

**Members of the Board**

James Wunderman, Chair  
Monique Moyer, Vice Chair  
Pippin Dew  
Rosanne Foust  
Michael Henneberry

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

*Thursday, June 11, 2026 at 1:00 p.m.*

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

*and*

**Videoconference**

Join WETA BOD Zoom Meeting

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

## **AGENDA**

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

Directors are limited to providing information, asking clarifying questions about matters not on the agenda, responding to public comment, referring matters to committee or staff for information, or requesting a report to be made at another meeting.
5. REPORTS OF STAFF **Information**
  - a. Executive Director's Report on Agency Projects, Activities, and Services
  - b. Review of Financial Statements
  - c. Federal Legislative Report
  - d. State Legislative Report
  - e. Ridership Report
  - f. Service Reliability Report
6. CONSENT CALENDAR **Action**
  - a. Approve Board Meeting Minutes – May 14, 2026
  - b. Authorize Purchase of Insurance Policies for Fiscal Year 2026/27
  - c. Approve Sole Source Contract Award to Pacific Power Group, LLC for Main Engine and Gear Preventative Maintenance and Repair Services
  - d. Approve Amendment No. 1 to Agreement 25-056 with Wesco Distribution for Seaplane Lagoon Electrification Materials Procurement
7. VACANCIES REPORT AND PUBLIC HEARING **Action**

**San Francisco Bay Ferry / Water Emergency Transportation Authority  
June 11, 2026 Meeting of the Board of Directors**

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|--|-------------------------|
| 8. <u>APPROVE PROPOSED FISCAL YEAR 2026/27 BUDGET AND SALARY SCHEDULE AND RELATED RESOLUTIONS</u>                    | <b>Action</b>           |
| 9. <u>EXTENSION OF THE OAKLAND ALAMEDA WATER SHUTTLE PILOT PROJECT</u>   | <b>Action</b>           |
| 10. <u>VALLEJO FERRY TERMINAL ACCESS STUDY PROJECT UPDATE</u>  | <b>Action</b>           |
| 11. <u>SF BAY FERRY CUSTOMER EXPERIENCE PLAN</u>   | <b>Action</b>           |
| 12. <u>PUBLIC COMMENTS FOR NON-AGENDA ITEMS</u>  |                         |
| 13. <u>RECESS INTO CLOSED SESSION</u>  | <b>To Be Determined</b> |
| a. Public Employee Performance Evaluation<br>Pursuant to Government Code Sections 54957<br>Title: Executive Director |                         |

**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: June 11, 2026

RE: Executive Director's Report

### **Love Your Commute Campaign**

Staff worked with MacKenzie Communications to run a marketing campaign in March and April aimed at potential ferry riders commuting from the East Bay to downtown San Francisco. SF Bay Ferry staff filmed and produced content for the campaign, titled "Love Your Commute," featuring real riders on the Richmond route speaking about why the ferry is their chosen commute method. Ferry riders were compelled by the ease and relaxation the ferry provides, as well as affordability and convenience.

These testimonials were then used to produce videos and static images displayed across social media platforms like Google and YouTube, LinkedIn Open Web, Meta (Facebook and Instagram), and TikTok. Out-of-home digital displays at Muni shelters in Downtown S.F. were also produced. Advertisements were also placed on KQED - both in audio and homepage banner ad formats. In addition, the MacKenzie team produced advertorials placed with the San Francisco Standard, Oaklandside, and the San Francisco Examiner. Total budget allocation was \$83,000 for this campaign.

Across all channels, the paid media campaign garnered close to 8 million impressions. YouTube placement provided advanced targeting of users based on relevant behaviors and interests. LinkedIn Open Web placements enabled precise targeting of employees of priority companies who are in hiring mode or recently increased their return-to-office requirements. The high rate of impressions and engagement across this campaign were validated by rising commute ridership throughout March, April, and May.

The agency plans to spin off a version of this campaign focused on the South San Francisco in the coming months and deploying an additional commute campaign in the fall.

### **Tides & Tunes Events**

Building off the popularity of our winter ridership campaign, the agency restarted live music performances on the ferries. Passengers can enjoy a diverse array of musical acts on the Richmond route on the final Friday of each month. After receiving over 50 submissions from local Bay Area artists, staff selected seven performers (there will be two in June) to feature this season. The program launched on May 29 with Feeling Groovy, a Simon and Garfunkel tribute band, and will run through October.

### **Thermal Whale-Spotting Camera Installation**

On May 19, staff participated in a media briefing organized by UC Santa Barbara's Benioff Ocean Science Laboratory (BOSL) on Angel Island to highlight the launch of a Bay Area whale detection network. Powered by cameras installed at Pt. Blunt on Angel Island and SF Bay Ferry's own MV Lyra, the network uses thermal imaging and artificial intelligence to flag whale sightings for vessel traffic controllers and mariners. The two-year pilot will protect whales from vessel strikes and produce data to inform policies to better protect whales going forward. The camera on MV Lyra and the detection network more broadly are additive to SF Bay Ferry's whale protection protocols, which include providing a second watch on all vessels traveling more than 10 knots in areas where whales are known to be

present and slowing down or steering clears of observed whales throughout the Bay. Staff plans to bring more information on whale protection efforts in the coming months as data is collected by the detection network.

### **Interferry Board Meeting/Vessel Technology Visits**

In May, Executive Director Seamus Murphy attended a meeting of Interferry's Board of Directors on the Isle of Wight in the United Kingdom. Murphy is Vice Chair of the Interferry Board. While there, he was able to tour the Wightlink and Hovertravel ferry systems. He was also able to visit with the team at Griffon Marine, which designs and builds hovercraft for commercial and military applications. As covered in SF Bay Ferry's 2021 study, hovercraft offer significant benefits for access to shallow areas that cannot be served by conventional craft. The cost for a CARB-compliant hovercraft remains a significant barrier, as does the passenger capacity limitations. There are no current plans for development of a zero-emission hovercraft. SF Bay Ferry will continue to monitor this technology as it evolves. Murphy was also joined by Chair Wunderman for a visit to Artemis Technologies' headquarters in Belfast. Artemis provided a tour of their facility, where they will soon launch the world's first high-capacity, zero-emission, full-foil ferries. The potential of this technology to improve frequency, enhance the range of zero-emission service, and reduce operating costs continues to be promising.

### **Released Request for Proposals**

Procurements Posted in May:

- May 19: South San Francisco Terminal Dredging

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

MEMORANDUM

**TO: Board Members**

**FROM: Seamus Murphy, Executive Director  
Lauren Gradia, Chief Financial Officer**

**SUBJECT: Review of FY 2025/26 Financial Statements Ending April 30, 2026**

**Recommendation**

There is no recommendation associated with this informational item.

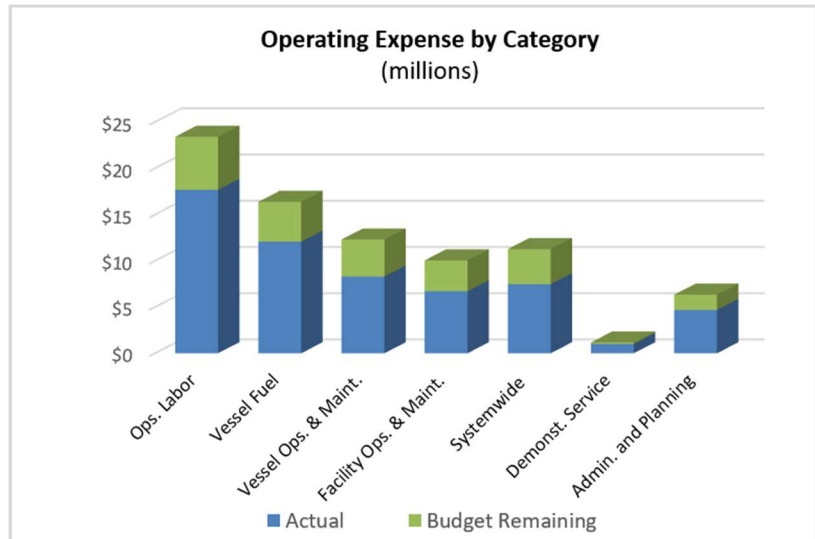
**Financial Summary**

Today's reports reflect financial activity against budget through April 30, 2026. Detailed financial charts are attached to this report.

**Operating Budget:**

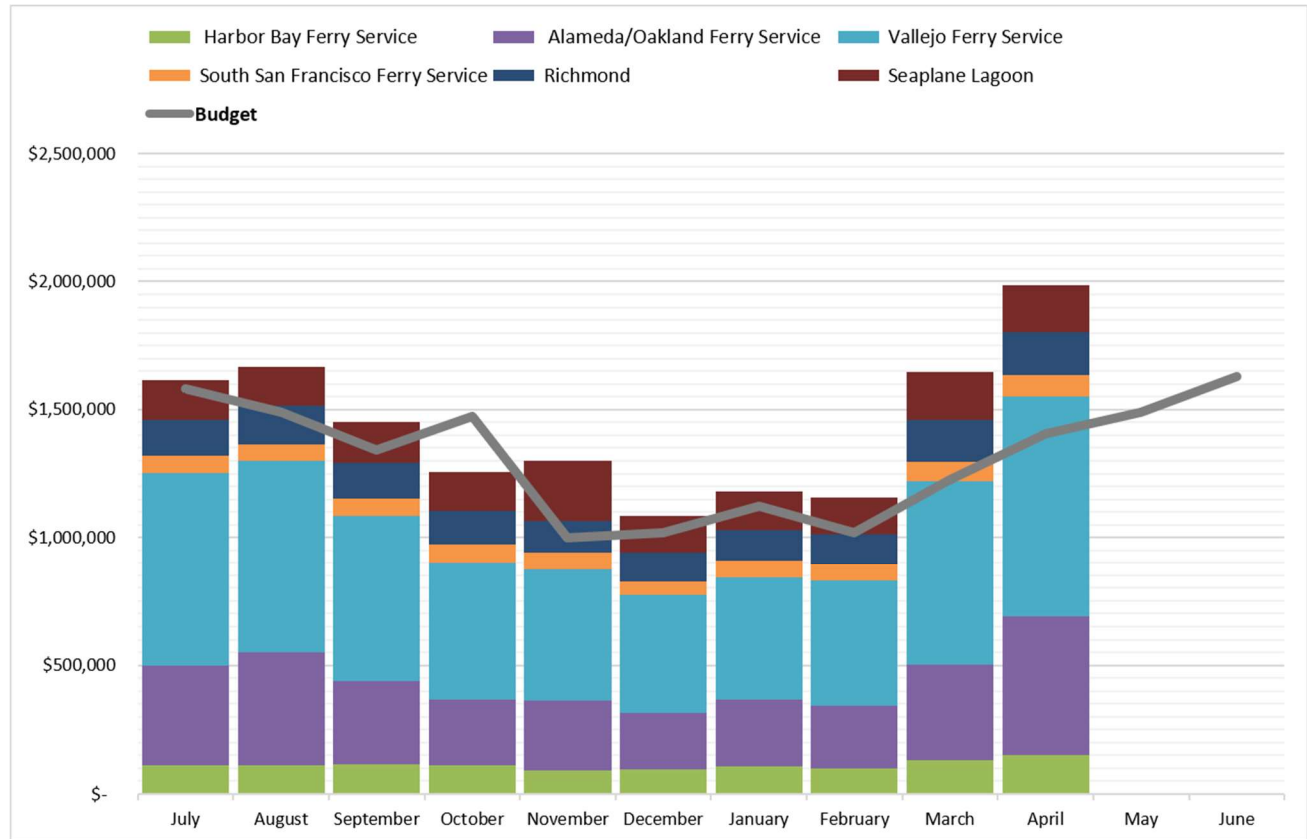
Authorized operating expenses for the year are within budgeted amounts with 72% spent or \$57.9 million. As shown in the chart to the right, expenses through April are trending below budget.

Vessel fuel prices increased rapidly starting in March due to the Iran war and subsequent interruption of the international crude oil supply. Prices have been volatile, reaching a peak of \$5.95 in April and dipping below \$5.00 per gallon.



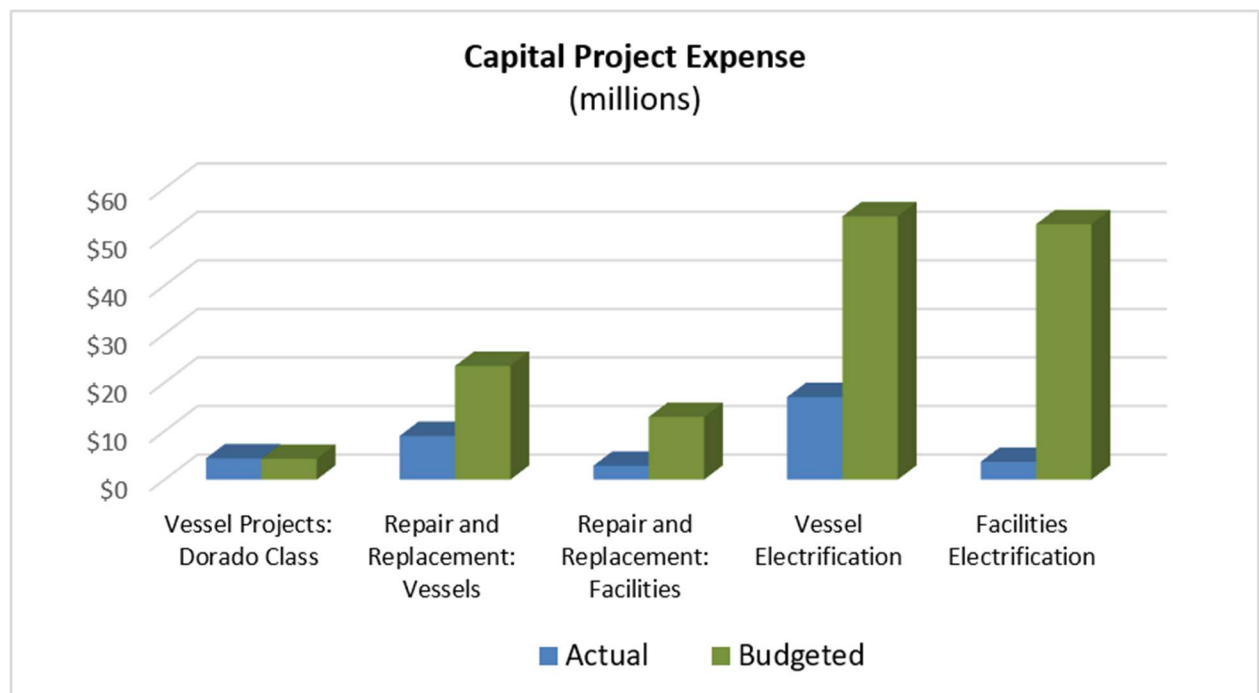
The Fiscal Year 2025/26 budget included authorization and funding for fuel at an average price of \$4.20/gallon, for a total budget of \$16.4 million. Prior to March 1<sup>st</sup>, it appeared that savings would accrue in that budget given that average prices during the first eight months of the year were \$3.31. Prices in April continued to climb, averaging \$5.32. Even with the increases, it is anticipated that fuel expenses will be within the FY2025/26 budget.

Fare revenue was essentially equal to budget through the winter months. In March and April fare revenue exceeded the budget due to strong ridership, and the annual fares are on target to exceed the budget by more than \$1.4 million. The figure below shows the monthly progress against budgeted levels.



### Capital Program Expense

Capital Budget expenses through April were \$37.0 million. Significant expenses for the month included payments for the new 400 passenger electric vessels. More detailed capital project data is provided on the last page of this report. The figure below shows expense against budget by category 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 April 30, 2026, is \$12.9 million as shown below.

	<b>April 2026</b>
Bank of America (Checking)	\$ 2,608,898
Bank of America (Measure B/BB)	6,918,696
Local Agency Investment Fund (LAIF)	3,337,880
<b>Total</b>	<b>\$ 12,865,474</b>

**Fiscal Impact**

There is no fiscal impact associated with this informational item.

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

**Attachment A** – Monthly Financial Reports

**San Francisco Bay Ferry (WETA)**  
**Operating & Administration Monthly Budget Report FY 2025/26**  
**Through the Month Ending 4/30/2026**

% of Year Elapsed 83%

	Month	Year - To - Date		Total	% Budget
	Apr. 2026 Actual	FY2024-25 Actual	FY2025-26 Actual	FY2025-26 Budget	
<b>OPERATING REVENUE</b>					
Fare Revenue	\$1,987,024	\$11,677,148	14,343,876	\$15,790,355	91%
Revenue Transfer to Reserve		(6,757,408)	-	-	0%
Regional - Bridge Toll	4,594,266	34,000,332	36,303,341	57,064,302	64%
State Operating Assistance		11,955,728	3,000,000	3,000,000	100%
Local	320,448	3,662,266	3,204,483	3,845,380	83%
Other Revenue	123,510	40,494	1,015,991	1,170,130	87%
<b>Total Operating Revenue</b>	<b>\$7,025,249</b>	<b>\$54,578,560</b>	<b>\$ 57,867,692</b>	<b>\$80,870,168</b>	<b>72%</b>
<b>OPERATING EXPENSE</b>					
<b>Harbor Bay Ferry Service</b>					
Operations Labor	\$181,134	\$1,545,586	1,590,014	\$2,092,240	76%
Vessel Fuel	128,237	724,251	843,983	1,146,055	74%
Vessel Operations & Maintenance	130,614	640,212	687,114	1,276,676	54%
Facility Operations & Maintenance	41,981	568,713	407,523	723,138	56%
Systemwide Expense	64,703	632,545	651,455	1,005,573	65%
<b>Total Harbor Bay Farebox Recovery</b>	<b>\$ 546,668</b>	<b>\$4,111,307</b>	<b>\$ 4,180,089</b>	<b>\$6,243,682</b>	<b>67%</b>
	<b>28%</b>	<b>23%</b>	<b>27%</b>	<b>20%</b>	
<b>Alameda/Oakland Ferry Service</b>					
Operations Labor	\$462,897	\$3,645,627	\$4,063,369	\$5,381,783	76%
Vessel Fuel	348,072	2,069,713	2,290,810	3,110,721	74%
Vessel Operations & Maintenance	314,077	1,364,512	2,036,940	2,637,783	77%
Facility Operations & Maintenance	115,147	1,466,430	1,325,409	1,916,370	69%
Systemwide Expense	186,763	1,664,371	1,765,232	2,585,846	68%
<b>Total Alameda/Oakland Farebox Recovery</b>	<b>\$ 1,426,955</b>	<b>\$ 10,210,653</b>	<b>\$ 11,481,759</b>	<b>\$15,632,503</b>	<b>73%</b>
	<b>38%</b>	<b>26%</b>	<b>29%</b>	<b>24%</b>	
<b>Vallejo Ferry Service (Vallejo)</b>					
Operations Labor	\$563,527	\$4,321,971	\$4,946,710	\$6,673,614	74%
Vessel Fuel	769,422	4,553,368	5,063,895	\$6,876,330	74%
Vessel Operations & Maintenance	283,687	1,701,439	3,254,405	\$4,280,296	76%
Facility Operations & Maintenance	249,680	4,053,802	2,558,679	4,031,352	63%
Systemwide Expense	251,116	2,135,754	2,263,382	3,140,878	72%
<b>Total Vallejo Farebox Recovery</b>	<b>\$ 2,117,432</b>	<b>\$ 16,766,334</b>	<b>\$ 18,087,071</b>	<b>\$25,002,470</b>	<b>72%</b>
	<b>41%</b>	<b>31%</b>	<b>34%</b>	<b>28%</b>	
<b>South San Francisco Ferry Service (SSF)</b>					
Operations Labor	\$181,134	\$1,412,066	\$1,590,014	\$2,060,405	77%
Vessel Fuel	183,196	517,280	1,205,689	1,637,221	74%
Vessel Operations & Maintenance	110,188	685,176	512,177	1,127,413	45%
Facility Operations & Maintenance	48,184	594,491	555,261	792,046	70%
Systemwide Expense	58,427	476,956	587,162	1,059,093	55%
<b>Total South San Francisco Farebox Recovery</b>	<b>\$ 581,128</b>	<b>\$ 3,685,969</b>	<b>\$ 4,450,304</b>	<b>\$ 6,676,177</b>	<b>67%</b>
	<b>15%</b>	<b>15%</b>	<b>15%</b>	<b>11%</b>	
<b>Richmond Ferry Service (Richmond)</b>					
Operations Labor	\$382,394	\$2,844,952	\$3,356,696	\$4,392,511	76%
Vessel Fuel	256,474	1,448,947	1,687,965	2,292,110	74%
Vessel Operations & Maintenance	228,410	1,280,461	1,113,666	1,818,521	61%
Facility Operations & Maintenance	99,583	1,314,842	1,083,740	1,659,169	65%
Systemwide Expense	129,528	1,196,501	1,287,786	2,011,145	64%
<b>Total Richmond Farebox Recovery</b>	<b>\$ 1,096,389</b>	<b>\$ 8,085,703</b>	<b>\$ 8,529,853</b>	<b>\$ 12,173,456</b>	<b>70%</b>
	<b>15%</b>	<b>13%</b>	<b>16%</b>	<b>12%</b>	

*(continued on next page)*

**San Francisco Bay Ferry (WETA)**  
**Operating & Administration Monthly Budget Report FY 2025/26**  
**Through the Month Ending 4/30/2026**

% of Year Elapsed 83%

	Month	Year - To - Date		Total	% Budget
	Apr. 2026 Actual	FY2024-25 Actual	FY2025-26 Actual	FY2025-26 Budget	
<b>OPERATING EXPENSE (continued)</b>					
<b>Seaplane Lagoon Ferry Service</b>					
Operations Labor	\$241,512	\$2,035,088	\$2,120,018	\$2,802,985	76%
Vessel Fuel	146,557	1,035,005	964,551	1,309,777	74%
Vessel Operations & Maintenance	145,001	714,228	682,624	1,157,422	59%
Facility Operations & Maintenance	56,230	712,298	775,210	915,887	85%
Systemwide Expense	91,627	823,250	911,981	1,452,494	63%
<b>Total Seaplane Lagoon</b>	<b>\$680,927</b>	<b>\$5,319,869</b>	<b>\$ 5,454,385</b>	<b>\$ 7,638,565</b>	<b>71%</b>
<b>Farebox Recovery</b>	<b>27%</b>	<b>23%</b>	<b>30%</b>	<b>18%</b>	
<b>Subtotal Operations (Regular Service)</b>	<b>\$ 6,449,499</b>	<b>\$ 48,179,835</b>	<b>\$ 52,183,460</b>	<b>\$ 73,366,852</b>	<b>71%</b>
<b>Farebox Recovery (exclud. Admin.)</b>	<b>31%</b>	<b>24%</b>	<b>27%</b>	<b>22%</b>	
<b>Hydrogen Demonstration Project (Sea Change)</b>		\$1,576,320	\$ -		#DIV/0!
<b>Alameda - Oakland Demonstration Project (Woodstock)</b>	\$123,510	\$709,812	999,886	\$1,170,130	85%
<b>Subtotal Ferry Operations (All)</b>	<b>\$ 6,573,009</b>	<b>\$ 50,465,967</b>	<b>\$ 53,183,346</b>	<b>\$ 74,536,982</b>	<b>71%</b>
<b>Planning and Administration</b>					
Wages and Fringe Benefits	\$246,376	\$2,476,278	\$2,545,900	\$3,192,907	80%
Professional & Other Services	121,894	1,197,545	1,362,026	1,824,950	75%
Information Tech., Office, Supplies	6,728	73,968	79,150	227,815	35%
Utilities/Communications	1,574	23,821	17,845	31,204	57%
Insurance	5,234	21,063	50,948	79,893	64%
Dues, Memberships, Misc.	14,419	112,053	168,975	233,315	72%
Leases and Rentals	56,015	207,865	459,502	743,104	62%
<b>Subtotal Planning &amp; Administration</b>	<b>\$452,239</b>	<b>\$4,112,593</b>	<b>\$ 4,684,346</b>	<b>\$ 6,333,188</b>	<b>74%</b>
<b>Total Operating Expense</b>	<b>\$ 7,025,249</b>	<b>\$ 54,578,560</b>	<b>\$ 57,867,692</b>	<b>\$ 80,870,170</b>	<b>72%</b>
<b>Systemwide Farebox Recovery (Regular Service, incl. Admin.)</b>		<b>22%</b>	<b>25%</b>		

**San Francisco Bay Ferry (WETA)**  
**FY 2025/26 Capital Revenue and Expense**  
**Through the Month Ending 4/30/2026**

	Total Project Revenue/Expense Budget	Prior Years	FY 2025/26 Budget	Year-To-Date FY2025/26 Actual	Total Future Year	% of Project Budget
<b>CAPITAL REVENUE</b>						
Federal Funds	\$ 193,075,107	\$ 37,935,840	\$ 72,403,025	\$ 22,577,056	82,736,242	31%
State Funds	91,811,845	6,539,594	28,723,962	\$ 7,946,470	56,548,289	16%
Regional - Bridge Toll	124,728,541	10,450,493	44,247,452	\$ 5,231,414	70,030,597	13%
Local /Other	6,718,698	951,448	1,778,854	\$ 1,248,085	3,988,396	33%
Pending/Unfunded	99,734,881	-	416,099	-	99,318,782	0%
<b>Total Revenue</b>	<b>\$ 516,069,072</b>	<b>\$ 55,877,374</b>	<b>\$ 147,569,392</b>	<b>\$ 37,003,025</b>	<b>\$ 312,622,306</b>	
<b>CAPITAL EXPENSE</b>						
<b>Vessel Projects: Dorado Class</b>						
Vessel Replacements (Karl, Zalophus)	37,636,402	33,332,396	4,304,006	4,405,856	-	100%
<b>Repair and Replacement Program: Vessels</b>						
Vessel Mid-Life Refurbishment - MV Gemini	4,488,000	235,912	4,252,088	3,780,625	-	89%
Vessel Mid-Life Refurb & Engine Overhaul - MV Pisces	4,679,000	53,485	4,625,515	53,923	-	2%
Engine Overhauls and Improvements	15,833,408	2,531,886	9,893,322	4,194,936	3,408,200	42%
Component Improvements/Dry Dock	4,666,500	-	4,666,500	994,839	-	21%
<b>Repair and Replacement Program: Facilities</b>						
Vallejo Terminal Reconfiguration	16,696,000	666,067	6,910,525	367,065	9,119,408	6%
Passenger Floats Rehabilitation - Pier 9	1,362,000	-	1,337,000	11,677	25,000	1%
Multiuse Emergency Float	200,000	-	200,000	122,981	-	61%
Vallejo Ferry Terminal Dredging	3,030,735	287,795	2,742,940	1,310,609	-	53%
North Bay Fuel Farm Upgrades	540,000	-	540,000	-	-	0%
Administrative Facility Improvements	1,149,830	51,299	769,500	829,056	329,031	77%
South SF Dredging & Dredging Program Work	3,922,000	-	430,000	222,499	3,492,000	6%
<b>Electrification Program (REEF)</b>						
<b>Vessels</b>						
New Electric Vessels (Three - 150 PX)	58,407,000	6,592,365	9,858,638	3,929,980	41,955,996	18%
New Electric Vessels (Two - 400 PX)	77,351,393	8,632,247	41,086,609	12,532,401	27,632,537	27%
Hydrus Conversion to Battery Electric Propulsion	14,085,302	-	3,312,060	556,956	10,773,242	4%
<b>Facility Electrification</b>						
Central Bay Terminal	3,106,250	41,895	2,141,750	152,064	922,605	6%
Downtown San Francisco	83,930,168	1,713,775	16,350,682	1,948,829	65,865,711	4%
Treasure Island	6,798,681	436,145	3,350,000	314,442	3,012,536	11%
Main Street	11,887,500	-	255,000	2,507	11,632,500	0%
Seaplane Lagoon	36,586,500	369,398	12,072,017	425,794	24,145,085	2%
Harbor Bay	36,731,737	525,503	4,999,471	321,991	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	39,560	39,449,868	0%
Berkeley Pier/Ferry Project	3,000,000	107,202	179,683	111,320	2,713,115	7%
Oakland Ferry Terminal	33,694,294	199,353	489,373	375,459	33,005,568	2%
<b>Total Expense</b>	<b>\$ 516,069,072</b>	<b>\$ 55,877,374</b>	<b>\$ 147,569,392</b>	<b>\$ 37,005,367</b>	<b>\$ 312,622,306</b>	

**San Francisco Bay Ferry (WETA)  
Monthly Investment Report FY2025/26  
Through the Month Ending 4/30/2026**

	<b>April 2026</b>
Bank of America (Checking)	\$ 2,608,898
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Local Agency Investment Fund (LAIF)	3,337,880
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**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 – June 2026**

This report covers the following topics:

- FY27 Federal Appropriations Process
- Surface Transportation Reauthorization, BUILD America 250 Act
- Passenger Ferry Grant Submission Support

### **Update on FY27 Federal Appropriations Process**

The Fiscal Year 2027 appropriations cycle is off to the races with the House starting to hold markups for appropriations bills. The Senate has not started the markup process.

