirmed that discussions with University of California, San Francisco (UCSF) have been limited to Mission Bay and have not included South San Francisco in response to Vice Chair Moyer.

Mr. Gougherty stated that the primary objective of the entire initiative was to achieve financial feasibility.

PUBLIC COMMENT

Alameda Resident Daily Commuter and Genentech employee Haoran Liu stressed the importance of maintaining a direct East Bay connection.

Richmond Resident and Genentech employee Alecia Dent expressed openness to a connector service from San Francisco to South San Francisco.

Ten-year rider and Genentech employee Virginia Nido supported the proposed schedule and adjustments.

Oyster Point Mobility Representative and Genentech Senior Director of Transportation Lauren Bennett emphasized that ferry service from Oakland and Alameda is a critical component of the commute network. Ms. Bennett affirmed a long-term partnership with WETA and a commitment to supporting the route's financial health and viability.

Chair Wunderman thanked everyone for sharing their comments; stressing his goal was to increase service.

The Directors acknowledged the challenging situation and thanked the South San Francisco Community for their engagement.

11. PUBLIC COMMENTS FOR NON-AGENDA ITEMS

Vice Chair Moyer called for public comments for non-agenda items.

Josué Henriquez addressed the Board.

With all business concluded, Chair Wunderman adjourned the meeting at 2:30 p.m.

- Board Secretary

END

MEMORANDUM

TO: Board Members

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

SUBJECT: ___ Approve Amendment to Agreement with Maze & Associates for Independent Financial Auditing Services to extend the term for an additional Two Years

Recommendation

Approve contract amendment to the agreement with Maze & Associates for Independent Financial Auditing Services in an amount not to exceed \$63,500 for an additional two-year term, as well as an increased scope of services. Today's action would authorize the Executive Director to exercise a contractual option to extend the agreement by two years, .

Background

Government Code Section 66540.54 requires the San Francisco Bay Area Water Emergency Transportation Authority (SF Bay Ferry) to contract with an independent certified public accountant for an annual audit of the financial records, books and performance of the agency. In addition, SF Bay Ferry requires auditing services for its Measure BB funds and Federal grants. SF Bay Ferry has reached the end of the base term of three years of a contract that was approved by the Board following a competitive process completed in early 2023. The contract includes two years of options, exercisable at SF Bay Ferry's option.

Maze and Associates ("Maze") provides governmental auditing services to over one hundred municipal entities, including the following transit agencies and authorities: Alameda Contra Costa County Transit Authority, Contra Costa Transportation Authority, Livermore/Amador Valley Transportation Authority, San Mateo County Transit District, San Mateo County Transportation Authority, and Sonoma-Marin Area Rail Transit District. As SF Bay Ferry financial complexity has grown, Maze has been able to keep pace. In addition, Maze has produced audits in a timely manner, including during the pandemic when all work was quickly transitioned to being performed remotely.

Discussion

When the Board approved the initial three-year contract to Maze and Associates, staff recommended that any needed option years be approved separately by the Board. Maze's proposal for the option years includes a very small increase in price over the prior years, reflecting an average increase of 3.6% annually.

Although the agency's financial complexity continues to grow, Maze has continued to perform financial reviews thoroughly and completely. The process includes lengthy review checklists and requests for documentation that have grown in size over the last three years. Although some of the audit managers have remained the same, staff reviewing SF Bay Ferry submissions have changed each year, providing fresh reviews and thoughtful new questions.

If the option years are not exercised at this time, staff would need quickly to release a new RFP, undertake a review process, and possibly spend additional time educating a new auditor about the financial structure, funding, procedures and other aspects of the Authority. These activities would be taking place during the same timeframe as the balancing and presentation of the budget and the transition process to a new Chief Financial Officer. To avoid these inefficiencies, and to ensure continued high-quality auditing services, staff recommends exercising the contractual option with Maze for continued services.

Staff recommends that the Board authorize the Executive Director to execute a contract amendment that provides for \$26,800 for year four and \$27,700 for year five as stated in the original Maze proposal. In addition, the amendment includes \$9,000 not anticipated in the original RFP scope to complete additional audits related to federal programs that were unknown at the time of the original RFP, such as the successful EPA grant. This results in a total amendment of \$63,500 to the contract for a not-to-exceed amount of \$138,600.

Fiscal Impact

There are sufficient funds available in the FY 2025/26 Budget for the cost of the audit services through June 30, 2026, and additional funds will be included in future year operating budgets to support the balance of expenses associated with this contract award.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2026-04

**APPROVE AMENDMENT TO AGREEMENT WITH MAZE & ASSOCIATES
FOR AUDITING SERVICES**

WHEREAS, Government Code Section 66540.54 requires SF Bay Ferry to contract with an independent certified public accountant for an annual audit of the financial records, books and performance of the agency; and

WHEREAS, on March 2, 2023 WETA entered into Agreement No. 23-020 with Maze & Associates for \$75,100 for Independent Year-End Auditing Services (the Agreement); and

WHEREAS, the Agreement included options for two additional years, subject to Board approval; and

WHEREAS, Maze & Associates has performed well over the past three years, producing audits in a timely manner, and staff recommends that the Board of Directors exercise the option to extend the Agreement for an additional two years at the additional cost of \$63,500; for a total Agreement amount not to exceed \$138,600, which includes new scope for additional federally-required audits; now, therefore, be it

RESOLVED, that the Board of Directors hereby authorizes the Executive Director to exercise the option to Agreement 23-020 to extend the term for an additional two years for an additional \$63,500, as well as new scope that includes additional federally-required audits.

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 March 5, 2026.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2026-04

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Lauren Gularte, Government & Regulatory Affairs Manager
Thomas Hall, Director of Operations & Customer Experience
Cameron Bochman, Emergency Response & Safety Analyst

SUBJECT: Designate Authorized Agents to Apply for Federal or State Disaster Assistance Funds

Recommendation

Designate the Executive Director, the Chief Financial Officer, and the Emergency Response and Safety Analyst as authorized agents to apply for and obtain disaster assistance funds from the Federal Emergency Management Agency (FEMA) and the California Governor's Office of Emergency Services (Cal OES) after a declaration of a federal or state disaster.

Background/Discussion

The Robert T. Stafford Disaster Relief and Emergency Assistance Act authorizes FEMA to administer a federal disaster assistance program and the California Disaster Assistance Act authorizes Cal OES to administer a state disaster assistance program. These programs provide financial assistance to local government entities and certain private nonprofit organizations in the event of a declared disaster. FEMA coordinates with Cal OES to implement its disaster assistance program. The objective of both programs is to provide supplemental assistance to eligible entities for the alleviation of suffering and hardship resulting from declared disasters.

SF Bay Ferry is eligible to apply for disaster assistance funds should the agency incur eligible damage or provide eligible services directly related to a declared disaster. As a requirement of the application process, agencies must designate persons or staff positions that are authorized by the governing body of the agency to engage with FEMA and Cal OES regarding the application for such funds. This designation is required to be on file with Cal OES and is effective for all open and future disasters for up to three years following the date of the approval. SF Bay Ferry's existing Designation of Authorized Agents must be updated with new positions and titles and reapproved to remain eligible to submit a request for public assistance application. These changes are reflected on the required Cal OES form which is valid for three years.

Designation of the authorized agents allows SF Bay Ferry to apply for disaster assistance funds for eligible costs incurred as a result of responding to a declared disaster or for damages to vessels or facilities as a result of a declared disaster.

Fiscal Impact

There is no fiscal impact associated with this item.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2026-05

**DESIGNATE AUTHORIZED AGENTS TO APPLY FOR
FEDERAL OR STATE DISASTER ASSISTANCE FUNDS**

WHEREAS, SF Bay Ferry, a public entity established under the laws of the State of California, is tasked with operating and expanding ferry service on the San Francisco Bay and with coordinating the water transit response to regional emergencies; and

WHEREAS, upon declarations of federal or state disasters in SF Bay Ferry's service area, SF Bay Ferry may apply for federal and state emergency financial assistance for related activities and repairs; and

WHEREAS, financial assistance for disasters is overseen by the Federal Emergency Management Agency (FEMA) and/or California Governor's Office of Emergency Services (Cal OES); and

WHEREAS, Cal OES requires a resolution from SF Bay Ferry, designating SF Bay Ferry's authorized agents for the purpose of applying for disaster assistance funds; now, therefore, be it

RESOLVED, that the Board of Directors hereby designates SF Bay Ferry's Executive Director, Chief Financial Officer, and Government & Regulatory Affairs Manager as authorized agents for and on behalf of the San Francisco Bay Area Water Emergency Transportation Authority for the purpose of applying and obtaining certain federal financial assistance under Public Law 93-288 as amended by the Robert T. Stafford Disaster Relief and Emergency Assistance Act of 1988 and/or state financial assistance under the California Disaster Assistance Act; and be it further

RESOLVED, that SF Bay Ferry hereby authorizes its agent(s) to provide the assurances and agreements required by Cal OES for all matters pertaining to such state disaster assistance; and be it further

RESOLVED, that the designation made by this Resolution is effective for up to three years following the date of approval; and be it further

RESOLVED, that the Executive Director, or designee, is authorized to execute and submit Cal OES Form 130 to give effect to this Resolution.

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 March 5, 2026.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2026-05

END

MEMORANDUM

TO: Board Members

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

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

Recommendation

Approve a contract award to Bay Ship & Yacht Co. for Repairs and Drydock for the MV *Dorado* in an amount not to exceed \$432,569 and authorize the Executive Director to negotiate and execute an agreement and take any other related actions to support this work.