We worked with SF Bay Ferry staff to submit funding requests to Rep. Simon, Senator Padilla, and Senator Schiff for the *Harbor Bay ferry Facility Electric Float and Infrastructure Project*. SF Bay Ferry requested \$1,600,000 to procure and install an on-site battery energy storage system for vessel charging at Harbor Bay Ferry Terminal. Senator Schiff submitted this project to the appropriations committee. A great first step.

SF Bay Ferry also advocated for increased funding for the FTA 5307(h) ferry program, dedicated to public ferries:

- ***FTA 5307(h) ferry program***: SF Bay Ferry has received numerous grants through this competitive grant program, which is funded at \$30 million per year. SF Bay Ferry has requested that the Appropriations Committee “plus-up” the FTA 5307(h) ferry program by at least \$20 million. The FY21, FY22, FY23, FY24, FY25, and FY26 Transportation-HUD Appropriations bills all provided additional money for the FTA program, thanks in large part to SF Bay Ferry’s advocacy.

### **Surface Transportation Reauthorization, BUILD America 250 Act**

On May 22<sup>nd</sup>, after a marathon markup, the House Committee on Transportation and Infrastructure approved the BUILD America 250 Act. This bill includes \$125,000,000

annually for the FTA Passenger Ferry Grant Program, with \$25,000,000 set aside for rural routes. An increase from \$30,000,000 in the last surface transportation reauthorization bill, the IIJA.

As expected, and as SF Bay Ferry advocated for, the House decided to consolidate FTA public ferry programs and fund the passenger ferry grant program at a higher level and not fund the Rural and Low/No programs.

This is a win for SF Bay Ferry as SF Bay Ferry is eligible for \$30M per year under the passenger ferry grant program and \$50M per year under low/no. This bill would make SF Bay Ferry eligible for \$100M annually.

During the markup, Rep. Garamendi and Rep. Begich introduced an amendment to fund the FTA Passenger Ferry Grant Program at \$250,000,000 annually with a \$50,000,000 set aside for rural. They did not ask for a vote on this amendment as Committee leadership would not support amendments raising the overall cost of the bill. This level of funding will be our mark for Senate advocacy as they start the reauthorization process.

### **Passenger Ferry Grant Support**

SF Bay Ferry received a standalone letter of support from Senator Schiff and a joint letter from Senator Padilla, Representative Simon, Representative Mullin, Representative Garamendi, Representative Liccardo, and Representative Pelosi for the Transbay Ferry Capacity and Reliability Enhancement Project. This funding request is through the Federal Transit Administration's Passenger Ferry Grant Program. SF Bay Ferry is requesting \$17,955,000 to expand the operations and maintenance facility in the City of Alameda.



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916-446-4656

June 2, 2026

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

FM: Matt Robinson, Partner  
Michael Pimentel, Partner

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

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### ***General Update***

Throughout April, the Legislature’s policy committees and budget subcommittees in both houses continued to meet to advance their work in the lead-up to a series of legislative deadlines. The last day for policy committees to hear and report to the appropriations committees fiscal bills introduced in their house was April 24; the last day for policy committees to hear and report to the Floor non-fiscal bills introduced in their house was May 1.

On May 14, the appropriations committees held their suspense hearings, pivotal hearings which will decide the fate of most bills with significant fiscal impact to the state. All bills that passed out of these committees were required to pass out of their house of origin by May 29. Policy committees resumed June 1, and bills must move through the second house policy committees in four short weeks. Following that deadline, Legislators will head home on July 2 for the month-long Summer Recess.

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

### ***Governor Releases May Revise***

On May 14, the Governor released the [May Revise](#), the mid-year update to the proposed Fiscal Year 2026-27 budget. As we reported at the time, the Governor’s January budget projected a relatively small deficit for the coming fiscal year, but sizable *outyear* deficits. Relating to transit, the January budget failed to include the promised \$230 million of SB 125 monies for the Zero Emission Transit Capital Program (ZETCP). The January budget also included \$283 million for the Transit and Intercity Rail Capital Program (TIRCP) and \$141 million for the Low Carbon Transit Operations Program (LCTOP), per the new Cap-and-Invest expenditure plan, approved last year under [SB 840 \(Limón\)](#).

The Governor’s May Revise upgraded the state’s fiscal outlook relative to the initial January budget, with projections of \$16 billion in more-than-expected revenue. However, the Governor has proposed to use this revenue increase to help address the outyear budget deficits, and as such, does not propose any new ongoing spending, relative to January’s budget proposal. The May Revise is also largely silent on

public transit. It continues to exclude the scheduled SB 125 appropriation. And, significantly, it provides no update to Greenhouse Gas Reduction Fund (GGRF) revenues and does not mention the California Air Resources Board recently-adopted amendments to the Cap-and-Invest program, detailed further below.

The release of the May Revise kicks off final negotiations between the Governor, Senate, and Assembly to finalize the budget agreement. The houses have released their budget priorities and final budget subcommittee actions as they head into the three-party negotiations. These can be found [here](#) (Senate) and [here](#) (Assembly). The budget must be passed by June 15, in advance of the new fiscal year, which begins on July 1. However, the Legislature often delays decisions on large swaths of public funding until the end of session. In 2026, the last day that the Legislature will be in session is August 31.

### ***CARB Adopts Amendments to Cap-and-Invest Program***

On May 29, the California Air Resources Board voted 10-3 to adopt the [Proposed Amendments to the Regulation for the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms](#).

As we reported last month, the amendments aim to implement the technical changes made to the Cap-and-Invest Program by [AB 1207 \(Irwin\) \[Chapter 117, Statutes of 2025\]](#), which largely focus on addressing industry leakage from California and the program's cost impacts to Californians. Specifically, the amendments significantly expand the number of free allowances provided by the state to regulated entities, including refineries and utility companies, to assist them in meeting their regulatory obligations under the Cap-and-Invest Program. Additionally, the amendments establish a new allowance bank, known as the manufacturing decarbonization incentive (MDI), which may be accessed by regulated entities that elect to introduce technologies that decarbonize their operations.

**Taken together, these proposals will reduce the Greenhouse Gas Reduction Fund (GGRF) revenues by approximately \$2 billion annually.**

Given the changes to the GGRF Expenditure Plan approved last year in [SB 840 \(Limon\) \[Chapter 121, Statutes of 2026\]](#), this reduction means that the state will not have sufficient GGRF to fund Tier 3 programs (i.e. Affordable Housing and Sustainable Communities, Transit and Intercity Rail Capital Program, Low Carbon Transit Operations Program, etc.).

As we reported previously, the California Transit Association (the trade organization to which WETA belongs) established, mobilized, and led a coalition of over 120 statewide and regional stakeholder organizations, including transit agencies, metropolitan planning organizations, regional transportation planning agencies, other transportation stakeholders, affordable housing advocates, and more, to oppose the amendments. This included broader and more significant legislative engagement and advocacy over the past month, leading up to the CARB meeting last week. SF Bay Ferry engaged aggressively throughout this advocacy effort, engaging its legislative delegation through targeted communications and direct lobbying; key state partners with access to, and standing with, CARB board members; and CARB board members to push back on the proposed amendments and protect GGRF funding. SF Bay Ferry was also instrumental in securing labor support for its position in opposition to the amendments from the Inlandboatmen's Union of the Pacific, Marine Division ILWU and the Masters,

Mates, & Pilots. SF Bay Ferry also joined all engagement opportunities steered by the California Transit Association.

Despite the vote result, decisions over the uses of the remaining GGRF are unlikely to be settled in June. We expect further discussions and advocacy to continue through the summer.

#### ***Bills with Positions***

##### **SB 1408 (Arreguin) Contra Costa Transportation Authority: Transaction and Use Tax – SUPPORT**

This bill would authorize, until January 1, 2045, the Contra Costa Transportation Authority (CCTA) to impose or extend a transaction and use tax, as specified, for the support of countywide transportation programs at up to 1% event if it exceeds the tax cap in the county of 2%. ***This bill is in the Senate Revenue and Taxation Committee.***

##### **AB 2051 (Wicks) Coastal Resilience Permitting Working Group – SUPPORT**

This bill directs the California Natural Resources Agency (CNRA), in consultation with the California Environmental Protection Agency (CalEPA), to convene an interagency Coastal Resilience Permitting Working Group to identify administrative actions and legislative recommendations to streamline and accelerate permitting for coastal resilience and sea level rise adaptation projects. ***In the Senate Rules Committee, pending referral to policy committee.***

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

##### **SB 1087 (Cabaldon) Sustainable Communities Strategy Modernization Bill – WATCH**

This bill is co-sponsored by MTC-ABAG and seeks to modernize SB 375, the 2008 law that established the sustainable communities strategies regional planning framework. This bill makes numerous changes to existing Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) guidelines and requirements, including how greenhouse gas emissions (GHG) reduction targets are set, the timeline for updating the plans, and how GHG reduction strategies are evaluated. It also extends GHG reduction targets to 2045. ***In the Senate, pending referral to policy committee.***

##### **SB 1361 (Durazo) SB 79 Implementation: Transit-Oriented Developments – WATCH**

This bill was heavily amended in April and now prohibits a local government with an existing or planned TOD stop from doing any of the following with respect to SB 79: (1) Requesting the transit provider to reduce service provided to the stop so that SB 79 requirements do not apply, (2) Conditioning an approval or review of a transit project on the impacts of the additional height or density required by SB 79, or (3) Withholding support of an application for federal funding of a transit project on the basis of the additional height or density required by SB 79. ***In the Assembly Housing and Community Development Committee.***

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

This bill would require 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. ***In the Senate Rules Committee, 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 Senate Rules Committee, pending referral to policy committee.*

**AB 2576 (Harabedian) SB 79 Implementation: Historic Sites Exclusion – WATCH**

This bill was significantly amended and no longer delays implementation by a year for SB 79 (Wiener). Now, this bill expands the historic sites exclusion in SB 79 (Wiener) to include contributing sites within a historic district and parcels individually listed as a historical resource in the State Historic Resources Inventory designated before January 1, 2025. *In the Senate Housing Committee.*

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

MEMORANDUM

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**TO:** Board Members

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

**SUBJECT:** Ridership Report – June 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.

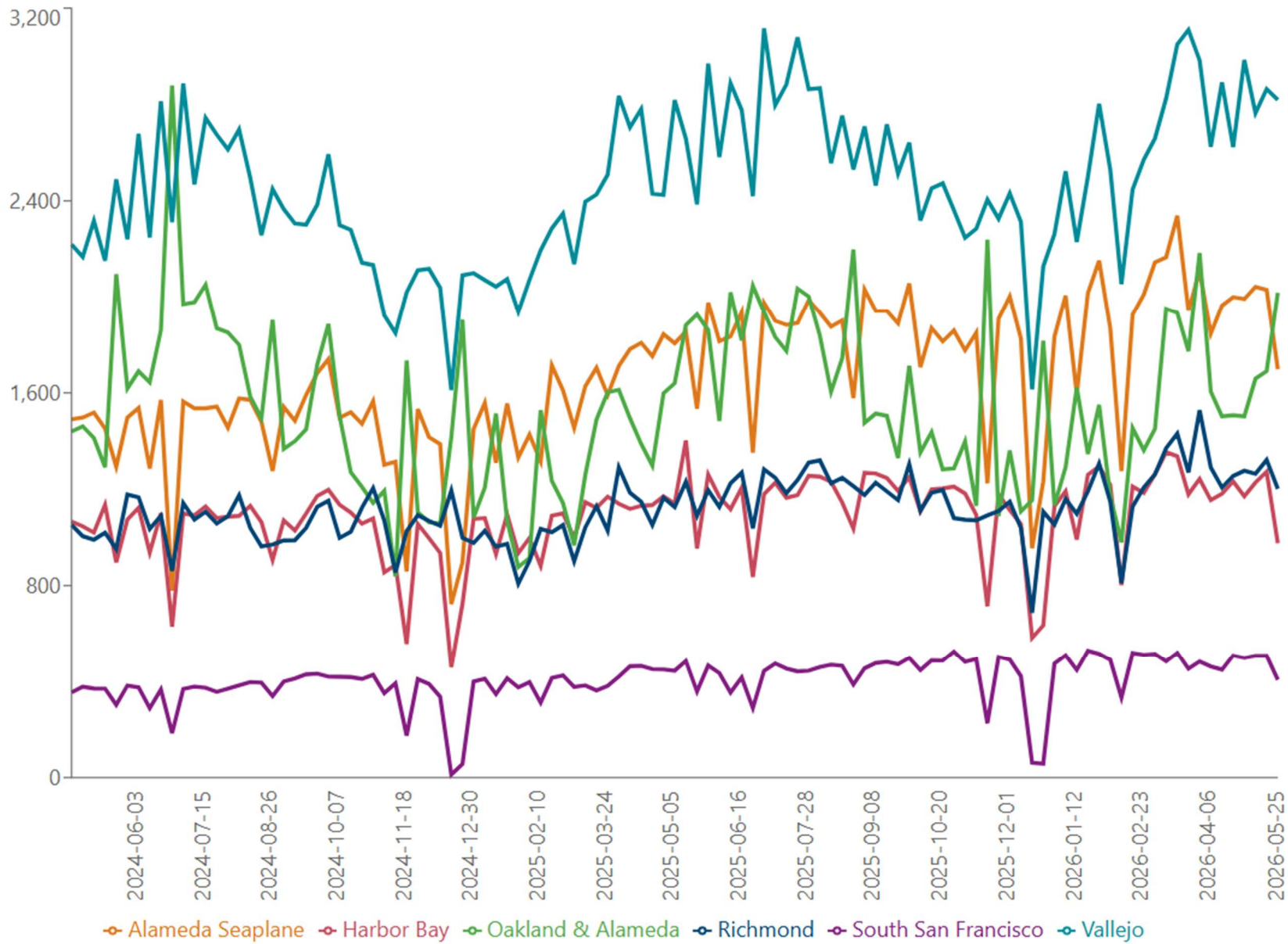
**Discussion**

This report includes ridership data, graphs, and tables for May 2026. SF Bay Ferry had just over 300,000 boardings in May. Compared to the same month in 2019, ridership recovery was 109% respectively. May 2026 was the sixth straight month that SF Bay Ferry ridership has exceeded 2019 levels. Year-over-year ridership was up 8% from May 2025 to May 2026. Weekend ridership continues to perform over 2019 levels with strong boosts due to baseball and the Memorial Day holiday weekend. The Vallejo and Oakland/Alameda routes both posted near-100% occupancy trips during the holiday weekend and on Memorial Day. The most impacted trip times were SF-bound boats in the late morning and outbound boats in the late afternoon and evening. The Oakland-Alameda Water Shuttle had its best-ever week for ridership with over 3,000 riders the week of May 18. SF Bay Ferry continues to outperform other regional transit operators with BART registering 51% of April 2019 ridership and Caltrain posting 71% of pre-pandemic April ridership.

**Appendix A. Ridership Data Summary**

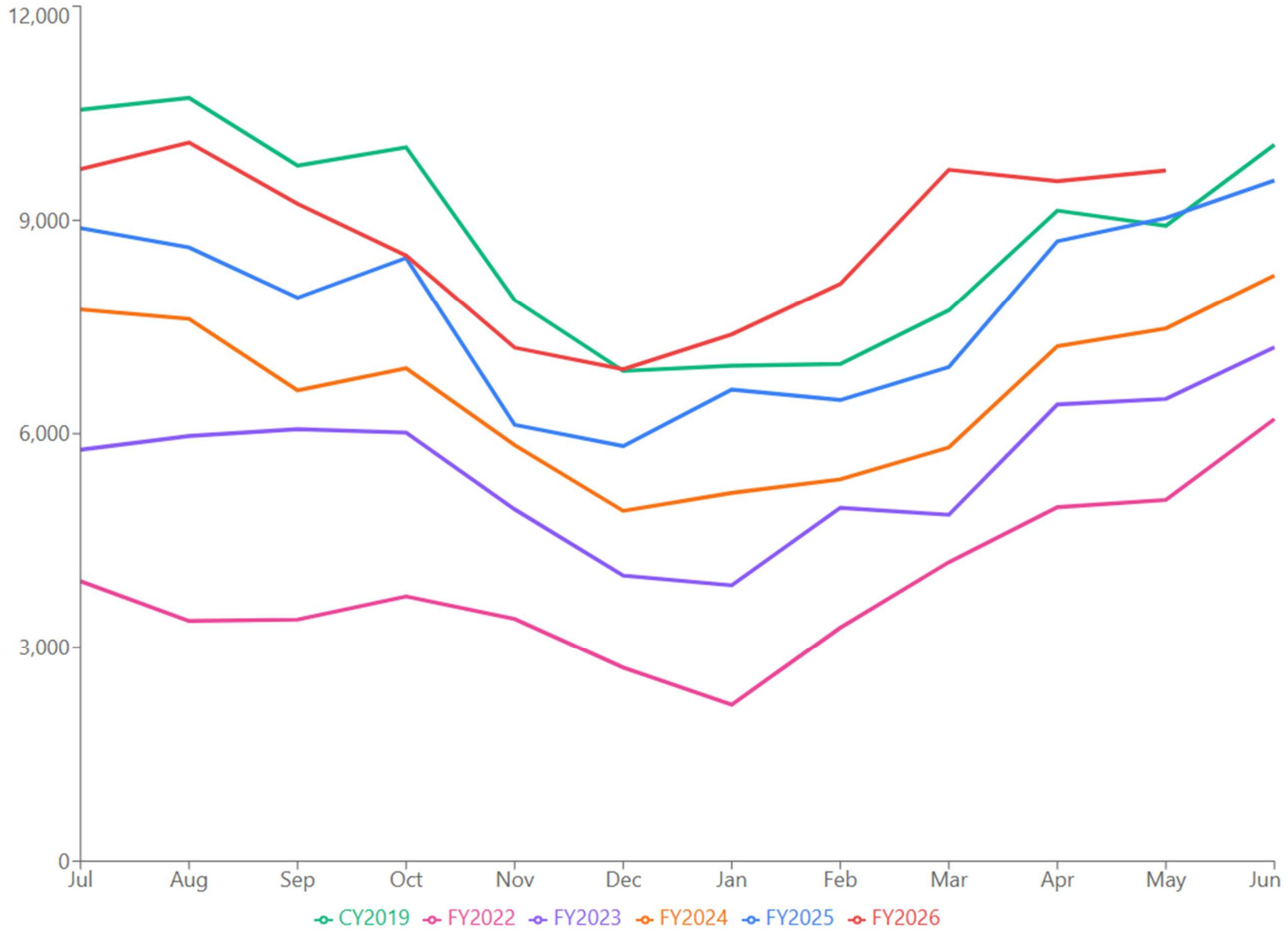
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### Weekday Average Ridership



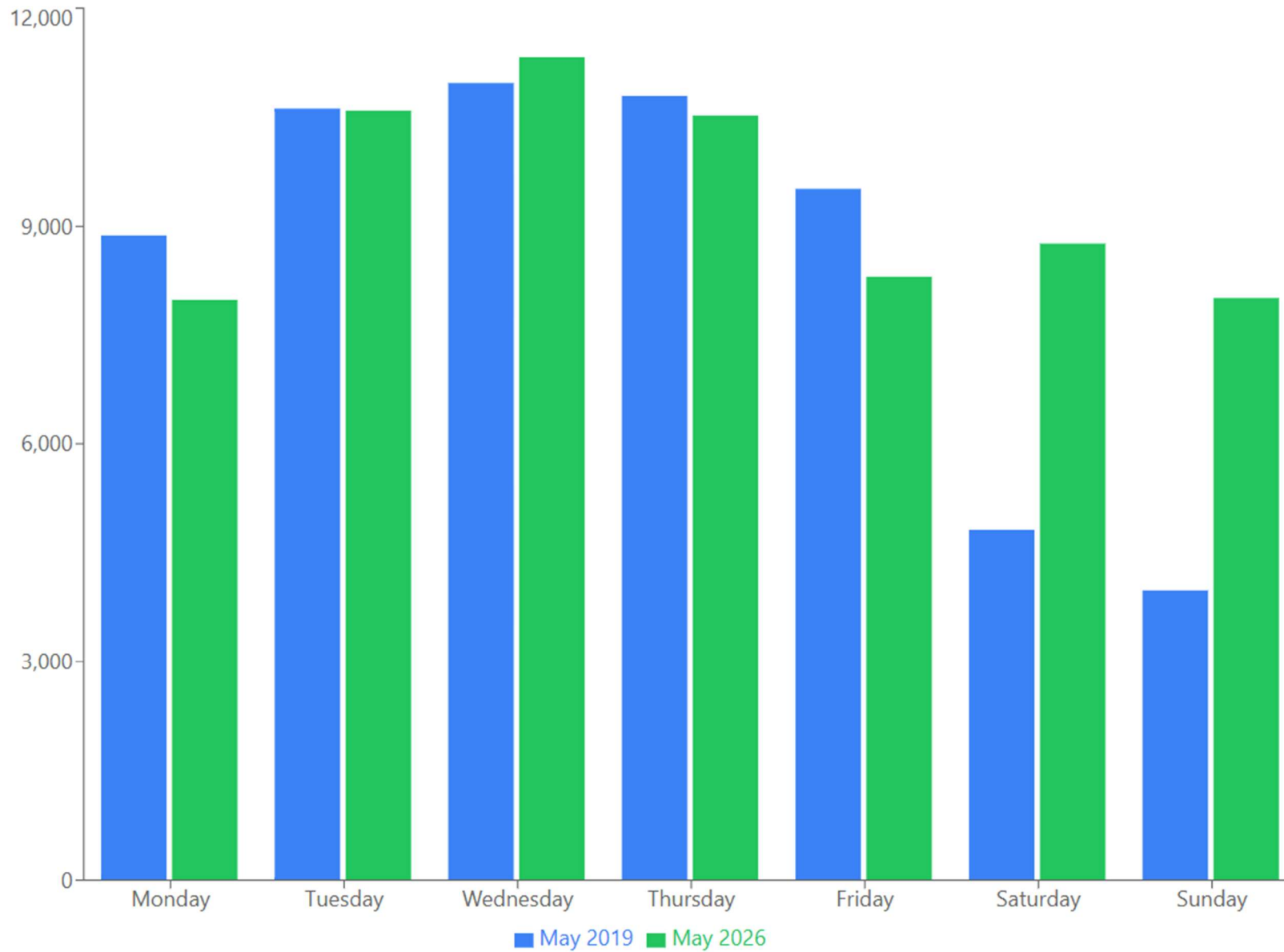
Ridership from other routes and event ridership is excluded.

Average Daily Ridership By Month



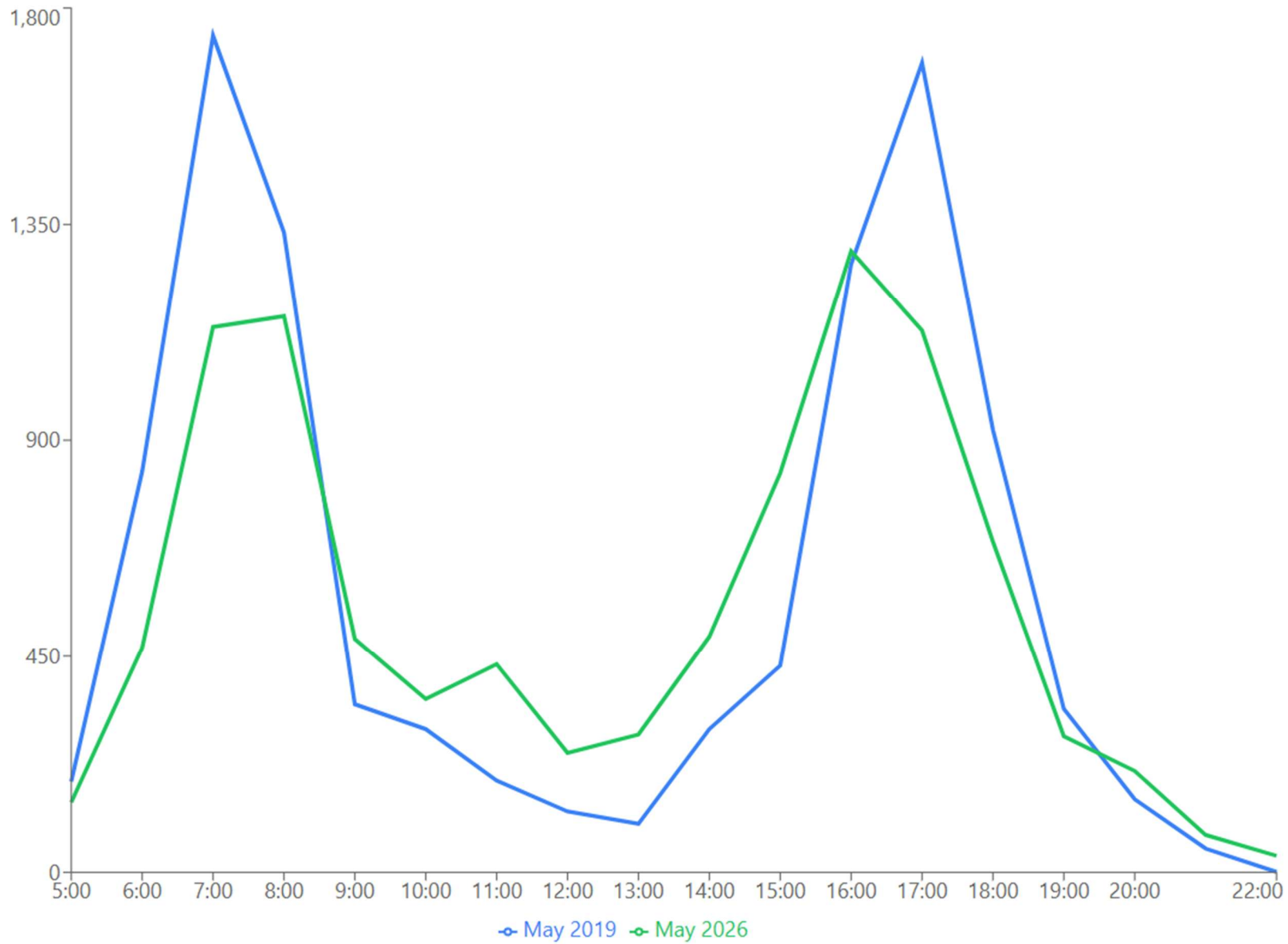
Event ridership is included.

### Average Ridership by Day of Week Systemwide



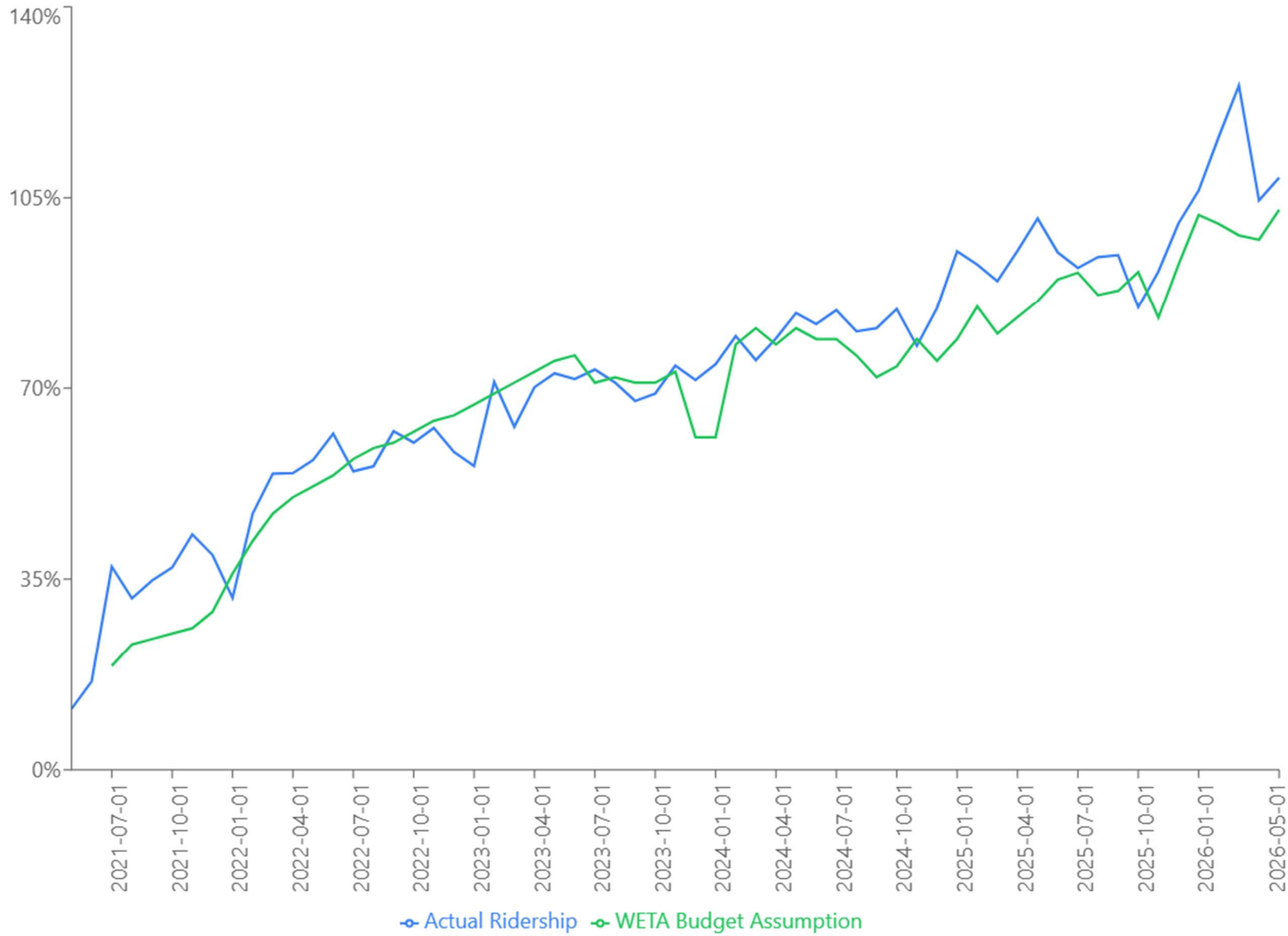
Event ridership is excluded. Holidays with no service are excluded.

### Average Weekday Hourly Ridership



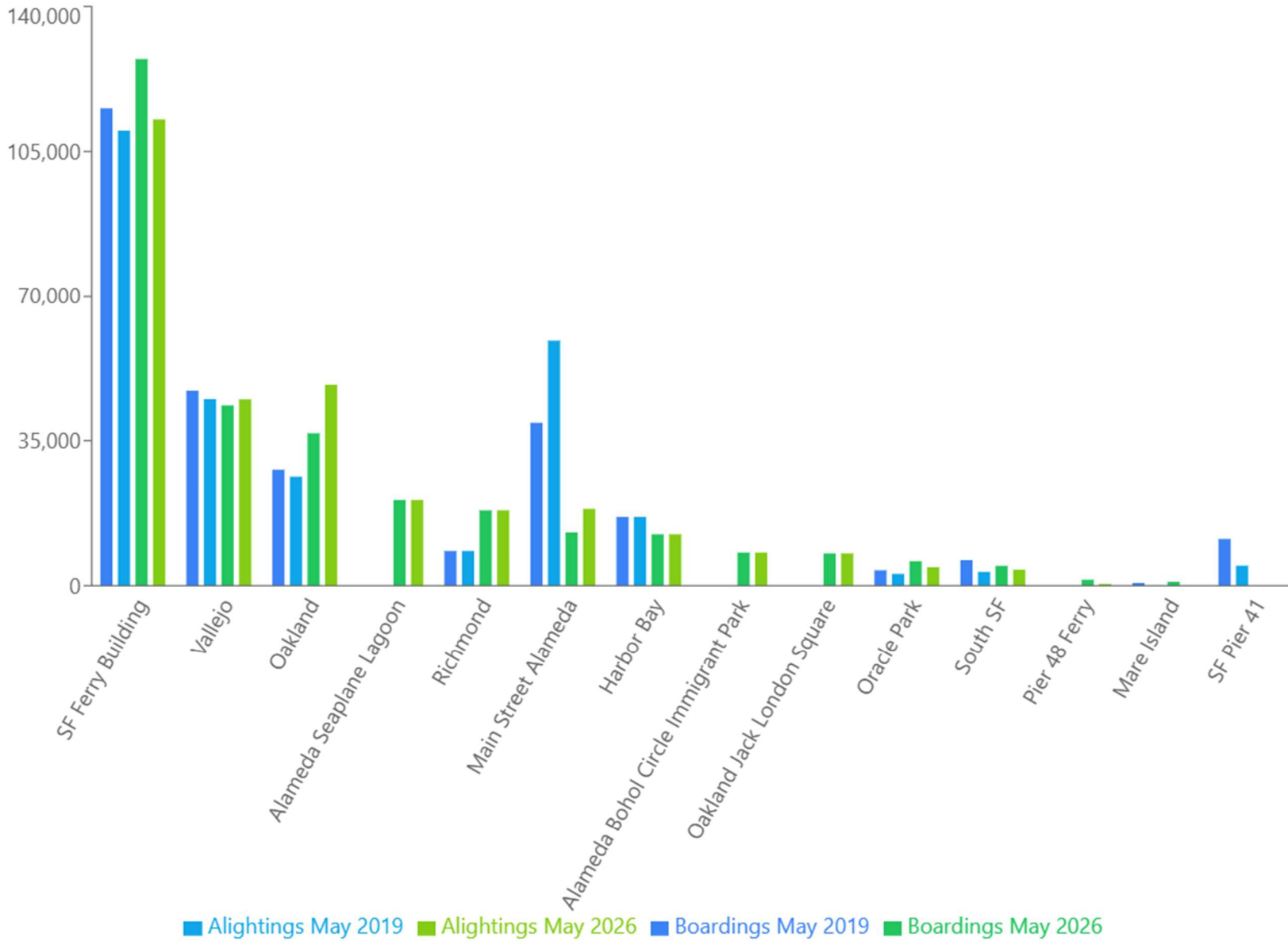
Event ridership is excluded. Scheduled trip segment start time is used.

### Actual vs Budgeted Ridership



Event ridership is included.

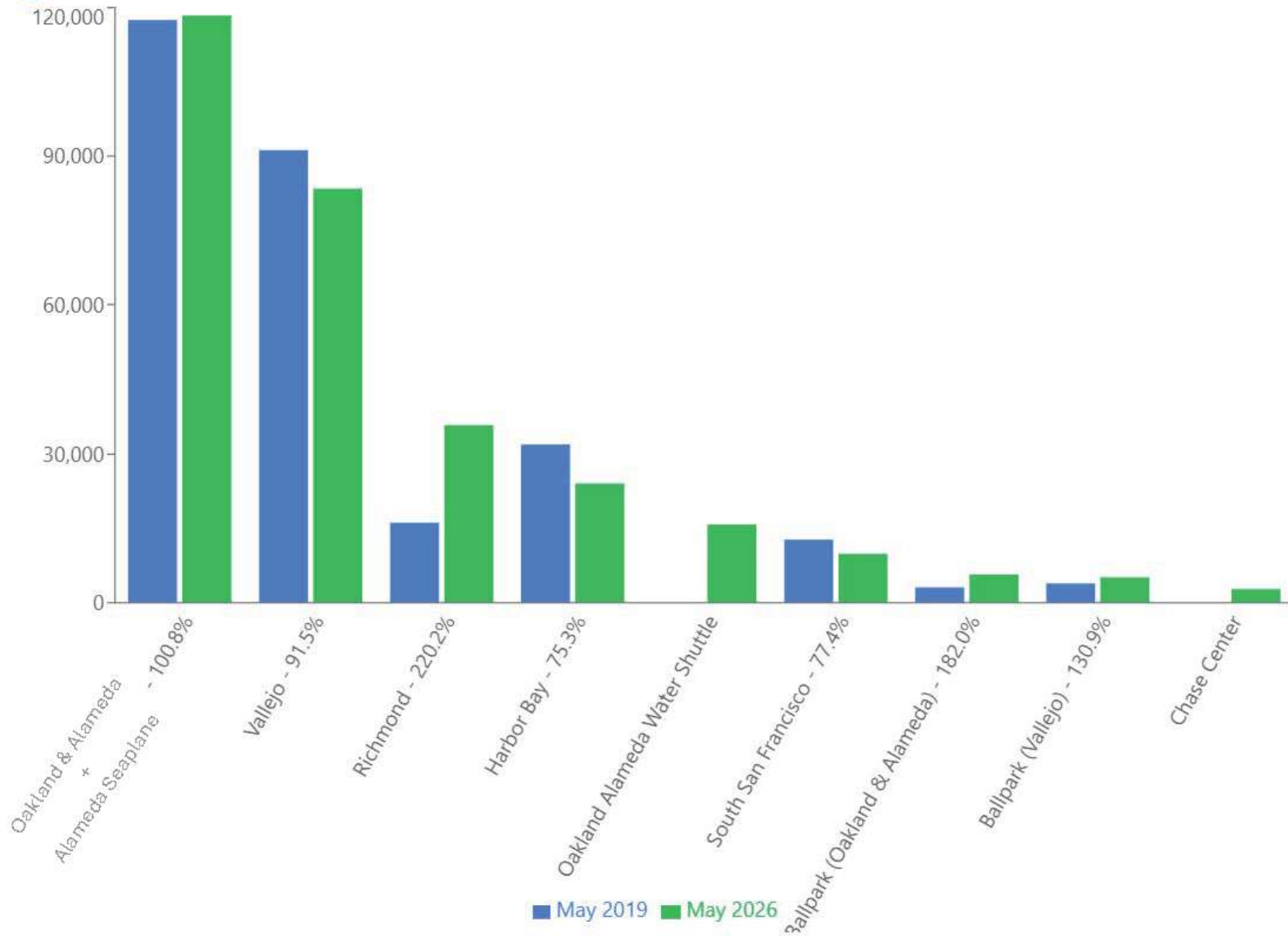
Boardings and Alightings by Terminal Systemwide



Event ridership is included.

### Ridership Recovery by Route

Combine OA and SEA routes



**Operational Statistics - Core Services**

	<b>Oakland &amp; Alameda</b>	<b>Richmond</b>	<b>Harbor Bay</b>	<b>South San Francisco</b>	<b>Alameda Seaplane</b>	<b>Vallejo</b>	<b>Total Core Services</b>	<b>Total Core and Non-Core Services</b>
Total Ridership May 2026	77,995	35,608	24,082	9,867	40,382	83,426	271,360	300,664
Total Ridership April 2026	65,830	35,500	26,625	10,543	43,739	80,343	262,580	286,469
Percent Change	18.5%	0.3%	-9.6%	-6.4%	-7.7%	3.8%	3.3%	5%
Total Ridership May 2026	77,995	35,608	24,082	9,867	40,382	83,426	271,360	300,664
Total Ridership May 2025	73,211	32,107	25,408	9,422	38,540	76,836	255,524	280,017
Percent Change	6.5%	10.9%	-5.2%	4.7%	4.8%	8.6%	6.2%	7.4%
Total Ridership FY2026 to date <sup>†</sup>	719,585	360,624	271,486	106,847	440,651	809,448	2,708,641	2,929,161
Total Ridership FY2025 to date <sup>†</sup>	651,422	306,171	245,927	89,503	355,456	725,750	2,374,229	2,549,832
Percent Change	10.5%	17.8%	10.4%	19.4%	24%	11.5%	14.1%	14.9%
Average Weekday Ridership May 2026	1,703	1,247	1,204	493	2,019	2,829	9,495	10,048
Weekdays Operated in May 2026	21	21	20	20	20	21	21	21
Average Weekend Ridership May 2026	4,224	941				2,402	7,567	8,965
Weekend Days Operated in May 2026	10	10	0	0	0	10	10	10
Ridership Per Hour May 2026	156	94	144	94	171	112	127	128
Ridership Per Mile May 2026 <sup>‡</sup>	11	5.2	7	4.9	10.4	4.1	6.2	6.7
Revenue Hours May 2026	499	379	167	105	236	747	2,132	2,352
Revenue Hours FY To Date <sup>†</sup>	5,288	4,364	1,953	1,386	2,726	8,291	24,008	
Revenue Miles May 2026 <sup>‡</sup>	7,104.7	6,911.2	3,440	2,002	3,886.4	20,291.3	43,635.6	44,798
Revenue Miles FY To Date <sup>†‡</sup>	75,220.8	79,653.9	40,273.8	25,454.3	45,488.8	222,411.1	488,502.7	
% of planned trip segments May 2026	100%	100%	100%	100%	99.9%	100%	100%	100%
% of trip segments on time May 2026 <sup>*</sup>	99.1%	99.8%	99.7%	99%	99.9%	96.7%	98.9%	98.9%

<sup>†</sup>Total ridership, miles and hours for FY to date can include ridership from routes which were not operated this month.

<sup>‡</sup>Statute miles.

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

**Operational Statistics - Non-Core Services**

	<b>Oakland Alameda Water Shuttle</b>	<b>Ballpark (Oakland &amp; Alameda)</b>	<b>Chase Center</b>	<b>Ballpark (Vallejo)</b>	<b>San Francisco Pier 41 Short Hop</b>	<b>Ballpark (Richmond)</b>	<b>Total Non- Core Services</b>	<b>Total Core and Non-Core Services</b>
Total Ridership May 2026	15,788	5,676	2,732	5,108	0	0	29,304	300,664
Total Ridership April 2026	11,597	5,572	1,966	4,754	0	0	23,889	286,469
Percent Change	36.1%						22.7%	5%
Total Ridership May 2026	15,788	5,676	2,732	5,108	0	0	29,304	300,664
Total Ridership May 2025	10,992	6,352	3,176	3,816	0	157	24,493	280,017
Percent Change	43.6%						19.6%	7.4%
Total Ridership FY2026 to date <sup>†</sup>	130,826	33,251	25,127	28,556	2,021	739	220,520	2,929,161
Total Ridership FY2025 to date <sup>†</sup>	94,108	27,585	19,939	17,434	14,940	157	175,603	2,549,832
Percent Change	39%				-86.5%		25.6%	14.9%
Average Weekday Ridership May 2026	445	546	553	353			1,897	10,048
Weekdays Operated in May 2026	17	6	3	8	0	0	19	21
Average Weekend Ridership May 2026	822	601	536	571			2,530	8,965
Weekend Days Operated in May 2026	10	4	2	4	0	0	10	10
Ridership Per Hour May 2026	86	524	468	265			133	128
Ridership Per Mile May 2026 <sup>‡</sup>	39.9	43.7	38.8	9			25.2	6.7
Revenue Hours May 2026	184	11	6	19	0	0	220	2,352
Revenue Hours FY To Date <sup>†</sup>	1,726	67	69	110	8	5	1,984	
Revenue Miles May 2026 <sup>‡</sup>	395.3	130	70.5	566.2	0	0	1,162	44,798
Revenue Miles FY To Date <sup>†‡</sup>	3,699	778.2	824.4	3,178.4	95.5	104	8,679.5	
% of planned trip segments May 2026	100%	100%	100%	100%			100%	100%
% of trip segments on time May 2026 <sup>*</sup>								98.9%

<sup>†</sup>Total ridership, miles and hours for FY to date can include ridership from routes which were not operated this month.

<sup>‡</sup>Statute miles.

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

Top 10 Weekday Max Out Trip Segments

Origin - Destination	Departure Time	Average Daily Boardings	Trip Segment Count	Max Out % <small>(i)</small>	Mon Max Out Occupancy % <small>(i)</small>	Tue Max Out % <small>(i)</small>	Wed Max Out % <small>(i)</small>	Thu Max Out % <small>(i)</small>	Fri Max Out % <small>(i)</small>
SF → VJO	18:30:00	445	1	100%	100%				
SF → MSA	17:50:00	320	1	100%	100%				
VJO → SF	11:35:00	444	1	100%	100%				
SF → VJO	17:20:00	248	20	5%	0%	0%	25%	0%	0%
SF → VJO	15:40:00	242	20	5%	0%	0%	25%	0%	0%
SF → VJO	16:35:00	292	20	10%	0%	0%	50%	0%	0%
SF → OAK	16:30:00	140	20	5%	0%	0%	25%	0%	0%
SF → SEA	16:30:00	215	20	5%	0%	0%	25%	0%	0%

Excludes OAS trip segments

**(i)** Max Out refers to the percentage of trip segments with occupancy greater than or equal to 99%.

Top 10 Weekend Max Out Trip Segments

Origin - Destination	Departure Time	Average Daily Boardings	Trip Segment Count	Max Out % ⓘ	Sat Max Out % ⓘ	Sun Max Out % ⓘ
SF → MSA	17:50:00	251	10	20%	40%	0%
SF → VJO	18:30:00	257	10	30%	20%	40%
SF → MSA	19:10:00	240	10	10%	20%	0%
SF → MSA	16:30:00	270	10	30%	20%	40%
VJO → SF	11:35:00	253	10	10%	20%	0%
RCH → SF	10:20:00	163	10	10%	0%	20%
SF → MSA	22:15:00	102	10	10%	20%	0%

Excludes OAS trip segments

ⓘ Max Out refers to the percentage of trip segments with occupancy greater than or equal to 99%.

Top 10 Weekday Near Full Trip Segments

Origin - Destination	Departure Time	Average Daily Boardings	Trip Segment Count	Near Full ⓘ	Mon Near Full ⓘ	Tue Near Full ⓘ	Wed Near Full ⓘ	Thu Near Full ⓘ	Fri Near Full ⓘ
SF → VJO	18:30:00	445	1	100%	100%				
SF → MSA	17:50:00	320	1	100%	100%				
VJO → SF	11:35:00	444	1	100%	100%				
GIA → MSA	21:45:00	257	5	80%	100%	100%			50%
P48 → MSA	21:30:00	290	3	66.7%	0%		100%	100%	
SF → VJO	17:20:00	248	20	15%	0%	25%	25%	25%	0%
SF → VJO	15:40:00	242	20	15%	0%	25%	50%	0%	0%
SF → VJO	16:35:00	292	20	10%	0%	0%	50%	0%	0%
VJO → SF	09:30:00	165	20	10%	0%	0%	50%	0%	0%
SF → OAK	16:30:00	140	20	5%	0%	0%	25%	0%	0%

4 more trip segments not shown

Excludes OAS trip segments

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

Top 10 Weekend Near Full Trip Segments

Origin - Destination	Departure Time	Average Daily Boardings	Trip Segment Count	Near Full ⓘ	Sat Near Full ⓘ	Sun Near Full ⓘ
SF → MSA	17:50:00	251	10	40%	40%	40%
VJO → SF	09:15:00	250	10	40%	40%	40%
SF → VJO	18:30:00	257	10	30%	20%	40%
SF → MSA	19:10:00	240	10	30%	40%	20%
SF → MSA	16:30:00	270	10	30%	20%	40%
VJO → SF	11:35:00	253	10	30%	20%	40%
VJO → SF	10:20:00	256	10	30%	20%	40%
SF → VJO	17:00:00	228	10	20%	20%	20%
SF → MSA	20:30:00	221	10	20%	20%	20%
SF → MSA	17:00:00	191	10	20%	0%	40%

3 more trip segments not shown

Excludes OAS trip segments

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

**MEMORANDUM**

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**TO: Board Members**

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

**SUBJECT: Service Reliability Report – April 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 2026 systemwide OTP goal is 95%. Its service reliability goal is 98%.