Background

Passenger ferry vessels require a biennial United States Coast Guard (USCG) dry dock inspection, which includes an extensive out-of-water hull inspection. The MV *Dorado*'s current Certificate of Inspection (COI) expires on March 31, 2026.

The MV *Dorado* requires drydocking to accomplish waterjet repairs, underwater hull inspections, 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 waterjet units to keep the vessel in a state of good repair. Removing the waterjet requires the vessel to be in drydock and out of the water. The waterjets will be inspected to determine if removal is required. If necessary, the units will be removed and replaced with spare units and sent to an authorized repair facility for refurbishment. This swap out method shortens the time the vessel is out of service and reduces overall costs. The vessel's underwater coatings will be renewed, hull valves inspected and renewed, and hull anodes replaced.

Discussion

SF Bay Ferry staff released a Request for Proposal (RFP) for the MV *Dorado* Repairs and Drydock project on January 29, 2026. SF Bay Ferry received two (2) responsive proposals by the due date. The RFP complies with the Federal Transit Administration 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	Proposer's Qualifications and Experience	Schedule	Price Proposal
Supplier	/ 100 pts	/ 25 pts	/ 25 pts	/ 10 pts	/ 40 pts
Bay Ship & Yacht Co.	92.6 pts	22.0 pts	22.0 pts	8.6 pts	40.0 pts
Marine Group Boat Works, LLC	82.4 pts	20.6 pts	20.3 pts	7.0 pts	34.5 pts

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 provides the highest overall value for the agency. BSY possesses the personnel, knowledge, and facility capable of performing the required services. BSY's price proposal 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 Disadvantaged Business Enterprise (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 Dorado Repairs and Drydock Services is included in the 2025/26 Capital Budget and is funded with assistance from the Federal Transit Administration (80 percent) and funds from Regional Measure 1 (20 percent).

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2026-06

**APPROVE CONTRACT AWARD TO BAY SHIP & YACHT CO.
FOR MV *DORADO* REPAIRS AND DRYDOCK SERVICES**

WHEREAS, on January 29, 2026, SF Bay Ferry released a Request for Proposal (RFP) for MV *Dorado* Repairs and Drydock Services; 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 MV *Dorado* Repairs and Drydock Services in an amount not to exceed \$432,569; now, therefore, be it

RESOLVED, that the Board of Directors hereby approves entering into an agreement with Bay Ship & Yacht Co. for MV *Dorado* Repairs and Drydock Services in an amount not to exceed \$432,569; and be it further

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

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on March 5, 2026.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2026-06

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Approve Contract Award to Marine Group Boat Works, LLC for Quarter Life Services for the MV *Hydrus*

Recommendation

Approve a contract award to Marine Group Boat Works, LLC for Repairs and Drydock for the MV *Hydrus* in an amount not to exceed \$1,495,147.04 and authorize the Executive Director to negotiate and execute an agreement and take any other related actions to support this work. This will ensure continued safe and reliable service of the MV *Hydrus* through the remaining useful life.

Background

The *Hydrus* class vessels include the *Hydrus*, *Cetus*, *Argo*, and *Carina*. With an assumed useful life of 25 years, the MV *Hydrus* has reached the appropriate point in its lifecycle to undergo a Quarter-Life Overhaul to ensure reliable service through the remainder of its useful life. This planned midlife overhaul has been incorporated into the capital program and budget and is included as part of this agreement.

This work will include renewal and refurbishment of major vessel systems and components, including drydocking; comprehensive hull and systems inspections; bow structural modifications; HVAC equipment; thruster removal and overhaul; removal of existing exterior vinyl and application of a new marine coating system; renewal of vessel graphics; and replacement of interior deck coverings. This project is scheduled for an approximately three-month period of performance, beginning after contract execution and vessel availability. All work is planned to be completed in the second quarter of 2026, aligning with the capital program schedule.

This work requires a shipyard capable of dry docking the vessel and performing extensive equipment replacement. Certain hull, propulsion, and underwater components are inaccessible during normal operations and can only be fully evaluated once the vessel is removed from the water, cleaned, and opened for inspection. The shipyard must also have sufficient design and engineering resources to prepare drawings and engineering analysis for review and to ensure all work complies with USCG regulatory requirements and oversight.

Discussion

SF Bay Ferry staff released a Request for Proposal (RFP) for the MV *Hydrus* Quarter life project on December 30, 2025. SF Bay Ferry received three responsive proposals by the due date. The RFP complies with the Federal Transit Administration (FTA) procurement requirements and SF Bay Ferry's Administrative Code, in which SF Bay Ferry considers both price and other factors to determine the overall best value. Notice of the RFP was posted to SF Bay Ferry's website, the Bonfire procurement platform, and advertised publicly. Pursuant

to the RFP, an Evaluation Committee evaluated proposals according to the criteria set forth in the RFP. The result of the evaluation is listed in Table 1 below.

Table 1

	Total	Project Understanding and Approach	Proposers Qualifications and Experience	Qualifications and Experience of Key Personnel	Schedule	Price Proposal
Supplier	/ 100 pts	/ 20 pts	/ 20 pts	/ 10 pts	/ 10 pts	/ 40 pts
Marine Group Boat Works, LLC	92.7 pts	17.7 pts	18.0 pts	8.3 pts	8.7 pts	40.0 pts
JT Marine Inc	74.9 pts	16.3 pts	15.7 pts	8.7 pts	7.0 pts	27.2 pts
Bay Ship & Yacht	74.6 pts	17.0 pts	17.7 pts	9.0 pts	8.0 pts	22.9 pts

The Evaluation Committee determined through the evaluation process that Marine Group Boat Works, LLC's (MGBW) proposal satisfied all the RFP requirements and provided the best technical solution for the services required. MGBW possesses the personnel, knowledge, and facility most capable of performing the required services. MGBW's price proposal was within 8% 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 Disadvantaged Business Enterprise (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 MV *Hydrus* Quarter Life is included in the 2025/26 Capital Budget and is funded with assistance from the Federal Transit Administration 80% and funds from Regional Measure 1 20%.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2026-07

**APPROVE CONTRACT AWARD TO MARINE GROUP BOAT WORKS, LLC
FOR MV *HYDRUS* QUARTER LIFE SERVICES**

WHEREAS, on December 30, 2025, SF Bay Ferry released a Request for Proposal (RFP) for the MV *Hydrus* Quarter Life Services; and

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

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

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

WHEREAS, the Executive Director recommends the Board approve a contract award to Marine Group Boat Works, LLC for the MV *Hydrus* Quarter Life Services in an amount not to exceed \$1,495,147.04; now, therefore, be it

RESOLVED, that the Board of Directors hereby approves entering into an agreement with Marine Group Boat Works, LLC for the MV *Hydrus* Quarter Life Services in an amount not to exceed \$1,495,147.04; and be it further

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

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on March 5, 2026.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2026-07

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Approve Actions Relative to Agreement # 25-049 with Marine Group Boat Works, LLC for MV *Intintoli* Repairs and Dry Dock

Recommendation

Approve the following actions relative to Agreement No. 25-049 with Marine Group Boat Works, LLC (MGBW) for the MV *Intintoli* Repairs and drydock project:

- (1) Approve Amendment No. 1 to Agreement No. 25-049, increasing the total contract amount by \$830,217, resulting in a new total contract amount of \$1,385,282;
- (2) Establish a new 25% contingency for Agreement No. 25-049 in the amount of \$346,320; and
- (3) Authorize the Executive Director to negotiate and execute Amendment No. 1 and take any other related actions necessary to support this work.

Background

SF Bay Ferry staff released a Request for Proposal (RFP) for the MV *Intintoli* Repairs and Drydock project on August 15, 2025. SF Bay Ferry received three responsive proposals by the due date and the RFP evaluation committee determined MGBW's proposal provided the best-value and met the project's technical requirements. On October 9, 2025, the Board of Directors (Board) approved a contract award to MGBW for Repairs and Drydock for the MV *Intintoli* in the amount of \$390,064.60 with a \$165,000 contingency.

Discussion

During the MV *Intintoli* dry dock period, additional work was identified as a result of regulatory findings issued by the United States Coast Guard (USCG) during routine inspections. These deficiencies mandated remediation outside the planned scope of work. Addressing these regulatory findings is essential to maintain the vessel's certification and continued operation. As a result, both the project timeline and budget were materially impacted beyond our initial projections.

The original \$165,000 contingency amount established by the Board for this Agreement has been exhausted to pay for a portion of the change orders required to address the regulatory findings. Staff recommends amending the Agreement to increase the total contract amount by \$830,217 to fund the other change orders necessary to correct all the deficiencies noted in the regulatory findings. The majority of this proposed cost increase is attributable to the following four largest change orders resulting from USCG inspection findings:

- **Change Order No. 1028R (\$92,849):** Renewal and replacement of the port engine room exhaust fan and fire damper due to deterioration identified during inspection.
- **Change Order No. 1025R (\$107,162):** Installation of structural inserts in the starboard inboard jet room and adjacent engine room areas to remediate wastage.
- **Change Order No. 1030R (\$141,816):** Structural repairs in the port engine room, including installation of new aluminum inserts and associated restoration work.
- **Change Order No. 1031 (\$297,300):** Removal and reconstruction of the passenger deck transom overhang due to existing conditions requiring full replacement.

Staff also recommends that the Board establish a new 25% contingency for this Agreement, in the amount of \$346,320 to cover any additional expenses associated with other unexpected conditions that may require additional work.

This project underscores the importance of enhanced preventive maintenance oversight and proactive inspection practices. SF Bay Ferry staff are incorporating these lessons learned into the vessel maintenance program to support more predictable outcomes for future dry dock and capital improvement projects.

Fiscal Impact

The *Intintoli* Repairs and Drydock is included in the FY 2025/26 Capital Budget and is funded with assistance from the Federal Transit Administration (80 percent) and funds from Regional Measure 1 (20 percent).

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2026-08

**APPROVE ACTIONS RELATIVE TO AGREEMENT #25-049 WITH MARINE GROUP
BOATS WORKS, LLC FOR MV INTINTOLI REPAIRS AND DRY DOCK**

WHEREAS, on October 9, 2025, the Board of Directors awarded Agreement No. 25-049 (Agreement) to Marine Group Boat Works, LLC for the MV Intintoli repairs and drydock project; and

WHEREAS, during the MV Intintoli dry dock period, additional remediation work not contemplated in the Agreement was identified as a result of regulatory findings issued by the United States Coast Guard (USCG) during routine inspections; and

WHEREAS, addressing the deficiencies identified in the regulatory findings is essential to maintain the vessel's certification and continued operation; and

WHEREAS, staff recommends amending the Agreement to increase the total contract amount by \$830,217, resulting in a new total contract amount of \$1,385,282, to fund change orders for the performance of the work necessary to correct all the deficiencies noted in the regulatory findings; and

WHEREAS, staff further recommends establishing new 25% contingency amount for the Agreement in the amount of \$346,320 to cover any additional expenses associated with other unexpected conditions that may require additional work; now, therefore, be it

RESOLVED, that the Board of Directors hereby approves Amendment No. 1 to Agreement No. 25-049 with Marine Group Boat Works, LLC for additional work necessary to address deficiencies identified in USCG regulatory findings, in an amount of \$830,217, increasing the total contract amount to \$1,385,282; and be it further

RESOLVED, that the Board of Directors establishes a new 25% contingency for Agreement No. 25-049 in the amount of \$346,320; and be it further

RESOLVED, that the Board of Directors authorizes the Executive Director to negotiate and execute Amendment No. 1 and take any other related 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 March 5, 2026.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2026-08

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Thomas Hall, Director of Operations & Customer Experience
Michael Gougherty, Director of Planning

SUBJECT: Authorize Executive Director to Amend Pier 48 Ferry Dock Lease with Port of San Francisco and Enter into a Landing Rights Agreement with SWITCH Maritime

Recommendation

Authorize the Executive Director (i) to enter into an amendment to the SF Bay Ferry's lease with the Port of San Francisco (Port) for continued and expanded use of the Pier 48 Ferry Terminal and (ii) to enter into a long-term limited landing rights agreement with SWITCH Maritime for landing rights at the Oakland and Pier 48 Terminals in exchange for the lump sum payment of \$500,000.

Background

The agency entered into a lease with the Port for Pier 48 in 2019 to provide ferry service for the Golden State Warriors' inaugural season at Chase Center in the Mission Bay neighborhood. Since 2019, SF Bay Ferry has provided service for most Warriors home games and added service for Golden State Valkyries home games last season. The terminal is used only for Chase Center Special Event service.

In July 2024, SF Bay Ferry and partners launched the MV *Sea Change* Hydrogen Ferry Pilot Project, a 6-month demonstration project in which MV *Sea Change*, the world's first commercial passenger ferry powered 100% by hydrogen fuel cells, operated on the SF Bay Ferry Pier 41 Short Hop route. The demonstration project concluded in January 2025 and staff presented an evaluation report to the Board in September 2025.

SWITCH Maritime, MV *Sea Change*'s owner, has continued to operate the vessel in the Bay Area with Blue & Gold Fleet (BGF) as its contracted operator. SWITCH has received interest from major employers in Mission Bay for employee-only commute charter service to Pier 48 from Oakland.

Allowing SWITCH to provide service to Pier 48, requires two contract actions: First, SF Bay Ferry will need to amend its lease of Pier 48 to allow for passenger service beyond Special Event Service. Second, SF Bay Ferry recommends granting long-term landing rights to SWITCH to land the MV *Sea Change* at the Pier 48 and Oakland terminals.

The plans for MV *Sea Change* landings at Pier 48 are further complicated by the fact that the passenger float installed at Pier 48 is currently designated for use as part of the Vallejo Terminal Reconfiguration Project, planned for summer 2027. To ensure Pier 48 remains available for service between the removal of the current float and the completion of the Mission Bay terminal, SF Bay Ferry has begun preliminary planning for the purchase and

installation of a modular float at Pier 48. This project could serve multiple uses for the agency after the completion of the Mission Bay Terminal, including long term at Pier 48, to use for pilot projects elsewhere in the region, and for emergency response use.

Discussion

SWITCH approached SF Bay Ferry in late 2025 with a proposal to provide charter service between the Oakland Ferry Terminal and Pier 48 during commute hours four days per week for up to four years. While SF Bay Ferry issues landing rights agreements on a per-landing basis under the Board-approved Landing Rights Policy, the Board of Directors reserves the right to approve long-term landing rights agreements.

SF Bay Ferry staff and SWITCH have negotiated a landing rights agreement by which SWITCH will be permitted to land the MV *Sea Change* at Oakland and Pier 48 terminals according to a four-day-a-week schedule approved by SF Bay Ferry for a period ending the earlier of the operational opening of the Mission Bay Ferry Landing or December 31, 2029. In exchange, SWITCH will pay SF Bay Ferry the lump sum of \$500,000. SF Bay Ferry anticipates using these funds as revenue that will ultimately support the purchase and installation of the modular float at Pier 48.

In parallel to work on this agreement with SWITCH, staff is working with the Port to amend the existing lease for Pier 48 to allow for more expansive use at the terminal, including the proposed landings by the MV *Sea Change*. Staff has also reviewed the concept with the Port of Oakland, which is the landside owner of the Oakland Ferry Terminal. SF Bay Ferry's lease of the Oakland Terminal needs no amendment to allow for MV *Sea Change* landings.

SF Bay Ferry will maintain landing priority at both terminals and reserves the right to alter the schedule to improve operational efficiency and reliability for SF Bay Ferry service. Other private operators will continue to be eligible for single-use landing rights agreements under the Executive Director's authority provided those landings do not conflict with SF Bay Ferry and SWITCH's schedules.

Fiscal Impact

Under the proposed landing rights agreement, SWITCH is responsible for damages at the terminals. Accordingly, staff does not anticipate any additional costs to maintenance or repair at either facility due to this agreement. The \$500,000 landing rights payment will be reflected as revenue in financial reports as applicable and will be utilized as a source for the Fiscal Year 2026/27 budget.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2026-09

APPROVE ACTIONS RELATIVE TO THE PIER 48 FERRY TERMINAL

WHEREAS, Beginning in 2019, SF Bay Ferry has leased the Pier 48 ferry terminal from the Port of San Francisco for the purpose of providing special event service to Chase Center, including service to Golden State Warriors and Valkyries basketball games; and

WHEREAS, SWITCH Maritime (SWITCH) is the owner of the MV Sea Change, the world's first commercial passenger ferry powered 100% by hydrogen fuel cells; and

WHEREAS, SF Bay Ferry operated the MV Sea Change in 2024 as part of a demonstration project on San Francisco Bay; and

WHEREAS, SWITCH has requested the right to land the MV Sea Change at WETA's Oakland and Pier 48 ferry terminals for an employee-only commuter ferry service for a term ending at the earlier of December 31, 2029 or the operational use of a new Mission Bay Ferry Landing, in exchange for which SWITCH will pay SF Bay Ferry the lump sum amount of \$500,000; and

WHEREAS, under SF Bay Ferry's Landing Rights Policy, the Board reserves the right to approve long-term landing rights agreements; and

WHEREAS, in order to allow for SWITCH's landing rights, and also to facilitate SF Bay Ferry's long term planning, SF Bay Ferry needs to amend its lease of Pier 48 with the Port of San Francisco to expand the permitted use beyond Special Event Service; and

WHEREAS, the Executive Director recommends that the Board authorize both an amendment of the Lease with the Port of San Francisco, and a landing rights agreement with SWITCH as set forth in the Staff Report accompanying this Resolution; now therefore be it

RESOLVED, that the Board of Directors authorizes the Executive Director (i) to enter into an amendment to the Lease with the Port of San Francisco, in a form approved by legal counsel, to expand the permitted use under the Lease and to extend its term until the Mission Bay Ferry Landing is operation, (ii) to enter into a landing rights agreement with SWITCH, in a form approved by legal counsel, to grant SWITCH the right to land the MV Sea Change at WETA's Oakland and Pier 48 ferry terminals for an employee-only commuter ferry service for the term ending at the earlier of December 31, 2029 or the operational use of a new Mission Bay Ferry Landing, in exchange for which SWITCH will pay SF Bay Ferry the lump sum amount of \$500,000, and be it further

RESOLVED, that the Board of Directors authorizes the Executive Director to take any other actions necessary to give effect to this Resolution.

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 March 5, 2026.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2026-09

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Michael Gougherty, Director of Planning
Arthi Krubanandh, Senior Transportation Planner
Dorry Funaki, Transportation Planner

SUBJECT: Authorize Release of Proposed Fiscal Year 2024-28 Fare Program
Amendment for Public Comment

Recommendation

Authorize the Executive Director to release the proposed Fiscal Year 2024-28 Fare Program Amendment for public comment.