This report covers only regular SF Bay Ferry service. It does not include pilot or special event service. Staff will provide additional information on service reliability and OTP upon Board request.

**Discussion**

Through four months of 2026, SF Bay Ferry is performing at a service reliability of **99.9%** and an on-time performance of **96.8%**. Both metrics currently exceed agency goals for 2026.

Data for April 2026:

- **Service Reliability:** 99.95% (2 cancelled trips and 4,264 completed)
  - All routes exceeded the systemwide goal of 98%
  - Through the first four months of 2026, SF Bay Ferry completed nearly 17,000 trips and cancelled only 17
  - Neither Alameda Seaplane or South San Francisco have experienced any cancellations through the first four months of 2026
- **On-Time Performance:** 96.4%
  - OTP remains above agency goal thresholds overall
  - Only Oakland & Alameda (93%) fell short of OTP goals for the month
    - This is the second consecutive month in which Oakland & Alameda fell short of OTP goals
    - Oakland & Alameda is at 95% for the year to date
    - OTP has generally been lower on weekends than weekdays
- **Max-Outs:** 9 trips
  - All max-out trips were associated with weekday afternoon Giants games or weekend service

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%	99.8%	99.9%
February	100.0%	99.2%	100.0%	99.5%	100.0%	100.0%	99.8%
March	100.0%	99.5%	100.0%	99.6%	100.0%	100.0%	99.9%
April	100.0%	100.0%	99.9%	99.8%	100.0%	100.0%	100.0%
May							
June							
July							
August							
September							
October							
November							
December							
Year to Date	100.0%	99.6%	100.0%	99.7%	100.0%	100.0%	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%	95.0%	98.0%
February	98.7%	100.0%	97.5%	97.6%	99.6%	96.3%	97.9%
March	98.6%	98.8%	91.8%	98.7%	95.6%	93.1%	95.2%
April	99.3%	100.0%	93.0%	99.8%	95.1%	95.2%	96.4%
May							
June							
July							
August							
September							
October							
November							
December							
Year to Date	99.1%	99.3%	95.0%	98.6%	97.3%	94.8%	96.8%

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

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

*[May 14, 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 James Wunderman called the meeting to order at 1:00 p.m.

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

Directors Present in San Francisco: Chair James Wunderman  
Vice Chair Monique Moyer  
Director Pippin Dew  
Director Rosanne Foust  
Director Michael Henneberry

Directors Present Remotely: None  
Absent: None

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.

**3. REPORT OF BOARD CHAIR**

Chair Wunderman opened his remarks by acknowledging the passing of Gary Griggs, former Chief Capital Program Officer of SF Bay Ferry, describing him as an exceptionally capable and deeply committed leader. Chair Wunderman outlined Mr. Griggs' distinguished career, which included leadership roles at Parsons Brinckerhoff, where he served as president and oversaw 2,900 employees across 86 offices and 1,700 projects throughout the Americas. Mr. Griggs had also provided capital program leadership for major regional projects including BART to Warm Springs, BART to Silicon Valley, the San Francisco Central Subway, and California High-Speed Rail. Chair Wunderman noted that Mr. Griggs had been recruited specifically to bring instant credibility and a proven track record to SF Bay Ferry's capital program and that his contributions would be felt throughout the organization's future work. The meeting would be adjourned in Mr. Griggs' honor. Chair Wunderman also remarked briefly on growing momentum at the state level in support of expanded ferry service in the Bay Area, expressing optimism about future results.

**4. REPORTS OF DIRECTORS**

Vice Chair Moyer echoed Chair Wunderman's remarks regarding Mr. Griggs, describing him as thoughtful, level-headed, and an effective contributor on critical projects, particularly in connection with the REEF electrification program. Vice Chair Moyer extended condolences to Mr. Griggs' family. Vice Chair Moyer also formally welcomed Director Rosanne Foust to the Board, commending her breadth of regional, national, and global experience.

Director Dew similarly acknowledged Mr. Griggs' passing and the lasting impact of his tenure. Director Dew also reported on the recent Vallejo Ferry Fest, noting that the event was well-attended, well-received across social media, and featured favorable weather.

Director Henneberry offered brief remarks acknowledging Mr. Griggs as a smart, dedicated professional who would be missed.

Director Foust thanked Assembly Speaker Rivas for her appointment and expressed appreciation for the Board, the Executive Director, and his staff. She noted that she had reviewed past meeting materials in preparation for her first meeting and expressed her commitment to contributing to the Board's work. Director Foust also acknowledged the chairs of the Port of Redwood City Commission, who were present in the audience.

Chair Wunderman noted that the meeting would be formally adjourned in memory of Gary Griggs and directed that this be reflected in the minutes.

## **5. REPORTS OF STAFF**

Executive Director Seamus Murphy added his own tribute to Mr. Griggs, noting that Mr. Griggs had come to the agency following a peer review process conducted by the American Public Transportation Association (APTA), which had recommended that WETA recruit a capital program leader. Mr. Murphy described Mr. Griggs as a mentor to the agency's relatively young team and noted that Mr. Griggs' children had visited the office shortly after his passing. Mr. Murphy indicated that the agency would seek opportunities to formally recognize Mr. Griggs' contributions at upcoming vessel deliveries, groundbreaking, and ribbon cuttings.

Director of Planning Michael Gougherty presented an update on behalf of the Pilot Committee, which is composed of Directors Dew and Henneberry. Mr. Gougherty provided background on the pilot service program, which was established in 2024 pursuant to the approval of the 2050 Service Vision and aims to test new technologies, gauge the potential of new markets, and evaluate innovative first-and-last-mile solutions.

Mr. Gougherty reported that six pilot projects have been completed or are currently underway. Notable among these are the Sea Change hydrogen fuel cell demonstration project (completed January 2025), the Oakland–Alameda Water Shuttle, and the Redwood City Ballpark Service.

Regarding the work program for Fiscal Year 2027, Mr. Gougherty highlighted four initiatives:

**Oakland–Alameda Water Shuttle Extension:** The shuttle, originally scoped for two years, will be extended for an additional two years using funding secured by the City of Alameda through the Alameda County Transportation Commission (ACTC). Mr. Gougherty reported cumulative ridership of 103,000 passengers to date, representing a 25 percent increase over the prior year. The service has also been identified as a mitigation measure for the Oakland–Alameda Access Project, which will temporarily close key access routes onto Alameda Island.

**First-and-Last-Mile Partnership:** A partnership with the Working Waterfront Coalition (WWC), MTC, and Uber to provide free ride-hail connections between the training sites in Mare Island and Alameda and nearby regional transit for WWC program trainees. The program has received positive feedback and will be extended into the next fiscal year.

**Full-Foiling Battery-Electric Hydrofoil Demonstration:** Staff are developing a pilot to offer full-foiling, zero-emission ferry technology manufacturers an opportunity to operate in a live service environment. The proposed concept would deploy the technology as a supplemental service on the Vallejo route, with an external funding source sought to cover vessel and incremental operating costs. Potential operation is targeted for as early as late Fiscal Year 2028. U.S. Coast Guard certification was identified as a key prerequisite.

**New TNC Pilot at a Ferry Terminal:** Inspired by a recent Uber–BART partnership offering discounted ride-hail access to BART stations, staff intend to design and implement a similar

TNC pilot at a yet-to-be-determined ferry terminal. Outreach to Uber and city partners is underway.

The total Fiscal Year 2027 Pilot budget includes approximately \$1.2 million for the Oakland–Alameda Water Shuttle, funded entirely by external partners, and \$150,000 in the planning and administration budget for consultant services to further develop the remaining three initiatives.

Director Dew expressed enthusiasm for the foiling vessel technology and the potential for future technologies capable of accessing shallower waters, citing Hercules as an example. Director Henneberry concurred with the interest in expanding to new service areas. Chair Wunderman expressed support for exploring shallow-water vessel technologies and referenced past interest from communities along the Carquinez Strait, including Benicia, Martinez, Hercules, Pittsburg, and Antioch.

Government and Regulatory Affairs Manager Lauren Gularte reported two updates. First, staff met with the office of Congressman Sam Liccardo to offer support for the "Save Willy Act," a bill intended to reduce whale strikes in San Francisco Bay by establishing two dedicated positions within Coast Guard Vessel Traffic Service to receive and disseminate whale-sighting information to mariners. Second, Ms. Gularte reported that Senator Schiff had submitted WETA's application for the Harbor Bay Electrification Project, which requested \$1.6 million for battery procurement. She noted this was one of 65 projects statewide selected by the Senator and, if awarded, would represent the agency's fourth federal earmark in five years.

Mr. Gougherty presented the ridership report. He highlighted three notable data points: (1) ridership has exceeded FY 2019 levels for five consecutive months; (2) April 2026 ridership reached 104 percent of April 2019 levels, marking an all-time high for the month of April, following a record March 2026; and (3) staff have refined their ridership capacity metrics to track "max outs" (trips at or above 99 percent capacity) and "near full" trips (at or above 80 percent capacity).

Chair Wunderman noted the strong ridership results and raised a concern regarding a projected 16 percent reduction in Regional Measure 2 (RM2) funding attributable to lower bridge toll revenues, questioning whether MTC's distribution formula should account for ferry ridership growth. Chief Financial Officer Lauren Gradia confirmed that the RM2 allocation is applied proportionally across recipients and that bridge crossings have not recovered to pre-pandemic levels, resulting in lower toll revenue across the board. Chair Wunderman indicated his intent to continue that conversation with MTC. Chair Wunderman noted that the agency's reliability figures remain in the high nineties and commended staff on the agency's operational performance.

## **6. CONSENT CALENDAR**

Director Foust inquired whether the two consent calendar items could be separated given that she had not been seated at the time the April 9, 2026 meeting took place. WETA Legal Counsel Steven Miller confirmed that Directors are legally permitted to vote to approve minutes of meetings they did not attend, and Director Foust indicated she was comfortable proceeding with both items together. No Board member requested that either item be heard separately.

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

- a. Approve Board Meeting Minutes – April 9, 2026
- b. Approve Amendment No. 2 to Clipper BayPass Pilot Program Participation Agreement

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

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

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

**7. APPROVE AMENDMENT NO. 1 TO AGREEMENT 24-007 WITH JT MARINE TO EXERCISE OPTION FOR THIRD UNIVERSAL CHARGING FLOAT**

Senior Project Manager Jan Rybka presented the request for authorization to exercise the option for a third float under Agreement 24-007 with JT Marine, at an additional cost of \$6,160,000. Mr. Rybka explained that the option float would be constructed as a structural float only, without charging systems or batteries, for the Vallejo Ferry Terminal Reconfiguration Project.

Mr. Rybka explained that the original plan had been to repurpose the existing Pier 48½ float for the Vallejo reconfiguration, but that Pier 48½ has since been determined to be needed for continued operations. By contrast, exercising the existing competitively bid option with JT Marine provides a standardized float dimension, reduces risk, supports JT Marine's learning curve for the broader UCF program, and maintains a cost roughly at parity with the originally planned approach. Mr. Rybka confirmed the Vallejo Terminal Reconfiguration Project is fully funded.

Chair Wunderman expressed support for retaining the Pier 48½ float, citing its value for emergency response operations given the density of the surrounding Mission Bay area.

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

Director Foust made a motion to adopt Resolution No. 2026-17 approving this item.

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

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

**8. APPROVE SALE OF THE MV BAY BREEZE**

Interim Chief Capital Program Officer Timothy Hanners presented a request for authorization to finalize the sale of the MV Bay Breeze to the Pinellas Suncoast Transit Authority (PSTA) for \$1,600,000. Mr. Hanners noted that the Bay Breeze, built in 1994 by Nichols Brothers Boat Builders, is the oldest vessel in the SF Bay Ferry fleet at 31 years old — six years beyond the FTA's recommended useful life of 25 years for passenger ferry vessels.

Mr. Hanners identified several factors supporting the sale: California emissions requirements would necessitate significant future investment to keep the vessel operating; aging propulsion and support systems are becoming more maintenance-intensive; and retaining a conventional diesel vessel of this age does not align with the agency's long-term zero-emission fleet strategy. Even if retained as a reserve vessel, the Bay Breeze would cost approximately \$473,000 annually in insurance and maintenance. With newer vessels in the fleet, including the Dorado class, staff determined that the Bay Breeze no longer provides sufficient operational value to justify those ongoing costs. Proceeds from the as-is sale will be returned to the agency's general fund to support future vessel replacement and capital needs. Mr. Hanners also noted that Nichols Brothers, the original builder of the Bay Breeze, is currently constructing SF Bay Ferry's new 400-passenger electric vessels.

**PUBLIC COMMENT**

Member of the public Isabelle Hodge noted that the Bay Breeze is a beloved vessel and that she was pleased it would continue in public ferry service.

Director Henneberry made a motion to adopt Resolution No. 2026-18 approving this item.

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

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

## **9. APPROVE VESSEL NAMES FOR FUTURE BATTERY-ELECTRIC FERRIES**

Director of Operations and Customer Experience Thomas Hall and Communications and Marketing Manager Alexis Matsui presented the results of a public vessel naming process conducted in partnership with San Francisco Chronicle's Peter Hartlaub. The process, which was grounded in the Board-adopted vessel naming policy from 2023, solicited nominations from the public, received approximately 1,400 name submissions, and was narrowed to 27 finalists. A public poll hosted on the Chronicle's website received more than 26,000 votes.

Ms. Matsui presented the five names selected by the public in order of vote totals:

*Seawolf* — referencing Jack London's novel, whose opening scene is set on a San Francisco Bay ferry

*Rosie* — a tribute to the iconic World War II "Rosie the Riveter" figure, closely associated with the Bay Area

*Farallon* — named for the Farallon Islands off the coast of San Francisco

*Doubtfire* — a reference to the Robin Williams film character, set in San Francisco

*Say Hey* — a nod to San Francisco Giants legend Willie Mays

Staff confirmed that existing vessels carry informational plaques about their names and origins, and that the same treatment would be applied to the new vessels. Legal Counsel Miller confirmed that the Board retains authority to modify the list.

Board members expressed broad enthusiasm for the names and commended the public engagement process. Director Henneberry noted his own preferred name had not advanced but affirmed the strength of the final selections. Director Foust noted appreciation for the name Rosie. Director Dew praised the community engagement effort.

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

Director Dew made a motion to adopt Resolution No. 2026-19 approving this item.

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

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

## **10. REVIEW PROPOSED FISCAL YEAR 2026/27 BUDGET AND SALARY SCHEDULE; AND ADOPT AMENDED RESERVE POLICY**

Chief Financial Officer Lauren Gradia presented the proposed Fiscal Year 2026/27 budget and an amended reserve policy. Ms. Gradia acknowledged the work of the broader staff team, including Hector Lopez and Erin McGrath, in preparing the budget.

Ms. Gradia reviewed highlights from the proposed operations budget. The budget maintains current service levels and incorporates the four percent average fare increase reviewed at the April 2026 board meeting. It projects an 18 percent increase in fare revenue and continues the Oakland–Alameda Water Shuttle partnership. The budget reflects a \$10 million contribution to reserves, contingent upon adoption of the amended reserve policy. A notable cost driver is fuel: the agency is budgeting diesel at \$5.00 per gallon, a 24 percent increase over the current year's budget of \$4.20 per gallon. Operating costs are projected to increase approximately 10 percent, with a 14 percent increase in facility operations and maintenance costs due to the timing of maintenance projects.

Ms. Gradia outlined a set of draft fuel price thresholds to guide future action: if fuel prices remain above \$5.20 per gallon, staff would return to the Board as early as December to discuss a fuel surcharge or service reductions; if prices fall, staff would consider establishing a dedicated fuel reserve as an alternative to a formal hedging program.

Ms. Gradia discussed the proposed capital program budget. The total capital program stands at \$490 million, encompassing vessel maintenance, facility maintenance, and the REEF electrification program. The REEF program has an unfunded need of \$121 million, and staff emphasized the ongoing need to leverage Regional Measure 3 funds with additional grant revenue and to prioritize projects against the service plan.

Ms. Gradia presented the proposed amended reserve policy. The policy update segments the operations reserve into a contingency reserve and an emergency reserve, each with defined minimum and maximum targets. The contingency reserve is intended to absorb normal revenue and expense fluctuations. A ten-year financial outlook was presented, illustrating that the agency maintains adequate reserves within a five-year horizon under baseline conditions, that SB 63 funding would significantly improve the long-term outlook, and that service expansion beyond the baseline would require additional partner revenues.

Chair Wunderman commended the quality of the budget presentation and suggested the Board consider establishing a task force or focused effort to address the agency's long-term financial position. Ms. Gradia recommended waiting until the outcomes of the ferry service operations solicitation and SB 63 are known.

Director Foust expressed strong appreciation for the transparency of the budget document and echoed Chair Wunderman's interest in monitoring the long-term financial picture.

Director Dew expressed support for a fuel reserve concept, endorsing the idea of setting aside budget savings during periods of lower fuel costs for use during price spikes. Director Dew also noted support for the proposed budgeted fuel price increase, having raised concerns about fuel pricing at the prior year's budget process.

Vice Chair Moyer expressed concern about geopolitical uncertainty affecting commodity prices and inflation assumptions, noting that 3 percent general inflation may not fully capture current conditions. She voiced strong support for building reserves and called for scenario analysis to help the Board understand potential financial trajectories. Vice Chair Moyer also emphasized the importance of SB 63 to the agency's financial stability and observed that fuel costs approaching the same magnitude as labor costs is a significant concern.

Director Henneberry commended staff for the quality of work.

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

Director Moyer made a motion to adopt Resolution No. 2026-20 approving the Amended Reserve Policy.

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

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

The full budget will be brought to the Board for formal approval at the June 11, 2026 meeting.

#### **11. TRANSPORTATION PLANNING INTERN CAPSTONE PROJECT: FERRIES FOR GROWTH**

Mr. Gougherty introduced Transportation Planning Intern Alisa Horiike, a graduate of the Master of City Planning program at the University of California, Berkeley, who presented her capstone project titled Ferries for Growth.

Ms. Horiike's project examined the alignment between land use conditions and transit-oriented development (TOD) potential at three future or planned SF Bay Ferry terminal locations: Mission

Bay (San Francisco), Redwood City, and Berkeley. Her analysis employed geospatial tools, U.S. Census Bureau data and American Community Survey (ACS), onboard survey data from 2024, and a review of local plans and policies, as well as permitting and development pipeline data from the three cities.

Ms. Horiike's key findings included:

**Mission Bay:** As a destination terminal, the site benefits from over 27,000 jobs within a 15-minute walk, anchored by UCSF Mission Bay and Chase Center. The neighborhood's master-planned origins, which emphasized density, transit, and walkability, directly support ridership. Ms. Horiike recommended continued coordination with Caltrain and Muni to reduce transfer friction.

**Redwood City:** As a destination terminal, the driving catchment reveals over 170,000 jobs within a 15-minute drive and approximately 37,000 within a 15-minute walk. Given that 56 percent of survey respondents walked or biked to their final destination, Ms. Horiike recommended emphasis on bike and pedestrian infrastructure and coordination with bus operators to extend access to nearby employment centers.

**Berkeley:** As an origin terminal, proximity to residential population is the key metric. Approximately 25 percent of Berkeley workers commute into San Francisco, representing a significant potential ridership base. However, very few people currently live within walking distance of the terminal, and regulatory constraints significantly limit adjacent development potential. Ms. Horiike recommended prioritizing pedestrian and bicycle infrastructure connecting downtown Berkeley and University Avenue to the terminal.

Ms. Horiike concluded that land use conditions such as walkability, density, and development are outside SF Bay Ferry's direct control, making interagency coordination the agency's most powerful tool, and that there is no one-size-fits-all TOD solution across the three terminals.

Chair Wunderman reflected on the rationale behind the Berkeley terminal siting decision and affirmed the importance of facilitating bicycle access to that terminal.

Director Foust recommended that the report be shared with the Port of Redwood City, the City of Redwood City, and the City of Berkeley, and acknowledged the value of the geospatial methodology employed.

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

## **12. PUBLIC COMMENTS FOR NON-AGENDA ITEMS**

(Note: Agenda items 12 and 13 were reordered at the Chair's direction, with public comment heard prior to the closed session.)

Chair Wunderman called for public comments for non-agenda items

Stan Maupin, Chair of the Port Commission for the Port of Redwood City, offered congratulations to Director Foust on her appointment, describing her as someone who exemplifies the meaning of public service and has a demonstrated ability to listen to all perspectives and identify practical solutions. Mr. Maupin also congratulated the full Board on the appointment and expressed the Port Commission's interest in continuing and strengthening the relationship between SF Bay Ferry and the Port of Redwood City.

**13. RECESS INTO CLOSED SESSION**

The Board recessed into closed session to discuss the performance evaluation of the Executive Director pursuant to Government Code Section 54957(b). The Board reconvened in open session and Chair Wunderman stated that there was no reportable action taken in closed session.

With all business concluded, Chair Wunderman adjourned the meeting at approximately 3:30 p.m. in memory of Gary Griggs, former Chief Capital Program Officer of SF Bay Ferry.

- Board Secretary

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

MEMORANDUM

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**TO: Board Members**

**FROM: Seamus Murphy, Executive Director  
Lauren Gradia, Chief Financial Officer  
Elysa Silveira, Administrative Specialist**

**SUBJECT: Authorize Purchase of Insurance Policies for Fiscal Year 2026/27**

**Recommendation**

Approve the purchase of the following insurance policies for Fiscal Year (FY) 2026/27, estimated to cost up to \$881,365 in total:

- 1) Marine Commercial Liability including Terminal Operators
- 2) Excess Marine Liabilities
- 3) Property Insurance
- 4) Public Officials Management & Employment Practices Liability
- 5) Crime Insurance
- 6) Special Liability Insurance (SLIP)
- 7) Workers' Compensation
- 8) Cyber Liability

**Background/Discussion**

The SF Bay Ferry's risk management practices rely on a number of policies and practices. Primarily, risk is managed through the insurance coverage purchased directly and the coverage the Authority requires contractors to carry. The most important contract in this regard is the operating and maintenance contract with the Blue & Gold Fleet. In addition to commercial general liability and automobile liability coverage, Blue & Gold Fleet's insurance provides coverage for WETA's vessels (Protection & Indemnity and Hull), Blue & Gold Fleet's crew, and environmental liability, as well as an additional \$49,000,000 of "umbrella liability" coverage for incidents arising out of Blue & Gold Fleet's provision of services to WETA. Such insurance is procured and held separately by Blue & Gold Fleet but paid for by WETA. These insurance costs incurred by Blue & Gold exceed \$1.9 million and are budgeted in the operating budget depending on the category of the expense.

In addition, SF Bay Ferry purchases policies directly to protect the agency from third party claims, loss of property, employment practices or other public agency risks. These policies are renewed annually with approval from the Board based upon estimates provided by WETA's insurance broker, Alliant Insurance Services (Alliant).

This item authorizes the purchase of FY 2026/27 insurance policies consistent with prior year policies and coverage levels plus an additional \$50,000 budget for the purchase of Cyber Liability insurance. Each type of insurance proposed is described below and policy coverage and pricing are detailed in the FY 2026/27 Insurance Policy Schedule provided as **Attachment A**.

Marine Commercial Liability and Excess Marine Liabilities

These policies protect against third party claims for bodily injury and property damage at covered locations. Because of the size of the coverage, it is held by multiple carriers who share the risk on a percentage basis.

Property Insurance

This coverage provides protection against losses due to damage to property from fires, vandalism, accidents, earthquake, flood, etc. including both personal property and business inventory. This coverage also extends to the waterside assets consisting of the docks, floats, gangways, piers, pilings, and ramps which are insured for replacement costs subject to the property insurance limits.

Public Officials Management & Employment Practices Liability

This policy is designed to address the unique exposures faced by public entities and responds to claims brought against WETA, its employees, and volunteers for any alleged or actual breach of duty, neglect, error, misstatement, or omission in the course of public duties. Included is coverage for employment related matters, such as wrongful termination and harassment.

Crime Insurance

Crime insurance covers money, securities, and other property against a variety of criminal acts including fraud, employee theft, robbery, and forgery.

Special Liability (SLIP)

Special liability is a policy designed to provide auto liability coverage for WETA-owned vehicles.

Workers' Compensation

Required coverage for employee injuries in the performance of their work.

Cyber Liability

Cyber liability covers claims involving security breach, system failure, data recovery, business interruption, cyber extortion, social engineering, and infringement of intellectual property. The policy will provide coverage for breach response costs, regulatory fines and penalties as well as credit monitoring expenses.

Actual annualized premiums for SF Bay Ferry policies for FY 2025/26 were \$784,136. Annual premium rate increases for FY 2026/27 policies are projected to increase overall 12% with variability depending on the policy. For both liability and property coverage, the driving force behind the state of the market is claims experience. Although the Authority has a low claims experience related to its work, which helped during the renewal process last year, the market overall has seen the value of claims increase dramatically due to natural disasters, jury awards and other market factors. The result overall is a recommendation to authorize the execution of policies with an estimated total cost of \$881,365. This is a conservative projection for next year's renewals.