Background

The SF Bay Ferry Board adopted the FY 2024–28 Fare Program in 2023, permanently extending fare changes made as part of the Pandemic Recovery Program in 2021. The intent of the Fare Program, supported by SF Bay Ferry Fare Policy, is to be competitive with other regional transit modes as a strategy for increasing ridership and promoting long-term fiscal sustainability. To date, the Fare Program has been successful in this regard. In 2025, systemwide ridership reached three million annual boardings representing approximately 94% of pre-pandemic ridership. Furthermore, by increasing fares incrementally at an annual rate of 3%, SF Bay Ferry has been able to grow fare revenues to partially offset operating cost inflation while minimizing the potential financial impact on riders.

While the Fare Program has helped achieve the goals of the Pandemic Recovery Program since its approval three years ago, modifications will be required to ensure future success. Higher than anticipated cost inflation, regional fare policy developments, and fare changes by other regional operators over the past three years have affected the alignment of SF Bay Ferry's fares with other regional transit modes. Staff is proposing adjustments to the remaining two years of the FY 2024-28 Fare Program to remain competitive with other regional transit modes.

Discussion

The proposed amendment preserves the Board-approved multiyear framework while refining fare adjustments by route to better reflect actual observed conditions over the past three years. The proposed amendment includes:

- Route-specific fare adjustments in FY 2027, replacing the uniform systemwide increase of 3% assumed under the current Program.
- A flexible adjustment limit of up to 6% for FY 2028, delegating to the Executive Director the authority to specify the exact dollar amount of fare increases by route, based on actual cost inflation, regional fare policy, and fare actions by other regional operators.

A detailed description of the proposed fare structures for each service under the amended Fare Program is included in **Attachment A**.

FY 2027 Route-Specific Adjustments

For FY 2027, staff recommends specific adjustments by route that will maintain alignment and competitiveness with regional transit modes, as indicated in Table 1 below.

Table 1: Proposed FY 2027 Fare Program Adjustments by Route

Route/Route Group	FY 2027 Proposed Adjustment	FY 2026 Adult Fare	FY 2027 Adult Fare (Current Fare Program)	FY 2027 Adult Fare (Proposed Adjustment)
Oakland, Alameda Harbor Bay, Alameda Seaplane	+4.5%	\$4.90	\$5.00	\$5.10
Richmond	+6.0%	\$4.90	\$5.00	\$5.20
Vallejo	+1.5%	\$9.90	\$10.20	\$10.00
South San Francisco	+3.0%	\$7.40	\$7.60	\$7.60
Special Events (Oakland/Alameda)	+3.0%	\$11.25	\$11.50	\$11.50
Special Events (Vallejo)	+3.0%	\$19.25	\$20.00	\$20.00
Short Hop	+\$1.65	\$1.10	\$1.10	\$2.85

Oakland, Alameda Harbor Bay, Alameda Seaplane - The 4.5% increase for FY 2027 proposed for the Oakland, Alameda Harbor Bay, and Alameda Seaplane routes is intended to maintain alignment with comparable BART fares. Upon approval of the FY 2024-28 Fare Program, comparable BART fares were initially lower for these routes. As of January 2026, the comparable BART fare (\$5.10) is now higher than the current ferry fares (\$4.90) as BART fare increases over the past three years have been based on actual cost inflation rates that have outpaced the 3% fare annual fare increase implemented by SF Bay Ferry. The proposed change would align the Oakland, Alameda Harbor Bay, and Alameda Seaplane fares with the comparable BART fare.

Richmond - The FY 2027 increase for the Richmond route is the largest proposed adjustment. The Richmond fare was discounted substantially from \$7.00 to \$4.50 in FY 2022 as part of the Pandemic Recovery Program as an aggressive strategy for attracting riders to a relatively new service offered by SF Bay Ferry. At present, the Richmond fare is the same as the Oakland, Alameda Harbor Bay, and Alameda Seaplane Lagoon fares despite a considerably longer trip distance and higher operating cost. To promote long-term fiscal sustainability, staff is recommending a 6% increase for FY 2027. The ridership base built for the Richmond ferry service is anticipated to remain strong as comparable BART fares (\$6.00) will remain considerably higher even after the proposed FY 2027 adjustment is made. The proposed Richmond fare for FY 2027 (\$5.20) will remain lower than the pre-pandemic fare of \$7.00.

Vallejo – The FY 2027 increase for Vallejo is the smallest proposed adjustment. The fare for Vallejo is currently the highest in the SF Bay Ferry system due to its long trip length and relatively high operating expense. The Vallejo route consistently performs highly in terms of farebox recovery ratio. With the launch of the Clipper 2.0 system, the comparable bus-to-BART trip (\$9.05) operating in the Vallejo to San Francisco corridor will become potentially less expensive due to regional fare policy that will provide Clipper riders transferring between the bus and BART a discount of up to \$2.85. To remain competitive with the other regional transit options in this corridor, staff recommends adjusting the planned fare increase from 3% to 1.5% for the Vallejo

route in FY 2027. The smaller increase will help the Vallejo service remain an affordable option for riders while still performing strongly in terms of farebox recovery ratio.

South San Francisco – No adjustment to the planned 3% increase for FY 2027 is proposed. Staff recently initiated a service restructuring study that will comprehensively evaluate the financial performance of this route over the next year. Future fare adjustments, if necessary, will be considered individually for this route upon completion of the service change trial period.

Special Events – No adjustment to the planned 3% increase is proposed for either the Vallejo or Oakland and Alameda Special Event services to Oracle Park and Chase Center. The SF Bay Ferry Fare Policy stipulates that fares for Special Event services be set to offset the operating costs of those services. Staff analysis has confirmed that this policy requirement has been met through implementation of the FY 24-28 Fare Program to date.

To provide pricing clarity for Special Event services and reduce customer confusion, staff is proposing to change the effective dates for Special Event fare adjustments. Oracle Park fare changes would take effect on March 1 and Chase Center fare changes would take effect on October 1 as part of the proposed Fare Program amendment. This approach ensures that all games within a given season are priced consistently while preserving the approved annual adjustment magnitude.

Short Hop Fares – The Short Hop fare is proposed to be adjusted from \$1.10 to \$2.85 for FY 2027. Short Hop fares apply to short connections such as Alameda-Oakland or Vallejo-Mare Island available on longer regional routes. Future Short Hop routes operated by SF Bay Ferry could include the new Treasure Island and Mission Bay Ferry services connecting to the Downtown San Francisco Ferry Terminal. With the launch of Clipper 2.0, Clipper riders transferring between transit modes are eligible for a discount of up to \$2.85 per trip, the cost of the standard local bus fare adopted by the region. The new proposed fare is aligned with the regional standard short haul bus fare and promotes long-term fiscal sustainability of current and future Short Hop routes.

FY 2028 Adjustments

For FY 2028, staff is proposing that the Executive Director consider fare adjustments on a route-specific basis capped by a Board-determined maximum, in consideration of three factors:

- **Actual inflation trends** – Similar to other regional operators, such as BART, SF Bay Ferry will consider actual inflation data from the National CPI-U Annual Average and the Bay Area CPI-W Annual Average for a preceding 12-month period.
- **Regional fare policy** – SF Bay Ferry will track new programs, such as the Fare Coordination and Integration Study and Clipper 2.0 development, to assess potential impacts on the cost competitiveness of its services.
- **Fare actions by other regional operators** - SF Bay Ferry will consider fare increases implemented by other regional transit operators, such as BART, to ensure alignment of fares in specific transit corridors.

Any adjustment on the fare for an individual route for FY 2028, the final year of the Fare Program, would not exceed an increase of 6% based on the FY 2027 fares. This approach would provide staff with the flexibility needed to ensure SF Bay Ferry services are priced competitively while effectively promoting long-term fiscal sustainability. The proposed adjustments by route for FY

2028 would be calculated and proposed as part of the FY 2028 Ferry Service Operations Annual Budget that would be approved by the Board.

The flexible approach for FY 2028 outlined above is similar to the approach used by BART.

Outreach Plan

Staff conducted public outreach in 2023 prior to adoption of the FY 24-28 Fare Program. In order to vet the adjustments proposed to the Fare Program, an additional round of focused public outreach will be conducted to solicit public comment consistent with SF Bay Ferry's Title VI Program. Outreach activities will be designed to inform riders of the proposed FY 2027 and FY 2028 fare adjustments and provide opportunities for feedback. Elements of the outreach plan will include:

- A Public Hearing held in conjunction with a regularly scheduled Board meeting
- Detailed information about the proposed amendment and how to provide feedback will be posted on the San Francisco Bay Ferry website in English, Spanish, Tagalog, and Chinese
- Media outreach to increase awareness of the proposed changes
- Social media messaging across San Francisco Bay Ferry platforms
- Onboard signage on all vessels notifying riders of the proposed amendment and opportunities to comment
- Translation services, upon request, for the virtual open house to serve Chinese-, Tagalog- and Spanish-speaking communities
- Outreach to community-based organizations, city and county partners, and state and federal legislative offices

Next Steps

Pending Board authorization to initiate public outreach on the proposed amendment to the FY 2024–28 Fare Program, the following steps are anticipated:

- March 2026: Initiate public outreach and begin collecting public comments on the proposed FY 2027 and FY 2028 fare amendments.
- April 2026: Hold a Public Hearing and present proposed adjustments to the FY 24-28 Fare Program to the Board for consideration.
- April–June 2026: Coordinate with SF Bay Ferry vendors and Clipper to prepare for implementation, contingent on Board approval.
- July 1, 2026: Implement approved fare adjustments for FY 2027.
- July 1, 2027: Implement approved fare adjustments for FY 2028.

Fiscal Impact

There is no fiscal impact associated with this informational item. A preliminary analysis indicates that a systemwide fare increase of 3% under the current FY 2024-28 Fare Program is expected to generate approximately \$388,000 in additional revenue for FY 2027. The proposed route-specific adjustments are projected to generate approximately \$422,000 in additional revenue, an increase of \$34,000 compared to no change to the Program. A final fiscal impact assessment will be included with the final recommendation for this item in April.

Attachment A – Detailed Tables of Proposed Fare Program Adjustments by Route

END

**Attachment 10A
FY 2024-2028 Fare Program Amendment**

Fare Structure for Regular Services

Alameda Seaplane, Harbor Bay, Oakland & Alameda		
Fare Category	Current Fare	Proposed FY27
Clipper, Paper, or Mobile Ticket	\$4.90	\$5.10
Discount Clipper, Paper or Mobile Ticket ¹	\$2.40	\$2.50
Children under 5	FREE	FREE

¹Discount Clipper includes Clipper START, RTC Clipper, Senior Clipper and Youth. Discount paper tickets can be used by those 65 years or older, 17 or younger, or those with Medicare cards or DMV disabled parking. Mobile Tickets can be used by those 65 or older, 17 or younger, or those with Medicare cards or DMV disabled parking placards

Richmond		
Fare Category	Current Fare	Proposed FY27
Clipper, Paper, or Mobile Ticket	\$4.90	\$5.20
Discount Clipper, Paper or Mobile Ticket ¹	\$2.40	\$2.50
Children under 5	FREE	FREE

¹Discount Clipper includes Clipper START, RTC Clipper, Senior Clipper and Youth. Discount paper tickets can be used by those 65 years or older, 17 or younger, or those with Medicare cards or DMV disabled parking. Mobile Tickets can be used by those 65 or older, 17 or younger, or those with Medicare cards or DMV disabled parking placards

South San Francisco		
Fare Category	Current Fare	Proposed FY27
Clipper, Paper, or Mobile Ticket	\$7.40	\$7.60
Discount Clipper, Paper or Mobile Ticket ¹	\$3.70	\$3.80
Children under 5	FREE	FREE

¹Discount Clipper includes Clipper START, RTC Clipper, Senior Clipper and Youth. Discount paper tickets can be used by those 65 years or older, 17 or younger, or those with Medicare cards or DMV disabled parking. Mobile Tickets can be used by those 65 or older, 17 or younger, or those with Medicare cards or DMV disabled parking placards

Vallejo		
Fare Category	Current Fare	Proposed FY27
Clipper, Paper, or Mobile Ticket	\$9.90	\$10.00
Discount Clipper, Paper or Mobile Ticket ¹	\$4.90	\$5.00
Children under 5	FREE	FREE

¹Discount Clipper includes Clipper START, RTC Clipper, Senior Clipper and Youth. Discount paper tickets can be used by those 65 years or older, 17 or younger, or those with Medicare cards or DMV disabled parking. Mobile Tickets can be used by those 65 or older, 17 or younger, or those with Medicare cards or DMV disabled parking placards

Short Hop Fare Structure

Short Hops: Alameda Short Hop		
Fare Category	Current Fare	Proposed FY27
Clipper, Paper, or Mobile Ticket	\$1.10	\$2.85
Discount Clipper, Paper or Mobile Ticket ¹	\$0.50	\$1.40
Children under 5	FREE	FREE

¹Discount Clipper includes Clipper START, RTC Clipper, Senior Clipper and Youth. Discount paper tickets can be used by those 65 years or older, 17 or younger, or those with Medicare cards or DMV disabled parking. Mobile Tickets can be used by those 65 or older, 17 or younger, or those with Medicare cards or DMV disabled parking placards

Fare Structure for Special Event Services

Special Events: Between Oakland Alameda and Oracle Park/Chase Center		
Fare Category	Current Fare	Proposed FY27
Clipper, Paper, or Mobile Ticket	\$11.25	\$11.50
Discount Clipper, Paper or Mobile Ticket ¹	\$8.50	\$8.75
Children under 5	FREE	FREE

¹Discount Clipper includes Clipper START, RTC Clipper, Senior Clipper and Youth. Discount paper tickets can be used by those 65 years or older, 17 or younger, or those with Medicare cards or DMV disabled parking. Mobile Tickets can be used by those 65 or older, 17 or younger, or those with Medicare cards or DMV disabled parking placards

Special Events: Between Vallejo and Oracle Park		
Fare Category	Current Fare	Proposed FY27
Clipper, Paper, or Mobile Ticket	\$19.25	\$20.00
Discount Clipper, Paper or Mobile Ticket ¹	\$14.25	\$14.75
Children under 5	FREE	FREE

¹Discount Clipper includes Clipper START, RTC Clipper, Senior Clipper and Youth. Discount paper tickets can be used by those 65 years or older, 17 or younger, or those with Medicare cards or DMV disabled parking. Mobile Tickets can be used by those 65 or older, 17 or younger, or those with Medicare cards or DMV disabled parking placards

Proposed Fare Structure FY2028

SF Bay Ferry may adjust fares on a route-specific basis, up to a 6% increase, based on the FY 2027 fares, in consideration of the following three factors: actual national and Bay Area inflation trends; regional fare policy; and fare actions by other regional operators. The adjustments for FY28 would be proposed as part of the FY28 Ferry Service Operations Annual Budget, pending Board adoption.

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Erin McGrath, Chief Financial Officer
Lauren Gularte, Government & Regulatory Affairs Manager

SUBJECT: ___ Approve Contract Award to the Working Waterfront Coalition for Provision of Workforce Development Training

Recommendation

Approve contract award to the Working Waterfront Coalition (WWC) for the provision of workforce development training as described in the 2024 Clean Ports Grant Award to SF Bay Ferry in an amount not to exceed \$2,000,000 for a three-year term and authorize the Executive Director to negotiate and execute an agreement with WWC and take any other related actions to support this work.

Background

In Spring of 2024, the Port of San Francisco and SF Bay Ferry submitted a request for \$55.4 million to the US Environmental Protection Agency (EPA) for the Zero-Emission Technology Deployment Competition. The \$2.8 billion Clean Ports Program supports zero-emission port equipment and infrastructure to reduce mobile source emissions (criteria pollutants, air toxics, and greenhouse gases) at U.S. ports, delivering cleaner air for communities across the country. In the fall of 2024, the EPA awarded \$55 million to the Port of San Francisco to support the construction of a new SF Bay Ferry Terminal in Mission Bay, the electrification of the agency's Downtown San Francisco Terminal, procurement of a 400-passenger battery electric vessel, and investment in the WWC, to implement a regional workforce development program to expand the supply of qualified maritime workers in the region.

Discussion

WWC is implementing a first-of-its-kind San Francisco Bay Area industry-led workforce development initiative aimed at building a workforce pipeline to address the shortage of maritime professionals crucial for the operation and expansion of water transport. WWC is a coalition of employer partners comprised of leading organizations from shipyards, tugboat companies, ferry service providers, ports and more to provide job opportunities to well-trained program participants. WWC recruits participants through partnerships with community-based organizations, county workforce development boards and probation departments in Alameda, Contra Costa, Solano and San Francisco Counties and provides training programs focused on the marine trades, water transport and personal and professional development. Throughout the training process, WWC programs include a full suite of wrap-around services to ensure the success of the program's participants, including a stipend to cover general expenses, transportation to and from classes, access to child-care, nutrition assistance, legal assistance, and more. The WWC assists participants in securing well-paying jobs via first source hiring agreements with Bay Area maritime employers.

To date WWC has completed 4 training cohorts of approximately twenty-two program participants each. The fifth cohort will graduate next week, on March 13. Currently, WWC has a graduation rate of 92% with 65 job placements equating to a 71% job placement rate of participants overall.

As part of the 2024 Clean Ports grant application, SF Bay Ferry and the Port of San Francisco included \$2 million of the \$55.4 million grant application for WWC to provide 10-week training programs in the following three areas:

1. **Marine trades:** WWC will offer an accelerated 10-week course preparing participants in the following marine trades careers/skills: marine machinist; marine technician; marine welder; marine painter; marine carpenter; marine electrician; marine pipefitter; crane and forklift operator; drydock operator; and pile driver. The accelerated curriculum was developed with extensive input from lead representatives from shipyards and representing unions. WWC instructors have extensive maritime and trades experience.
2. **Water transportation:** WWC will offer a 2-week course preparing students in the following careers/skills: deckhands; marine oilers; station attendants. This course will be tailored to accommodate the additional training needed to address any differences between a combustion vehicle and an electric vehicle. The training content was developed with input and direction from representatives from the Inland Boatmen's Union (IBU) and Masters, Mates, and Pilots and prepares training participants for entry-level careers.
3. **Electronic Drive Technician (Low & zero emission technology):** WWC will work with SF Bay Ferry staff and Cal Poly Maritime to develop a customized training for entry-level students to obtain the skills needed to maintain and repair electric vessels, including safety training, which will ensure the safety of staff while maintaining and repairing electric equipment. This training module will also be available for current staff (incumbent workers) of maritime employers to acquire training and skills for repairing & maintaining low & zero emissions vessels.

WWC will provide training programs for up to 200 participants over four years who will participate in short-term focused training that will rapidly prepare them for work in the marine trades and water transportation fields. Those who complete the training will be placed in apprenticeships and employment in family-sustaining good jobs.