**Fiscal Impact**

Projected cost of \$881,365 are included in the FY 2026/27 Operating Budget to support the purchase of insurance as outlined in this memorandum. Excluding the additional budget for the new Cyber Liability coverage, this is a 6% increase over the prior year premium.

Attachment A: 2026/27 Insurance Policy Coverage and Cost Estimates

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

San Francisco Bay Ferry (WETA)  
2026-27 Insurance Policy Coverage and Cost Estimates

Attachment A

Coverage	Locations	Deductible/Retention	Carrier (Current)	FY 2025-26 Limit	FY 2025-26 Premium	FY 2026-27 Limit	FY 2026-27 Estimated Premium
Marine Commercial Liability Terminal Operators Liability Wharfingers Liability	Pier 9 Berthing Facility Central Bay O&M Facility North Bay O&M Facility Vallejo Ferry Ticket Office San Francisco Harbor Bay Alameda Main Street Alameda Seaplane Lagoon Oakland Clay Street Vallejo Mare Island South San Francisco Richmond Public Dock at Jack London Square Public Dock, Bohol Circle F Dock, Redwood City	\$2,500 each occurrence	Aspen American Insurance Company	\$1,000,000 Each Occurrence \$3,000,000 Aggregate	\$30,450	\$1,000,000 Each Occurrence \$3,000,000 Aggregate	\$ 46,680.00
Excess Marine Liabilities - Layer 1	Same as above	N/A	Liberty Mutual Insurance Company - 50% Navigators Insurance Company - 25% Endurance Risk Solutions Assurance Company - 25%	\$9,000,000 Excess \$1,000,000	\$ 37,380	\$9,000,000 Excess \$1,000,000	\$ 57,303
Excess Marine Liabilities - Layer 2	Same as above	N/A	Starr Indemnity & Liability Company	\$15,000,000 Excess \$10,000,000	\$ 29,865	\$15,000,000 Excess \$10,000,000	\$ 45,782
Property Insurance	Beale St Offices Pier 9 Berthing Facility Central Bay O&M Facility North Bay O&M Facility Vallejo Ferry Ticket Office San Francisco Harbor Bay Alameda Main Street Alameda Seaplane Lagoon Oakland Clay Street Vallejo Mare Island South San Francisco Richmond	\$25,000 to \$250,000	Illinois Union Insurance Company	Total Insured Value: \$232,718,848	\$ 632,544	Total Insured Value: \$239,698,310	\$ 618,900
Public Officials Management & Employment Practices Liability	N/A	\$15,000 each public officials management \$25,000 each employment practices violation	Indian Harbor Insurance Company	\$3,000,000 Aggregate	\$ 24,802	\$3,000,000 Aggregate	\$ 29,500
Crime Insurance	N/A	\$2,500 each occurrence	National Union Fire	\$1,000,000 Each Occurrence	\$ 1,777	\$1,000,000 Each Occurrence	\$ 1,900
Special Liability Insurance (SLIP)	375 Beale St Office (Premises Liability)	Commercial General Liability \$1,000	Great American	\$1,000,000 Each Occurrence	\$ 3,707	\$1,000,000 Each Occurrence	\$ 4,300
	N/A	Automobile Liability \$1,000	Great American				
Workers Compensation	N/A	None	State Compensation Insurance Fund	Statutory / \$1M EL	\$ 23,611	Statutory / \$1M EL	\$ 27,000
Cyber Liability	N/A	TBD	TBD	N/A		TBD	\$ 50,000
					<b>\$784,136</b>	<b>\$881,365</b>	

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

**RESOLUTION NO. 2026-21**

**AUTHORIZE PURCHASE OF INSURANCE POLICIES FOR FISCAL YEAR 2026-2027**

**WHEREAS**, WETA's existing commercial insurance policies expire on June 30, 2026 and WETA seeks to renew the policies through June 30, 2027; and

**WHEREAS**, these policies are reviewed annually and placed with the assistance of Alliant Insurance Services, WETA's insurance broker; and

**WHEREAS**, WETA has received estimates for Fiscal Year (FY) 2026-27 insurance coverage; and

**WHEREAS**, the estimated cost of insurance coverage for FY 2026-27 is 12% higher than the previous year; this increase is fair and reasonable given the current state of the insurance market reflecting rate increases due at least in part to increased claims experiences (even though not at WETA, such market factors have increased claims industry-wide); now, therefore, be it

**RESOLVED**, that the Board of Directors hereby approves and authorizes the Executive Director to purchase Commercial Insurance with assistance of its broker, Alliant Insurance Services, at an estimated amount of \$861,365 for FY 2026-27.

**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 June 11, 2026.

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2026-21

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

MEMORANDUM

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**TO: Board Members**

**FROM: Seamus Murphy, Executive Director  
Timothy Hanners, Chief Capital Program Officer  
Jeffery Powell, Senior Project Manager**

**SUBJECT: Approve Sole Source Contract Award to Pacific Power Group, LLC  
for Main Engine and Gear Preventative Maintenance and Repair  
Services**

**Recommendation**

1. Approve the award of a Sole Source Contract to Pacific Power Group, LLC (PPG) in the amount of \$2,979,973 for main propulsion engine and gear maintenance and repair services for the MV *Intintoli*, *Pyxis*, *Dorado*, and *Peralta*; and
2. Authorize the Executive Director to negotiate and execute an agreement with PPG and take any other required actions to support this work.

**Background/Discussion**

Four SF Bay Ferry vessels are due for main engine and reduction gear preventative maintenance and repair work in Fiscal Year 2026/27. This work is critical to maintaining the vessels in a state of good repair, supporting reliable operations, and protecting the agency's investment in the fleet.

The starboard main engine on MV *Intintoli* is approaching its mid-life overhaul interval of 9,000 operating hours. The port main engine and gearbox on MV *Intintoli* are approaching their major overhaul threshold of 18,000 operating hours. For MV *Dorado*, both main engines are coming due for mid-life overhaul and fuel injector replacements at 10,000 operating hours. Both main engines on MV *Peralta* will also soon come due for their 16,000-hour service interval. Finally, the starboard main engine and gearbox on MV *Pyxis* are approaching their major overhaul interval of 20,000 hours.

In order to remain in warranty and in compliance with the preventative maintenance schedules for these engines and gears, they must undergo subcomponent replacements, fuel injector changes, and overhauls by an authorized MTU service dealer. The work also ensures that all engines remain within the OEM specifications for safe, reliable, and efficient operation.

The mid-life engine overhaul work on MV *Intintoli* starboard main engine and both MV *Dorado* engines will occur dockside at WETA's North Bay Operations & Maintenance Facility. The 16,000-hour service for MV *Peralta* will occur dockside at SF Bay Ferry's Central Bay Operations & Maintenance Facility.

The major overhaul work on the MV *Intintoli* port main engine and gearbox, as well as the same work on the starboard main engine and gearbox of MV *Pyxis* will require removal of the engine and gearbox from the vessel. The swing units will be installed in order to minimize downtime while the machinery is serviced at PPG's facility in Kent, WA.

Following completion of the corrective and preventative capital rehabilitation and repair work on the engines and reduction gears, the vessels will undergo sea trials and/or engine dynamometer testing to verify system performance.

**Scope of Work and Proposed Schedule**

To accomplish the necessary services noted above, WETA requires an authorized MTU service dealer to provide parts, labor, materials, testing, and commissioning. The necessary preventative maintenance is scheduled to occur throughout Fiscal Year 2026/27 at times that minimize impacts to service schedules.

**Sole Source Discussion**

There is a sole source justification to award these engine maintenance services to PPG, as it is currently the sole factory-assigned dealership for the provision of MTU engines, parts, and related services for SF Bay Ferry, as determined by MTU. The scope of work must be performed by an MTU certified dealer to preserve critical manufacturer warranties and ensure compliance with OEM requirements.

PPG is well qualified to carry out this project as it has the requisite technical application experience with these engine models in terms of inspections, service, repairs, injector and subcomponent replacements, and engine overhauls. PPG has a large workforce of seasoned and experienced mechanics qualified on MTU 4000 series engines. Further, PPG has the unique ability to provide the requisite on-site labor resources to complete the engine overhauls in the shortest possible timeframes in support of SF Bay Ferry vessel operating schedules.

PPG has provided main propulsion engine purchase and service support for SF Bay Ferry on several vessel procurement and repower projects in the past, including new construction of *Hydrus* Class, *Pyxis* Class, and *Dorado* Class vessels. PPG performs ongoing service and repair to WETA's vessels and is also the factory-assigned representative to provide sales, service, and repair for Golden Gate Ferry vessels in the San Francisco Bay Area.

Staff analyzed PPG's price proposal and find it to be fair and reasonable. PPG's pricing is within 2.8% of WETA's independent cost estimate; and the price aligns with historical engine overhaul and subcomponent replacement services on these families of engines.

In accordance with the above analysis, staff has determined that this procurement meets the requirements for sole source procurement under federal regulations and as set forth in SF Bay Ferry's Administrative Code, which authorizes the agency to procure goods and services without competition when there is only a single source of supply available or only one contractor is qualified to provide the service or product. Because PPG is the only dealership able to provide and warranty the necessary work for WETA, a competitive bidding process would serve no useful purpose for this procurement.

**Fiscal Impact**

The expenditure of \$2,979,972 is included in the proposed FY2026/27 Capital Budget in the Repair and Replacement for Vessels budget. The contract will be expended on four projects (#271102, 271103, 271105 and 261111) and an additional \$881,028 is budget for construction management, legal services and staff time for a total combined budget of \$3,861,000. The projects are 80% funded with Federal Transit Administration (FTA) Section 5307 funding and 20% funded with Regional Measure 1 bridge toll funding.

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

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

**RESOLUTION NO. 2026-22**

**APPROVE SOLE SOURCE CONTRACT AWARD TO PACIFIC POWER GROUP, LLC FOR  
MAIN ENGINE AND REDUCTION GEAR  
PREVENTATIVE MAINTENANCE & REPAIR SERVICES**

**WHEREAS**, four SF Bay Ferry vessels are due for main engine and reduction gear preventative maintenance and repair work in Fiscal Year 2026-2027; and

**WHEREAS**, Pacific Power Group, LLC is the only authorized service entity that can provide parts, labor, and materials to facilitate the necessary preventative maintenance and repair work in a manner that preserves the warranties for the vessel components; and

**WHEREAS**, staff, with the concurrence of legal counsel, has determined that engaging Pacific Power Group, LLC to provide these necessary services meets the requirement for a sole source procurement as set forth in federal regulations and in SF Bay Ferry's Administrative Code; and

**WHEREAS**, Pacific Power Group, LLC has submitted a proposal to provide the needed services, which proposal SF Bay Ferry staff has determined is both fair and reasonable under the circumstances; now, therefore, be it

**RESOLVED**, that the Board of Directors hereby approves entering into a sole source agreement with Pacific Power Group, LLC in the amount of \$2,979,973 including all taxes, for preventative maintenance and repair work on four SF Bay Ferry vessels, and authorizes the Executive Director to negotiate and execute an agreement with Pacific Power Group, LLC and take any other required 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 June 11, 2026.

YEA:  
NAY:  
ABSTAIN:  
ABSENT:

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/s/ Board Secretary

2026-22

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

**MEMORANDUM**

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**TO: Board Members**

**FROM: Seamus Murphy, Executive Director  
Timothy Hanners, Chief Capital Program Officer  
Minh Tran, Project Manager**

**SUBJECT: Approve Amendment No. 1 to Agreement 25-056 with Wesco Distribution  
for Seaplane Lagoon Electrification Materials Procurement**

**Recommendation**

Authorize the Executive Director to enter into Amendment No. 1 to Agreement No. 25-056 with Wesco Distribution to increase the total agreement amount from \$395,087 to \$1,112,701 for the procurement of additional necessary electrical equipment for the safe and successful electrification of Seaplane Lagoon Ferry Terminal.

**Background**

On January 8, 2026, the Board authorized award of Agreement 25-056 for the procurement of long lead time electrification equipment necessary for the Alameda Seaplane Lagoon Ferry Terminal Electrification project. This award leveraged an existing cooperative procurement process issued under the OMNIA Partners' government contracting program which ensures standardized governmental procurement practices and pricing. The Agreement was initially scoped based on preliminary information based on input utility power from the local utility provider, Alameda Municipal Power (AMP). Following board award and execution of the Agreement, AMP provided new design requirements on input power which requires modification to the original scope and additional components.

**Discussion**

Staff recommends amending the Agreement to allow for the continued procurement of long lead time electrification equipment. SF Bay Ferry staff have been actively engaged with Wesco and AMP to clarify the technical requirements to ensure a safe and secure medium voltage electrical connection between the utility landside and the Universal Charging Float (UCF). The initial discussions with AMP and Wesco to develop the preliminary technical specifications of the equipment omitted impactful requirements, the main point being that AMP would be delivering an ungrounded Medium Voltage (M/V) primary electrical service to the Seaplane Lagoon Ferry Terminal.

Based on the technical requirements and existing conditions from AMP, SF Bay Ferry and Wesco reviewed equipment configuration modifications to ensure the electrical service between the utility meter and the UCF would be safely grounded. The new electrification equipment configuration consists of new components, including a zig-zag transformer, battery cabinet, and relays. While these component changes are more sophisticated than those initially scoped, these changes are necessary to safely ground AMP's ungrounded electrical service and provide monitoring capability of all the electrification equipment. As this procurement is through the OMNIA cooperative agreement, staff has ensured fair and

reasonable pricing. This equipment configuration change is pertinent to ensuring the safe operation of its new battery-electric vessels and REEF program.

**Fiscal Impact**

The *Seaplane Lagoon Ferry Terminal Electrification project (#253221)* has a total capital budget of \$7.3 million in the FY2025/26 approved and FY2026/27 proposed Capital Budget. The contract increase of \$718,614 is within the project budget and funded with Affordable Housing and Sustainable Communities (AHSC) funding.

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

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

**RESOLUTION NO. 2026-23**

**APPROVE AMENDMENT NUMBER 1 TO AGREEMENT 25-056 WITH WESCO  
DISTRIBUTION FOR SEAPLANE LAGOON ELECTRIFICATION MATERIALS  
PROCUREMENT**

**WHEREAS**, On January 8, 2026, the SF Bay Ferry Board of Directors authorized award of Agreement 25-056 (the Agreement) in the amount of \$395,087.08 for the procurement of long lead time electrification equipment necessary for the Alameda Seaplane Lagoon Ferry Terminal Electrification project; and

**WHEREAS**, after the Agreement was executed, Alameda Municipal Power provided additional information leading to the clarification of the project's technical requirements and the development of new equipment configuration and requirements; and

**WHEREAS**, because of the new equipment configuration, SF Bay Ferry now needs to purchase additional, as well as different, equipment from Wesco; and

**WHEREAS**, the Executive Director recommends that the Board authorize entering into an amendment to the Agreement to modify the technical requirements to purchase the equipment necessary to ensure the safe operation of the new charging equipment and the battery electric vessels; now, therefore, be it

**RESOLVED**, that the Board of Directors authorizes the Executive Director to enter into Amendment 1 to Agreement No. 25-056 with Wesco Distribution to modify the technical requirements in the amount of \$717,614 for a new total amount of \$1,112,701.

**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 June 11, 2026.

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary  
2026-23

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

MEMORANDUM

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**TO: Board Members**

**FROM: Seamus Murphy, Executive Director  
Lauren Gradia, Chief Financial Officer**

**SUBJECT: AB 2561 Vacancy Rate Reporting: Annual Informational Report and Public Hearing**

**Recommendation**

Staff recommends that the Board hold a public hearing in accordance with AB 2561.

**Discussion**

The State Legislature passed and Governor Newsom signed AB 2561 (codified at California Government Code §3502.3), effective January 1, 2025, requiring public agency employers to hold an annual public hearing prior to adopting a budget in order to present to the Board the status of filled and vacant positions within the agency, as well as recruitment and retention efforts. During the presentation, agencies must identify any changes to policies, procedures, and recruitment activities that may be necessary to remove obstacles in the hiring process.

The statute authorizes the recognized employee organization (a union) to make a presentation at the public hearing at which the public agency presents the status of vacancies and recruitment and retention efforts. The SF Bay Ferry does not have a recognized employee organization. Therefore, the statutory obligations related to employee organizations do not apply to the hearing today.

SF Bay Ferry currently has three vacant positions. These are Director of Capital Projects & Engineering, Senior Transportation Planner, and Administrative Operations Coordinator. SF Bay Ferry has recently completed a Classification and Compensation study to review employee job duties and compensation. Recommendations from the study are included in the FY2026/27 budget. SF Bay Ferry recently completed successful recruitment of a new Chief Finance Officer and Chief Capital Program Officer. SF Bay Ferry has received numerous applications from qualified candidates for the open Senior Transportation Planner position. SF Bay Ferry has not identified any policies, procedures, or recruitment activities that would be considered obstacles in the hiring process.

The Board is required to hold a public hearing prior to the adoption of the annual fiscal year budget. No Board action other than the hearing is required. This item will be brought back to the Board annually as required.

**Fiscal Impact**

There is no fiscal impact associated with this item.

**MEMORANDUM**

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**TO: Board Members**

**FROM: Seamus Murphy, Executive Director  
Lauren Gradia, Chief Financial Officer**

**SUBJECT: Approve Proposed Fiscal Year 2026/27 Budget and Salary Schedule and Related Resolutions**

**Recommendation**

The Executive Director recommends that the Board approve FY 2026/27 SF Bay Ferry Budget and Salary Schedule and adopt related resolutions as follows:

1. Resolution 2026-24 approving adoption of the FY 2026/27 budget and salary schedule, and delegating investment authority to the Chief Financial Officer
2. Resolution 2026-25 authorizing the request of up to the following amounts of Bridge Toll funding: \$15,663,471 in Regional Measure 2 (RM2), and \$50,493,976 in Regional Measure 3 (RM3) funds from the Metropolitan Transportation Commission (MTC).
3. Resolution 2026-26 approving Mid-Life Vessel Repair as a project for California State of Good Repair (SGR) funding and authorizing other actions necessary to receive funds from the FY 2026/27 SGR Program.
4. Resolution 2026-27 authorizing the execution of documents related to the drawdown of State Transit Assistance (STA) revenue-based funds.

**Background**

At its meeting on May 14, 2026, the Board received a briefing on the proposed FY 2026/27 budget and was provided with the detailed revenues and expenditures that comprise the budget. Today the Board will consider the final proposed budget along with the required accompanying resolutions. The final budget includes a decrease from the draft budget due to decreases in the capital budget to reflect more accurate capital project timelines.

**Discussion**

The FY 2026/27 Budget authorizes \$244.7 million in spending for the Operations and Capital Budgets, as shown in Table 1. A detailed discussion of each category of spending and funding is provided in the full budget document which is attached to this report.

There are no revenue or expense changes to the Operations Budget that was presented in May. On the Capital side, staff recently secured assurance that a rescoped \$15.9 million Federal Transit Administration (FTA) grant for non-electrified portions of vessel floats will be obligated by the Administration. Incorporating the revenues and expenses related to this grant into the FY2026/27 Capital primarily impacted the Total Capital Budget.

The changes between the draft and final capital budget to the Total Capital Budget and the FY2026/27 annual Budget were:

- Removed the standalone project for the Multiuse Float (-\$5.2 million) to reflect the new float deployment strategy that incorporates recent award and amendment of the JT Marine Float contract, and the reprogramming of federal funding;
- Increased the total project budgets for the facility electrification projects at Seaplane Lagoon, Downtown San Francisco, and Mission Bay to incorporate updated float costs and the reprogramming of federal funding (+\$10.3 million);
- Increased the total capital budget for the Vallejo Terminal Reconfiguration to incorporate new scope and a new float (+\$5.3 million)

Additional changes to the FY2026/27 Capital Budget that had no impact on the Total Capital Budget were:

- Reduced annual budget for Mission Bay capital project to reflect workforce development expenditures over a longer period of time (-\$1.3 million);
- Changed timing for midlife vessel refurbishments (-\$1.2 million); and
- Extended timeline for construction expenditures for Harbor Bay (-\$5.2 million).

Table 1: Budget Summary

	FY2025/26 Budget	FY2025/26 Estimated Actual	FY2026/27 Draft Budget	FY2026/27 Final Budget
<b>REVENUE</b>				
Operations	80,870,168	73,366,852	97,948,721	97,948,721
Capital	147,569,392	86,793,713	162,109,535	156,722,664
<b>Total Revenue</b>	<b>\$ 228,439,560</b>	<b>\$ 160,160,565</b>	<b>\$ 260,058,256</b>	<b>\$ 254,671,385</b>
<b>EXPENSES</b>				
Operations	80,870,168	71,810,444	87,948,721	87,948,721
Capital	147,569,392	86,793,713	162,109,535	156,722,664
<b>Total Expenses</b>	<b>\$ 228,439,560</b>	<b>\$ 158,604,157</b>	<b>\$ 250,058,256</b>	<b>\$ 244,671,385</b>
<b>Net Change in Fund Balance (Transfer to Reserves)</b>	\$ -	\$ 1,556,408	\$ 10,000,000	\$ 10,000,000
<b>Reserves Held by WETA (unrestricted fund balance)</b>	<b>\$ 24,843,323</b>	<b>\$ 26,399,731</b>	<b>\$ 36,399,731</b>	<b>\$ 36,399,731</b>
Reserves as % of Budget	11%	12%	15%	15%
Emergency Reserve Level	32,514,991	32,514,991	35,496,308	35,047,402
Contingency Reserve Level	52,732,533	52,732,533	57,483,488	57,034,583

A resolution is attached authorizing the approval of the budget and providing authority needed for managing budgeted funds, as well as approving the Fiscal Year 2026/27 salary schedule and delegating investment authority to the Chief Financial Officer. Also attached as part of this item are the additional and necessary Resolutions to authorize the Executive Director to secure funding allocations as needed for operating and capital revenue reflected in the budget. Those are as follows:

**Additional Resolutions:**

Most funding for the budget, with the exception of fare revenue, is provided through regional bridge tolls or State funding sources that require specific Board actions to authorize the use of those funds. Action on the budget requires the approval of resolutions authorizing staff to prepare and submit requests for allocations to MTC or Caltrans for RM2, RM3, and STA funding authorized in the budget. These funds, as detailed in the budget, are required to support agency planning, administration, ferry service operations, and capital expenditures. Those fund sources needing authorization are as follows:

**RM2**

SF Bay Ferry is eligible to receive annual allocations of RM2 operating funds to support both administrative and planning activities and ferry services. In the proposed FY 2026/27 Budget, RM2 operating funds continue to be budgeted at lower levels than full statutory amounts based on estimates of Bridge Toll revenues from MTC. The resolution requests authorization for up to \$15.7 million in RM2 funding.

**RM3**

RM3 operating funds are utilized after drawing down all possible RM2 and other funds. This allows the Agency to use funds that might otherwise expire first before RM3 which has no expiration date for utilization. For FY 2026/27, as discussed in the May meeting, the RM3 authorization for the operating and administration budgets is \$50.5 million. Capital funding from RM3 is presented to the Board in separate allocation resolutions on a project-by-project basis.

**STA-SGR Funds**

The SF Bay Ferry revenue-based share of California SGR funds for FY 2026/27 is estimated to be \$487,149. In order to qualify for these funds, staff submits a proposed project list to California Department of Transportation (Caltrans) on an annual basis. To support the FY 2026/27 Capital Budget, the Agency's will request to use the funds as local match on vessel midlife repairs. MTC is also allocating \$3 million in SGR funds from the population-based shares to SF Bay Ferry for the Treasure Island electrification project.

**STA-Revenue Funds**

SF Bay Ferry has budgeted for the use of STA Revenue funds to support any necessary operating expenses. The proposed budget utilizes \$8 million in STA revenue to support operations in this manner. This amount includes the projected annual allocation amount and \$5,514,085 million in unspent prior year funds.

**Fiscal Impact**

Approval of the budget provides authorization of \$244.7 million for Operations and Capital programs. The proposed budget is funded with a combination of fare revenues and various federal, state, and local grant funds available to support SF Bay Ferry services and capital projects. Details are provided in the full budget document attached. This item also provides

authority for securing new funding allocations to balance the Fiscal Year 2026/27 budget. The amounts and processes authorized are: Approval of \$487,149 for the STA-SGR project for FY 2025/26, \$15,663,471 in RM2, \$50,493,976 RM3 bridge toll funding and \$8,000,000 in STA revenue funding.

**Attachment A** – Fiscal Year 2026/27 Proposed Budget

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



# FISCAL YEAR 2026-2027 PROPOSED BUDGET



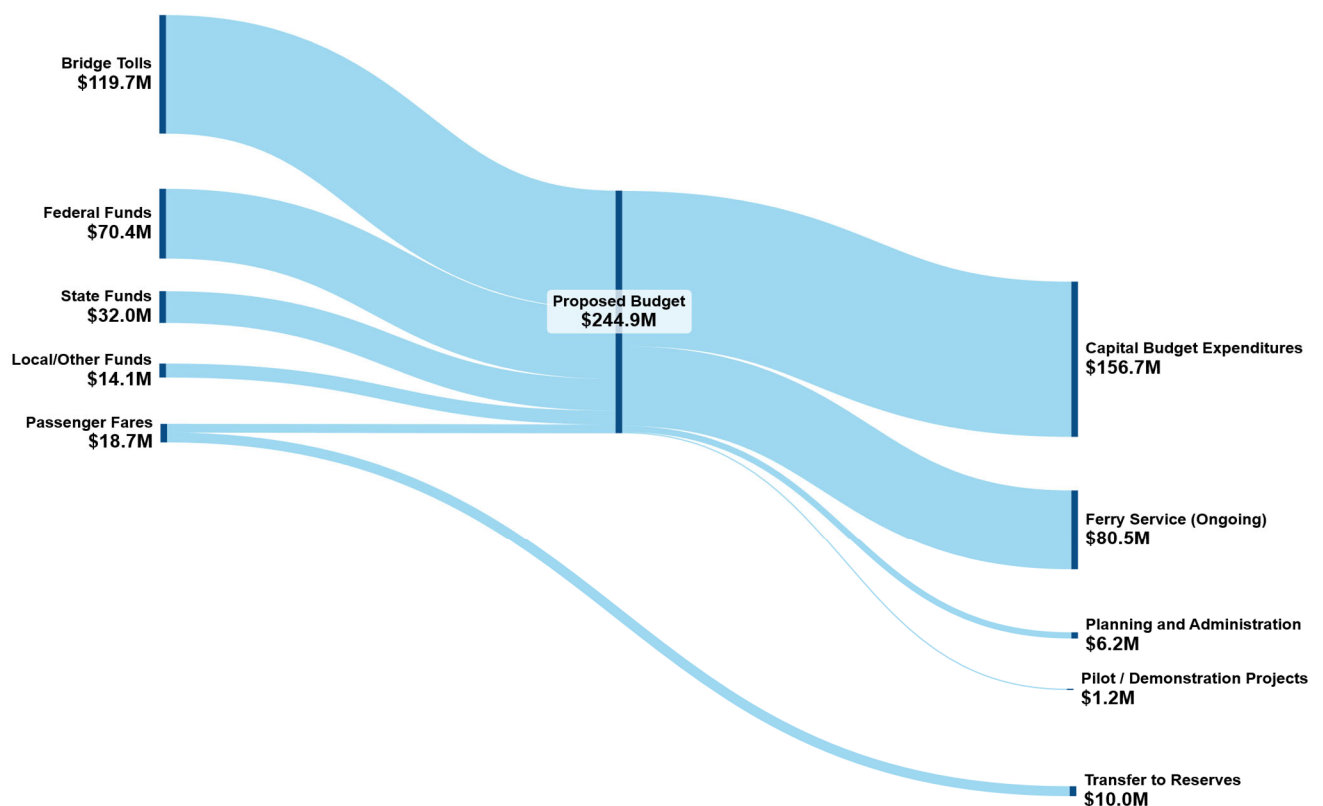


## INTRODUCTION AND SUMMARY

The FY 2026/27 Budget proposes \$245 million in spending authority for Ferry Operations, Administration, Planning, and Capital Projects. Capital spending is more than 60% of the requested authority in the coming year, with multiple vessel and electrification projects driving the requested amount. Overall revenue and expense in the operating budget are based on providing a similar level of service and an assumption that ridership will grow 16% over FY 2025/26 budgeted levels, with the ridership projected to be 110% of pre-pandemic levels. The proposed budget requests approval of operating expenses that are 8% over the prior year budget. The total capital program is \$501 million, with up to \$157 million to be spent in the new Fiscal Year. The budget is balanced with revenue from multiple sources including fare revenue tied to ridership, Bridge Tolls (Regional Measure 1, 2, and 3), State Transit Assistance, Federal capital grants, and dedicated local sales tax revenue. Fare revenue is anticipated to grow 18%, however Bridge Tolls, the other primary operating revenue source, continues to lag pre-pandemic levels. Authority held reserves will be increased in the coming year to provide sufficient cash flow as well as resources to respond to revenue and expense fluctuations.

Revenue and Expenses are summarized in **Figure 1** (below). Detailed discussions of the budget components are included in the following pages.

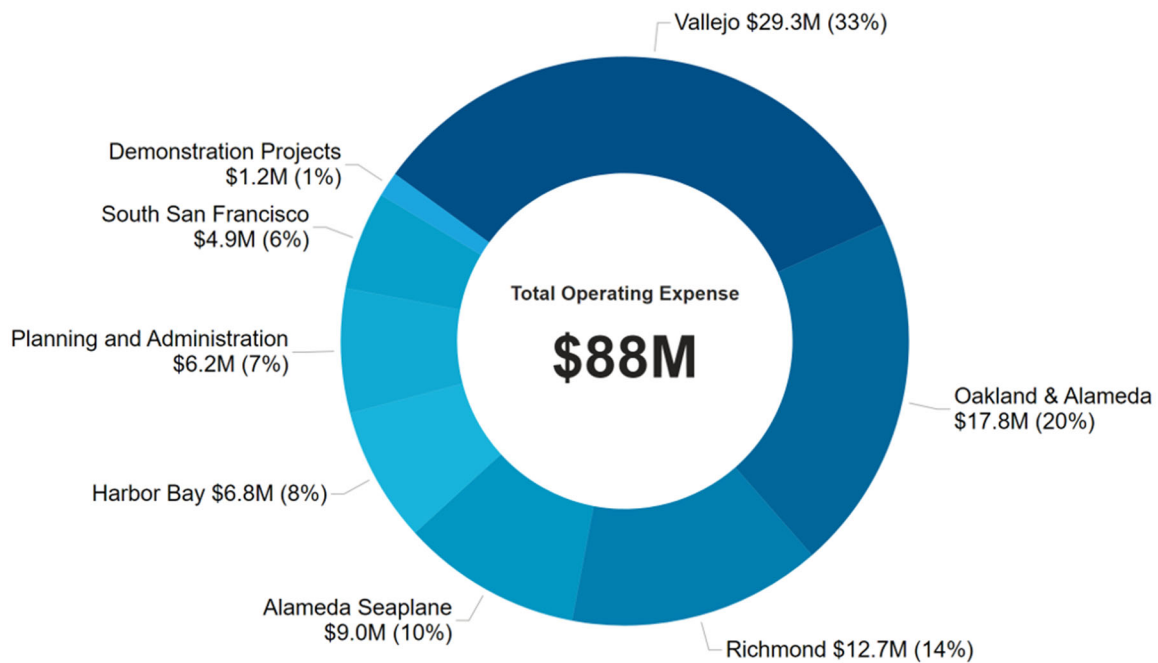
**Figure 1:**



## OPERATING BUDGET

The FY 2026/27 \$88 million operating budget is made up of two primary components: an \$81.7 million Ferry Service Operating Budget and a \$6.2 million Planning and Administration budget. Together those two components result in a total Operating Budget of \$87.9 million. Detailed budget charts showing SF Bay Ferry's Planning and Administration functions and the Operating Budget for ferry service by route are presented in **Attachment A**. The budget tables in Attachment A show service operating costs by functional categories. **Figure 2** (below) is a summary of the components of total authorized operating expense for Fiscal Year 2026/27, including all ferry routes, planning, and administrative expense.

**Figure 2:**



## Reserves

The proposed operations revenues exceed the proposed budget for operations expenses by \$10 million to accommodate a contribution to the Authority held reserves in accordance with a proposed amendment to the Reserve Policy. Authority held reserves ensure sufficient cash flow as well as provide resources to respond to unexpected revenue and expense fluctuations. In 2024, the Board adopted a Reserve Policy that called for a transfer of fare revenues to a new reserve account. The existing Reserve Policy sets aside in reserve an amount equal to two months of operations revenue and two months of capital expenditures. The proposed amended Reserve Policy recommends a new two-part structure:

- First, it establishes an Operating Reserve in an amount equal to six months of budgeted operating expenses. The Operating Reserve is made up of a Contingency Reserve and an Emergency Reserve, each in an amount equal to three months of budgeted operations expenses. The Contingency Reserve is designed to help smooth out short-term expense

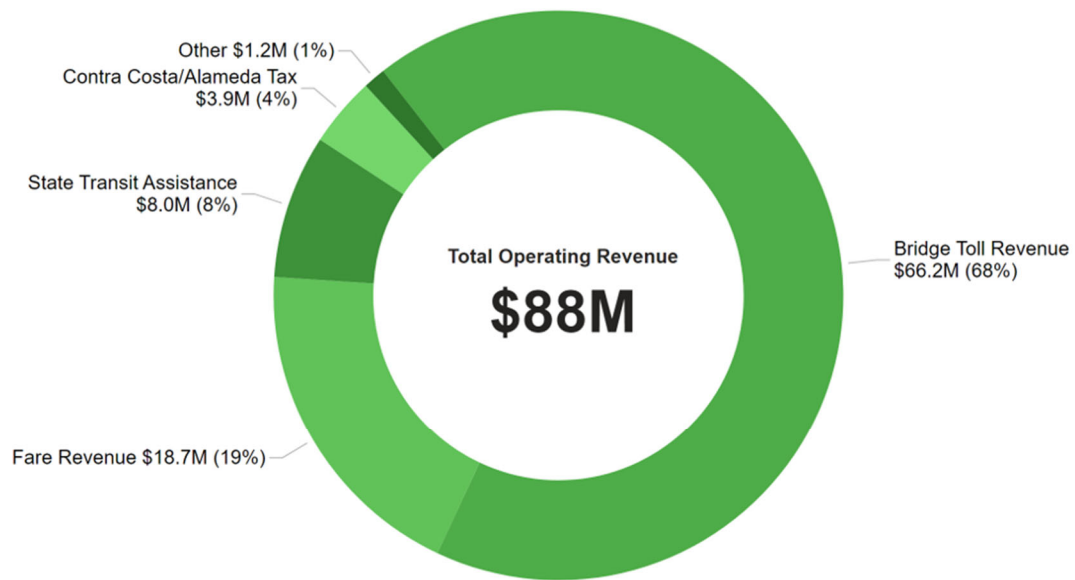
increases or revenue declines. If the Authority needs to access the Emergency Reserve, it may also need to consider service reductions or fare increases to re-align revenues and expenses.

- Second, it establishes a Capital Reserve in an amount equal to one month of budgeted capital expenditures. The Capital Reserve is designed to ensure that the Authority is able to fund the repair, maintenance, and replacement of capital projects.

To accommodate the contribution to reserve, the Authority will increase the use of STA funds and RM3 funds to backfill the fare revenue that will be transferred to reserves.

The Fiscal Year 2026/27 Operating Budget is funded with Regional Measure (RM) 2 and 3 bridge toll revenue, State Transit Assistance (STA) funds, fare revenue, and Alameda and Contra Costa sales tax or grant funds. These important sources of revenue together total \$97.9 million. The categories and percentage use of each category is shown in **Figure 3** and a summary of each source is provided below.

**Figure 3:**



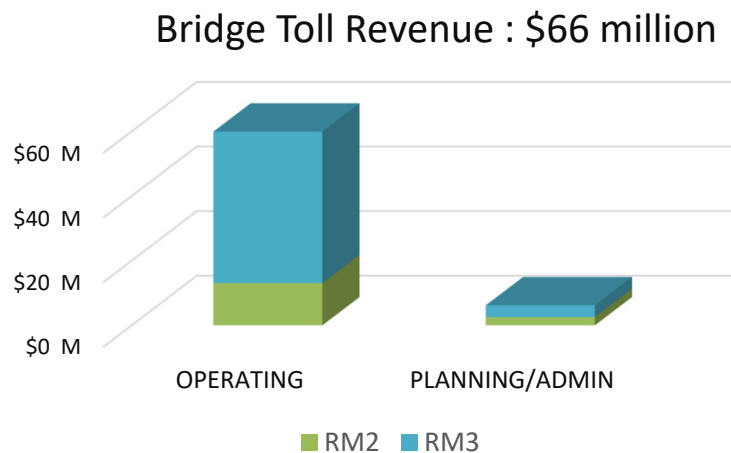
## REVENUE SUMMARY:

### Bridge Toll Funding

The operating budget utilizes \$66.2 million in bridge toll revenue, Regional Measure 2 (RM2) and Regional Measure 3 (RM3). Bridge toll revenue provides 68% of the total operating revenue and is the largest source of operations funding. Within that, \$60 million (91%) is allocated for ferry service and \$6.2 million (9%) for planning and administration (see Figure 4). Figure 4 also shows the proportion of each Regional Measure programed to each budget.

These bridge tolls are associated with specific toll increases (Regional Measures) so the revenues do not increase with inflation and create a structural imbalance in the financial outlook. In addition, this crucial operating fund source continues to lag behind pre-pandemic levels due to continued underperformance in bridge traffic generating the revenue. SF Bay Ferry will continue to receive no more than 86% of its pre-pandemic RM 2 allocation and only 90% of its anticipated RM 3 amount. The impact of this underperformance is a growing expenditure of SF Bay Ferry's RM3 reserves. The proposed budget includes \$31.4 million in annual RM3 revenue and \$19.1 million of the \$78 million in RM3 reserves held by MTC.

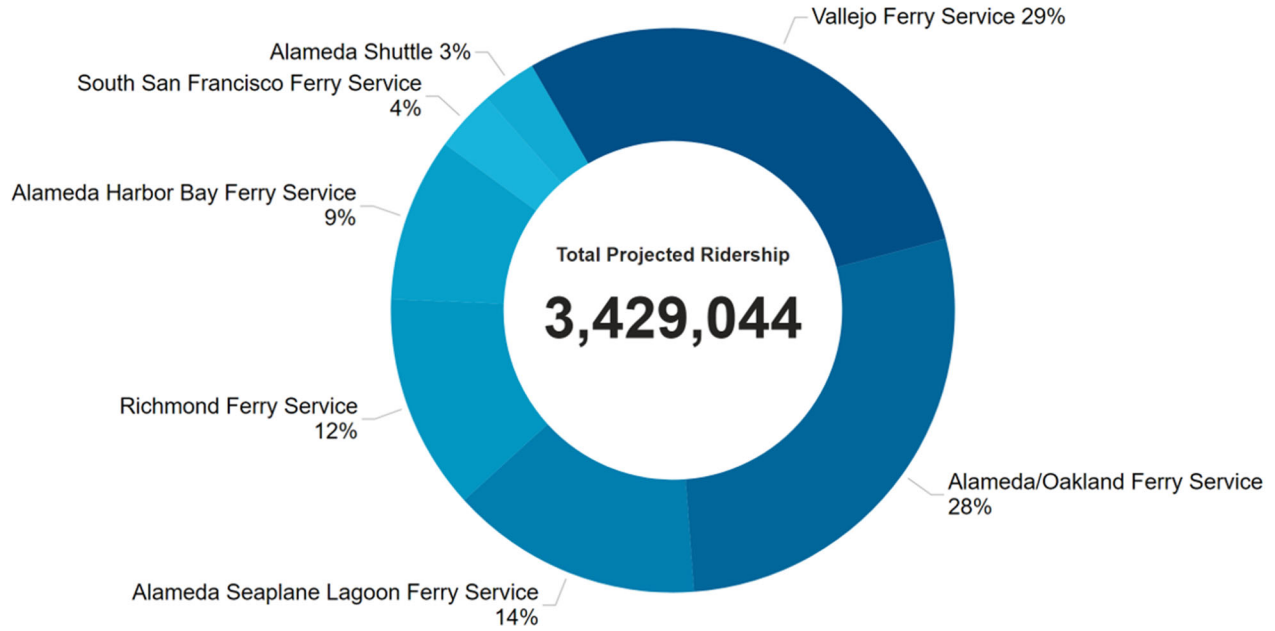
Figure 4:



### Fares

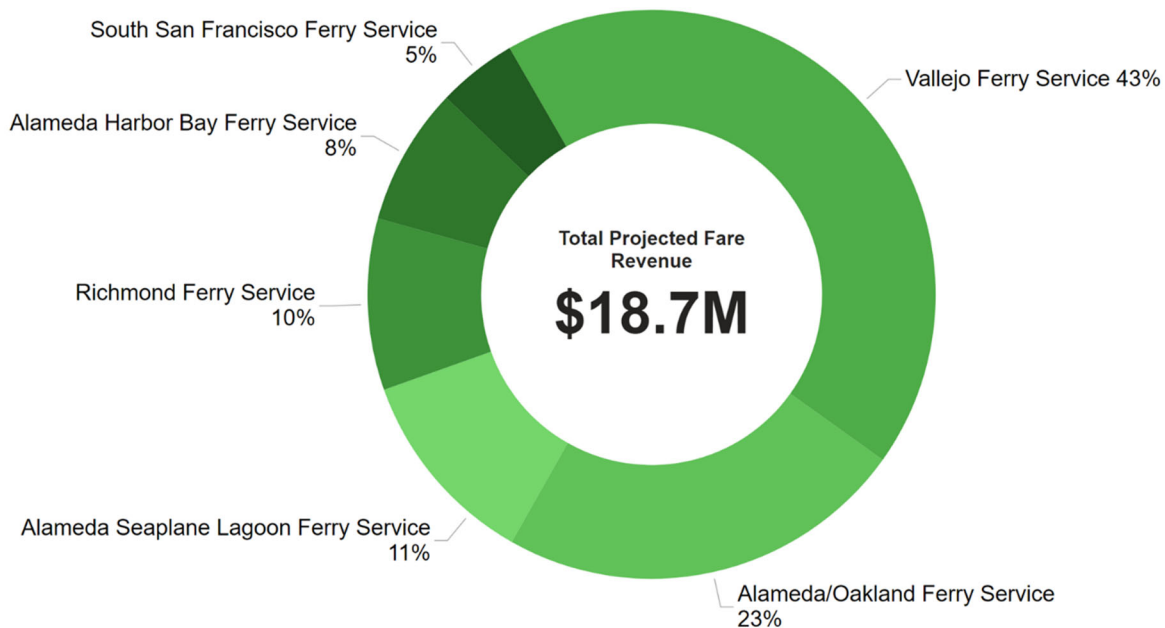
Ridership projections for FY 2026/27 are 3.4 million annual boarding, as shown in **Figure 5** and a 16% increase compared to the prior year budget. This ridership includes the Oakland Alameda Water Shuttle Pilot service, which generates no fare revenue. Ridership recovery is anticipated to be 110% of 2019 levels, up from 94% projected in FY 2025/26. The FY2026/27 projected ridership increase is driven by anticipated stronger return to office policies that require more in-person workdays. Additionally, weekend ridership is expected to continue to grow as more people travel into San Francisco for events and recreation. Since 2021, weekend ridership has consistently grown every year and surpassed pre-pandemic levels. The lowest ridership days of the week continue to be Mondays and Fridays.

**Figure 5**



The FY 2026/27 fare program reflects targeted adjustments approved by the Board in April 2026 to the adopted FY 2024-2028 Fare Program. Instead of applying a uniform 3% systemwide increase, fares are adjusted an average of 4% on a route-specific basis to better align with regional transit pricing and current market conditions. Based on ridership projections and the fare structure, farebox revenues are budgeted to be \$18.7 million in FY 2026/27, compared to \$15.8 million in FY 2025/26. **Figure 6** shows the projected ridership and subsequent fare revenue in the FY 2026/27 budget by route. Because fares vary by route, percentage shares of revenue do not correspond directly to ridership percentages.

**Figure 6**



**State Transit Assistance**

State Transit Assistance (STA) funds since FY2023/24 provide approximately \$3 million annually from statewide diesel sales tax revenue to support transit services. These funds are apportioned statewide based on each transit agencies share of local revenues spent on transit. MTCs current estimate for SF Bay Ferry’s annual allocation is \$2.4 million but it may be revised later year based on statewide methodology changes by the State Controller. When those funds are not claimed within the allocation year, they remain in an account at the Metropolitan Transportation Commission (MTC) for future use. Including the estimated FY2026/27 allocation, SF Bay Ferry has an available balance of \$8.4 million. To help accommodate the contribution of fare revenue to the Authority held reserves, SF Bay Ferry will claim approximately \$5.6 million in unspent prior year funds for a total of \$8 million.

**Local Funding**

Contra Costa Measure J sales tax funding contributes \$3.9 million to support the operation of the Richmond Ferry service. This funding is provided as part of an agreement in 2015 to support ferry service.

**Other Revenue: Pilot Project**

The Oakland Alameda Water Shuttle Pilot is funded through a grant from the Alameda County Transportation Commission and contributions from a partnership of businesses, non-profit organizations, and local governments on both sides of the Oakland Estuary. Funding of \$1.2 million is provided to fully fund anticipated operation expenses.

## EXPENSE SUMMARY:

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The total Operations Budget of \$87.9 million are split into two budgets: Ferry Service and Planning and Administration. Each budget is described below.

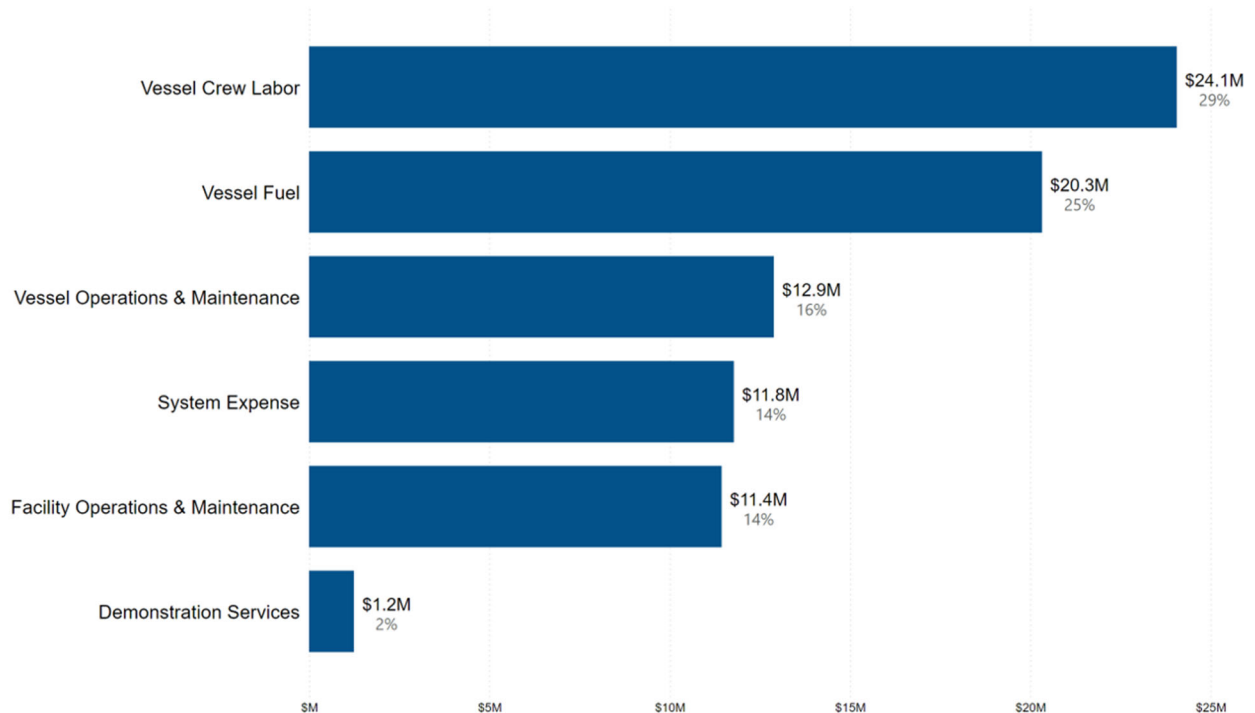
### FERRY SERVICE

The \$81.7 million budget for Ferry Service operations provides for the San Francisco Bay Ferry routes serving Alameda Seaplane, Chase Center at Pier 48.5, Downtown San Francisco, Harbor Bay, Main Street Alameda, Oakland, Oracle Park, Richmond, South San Francisco and Vallejo. It also includes the Oakland Alameda Shuttle (OAWS), which operates on a pass-through basis funded by the City of Alameda. Detailed budget information on SF Bay Ferry's routes, including operating miles and hours for regular service routes, is shown in **Attachment A**.

The budget provides for a similar level of service as the prior year and no significant changes are proposed to the regular ferry routes. The FY 2026/27 budget assumes approximately 38,000 operating hours on core services for SF Bay Ferry vessels. Staff has made some adjustments to operational contingencies based on the past several years of experience, and has included hours available for vessel crews to train and test the new 150-passenger ferry expected to arrive at the end of FY2026/27.

Excluding the \$1.2 million budgeted for OAWS, the proposed Ferry Service operation expense is \$80.5 million. This authorization is \$7.1 million (or 10%) higher than the ferry operating budget for FY 2025/26. Over half of this projected increase is from increased fuel cost projections. **Figure 7** (below) shows major cost components of the Ferry Service Operating budget. Discussion of each category and cost increases is provided below.

**Figure 7:**



**Vessel Crew Labor & Fuel: \$44.4 million**

Crew labor combined with fuel comprise 54% of the anticipated expenses for the proposed operating budget. These costs are directly tied to the budgeted passenger service levels for SF Bay Ferry. The budget maintains crew labor at current levels, and costs are anticipated to increase by 3%, bringing the total to \$24.1 million. This reflects collective bargaining agreements negotiated between the agency’s contract operator Blue & Gold Fleet (BGF) and its represented employees.