Fiscal Impact

Expenditures for the contract are included in the FY 2025/26 Capital Budget as part of the Mission Bay capital program and funded with EPA Clean Ports funding. Future costs will be included in the FY2026/27 budget.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2026-10

**APPROVE CONTRACT AWARD TO WORKING WATERFRONT COALITION FOR
WORKFORCE DEVELOPMENT TRAINING**

WHEREAS, SF Bay Ferry, through the Port of San Francisco, has received a grant of \$55 Million from the US Environmental Protection Agency (EPA) to support the construction of a new SF Bay Ferry Terminal in Mission Bay, the electrification of the Downtown San Francisco Terminal, procurement of a 400-passenger battery electric vessel, and a \$2 Million investment in a regional workforce development program to expand the supply of qualified maritime workers in the region; and

WHEREAS, pursuant to the EPA grant, SF Bay Ferry will administer the workforce development program through an agreement with the Working Waterfront Coalition (WWC); and

WHEREAS, WWC is a coalition of employer partners comprised of leading organizations from shipyards, tugboat companies, ferry service providers, and ports to provide job opportunities to well-trained program participants; and

WHEREAS, WWC assist participants in securing well-paying jobs via first source hiring agreements with Bay Area maritime employers; and

WHEREAS, under the EPA grant, and through an agreement with SF Bay Ferry, WWC will provide 10-week training programs to provide participants with the skills necessary to embark on careers in the areas of marine trades, water transportation, and electronic drive technician; and

WHEREAS, the Executive Director recommends that the Board approve an agreement with WWC, funded by the EPA Grant, in the amount of \$2 Million for a three-year term, to provide jobs training in the maritime industry; now, therefore, be it

RESOLVED, that the Board of Directors hereby approves entering into an agreement with WWC for a three-year term in the total amount of \$2,000,000; and be it further

RESOLVED, that the Board of Directors authorizes the Executive Director to execute an agreement with WWC, and to take any other necessary actions consistent with this action.

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 March 5, 2026.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2026-10

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director

SUBJECT: Appointment of Chief Financial Officer of the San Francisco Bay Area Water Emergency Transportation Authority (SF Bay Ferry)

Recommendation

Appoint Lauren Gradia to the position of Chief Financial Officer and authorize the Executive Director to execute an employment agreement with Ms. Gradia at an annual salary of \$265,000, within the salary range approved by the Board in the FY 2025/26 budget.

Background/Discussion

Under California Government Code Section 66540.16 and SF Bay Ferry's Administrative Code, the Board of Directors may appoint SF Bay Ferry's Chief Financial Officer, but has delegated to the Executive Director the authority to supervise and manage the Chief Financial Officer, consistent with the Executive Director's general management of the day-to-day affairs of SF Bay Ferry. The Administrative Code outlines the powers and duties of the Chief Financial Officer, to include developing and overseeing all aspects of the agency's finances, including records, accounts, budgets, investments, capital management and strategic financial planning necessary to support the ongoing evolution of SF Bay Ferry services. The CFO is also tasked with oversight of agency administration including human resources, procurement, risk management and general office needs.

In November, 2025, SF Bay Ferry's current CFO, Erin McGrath, announced her plan to leave that position, and so SF Bay Ferry commenced a search last year for this critically important position. The CFO position was broadly advertised in numerous general and transportation-specific venues, and a panel composed of the SF Bay Ferry Executive Director, the Chief Financial Officer and one external transit finance expert interviewed the top candidates. The panel recommended three top candidates who were then interviewed again by the Executive Director, the Chief Financial Officer and a different transit finance expert. Ms. Gradia was the panel's choice for the next CFO.

For the last 13 years, Ms. Gradia has served as the Director of Finance and Capital Programs at the Marin County Transit District developing and managing annual operating and capital budgets, building long range operating and capital models, implementing new accounting and banking systems, managing payroll, procurement, and other financial and administrative duties. Prior to that role she also served for a number of additional years at Marin Transit as a Finance and Grants Manager and a Senior Transportation Planner. She also holds a Master's degree in Transportation Engineering and City Planning, is a Certified Public Finance Officer through the Government Finance Officers Association, as well as a Licensed Civil Engineer.

Based on this experience, recommendations of personal references, and the questions during the extensive interview process, staff is confident that Lauren Gradia is the right person to take over the CFO role at SF Bay Ferry.

Subject to Board appointment, Ms. Gradia has accepted the position of CFO at an annual salary of \$265,000 -- within the salary range for the position established by the Board. The terms and conditions of employment will be contained in an employment agreement similar to the one in place for the current CFO, and containing essentially the same benefit package provided to all SF Bay Ferry managers under the Administrative Code. If the Board approves Ms. Gradia's appointment, the Executive Director anticipates finalizing the employment agreement in time for Ms. Gradia to begin work at SF Bay Ferry on March 23, 2026.

Fiscal Impact

This position is authorized and funded in the approved Fiscal Year 2025/26 Budget.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2026-11

**APPOINT LAUREN GRADIA AS CHIEF FINANCIAL OFFICER AND
AUTHORIZE EXECUTION OF EMPLOYMENT AGREEMENT**

WHEREAS, pursuant to California Government Code Section 66540.16 and SF Bay Ferry's Administrative Code, the Board of Directors may appoint WETA's Chief Financial Officer, but has delegated to the Executive Director the authority to supervise and manage the Chief Financial Officer, consistent with the Executive Director's general management of the day-to-day affairs of SF Bay Ferry; and

WHEREAS, SF Bay Ferry's Chief Financial Officer, Erin McGrath, has announced her plans to leave the position of Chief Financial Officer; and

WHEREAS, following a competitive recruitment and evaluation process, the Executive Director has recommended the appointment of Lauren Gradia as Chief Financial Officer; and

WHEREAS, an Employment Agreement with Ms. McGrath has been negotiated, which contains acceptable compensation arrangements, and benefits as provided in WETA's Human Resources Manual; now, therefore, be it

RESOLVED, that the Board of Directors of the San Francisco Bay Area Water Emergency Transportation Authority hereby appoints Lauren Gradia to serve as SF Bay Ferry's Chief Financial Officer, effective March 23, 2026; and be it further

RESOLVED that the Board of Directors approves an initial salary for the Chief Financial Officer in the annual amount of \$265,000, along with benefits as provided in SF Bay Ferry's Human Resources Manual, and authorizes the Executive Director to execute an Employment Agreement with Ms. Gradia in a form approved by legal counsel, and to take such other actions as may be necessary to give effect to this resolution.

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 March 5, 2026.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2026-11

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director

SUBJECT: Approve Amendment to Fiscal Year 2025/26 Salary Schedule

Recommendation

Amend the FY 2025/26 Salary Schedule to add a Senior Director of Financial Strategy position.

Background

As part of the FY 2025/26 Approved Budget, the Board approved the SF Bay Ferry Salary Schedule, Attachment C, which provides salary ranges for SF Bay Ferry's 32 authorized positions. The current Salary Schedule reflects SF Bay Ferry's organizational structure, implemented after a lengthy process, including a peer review by the American Public Transportation Association. Since the Board approved the current organizational structure, SF Bay Ferry has been confronting increasingly complex federal government policies and procedures and developing financial strategies that effectively advance the agency's capital program has become more challenging. The agency is also facing growing uncertainty around its long-term ability to maintain, enhance, and expand ferry operations throughout the region. Addressing these complex issues will require additional organizational capacity with a dedicated focus on developing and implementing creative and varied solutions.

Discussion

The proposed action today would add a Senior Director of Financial Strategy position to the FY 2025/26 Salary Schedule. The position will report to the Chief Financial Officer (CFO) and will focus on:

- **Budget Strategy:** Ensure that capital and operating budgets are consistent with strategic priorities and forecast financial needs so that funds are aligned and available to support multi-year projects
- **Funding Acquisition:** Identify and secure funding sources including grants, loans, or other financial instruments; including the preparation of proposals and negotiation of funding terms.
- **Financial Analysis:** Conduct in-depth analysis of financial needs including cash flow analysis and financial risk studies.
- **Strategic Planning:** Develop options to support a long-term funding roadmap; create a centralized tracking of multiple proposed projects and funding opportunities.
- **Public Finance:** Develop financing strategies, evaluate creditworthiness, and structure financing solutions that support long-term capital investments and infrastructure development.
- **Financial Sustainability:** Evaluate and recommend options for the creation of new, dedicated sources of revenue to support SF Bay Ferry operating and capital needs.

The position will require a highly -qualified candidate, with a unique skill set and a wide breadth of knowledge. Significant experience managing a variety of complex financial systems and evaluating long-term financial strategies will be needed. To reflect the requisite experience, staff recommends establishing this position at a high level, with a salary range between \$190,919 and \$273,019, which is consistent with the agency's Chief Officer positions. The exact pay would depend on the candidate for the position, and their specific experience and qualifications.

Staff evaluated utilizing a consultant for this work and determined that it will be more fiscally prudent to create a new position. Currently SF Bay Ferry relies on contracted consultant support for grant activities and strategic planning work. Those consultants can be costly and require staff resources to manage and process the work. Recent billings for grant planning and administration averaged \$250 per hour, with senior consultant rates charging an average of \$350 per hour. These rates are manageable when used intermittently and less than full time. However, SF Bay Ferry currently has significant ongoing needs in this area. The cost of in-house expertise of a highly-skilled staff person with extensive experience will be more affordable than use of contracted consultant(s).

Adding this position is also expected to result in some reduction to the cost of consultant support for the remainder of the current fiscal year. Accordingly, no change to the overall budget is proposed at this time. If the position is maintained in the next fiscal year's budget, the total cost annually would be \$446,000 at the top step including all benefits.

Fiscal Impact

Approval will add a Senior Director of Financial Strategy position to the FY2025/26 Salary Schedule. No amendment to the total operating budget is proposed at this time.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2026-12

APPROVE AMENDMENT TO FISCAL YEAR 2025/26 SALARY SCHEDULE

WHEREAS, the Board of Directors adopted the FY 2025/2026 Budget including the annual Salary Schedule, as presented to the Board on June 10, 2025; and

WHEREAS, in order to address SF Bay Ferry's growing and increasingly challenging needs, the Executive Director recommends adding a new Senior Director of Financial Strategy position to the SF Bay Ferry Salary Schedule; and

WHEREAS, adding a new Senior Director of Financial Strategy position will allow SF Bay Ferry to rely less on contracted consultant services; and

WHEREAS, the Executive Director recommends the Board approve an amendment to the FY 2025/26 Salary Schedule that includes the new Senior Director of Financial Strategy position, with a salary range the same as the two existing Chief Officer positions; now, therefore, be it

RESOLVED, that the Board of Directors approves an amendment to the FY 2025/26 Salary Schedule, in the form attached to the Staff Report accompanying this Resolution; and be it further

RESOLVED, that the Board of Directors authorizes the Executive Director to take any other necessary actions to give effect to this action.

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 March 5, 2026.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2026-12

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Approve SF Bay Ferry's 2026 Legislative Program

Recommendation

Approve SF Bay Ferry's 2026 Legislative Program.

Discussion

Staff, along with our state and federal legislative advocates, Shaw Yoder Antwih Schmelzer & Lange (Shaw-Yoder) and Accelerate Strategies, to develop a state, regional and federal legislative program for 2026, provided as **Attachment A**. The program establishes the principles that will guide SF Bay Ferry's legislative and regulatory advocacy efforts during the calendar year. It is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow SF Bay Ferry to respond swiftly and effectively to unanticipated developments. Adoption of the program will provide our state and federal delegation and regional partners with a clear statement of SF Bay Ferry's priorities and will provide a guide for staff and our legislative representatives in carrying out our legislative efforts.

The legislative program is structured to guide SF Bay Ferry's actions in support of the following general principles:

1. Build awareness about SF Bay Ferry programs and services among key regional, state and federal decision makers;
2. Preserve and enhance funding opportunities to maintain and expand SF Bay Ferry programs and services;
3. Seek regulatory reform that streamlines project delivery and maximizes SF Bay Ferry's ability to meet ferry service demands; and
4. Support SF Bay Ferry projects and programs including:
 - SF Bay Ferry 2050 Service Vision & Business Plan
 - SF Bay Ferry Rapid Electric Emission Free (REEF) Ferry Program
 - Mission Bay Terminal construction and service expansion
 - Treasure Island Service Expansion
 - Berkeley Service Expansion
 - Redwood City Service Expansion
 - Bay Area Maritime Industry Expansion
 - Emergency Response

Issues covered by the 2025 Legislative Program fit within two primary categories: 1) funding opportunities and 2) legislative, regulatory and administrative issues. These categories include a detailed list of legislative initiatives and a corresponding set of advocacy strategies that SF Bay Ferry will implement. To support the programs, SF Bay Ferry staff and legislative consultants will employ a

variety of engagement strategies including direct advocacy with policymakers and relevant agencies, coalition-based engagement and public communications to build awareness about specific issues. With the changing legislative landscape, SF Bay Ferry staff created the 2026 Legislative Program by updating the *strategies* and corresponding *issue/background* section. These updates continue to be in line with the guiding principles and ensure that SF Bay Ferry's legislative strategies remain relevant and effective. Staff has added strategies that include:

- Expanded federal advocacy through the Public Ferry Coalition, with a renewed emphasis on building a bipartisan congressional coalition ahead of Surface Transportation Reauthorization.
- Incorporating the new federal direction under Executive Order 14269, *Restoring America's Maritime Dominance*, positioning ferry systems within the forthcoming Maritime Action Plan to support domestic shipbuilding, workforce development, and system modernization.
- The passage of SB 79 and SF Bay Ferry's continued coordination with Senator Wiener on a two-year cleanup bill, SB 677, to ensure ferry terminals are recognized as qualifying transit-oriented development stops. The program also strengthens strategies related to regional funding measures, emergency response readiness, permitting reform, and maritime industry expansion, aligning SF Bay Ferry's advocacy priorities with emerging legislative opportunities and long-term system sustainability.

In addition to updating the substantive strategies, staff prepared the 2026 Legislative Program in a format that more closely aligns with the structure and language used by peer transit agencies. This version organizes SF Bay Ferry's strategies in a numbered list grouped by subject area, making the strategy section clearer and easier to read. The revised format also includes an issue glossary that provides background summaries of key policy topics and references to the relevant strategy or strategies associated with each issue. This approach preserves the detailed background information contained in prior versions of the Legislative Program while allowing the strategy list itself to remain concise and accessible to Board members, stakeholders, and the public.

SF Bay Ferry positions on issues not covered in the 2026 Legislative Program will be guided by the four principles listed above. Should recommendations emerge that call for advocacy on issues outside of these principles, SF Bay Ferry staff will confer with the Board Chair to determine appropriate direction, which may include bringing recommendations to the full Board for consideration. SF Bay Ferry's legislative representatives will provide monthly updates to the Board on the status of SF Bay Ferry positions, relevant issues, outreach activities, strategy, and results.

Staff is seeking Board approval for this final version of the 2026 legislative program.

Fiscal Impact

There is no fiscal impact associated with this item.

END

2026 Regional, State, and Federal Legislative Program San Francisco Bay Area Water Emergency Transit Authority

Introduction

The 2026 Legislative Program establishes the principles that will guide the San Francisco Bay Ferry's (SF Bay Ferry) legislative advocacy efforts through the 2026 calendar year. Legislative and regulatory actions have the potential to significantly benefit SF Bay Ferry's programs and services but can also present challenges that threaten SF Bay Ferry's ability to meet ferry service demands.

The program is intended to be broad enough to cover the wide variety of issues that are likely to emerge and flexible enough to allow SF Bay Ferry to respond swiftly and effectively to unanticipated developments.

Principles

The 2026 Legislative Program is organized to guide SF Bay Ferry's actions and positions in support of four primary principles during this legislative session:

1. Build awareness about SF Bay Ferry programs and services among key local, regional, state and federal decision makers;
2. Preserve and enhance funding opportunities to maintain and expand SF Bay Ferry programs and services;
3. Seek regulatory reform that streamlines project delivery and maximizes SF Bay Ferry's ability to meet ferry service demands;
4. Support SF Bay Ferry projects and programs including:
 - SF Bay Ferry 2050 Service Vision & Business Plan
 - SF Bay Ferry Rapid Electric Emission Free (REEF) Ferry Program
 - Mission Bay Terminal
 - Treasure Island Service Expansion
 - Berkeley Service Expansion
 - Redwood City Service Expansion
 - Bay Area Maritime Industry Expansion
 - Emergency Response

Advocacy Process

Issues covered by the 2026 Legislative Program fit within two primary categories: 1) funding opportunities and 2) legislative, regulatory and administrative issues. These categories include a detailed list of legislative initiatives and a corresponding set of advocacy strategies that SF Bay Ferry will implement.

Attachment A

SF Bay Ferry positions on issues not covered in the categories below will be guided by the four principles listed above. Should recommendations emerge that call for advocacy on issues outside of these principles, SF Bay Ferry staff will confer with the Board Chair to determine appropriate direction, which may include bringing recommendations to the full Board for consideration. SF Bay Ferry's legislative consultants will provide monthly written updates to the board on the status of SF Bay Ferry positions, relevant issues, outreach activities, strategy, and results, as well as appear before the Board as requested.

SF Bay Ferry staff and legislative consultants will employ a variety of engagement strategies to support the 2026 Legislative Program, including:

Direct Advocacy: SF Bay Ferry will engage state and federal policy makers directly; submit correspondence and provide public testimony that communicates and advances SF Bay Ferry's legislative priorities and positions.

Coalition Engagement: SF Bay Ferry will engage relevant stakeholders to build coalitions of support that amplify SF Bay Ferry's advocacy efforts and expand SF Bay Ferry's influence beyond the Bay Area. These efforts will include engagement of transit advocacy organizations, suppliers and shipyards, employers, labor organizations and other stakeholders that would benefit from advancement of SF Bay Ferry's 2026 Legislative Program.

Public Communications: SF Bay Ferry will build public awareness about the agency's advocacy priorities by actively seeking media attention and maximizing the use of social media to highlight the need for actions consistent with the 2026 Legislative Program.

Strategy List & Issue Glossary

This legislative program presents SF Bay Ferry's priorities in a concise strategy list supported by a detailed glossary. The strategy list is intended for quick reference, and the following glossary provides deeper background on the legislation, funding programs, regulatory frameworks, and projects referenced in each strategy.

Strategies

Funding & Financial Sustainability

1. Advance a 2026 regional transportation funding measure authorized under Senate Bill 63 (SB 63) to sustain ferry operations and prevent a mid-2030s funding cliff.
2. Coordinate with the Metropolitan Transportation Commission (MTC), regional transit agencies, and the SB 63 signature-gathering coalition to ensure ferry priorities are reflected in the expenditure plan.
3. Develop and distribute public-facing materials explaining SB 63, the operators it funds, and impacts to SF Bay Ferry service.
4. Communicate service and capital impacts if the regional measure is not approved, including potential reductions and deferred terminal investments.
5. Advocate for full annual appropriation of the State's multi-year transit operating support through FY 2027–28.
6. Support long-term statewide transit operating funding solutions that equitably include water transit.
7. Preserve and expand transit affordability programs, including Clipper START, while securing operating subsidies to offset permanent fare reductions.
8. Protect and extend State Transit Assistance (STA) relief and oppose Transportation Development Act (TDA) / STA formula changes that disadvantage ferry service.