The expense for diesel fuel in the proposed budget is \$20.3 million, a significant 24% increase over the FY2025/26 budget. The budget projects similar total fuel usage in the new year, but based on the price shocks experienced as a result of the Iran War, staff has proposed to budget \$5.00 per gallon. The Authority has set its budgeted fuel price at \$4.20 per gallon since FY2022/23. Prior to that, the most recent budgeted level was \$3.20 per gallon. Given fuel’s share of the overall Operations budget, these recent jumps in diesel price have had outsized effects on the agency’s budget despite minimal service changes since FY22. The SF Bay Ferry system uses R99 diesel fuel, a sustainable and low-carbon alternative to petroleum-based diesel fuel. The price for this fuel currently tracks the cost of regular diesel.

Staff is monitoring fuel prices closely and will work with the Board to develop options to mitigate fuel price fluctuations and address cost increases if fuel prices remain elevated for a sustained period. Current prices are fluctuating rapid but are above the budgeted \$5.00 and closer to \$5.50.

**Vessel Operations and Maintenance: \$12.9 million**

With the delivery of the newest vessel MV Karl in 2025, there are 18 vessels available for service, one more than the start of the prior year. Maintenance and repair expenses are budgeted to ensure that the fleet is maintained in a safe and reliable operating condition. Proactive maintenance ensures that passengers can rely on the schedule to travel to and from their destinations without disruptions. Typical items in this expense category include parts, contracted

repair services, vessel insurance, cleaning, and other maintenance-related supplies and equipment. The FY 2026/27 budget of \$12.9 million is a 5% increase over the prior year. These increases are the result of increases in labor rates as well as the approval of one new senior position in contracted engineering staff to improve proactive maintenance of vessels.

**Facility Operations and Maintenance: \$11.4 million**

Facility expenses of \$11.4 million capture the ongoing activities required to operate and maintain ten SF Bay Ferry passenger terminals and two maintenance facilities. Typical terminal expenses include items such as utilities, basic maintenance of waterside and landside assets, property insurance, information technology support, and security. Increases of approximately \$1.4 million are related to increases in deck repairs, refurbishments needed at multiple terminals, planned installation of security cameras at the Richmond terminal, increased security staffing at Downtown San Francisco, and a digital signage pilot at Richmond.

**System Expenses: \$11.8 million**

System expenses of \$11.8 million are generally required to support overall ferry service operation and not one specific service. These costs are spread among the service routes and include SF Bay Ferry staff costs, contracted operator staff and profit, outreach and communication, ticketing systems, and system engineering expenses. The 5% increase from the prior year is primarily related to inflationary increases but also includes higher than inflation increases to expenses from increased Clipper implementation costs, administrative costs to support growing oversight of maintenance and repair, and continued investment in customer experience, emergency response planning, and marketing. Expenses related to SF Bay Ferry staff time directly charged to operations is \$3.4 million. Staff authorizations and salaries are shown in the Salary Schedule, **Attachment C**.

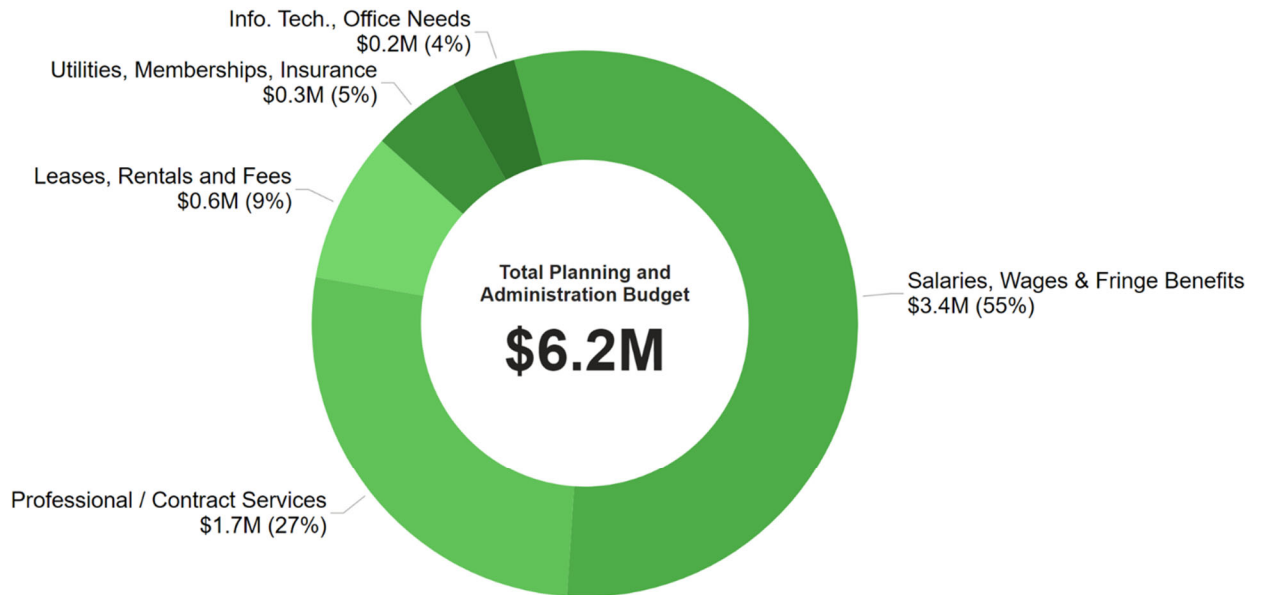
**Next Operating Agreement**

Staff will recommend award of a new ferry operations, maintenance, and repair contract in late 2026 following an extensive procurement process. This agreement would take effect at the start of FY2027/28. If needed, staff will request authorization for mobilization costs in FY2026/27 as part of the contract award.

**PLANNING AND ADMINISTRATION**

The proposed budget for Planning and Administration for Fiscal Year 2026/27 is projected to be \$6.2 million, which is 7% of total operating expense. Salary and Benefits allocated here increase 9% but the overall budget for Planning and Administration decreases 2%. This reduction is primarily due to a decrease in office lease costs and fewer consultant studies planned. Details of the budgetary categories and shifts are detailed in the Planning and Administration budget Categories of expenses within this department are shown in **Figure 8** and discussed further below. (**Attachment A**).

**Figure 8:**



**Salaries and Benefits**

The Board reviewed a Classification and Compensation study at the April 2026 Board meeting. The proposed budget includes expenses for salaries and benefits that reflect the recommendations in the study including adjusted titles and salary ranges as shown in **Attachment C** (Salary Schedule and Organization Chart). The budget includes authorization for 34.5 Full Time Equivalents (FTEs) with \$9 million for salary and associated benefits expenses. The Board authorized an additional position in March 2026 and the schedule for FY2026/27 includes one additional part-time intern.

Budget expenses increase 9% over the prior year budget and include an annual 2.5% cost of living adjustment based on February CPI, the new positions, the recommendations from the Classification and Compensation study, and anticipated merit-based increases. All salary adjustments will be effective June 29, 2026, which is the start date for the first pay period in the new fiscal year.

Staff hours and associated costs are budgeted and billed to three primary areas, Administrations, Operations and Capital Projects. This structure allows staff time to be accounted for by projects and billed to associated funding sources. The table below shows that breakdown.

Summary of Staff Expense	Salaries	Benefits	TOTAL
	(in millions)		
Planning and Administration	\$ 2.06	\$ 1.37	\$ 3.43
Operations	\$ 2.01	\$ 1.34	\$ 3.35
Capital Projects	\$ 1.38	\$ 0.92	\$ 2.31
<b>TOTAL</b>	<b>\$ 5.45</b>	<b>\$ 3.64</b>	<b>\$ 9.09</b>

## FISCAL YEAR 2026/27 WORK PLAN

In addition to the activities detailed above, the proposed budget supports the following Board priorities.

- **Emergency Response Program** – The FY 2026/27 budget continues the Authority’s strong commitment to preparing and training for its emergency water transit response mission. The primary objective within the Emergency Response Program in FY27 will be a thorough update and reorganization of the Authority’s Emergency Operations Plan (EOP) and Emergency Response Plan (ERP) to provide more actionable checklists and plans “out of the box” should emergency strike.
- **Public Information and Communications** – Staff will undertake a thorough strategic communications campaign around the launch of Rapid Electric Emissions-Free (REEF) Ferry Program to build consensus around electrification efforts and system expansion. In addition, the Authority will continue to position itself as a leader on local transit recovery and an efficient use of public funds.
- **Passenger Experience** – Staff will put the Authority’s first Customer Experience Plan into action in FY27, focusing on areas in which passenger experience can improve and strengthen elements that are working well. The Authority will also institute quarterly customer satisfaction surveys in anticipation of its new operating agreement.
- **Marketing & Outreach** – Staff expects to continue its successful marketing and outreach efforts in FY27, relaunching its commute-focused Love Your Commute campaign in September 2027 and exploring additional winter promotions, building on FY26’s Winter Ferry Fun program.
- **SF Bay Ferry 2050 Service Vision and Business Plan** – The Business Plan is a far-reaching effort to define a service vision that will guide development and operational policy over the next 30 years. The effort emphasizes outreach and engagement with a broad range of stakeholders and interest groups to help define a future vision for the agency. A final version of the Business Plan will be presented to the Board in early FY 2026/27 for final adoption.
- **Operating Contract** -- The Authority expects to complete its evaluation of bidders for the new ferry operations, maintenance, and repair agreement in Fall 2026, seek Board approval for the selected operator in late 2026, and have the new agreement ready to go into effect on July 1, 2027. Staff across all divisions will continue work both through the evaluation and mobilization phases encompassing all of FY2026/27.
- **Terminal Access Plans** -- In 2024, the Board adopted new Access Guidelines that provide direction to staff to initiate work on access plans for specific terminals throughout the SF Bay Ferry system. These planning documents will assess local access and first/last mile needs around terminals; identify and prioritize potential projects, programs, and initiatives to improve access conditions at terminals; as well as estimate the capital funding needs to implement the improvements. For FY 2026/27, staff will complete the underway Vallejo Terminal Access Study and initiate a similar study for the Richmond ferry terminal.
- **Sustainability Work** – The Board adopted the Sustainability Policy in August 2024, reinforcing its commitment to environmental stewardship and the integration of sustainable practices across San Francisco Bay Ferry operations and infrastructure. Staff is developing a short-term Sustainability Plan that outlines specific actions and milestones aligned with the Policy’s

goals and objectives. The Plan will also include a monitoring and reporting framework to track progress. Pending adoption, staff will begin data collection and initiate tracking of identified short- and long-term action items in FY2026/27. As outlined in the Sustainability Policy, SF Bay Ferry enrolled in the Green Marine environmental certification program and will continue participation in FY2026/27. This supports San Francisco Bay Ferry's goal of demonstrating continuous environmental improvement and industry leadership in sustainable ferry operations.

- **Redwood City Ferry Terminal Planning** - The Redwood City Ferry Terminal will be situated within the Port of Redwood City complex, positioned to attract riders from the employment-rich mid-Peninsula region. The project team comprising staff from the City, Port, and SF Bay Ferry has completed a feasibility study and developed a business plan. As the Lead Agency, the Port of Redwood City is preparing CEQA/NEPA-compliant environmental reviews supported through funding from the San Mateo County Transportation Authority. Staff will continue to support environmental review of the project as a Responsible Agency.
- **Economic Impact Study** – Staff will initiate a consultant-supported effort in FY 2027 to characterize the broader economic impact of water transit service in the Bay Area. Potential study topics could include water transit impacts on nearby property values, mixed use development of shoreline areas, job creation and business attraction, workforce development, and equity. The study will include recommendations for enhancing San Francisco Bay Ferry's approach to public private partnerships and economic and workforce development.
- **Regional Transit Coordination and Integration** – Staff will continue to engage with the Metropolitan Transportation Commission (MTC) and Bay Area transit operators to advance a broad variety of regional coordination and integration efforts, including legislative initiatives, performance measures, schedule coordination, signage and wayfinding, and fare policies such as the Bay Pass expansion and zero-cost transfers. In addition, staff will continue to provide operator support for the underway implementation of Clipper 2.0.
- **Regional Maritime Industry Expansion** - In FY 2026/27 SF Bay Ferry will continue to work to coalesce stakeholders around federal and state efforts to foster U.S. shipbuilding; support local, regional or state actions to provide incentives for establishing new shipyards in the region to create more local capacity for vessel construction and maintenance. In FY2026/27, SF Bay Ferry will continue to coordinate with regional partners who are working to establish a new shipyard in Solano County. SF Bay Ferry will continue its partnership with the Working Waterfront Coalition (WWC) to provide apprentice training sessions at the Vallejo Maintenance facility, work to increase support for this effort, and ensure the WWC curriculum includes training to operate and maintain the zero-emission technology being implemented by SF Bay Ferry. SF Bay Ferry will also work with the WWC and CalPoly Maritime to develop a Marine Contractor Development Program, in which the WWC would train existing small businesses to specialize in a maritime version of their field (e.g. commercial electricians transitioning to maritime electricians) in order to grow the subcontractor/supply chain to support increased shipbuilding capacity in the Bay Area.
- **Disadvantaged Business Enterprise Program** – In September 2025, the U.S. Department of Transportation (DOT) made significant changes to the Disadvantaged Business Enterprise (DBE) program, including the elimination of race- and sex-based presumptions and the re-evaluation of existing certifications. DBE programs are essentially paused until state unified certification programs can complete the evaluation of certifications. Should DBE certifications be restarted in FY2026/27 staff will begin implementing the multi-year DBE Program Improvement Plan (DBEPIP) developed from the DBE Program Review conducted in 2024 and continue to conduct expanded outreach opportunities to increase availability of DBEs. The DBEPIP includes initiatives to expand organizational capacity, enhance compliance tools, improve vendor engagement, and increase access through strategic unbundling of contracts. Additional

improvements include targeted outreach and training, refinement of the Small Business Enterprise (SBE) program, new collaborative efforts with the Working Waterfront Coalition to develop marine-focused small business pipelines, and evaluation of the use of DBE project goals on shoreside electrification work to increase DBE participation.

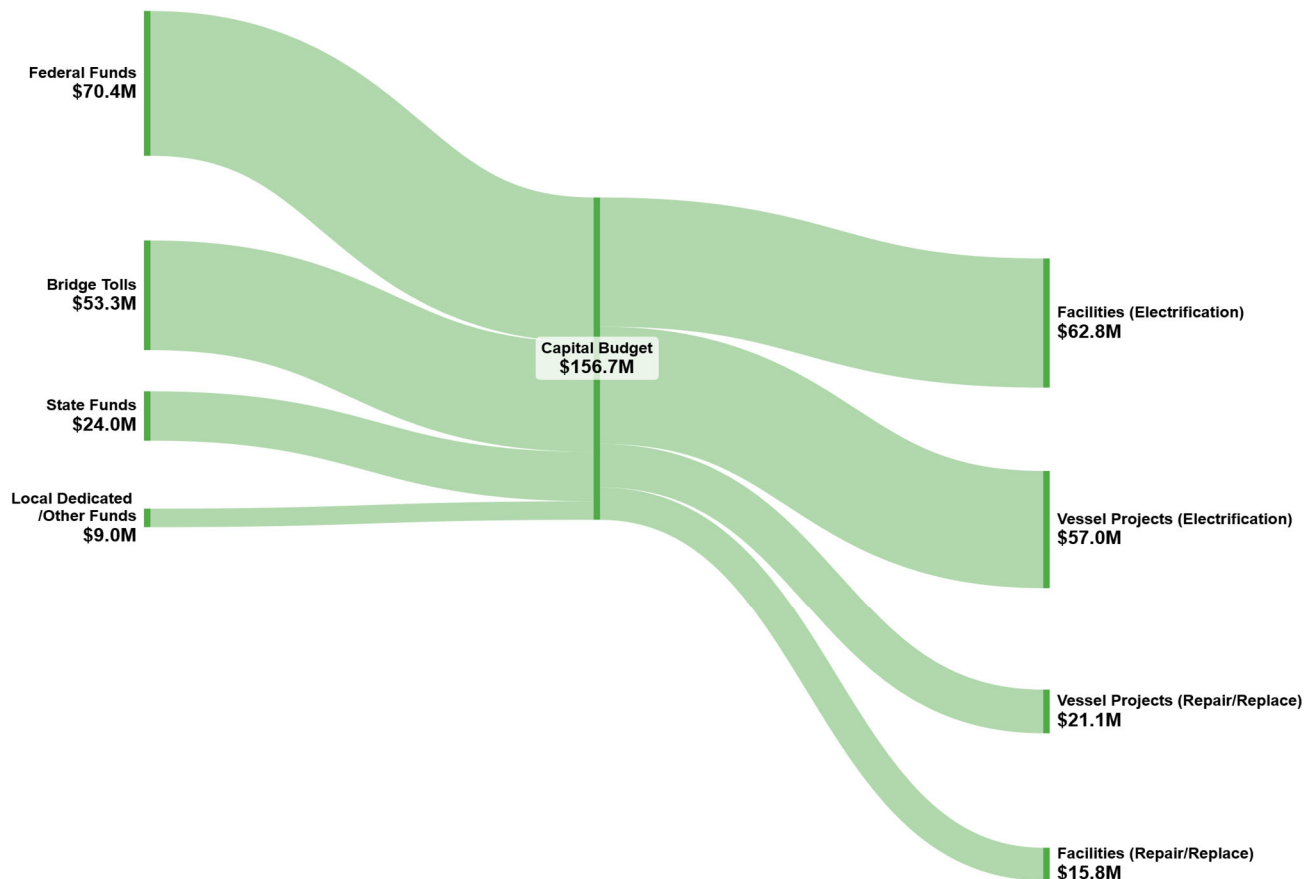
➤ **Federal, State, Regional and Local Legislative efforts** – Consistent with the 2026 Legislative Program, staff will focus federal, state, regional and local advocacy on targeted priorities, including: build support for increased federal funding for ferries in the next Surface Transportation Re-Authorization Bill; advocate for state funding to support SF Bay Ferry’s REEF Program including a sales tax exemption for the purchase of zero emission vessels; continue to support efforts to streamline permitting requirements and California Environmental Quality Act requirements for ferry projects; advocate for incentives to attract new shipyards; explore new strategies for enhancing local and regional support for ferry expansion opportunities including public private partnerships to support ongoing and new ferry operations; and investigate options for SF Bay Ferry to develop its own revenue measure to support its capital and operating programs.

## CAPITAL PROJECTS

The Fiscal Year 2026/27 Capital Budget authorizes \$156.7 million in expense to continue progress on current projects and to commence work on new projects. The projects fall into five categories, as shown in **Figure 9**, and are further detailed in **Attachment B** where budget information is provided for the projects necessary to maintain existing services and facilities and to further develop the electrification and expansion projects. These projects total \$501 million over the life of each project with approximately \$391 million associated with the SF Bay Ferry Rapid Electric Emission-Free Ferry (REEF) program. This ambitious capital program will permit, design and construct electric charging infrastructure and vessels to deliver zero-emission capabilities at all existing and planned San Francisco, Contra Costa and Alameda County ferry terminals, the Central Bay Operations and Maintenance Facility, and up to 10 vessels. The Budget also authorizes \$43 million in Repair and Replacement needs critical to maintaining the fleet in a state of good repair.

Within the REEF program, staff have secured over \$270 million total in a combination of federal, state and local funds, including SF Bay Ferry RM3 allocations. This represents a significant step forward in delivering zero emission service across the Bay. There are still significant portions of the program that are unfunded, including Gates E and F in Downtown San Francisco, the Oakland Terminal and only partial funding for Harbor Bay and Main Street. The current unfunded portion will require an additional \$121 million investment. Staff are working diligently on both value engineering to reduce costs and researching grant opportunities to increase funding levels to those needed. It will be a multi-year, continuous effort to achieve the ambitious goals of the program.

**FIGURE 9:**



**Attachment B** shows projects in various categories and the funding levels currently available for those priorities. Highlights of the proposed capital program include:

**SF Bay Ferry Rapid Electric Emission-Free Ferry (REEF) Program:**

- **Zero Emissions Vessels** – In FY2025/26, the Board awarded the contract for the two new 400-passenger all-electric vessels and three new 150-passenger vessels. As the end of the Fiscal Year approaches, both the 400-passenger and the 150-passenger vessels are at similar stages of construction. The keels have been laid, hull framing has been fabricated and erected, side shell has been installed, and super structures are in progress. Staff plans on completing the super structures and begin major equipment delivery and installations through FY2026/27. Staff anticipate the arrival of one 150-passenger and one 400-passenger vessel at the end of FY2026/27 and will complete preparations for passenger service.
- In FY2025/26, design of the Hydrus vessel electric conversion was completed. This project will convert the lead vessel of the Hydrus class from diesel propulsion to full battery electric propulsion and will share the same system commonality as the new 400-passenger vessels under construction. In FY2026/27, procurement of the vessel conversion construction services will be accomplished, and construction will begin. The project must be complete with the converted electric Hydrus fully operational by the end of calendar year 2028 in order to qualify for grant reimbursement from the VW settlement fund.
- **Central Bay Operations and Maintenance Facility Electrification and Expansion** –The Central Bay Operations and Maintenance Facility (CBOMF) Electrification and Expansion project is essential to ensuring the facility is capable of supporting SF Bay Ferry’s new zero emission vessels and expanding fleet size. The project is broken up into two phases: Phase 1 which leverages existing electrical capacity to trickle charge all-electric vessels and Phase 2 which introduces expanded berthing capacity and increased charging capability. In FY2025/26, Phase 1 planning and design work were completed with necessary permits submitted to local agencies. In FY2026/27, procurement of Phase 1 construction services will be accomplished with anticipated commissioning of Phase 1 by the second quarter of calendar year 2027. Alongside Phase 1 construction efforts, Phase 2 will progress with preliminary planning and design efforts to further refine design requirements. The total project budget has increased due to further project scope definition for Phase 2 of the project.
- **Treasure Island Electrification**  
The planned Treasure Island Ferry route will launch with all-electric 150-passenger ferries currently under construction. This short-route service, connecting Downtown San Francisco and Mission Bay to Treasure Island, is part of Phase 1 of the REEF Program. To support a 150-passenger all-electric ferry, the Treasure Island terminal project funds a new electric utility connection, installation of power transformation and switchgear equipment, distribution of electric service to the float, and the installation of all required charging equipment on the float itself. SF Bay Ferry is coordinating closely with the San Francisco County Transportation Authority (SFCTA), Treasure Island Development Authority (TIDA), San Francisco Public Utilities Commission (SFPUC), and the project developer to implement the electrification infrastructure. In parallel, SF Bay Ferry and SFCTA are developing a comprehensive business plan to guide service launch and ensure long-term sustainability. Design efforts and contractual documents were completed in FY2025/26. FY2026/27 will encompass the majority of the construction phase for the electrification effort, with service starting in early FY2027/28.

- **Mission Bay Ferry Landing** – The Mission Bay Ferry Landing (MBFL) project is a joint effort between the Port of San Francisco (Port) and SF Bay Ferry to construct a permanent ferry terminal at 16th Street and Terry Francois Boulevard to operate new service to the Downtown San Francisco Ferry Building and special event services to the Chase Center. The new terminal will support all-electric 150-passenger ferry service as part of Phase 1 of the REEF Program. In addition to the construction of a new Ferry Plaza and Pier, the project includes a new electric utility connection, installation of power transformation equipment, distribution of electric service to the float, and a float outfitted with all required charging equipment. The MOU between the Port and SF Bay Ferry placed responsibility for construction of all improvements other than the float with the Port. At the end of FY2025/26, design was completed, and procurements are in progress. Construction will begin in FY2026/27 with an anticipated completion by early calendar year 2028.
- **Richmond Ferry Terminal Electrification** – This project will provide electric vehicle charging infrastructure and related electric infrastructure upgrades for future zero emission service at the Richmond ferry terminal. In FY2025/26 staff began identifying the utility connection point, power capacity/demand, equipment, electrical system alignment from the grid to the parking lot and terminal. In FY2026/27 the team will complete feasibility, develop cost estimates, and preliminary designs of EV charging stations and future vessel charging facilities. Staff will continue to work with City of Richmond, PG&E, and any necessary regulatory agencies to ensure the goals of the project can be accomplished with the funding available .
- **Downtown San Francisco Terminal Electrification** – Electrification of the Downtown Terminal requires separate landside and waterside improvements. In FY2025/26 a new Universal Charging Float (UCF) was developed to be constructed and delivered first at Gate G. Work continued with the SFPUC, PG&E and the Port of San Francisco (Port) to design the landside electrical infrastructure, including the electrical grid extension and related electrical infrastructure. Work in FY2026/27 will advance design of the front-of-meter electrical service from the PG&E Embarcadero substation at Fremont and Folsom streets to the electrical equipment located at Seawall Lot 328 and routing of the back-of-meter electrical service to the Downtown Ferry Terminal. The budget for this project has grown to include a \$3.5 million authorization to add additional power earlier in the project schedule due to anticipated delays with the final project. The entire Phase 1 project separate from that temporary power is projected be \$58.1 million, which is \$14.6 million more than was authorized in the FY 2025/26 budget. This increase is the result of higher than anticipated UCF costs and the need to absorb the entire cost of work on the City/PGE side of the meter. SF Bay Ferry has received funding for electrification from both the State and the EPA and is working with the Port of San Francisco and other local partnerships toward terminal completion in 2028. Currently, only Gate G is anticipated to be completed as part of REEF Phase 1, with Gates E and F electrification unfunded.
- **Seaplane Lagoon Ferry Terminal Electrification** – The Seaplane Lagoon Ferry Terminal Electrification project will be the first terminal in the East Bay to become electrified in support of the 400- passenger battery electric vessels under construction and Phase 2 of SF Bay Ferry’s REEF plan. The terminal electrification will consist of landside electrical infrastructure upgrades to provide sufficient charging capacity to a newly installed Universal Charging Float (UCF). Throughout FY2025/26, significant progress with planning and design work was made, and the procurement of long lead time electrical equipment was approved by the Board. In addition to the landside work, the UCF design work was completed with construction underway. In FY2026/27, planning and design work for the landside components will be completed, and there will be a solicitation for the construction for landside work in early calendar year 2027. Construction efforts are expected to continue to progress through FY2026/27. The commissioning and completion of the terminal electrification is anticipated towards the end of calendar year 2027.