Climate, Fleet, and Infrastructure Investment

9. Secure Cap-and-Invest, California Air Resources Board (CARB), and California Energy Commission (CEC) funding for zero-emission vessels, charging infrastructure, and terminal electrification.
10. Maintain eligibility and competitiveness for the Transit and Intercity Rail Capital Program (TIRCP), Low Carbon Transit Operations Program (LCTOP), and related discretionary climate programs.
11. Expand Bay Area maritime industrial capacity and workforce to support fleet growth and electrification.
12. Ensure feasible implementation of CARB Commercial Harbor Craft regulations with adequate compliance funding.

Land Use, Permitting, and Project Delivery

13. Secure funding recognition for SF Bay Ferry's mandated emergency response role in state and federal emergency programs.
14. Advance public-private partnerships and value-capture strategies tied to development of waterside locations where ferry service is feasible.
15. Support regulatory reforms that improve ferry project delivery and oppose unfunded or operationally burdensome mandates.
16. Advance California Environmental Quality Act (CEQA) and permitting reforms to streamline terminal and charging infrastructure delivery.

Attachment A

17. Advance Transit-Oriented Development (TOD) policies to include ferry terminals as qualifying TOD stops.

Regional, State, and Federal Coordination

18. Support flexibility in farebox recovery requirements tied to bridge toll funding.
19. Advance regional transit integration initiatives led by the Metropolitan Transportation Commission (MTC).
20. Increase funding for federal ferry programs through surface transportation reauthorization.
21. Secure annual federal appropriations for ferry vessels, terminals, and electrification projects.
22. Coordinate with the Public Ferry Coalition and Congressional Ferry Caucus to advance ferry priorities for public ferry operators.
23. Work to include policies, incentives and funding for public transit ferries in the Trump Administration's Maritime Action Plan (MAP) and related domestic shipbuilding initiatives.
24. Resolve Section 13(c) labor certification and Public Employees' Pension Reform Act (PEPRA) issues to protect access to federal transit funding.

Issue Glossary

The glossary below provides expanded narrative background on each policy issue, legislative process, and capital project referenced in the 2026 Strategy List.

Glossary Topic (Strategy Reference)	Issue / Background Summary
<p>Regional Measure 3 (RM3) (Strategies 1–4)</p>	<p>Jurisdiction: State & Federal</p> <p>RM3 is a voter-approved bridge toll measure passed in 2018 to fund transportation and congestion relief projects across the Bay Area. SF Bay Ferry receives approximately \$300 million in capital funding and an operating subsidy averaging \$35 million per year. Litigation delayed fund availability until 2023. Pandemic ridership loss, inflation, and service expansion have shortened the funding runway, with RM3 operating support projected to be exhausted in the mid-2030s, creating a structural funding gap.</p>
<p>Senate Bill 63 – Regional Transportation Measure Authorization (Strategies 1–4)</p>	<p>Jurisdiction: State & Federal</p> <p>SB 63 authorizes a nonprofit-led signature-gathering process to place a regional transportation funding measure on the ballot. If approved in 2026, the measure could generate approximately \$1 billion annually for Bay Area transit systems and includes a baseline allocation for SF Bay Ferry to sustain operations as federal COVID relief expires.</p>
<p>SB 79 Transit-Oriented Development & SB 677 Cleanup Legislation (Strategy 17)</p>	<p>Jurisdiction: State</p> <p>SB 79 established statewide TOD zoning standards but excluded ferry terminals late in the process. SF Bay Ferry is working with the author’s office to advance SB 677 as a cleanup bill to explicitly include ferry terminals, aligning ferry service with state housing and climate policy and supporting long-term ridership growth.</p>

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Glossary Topic (Strategy Reference)	Issue / Background Summary
<p>Maritime Action Plan (MAP) – Executive Order 14269 (Strategy 23)</p>	<p>Jurisdiction: Federal</p> <p>Executive Order 14269 directs development of a Maritime Action Plan to strengthen domestic shipbuilding and the maritime workforce. Inclusion of public ferry systems could reduce vessel costs, expand shipyard capacity, and improve supply chain resilience. SF Bay Ferry is advocating for explicit eligibility within MAP-funded programs.</p>
<p>Mission Bay, Berkeley, Redwood City, and Treasure Island Projects (Strategies 11–12)</p>	<p>Jurisdiction: State & Federal</p> <p>These terminal and service expansion projects support housing growth, employment centers, and emergency response capacity. They require coordinated legislative, capital, and operating funding strategies, as well as public-private partnerships.</p>
<p>State Transit Assistance (STA) & Transportation Development Act (TDA) (Strategies 7–8)</p>	<p>Jurisdiction: State</p> <p>State Transit Assistance (STA) is funded through statewide sales taxes on gasoline and diesel fuel and is allocated to transit operators by the State Controller using a statutory formula based on population and prior-year revenues. STA funding fluctuates with fuel consumption and economic conditions.</p> <p>During the COVID-19 pandemic, the State adopted temporary relief measures to prevent steep declines in STA allocations caused by reduced ridership and fare revenue. These relief provisions are scheduled to expire in FY 2025–26. Changes to STA or TDA formulas, performance requirements, or relief policies could materially affect SF Bay Ferry’s operating support and long-term service sustainability.</p>

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Glossary Topic (Strategy Reference)	Issue / Background Summary
CEQA & State/Federal Permitting Processes (Strategies 14)	<p>Jurisdiction: State</p> <p>Ferry terminals, electrification infrastructure, and in-water improvements typically require approvals from multiple state, regional, and federal agencies. Reviews are often conducted sequentially rather than concurrently, extending project timelines and increasing costs.</p> <p>Recent state efforts have focused on expanding statutory CEQA exemptions, streamlining permitting timelines, and improving interagency coordination. SF Bay Ferry’s legislative strategy seeks reforms that reduce delay and cost while maintaining environmental protections, particularly for climate-beneficial ferry projects.</p>
Commercial Harbor Craft (CHC) Regulations – CARB (Strategy 16)	<p>Jurisdiction: State</p> <p>The California Air Resources Board adopted amendments to the Commercial Harbor Craft regulations beginning in 2022, with phased compliance requirements starting in 2023. The regulations are intended to reduce toxic and criteria air pollutants from vessels operating in California waters.</p> <p>Compliance for public ferry operators requires substantial capital investment in propulsion systems, charging infrastructure, and vessel replacement. SF Bay Ferry’s advocacy focuses on feasible implementation timelines aligned with electrification plans and sufficient, streamlined funding through CARB and the California Energy Commission.</p>

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Glossary Topic (Strategy Reference)	Issue / Background Summary
Regional Transit Integration & MTC Transformation Efforts (Strategy 19)	<p>Jurisdiction: State & Federal</p> <p>The Metropolitan Transportation Commission convened the Blue Ribbon Transit Recovery Task Force to stabilize transit during the pandemic and evaluate longer-term integration options. Near-term efforts focus on fare coordination, wayfinding, and schedule alignment across operators.</p> <p>Longer-term transformation concepts could involve governance, funding, or service restructuring. SF Bay Ferry supports integration efforts that improve customer experience while preserving ferry service reliability and operational flexibility.</p>
Federal Surface Transportation Reauthorization Process (Strategies 20–21)	<p>Jurisdiction: State & Federal</p> <p>Surface transportation authorization legislation establishes multi-year funding levels and policy rules for highways, transit, and ferry programs. Key committees include the House Transportation & Infrastructure Committee and the Senate Environment & Public Works and Banking Committees.</p> <p>Reauthorization is a primary opportunity to increase ferry funding, protect eligibility, and align federal programs with modern ferry capital needs, including zero-emission vessels and terminal electrification.</p>
Federal Appropriations & Ferry Grant Programs (Strategy 21)	<p>Jurisdiction: Federal</p> <p>In addition to authorization laws, annual appropriations bills determine funding levels for competitive ferry grant programs. Appropriations outcomes can significantly expand or constrain available funding regardless of authorization levels.</p>

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Glossary Topic (Strategy Reference)	Issue / Background Summary
	<p>SF Bay Ferry coordinates with the Public Ferry Coalition and the congressional delegation to support strong appropriations outcomes and competitive grant awards for ferry projects.</p>
Public Ferry Coalition & Congressional Ferry Caucus (Strategy 22)	<p>Jurisdiction: Federal</p> <p>The Public Ferry Coalition is a national association of public ferry operators advocating for ferry funding and policy parity at the federal level. The bipartisan Congressional Ferry Caucus was formed to elevate ferry issues within Congress.</p> <p>Coordinated advocacy through these forums strengthens bipartisan support for ferry programs during both authorization and appropriations processes.</p>
Section 13(c) Labor Certification & PEPRAs Litigation (Strategy 24)	<p>Jurisdiction: State & Federal</p> <p>Section 13(c) of the Federal Transit Act requires labor protections to be certified by the U.S. Department of Labor before FTA grants can be awarded. In California, disputes tied to the Public Employees' Pension Reform Act (PEPRA) have resulted in objections and litigation.</p> <p>Although USDOL has previously determined that PEPRA does not substantially affect existing labor protections, ongoing litigation creates uncertainty and risk of grant delays. SF Bay Ferry supports durable legislative or administrative solutions to ensure continued access to federal transit funding.</p>