**Oakland Ferry Terminal Modernization Project** – The Oakland Ferry Terminal Modernization project will upgrade marine structures and install landside electrical equipment to accommodate battery electric vessel charging as part of Phase 2 of the REEF Program. The team is working closely with the Port of Oakland, Jack London Square property management group (CIM), and the City of Oakland Planning Department. In FY2025/26 the team completed the basis of design for the marine engineering and advanced environmental clearance and permitting. In addition, SF Bay Ferry signed onto the PG&E EV Fleet Charging Program to secure power from the grid and have PG&E design and construct the front-of-meter portion. Further design and environmental work will occur in FY2026/27 along with continued coordination with stakeholders. Anticipated total project costs increased due to the higher costs of the Universal Charging Float. This is one of several projects without significant identified funding in the budget.

**Harbor Bay Ferry Terminal Modernization Project** –A new, electrified ferry terminal north of the existing terminal will be constructed while maintaining ferry service during construction of the new facility. The new terminal includes reconfigured public and passenger access, a new fixed pier, security gate, gangway, guide piles, fender piles, utilities, and electrical infrastructure supporting the UCF and vessel charging. The electrical equipment includes switchgear, a transformer, and a grid connection extending from the switchgear to the AMP interconnection point near the intersection of Harbor Bay Parkway and Bay Edge Road. The existing terminal will be demolished once the new terminal is operational. In FY2025/26 planning and preliminary engineering work was performed to determine the preferred option for the new terminal coordinating closely with City and regulatory partners. In FY2026/27, the design will be advanced for the new terminal and electric distribution service along with the necessary environmental and permitting approvals. Design and procurement of the charging float will be advanced as funding allows. This project is currently only partially funded by State and local grant sources.

- **Berkeley Ferry Terminal** - The Berkeley Water Transportation Pier Ferry Project would include a new or restored dual-use pier facility that would both serve as a passenger ferry facility for berthing public ferry service vessels and provide public access to San Francisco Bay. For the completed initial planning phase, the City of Berkeley prepared an Expanded Feasibility Study that developed a preferred design alternative for the project. In FY2025/26 the 60% design and draft Environmental Impact Report (EIR) were completed. In FY2026/27 100% design and the final EIR will be completed. SF Bay Ferry staff anticipates continuing to support City of Berkeley throughout the final design and EIR closeout.

### **Vessel Repair and Replacement Program –**

The FY2026/27 Capital Program includes several new and ongoing vessel replacement projects critical to maintaining the fleet in a state of good repair. These investments are essential to ensuring the continued delivery of safe, reliable, and efficient ferry service. They include the following projects:

- **Engine overhaul for vessels:** MV Intintoli (main engine and gear overhaul), MV Intintoli (starboard engine overhaul), MV Peralta (both main engine services), MV Pyxis (Port engine and gear overhaul)
- **Repairs and Drydocks:** Mare Island, Pyxis, and Taurus will all receive added work along with associated routine dry dock work.

- **Vessel Quarter and Mid Life Refurbishment Work** – The proposed FY2026/27 Capital Program contains mid-life refurbishments for the Pisces and Taurus vessels.. The proposed also includes quarter life refurbishments for the Pyxis vessel. This work is necessary to overhaul and replace major vessel systems and sub systems to maintain a state of good repair. Work will include coatings, propellers, hull inspections and metal renewal as needed, house and supporting structure inspection and renewal, seating, carpet and other interior furnishing renewals, and primary navigations system upgrades. In addition to extensive inspections to mitigate and arrest any deterioration conditions which aluminum vessels are subject to.

## **Facility Repair and Replacement**

- **Pier 9 Float Rehabilitation** - This project will support the 10-year rehabilitation of the steel passenger float at the Pier 9 Ferry Terminal. The scope of work may include renewing non-skid coating, gangways, hydraulics, IT equipment and electrical components among other necessary inspections and remedial work. The work will ensure that this vital piece of transportation infrastructure remains in the best possible condition to support the ongoing work to provide public waterborne transportation.
- **Multiuse Float** – This project will design and construct a rapid deployment float that can be temporarily installed in locations where compatible facilities may not exist. The float and accompanying gangway structures can be stored at an SF Bay Ferry facility when not in operation. The concept would allow for rapid deployment of the temporary floats for emergency purposes or for pilot or demonstration services. In FY2025/26, preliminary planning and market research was conducted, which identified a Modular Float as the preferred solution to meet SF Bay Ferry’s requirements. Design progressed to 30% in FY2025/26, and a Design-Build contract has been initiated in order to finalize design, order materials, and complete construction in FY2026/27. The goal of the project is to install the new structure by Spring 2027. The total project budget has increased due to further project scope definition, and recognizing the original project budget only included planning analyses.
- **Vallejo Terminal Reconfiguration** – The reconfiguration of the Vallejo terminal is designed to save millions of operating dollars in the coming years by avoiding ongoing dredging at that site. The project will include replacement of gangway, bridge/fixed pier and passenger float. This project will relocate the float further away from the shore and to eliminate the routine dredging maintenance that currently takes place approximately every two years. In FY2025/26 design and environmental permitting efforts were initiated and significant work to prepare for release of a design-build construction RFP in FY2026/27. The construction work will begin in FY2026/27 and is anticipated to be completed in FY2027/28.
- **South San Francisco Dredging** – Maintenance dredging at the South San Francisco Ferry Terminal is required to restore navigational depths for ferry operations and marina access. The project includes dredging approximately 27,000 cubic yards of accumulated sediment from four areas: the Ferry Terminal entrance channel, the Ferry Terminal Basin and Sump, Dock 11, and Guest Dock. Dredging will be performed using a barge mounted crane and clamshell bucket. In FY2025/26 staff initiated an MOU between SF Bay Ferry and San Mateo County Harbor District, completed the dredge design and environmental sampling and submitted all permitting. In FY2026/27 staff will finalize permits, issue the IFB for the dredging work, and complete dredging.

For further detail on the Operating and Capital Budgets and the proposed reserve policy update see the attached items:

**Attachment A** –Fiscal Year 2026/27 Operating Budget

**Attachment B** –Fiscal Year 2026/27 Capital Budget

**Attachment C** –Fiscal Year 2026/27 Salary Schedule and Organization Chart

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

## Attachment A

### San Francisco Bay Ferry FY 2026/27 Operating Budget

SUMMARY OPERATING	FY2025/26 Approved Budget	FY2026/27 Proposed Budget
<b>Revenues</b>		
Fare Revenue	\$ 15,790,355	\$ 18,674,461
Local - Bridge Toll Revenue	57,064,302	66,157,447
Local - Contra Costa/Alameda	3,845,380	3,874,238
State- State Transit Assistance	3,000,000	8,000,000
Other Revenue	1,170,130	1,242,574
Transfer to Operating and Capital Reserves	-	(10,000,000)
<b>Total Revenues</b>	<b>\$ 80,870,168</b>	<b>\$ 87,948,721</b>
<b>Expenses</b>		
<b>Operations</b>		
Vessel Crew	23,403,538	24,062,065
Vessel Fuel	16,372,213	20,324,398
Vessel Operations & Maintenance	12,298,111	12,887,263
Facility Operations & Maintenance	10,037,961	11,439,132
System Expense	11,255,028	11,778,575
Demonstration Project (Alameda Shuttle)	1,170,130	1,242,574
<b>Planning and Administration</b>		
Salaries, Wages & Fringe Benefits	\$ 3,192,907	\$ 3,431,233
Professional / Contract Services	1,874,950	1,658,240
IT, Utilities, Memberships, Supplies	522,227	569,621
Leases, Rentals and Fees	743,104	555,622
<b>Total Expenses</b>	<b>\$ 80,870,170</b>	<b>\$ 87,948,721</b>

**San Francisco Bay Ferry  
FY 2026/27 Ferry Service Operating Budget - Proposed**

FY 2026/27 Operating Budget - Regular Service Routes							
	Proposed Alameda	Harbor Bay	Alameda Seaplane	Vallejo	South San Francisco	Richmond	Subtotal Service Routes
<b>Revenues</b>							
Fare Revenue	\$ 4,353,454	\$ 1,463,552	\$ 2,122,220	\$ 8,069,606	\$ 844,309	\$ 1,821,320	\$ 18,674,461
Bridge Toll Revenue	13,933,735	5,465,689	7,114,987	21,915,240	4,206,776	7,306,306	59,942,732
- Regional Measure 2	3,446,321	1,305,853	1,740,802	5,650,808	951,904	-	13,095,689
- Regional Measure 3	10,487,414	4,159,835	5,374,185	16,264,432	3,254,871	7,306,306	46,847,043
Local - Contra Costa Measure J	-	-	-	-	-	3,874,238	3,874,238
State Transit Assistance	1,773,487	671,996	895,822	2,907,923	489,853	1,260,918	8,000,000
Transfers to Reserve	(2,216,859)	(839,995)	(1,119,778)	(3,634,904)	(612,316)	(1,576,147)	(10,000,000)
<b>Total Revenues</b>	<b>\$ 17,843,817</b>	<b>\$ 6,761,242</b>	<b>\$ 9,013,252</b>	<b>\$ 29,257,865</b>	<b>\$ 4,928,621</b>	<b>\$ 12,686,634</b>	<b>\$ 80,491,432</b>
<b>Expenses</b>							
Vessel Crew Labor	\$ 5,871,144	\$ 2,117,462	\$ 3,104,006	\$ 6,977,999	\$ 1,804,655	\$ 4,186,799	\$ 24,062,065
Vessel Fuel	4,024,231	1,361,735	1,768,223	10,040,252	752,003	2,377,955	20,324,398
Vessel Operations & Maintenance	2,732,100	1,146,966	1,482,035	4,484,768	824,785	2,216,609	12,887,263
Facility Operations & Maintenance	2,462,974	1,036,167	1,267,813	3,541,216	932,512	2,198,450	11,439,132
System Expense	2,753,369	1,098,912	1,391,176	4,213,631	614,666	1,706,821	11,778,575
<b>Total Expenses</b>	<b>\$ 17,843,817</b>	<b>\$ 6,761,242</b>	<b>\$ 9,013,252</b>	<b>\$ 29,257,865</b>	<b>\$ 4,928,621</b>	<b>\$ 12,686,634</b>	<b>\$ 80,491,432</b>
<b>Operating Statistics:</b>							
Ridership	978,304	325,624	506,949	1,019,850	123,016	432,746	3,386,489
Vessel Operating Miles	100,913	53,179	59,646	246,422	38,404	99,092	597,656
- Revenue Miles	84,604	43,860	49,980	243,836	28,560	82,415	533,255
- Non-Revenue Miles	16,309	9,319	9,666	2,586	9,844	16,677	64,401
Vessel Operating Hours	9,077	3,301	5,142	10,796	2,924	6,699	37,939
- Revenue Hours	7,729	2,656	4,250	10,568	2,061	5,590	32,854
- Non-Revenue Hours	1,348	645	892	228	863	1,109	5,085
<b>Performance Measures:</b>							
Farebox Recovery %	24%	22%	24%	28%	17%	14%	23%
Cost per Operating Miles	\$ 177	\$ 127	\$ 151	\$ 119	\$ 128	\$ 128	\$ 135
Cost per Operating Hour	\$ 1,966	\$ 2,048	\$ 1,753	\$ 2,710	\$ 1,686	\$ 1,894	\$ 2,122

FY 2026/27 Operating Budget - Operating Demonstration Projects			
Alameda Oakland Shuttle			Subtotal Demonstration
<b>Revenues</b>			
Fare Revenue	\$ -		\$ -
Other Revenue (Local/Grant)	\$ 1,242,574		\$ 1,242,574
<b>Expenses</b>	<b>\$ 1,242,574</b>		<b>\$ 1,242,574</b>
<b>TOTAL OPERATIONS BUDGET</b>			<b>\$ 81,734,006</b>

**San Francisco Bay Area Water Emergency  
Transportation Authority  
FY 2026/27 Ferry Service Operating Budget - Proposed  
Oakland Alameda**

	<b>FY 2024/25 Actual</b>	<b>FY 2025/26 Budget</b>	<b>Proposed Projected Actual</b>	<b>FY 2026/27 Budget Proposed</b>
<b>Revenues</b>				
Fare Revenue	\$ 3,498,233	\$ 3,756,931	\$ 3,756,931	\$ 4,353,454
Bridge Toll Revenue	8,632,514	11,236,352	11,189,443	13,933,735
State Transit Assistance	2,379,443	639,219	646,756	1,773,487
Federal Operating Assistance	11,397	-	-	-
Other Revenue	37,083	-	-	-
Transfers To Reserves	(1,939,504)	-	(335,539)	(2,216,859)
<b>Total Revenues</b>	<b>\$ 12,619,165</b>	<b>\$ 15,632,502</b>	<b>\$ 15,257,591</b>	<b>\$ 17,843,817</b>
<b>Expenses</b>				
Vessel Crew Labor	\$ 4,389,136	\$ 5,381,783	\$ 5,144,775	\$ 5,871,144
Vessel Fuel	2,563,729	3,110,721	3,194,394	4,024,231
Vessel Operations & Maintenance	1,753,633	2,637,783	2,580,880	2,732,100
Facility Operations & Maintenance	1,784,304	1,916,370	1,849,972	2,462,974
System Expense	2,128,363	2,585,846	2,487,571	2,753,369
<b>Total Expenses</b>	<b>\$ 12,619,165</b>	<b>\$ 15,632,503</b>	<b>\$ 15,257,591</b>	<b>\$ 17,843,817</b>
<b>Operating Statistics:</b>				
Ridership	783,718	856,416	873,800	978,304
Vessel Operating Miles	101,386	94,351	96,640	100,913
Vessel Operating Hours	8,822	8,821	8,353	9,077
<b>Performance Measures:</b>				
Farebox Recovery %	28%	24%	25%	24%
Cost per Operating Miles	\$124	\$166	\$158	\$177
Cost per Operating Hour	\$1,430	\$1,772	\$1,827	\$1,966

**San Francisco Bay Area Water Emergency  
Transportation Authority  
FY 2026/27 Ferry Service Operating Budget - Proposed  
Alameda Harbor Bay**

	<b>FY 2024/25 Actual</b>	<b>FY 2025/26 Budget</b>	<b>Proposed Projected Actual</b>	<b>FY 2026/27 Proposed</b>
<b>Revenues</b>				
Fare Revenue	\$ 1,161,512	\$ 1,235,404	\$ 1,235,404	\$ 1,463,552
Bridge Toll Revenue	3,175,170	4,752,971	4,743,385	5,465,689
State Transit Assistance	831,478	255,307	264,435	671,996
Local - Alameda Property Tax and Assessments	483,247	-	-	-
Federal - COVID-19 Relief Funds	4,570	-	-	-
Other Revenue	4,937	-	-	-
Transfers To Reserves	(667,180)	-	(137,189)	(839,995)
<b>Total Revenues</b>	<b>\$ 4,993,733</b>	<b>\$ 6,243,682</b>	<b>\$ 6,106,034</b>	<b>\$ 6,761,242</b>
<b>Expenses</b>				
Vessel Crew Labor	\$ 1,836,525	\$ 2,092,240	\$ 2,013,173	\$ 2,117,462
Vessel Fuel	897,157	1,146,055	1,176,882	1,361,735
Vessel Operations & Maintenance	782,638	1,276,676	1,249,562	1,146,966
Facility Operations & Maintenance	683,824	723,138	698,595	1,036,167
System Expense	793,589	1,005,573	967,823	1,098,912
<b>Total Expenses</b>	<b>\$ 4,993,733</b>	<b>\$ 6,243,682</b>	<b>\$ 6,106,034</b>	<b>\$ 6,761,242</b>
<b>Operating Statistics:</b>				
Ridership	270,679	286,567	298,687	325,624
Vessel Operating Miles	56,461	57,401	56,337	53,179
Vessel Operating Hours	3,049	3,571	3,332	3,301
<b>Performance Measures:</b>				
Farebox Recovery %	23%	20%	20%	22%
Cost per Operating Miles	\$88	\$109	\$108	\$127
Cost per Operating Hour	\$1,638	\$1,748	\$1,833	\$2,048

**San Francisco Bay Area Water Emergency  
Transportation Authority  
FY 2026/27 Ferry Service Operating Budget - Proposed  
Alameda Seaplane Lagoon**

	<b>FY 2024/25 Actual</b>	<b>FY 2025/26 Budget</b>	<b>Proposed Projected Actual</b>	<b>FY 2026/27 Proposed</b>
<b>Revenues</b>				
Fare Revenue	\$ 1,637,723	\$ 1,631,069	\$ 1,631,069	\$ 2,122,220
Bridge Toll Revenue	4,596,508	5,695,152	5,655,432	7,114,987
State Transit Assistance	1,166,482	312,344	317,818	895,822
Federal - COVID-19 Relief Funds	5,937	-	-	-
Other Revenue	6,353	-	-	-
Transfers To Reserves	(930,705)	-	(164,885)	(1,119,778)
<b>Total Revenues</b>	<b>\$ 6,482,298</b>	<b>\$ 7,638,565</b>	<b>\$ 7,439,434</b>	<b>\$ 9,013,252</b>
<b>Expenses</b>				
Vessel Crew Labor	\$ 2,423,006	\$ 2,802,985	\$ 2,684,230	\$ 3,104,006
Vessel Fuel	1,282,013	1,309,777	1,345,008	1,768,223
Vessel Operations & Maintenance	857,138	1,157,422	1,132,060	1,482,035
Facility Operations & Maintenance	882,335	915,887	884,080	1,267,813
System Expense	1,037,806	1,452,494	1,394,055	1,391,176
<b>Total Expenses</b>	<b>\$ 6,482,298</b>	<b>\$ 7,638,565</b>	<b>\$ 7,439,434</b>	<b>\$ 9,013,252</b>
<b>Operating Statistics:</b>				
Ridership	394,837	406,259	464,921	506,949
Vessel Operating Miles	51,175	55,346	43,669	59,646
Vessel Operating Hours	3,344	4,776	4,450	5,142
<b>Performance Measures:</b>				
Farebox Recovery %	25%	21%	22%	24%
Cost per Operating Miles	\$126.67	\$138.01	\$170.36	\$151.11
Cost per Operating Hour	\$1,938.49	\$1,599.25	\$1,671.78	\$1,752.87

**San Francisco Bay Area Water Emergency  
Transportation Authority  
FY 2026/27 Ferry Service Operating Budget - Proposed  
South San Francisco**

	FY 2024/25 Actual	FY 2025/26 Budget	FY 2025/26 Projected Actual	FY 2026/27 Proposed
<b>Revenues</b>			Proposed	
Fare Revenue	\$ 684,205	\$ 722,312	\$ 722,312	\$ 844,309
Bridge Toll Revenue	3,267,454	5,680,873	5,737,841	4,206,776
State Transit Assistance	864,640	272,992	239,581	489,853
Federal - COVID-19 Relief Funds	3,480	-	-	-
Other Revenue	4,386	-	-	-
Transfers To Reserves	(395,422)	-	(124,295)	(612,316)
<b>Total Revenues</b>	<b>\$ 4,428,742</b>	<b>\$ 6,676,177</b>	<b>\$ 6,575,439</b>	<b>\$ 4,928,621</b>
<b>Expenses</b>				
Vessel Crew Labor	\$ 1,703,004	\$ 2,060,405	\$ 2,013,173	\$ 1,804,655
Vessel Fuel	640,784	1,637,221	1,681,260	752,003
Vessel Operations & Maintenance	786,357	1,127,413	1,103,384	824,785
Facility Operations & Maintenance	692,074	792,046	767,111	932,512
System Expense	606,523	1,059,093	1,010,511	614,666
<b>Total Expenses</b>	<b>\$ 4,428,742</b>	<b>\$ 6,676,177</b>	<b>\$ 6,575,439</b>	<b>\$ 4,928,621</b>
<b>Operating Statistics:</b>				
Ridership	98,188	101,270	112,574	123,016
Vessel Operating Miles	38,671	38,714	39,640	38,404
Vessel Operating Hours	2,486	3,218	2,665	2,924
<b>Performance Measures:</b>				
Farebox Recovery %	15%	11%	11%	17%
Cost per Operating Miles	\$114.52	\$172.45	\$165.88	\$128.34
Cost per Operating Hour	\$1,781.47	\$2,074.96	\$2,467.33	\$1,685.57

**San Francisco Bay Area Water Emergency  
Transportation Authority  
FY 2026/27 Ferry Service Operating Budget - Proposed  
Richmond**

	FY 2024/25 Actual	FY 2025/26 Budget	FY 2025/26 Projected Actual	FY 2026/27 Proposed
<b>Revenues</b>			Proposed	
Fare Revenue	\$ 1,321,548	\$ 1,401,701	\$ 1,401,701	\$ 1,821,320
Bridge Toll Revenue	2,644,320	6,428,598	6,436,689	7,306,306
Local - Contra Costa Measure J	3,866,624	3,845,380	3,845,380	3,874,238
State Transit Assistance	2,801,719	497,777	488,586	1,260,918
Federal - COVID-19 Relief Funds	8,810	-	-	-
Other Revenue	12,499	-	-	-
Transfers To Reserves	(748,858)	-	(253,480)	(1,576,147)
<b>Total Revenues</b>	<b>\$ 9,906,661</b>	<b>\$ 12,173,456</b>	<b>\$ 11,918,876</b>	<b>\$ 12,686,634</b>
<b>Expenses</b>				
Vessel Crew Labor	\$ 3,443,092	\$ 4,392,511	\$ 4,250,031	\$ 4,186,799
Vessel Fuel	1,794,758	2,292,110	2,353,764	2,377,955
Vessel Operations & Maintenance	1,499,640	1,818,521	1,778,787	2,216,609
Facility Operations & Maintenance	1,663,440	1,659,169	1,605,048	2,198,450
System Expense	1,505,731	2,011,145	1,931,246	1,706,821
<b>Total Expenses</b>	<b>\$ 9,906,661</b>	<b>\$ 12,173,456</b>	<b>\$ 11,918,876</b>	<b>\$ 12,686,634</b>
<b>Operating Statistics:</b>				
Ridership	339,433	381,044	391,552	432,746
Vessel Operating Miles	102,980	103,227	101,040	99,092
Vessel Operating Hours	5,969	7,005	6,280	6,699
<b>Performance Measures:</b>				
Farebox Recovery %	13%	12%	12%	14%
Cost per Operating Miles	\$96.20	\$117.93	\$117.96	\$128.03
Cost per Operating Hour	\$1,659.69	\$1,737.72	\$1,897.91	\$1,893.81

**San Francisco Bay Area Water Emergency  
Transportation Authority  
FY 2026/27 Ferry Service Operating Budget - Proposed  
Vallejo**

	FY 2024/25 Actual	Approved Budget	FY 2025/26 Projected Actual	Budget Proposed
<b>Revenues</b>			Proposed	
Fare Revenue	\$ 6,577,554	\$ 7,042,939	\$ 7,042,939	\$ 8,069,606
Bridge Toll Revenue	13,523,611	16,937,170	16,968,327	21,915,240
State Transit Assistance	3,911,967	1,022,361	1,042,824	2,907,923
Federal - COVID-19 Relief Funds	13,972	-	-	-
Other Revenue	199,816	-	-	-
Transfers To Reserves	(3,748,931)	-	(541,020)	(3,634,904)
<b>Total Revenues</b>	<b>\$ 20,477,988</b>	<b>\$ 25,002,470</b>	<b>\$ 24,513,070</b>	<b>\$ 29,257,865</b>
<b>Expenses</b>				
Vessel Crew Labor	\$ 5,243,177	\$ 6,673,614	\$ 6,263,204	\$ 6,977,999
Vessel Fuel	5,640,204	6,876,330	7,061,292	10,040,252
Vessel Operations & Maintenance	2,218,068	4,280,296	4,299,999	4,484,768
Facility Operations & Maintenance	4,690,554	4,031,352	3,862,749	3,541,216
System Expense	2,685,985	3,140,878	3,025,826	4,213,631
<b>Total Expenses</b>	<b>\$ 20,477,988</b>	<b>\$ 25,002,470</b>	<b>\$ 24,513,070</b>	<b>\$ 29,257,865</b>
<b>Operating Statistics:</b>				
Ridership	827,900	893,918	908,242	1,019,850
Vessel Operating Miles	249,944	244,816	245,317	246,422
Vessel Operating Hours	9,469	10,479	10,338	10,796
<b>Performance Measures:</b>				
Farebox Recovery %	32%	28%	29%	28%
Cost per Operating Miles	\$81.93	\$102.13	\$99.92	\$118.73
Cost per Operating Hour	\$2,162.63	\$2,385.87	\$2,371.16	\$2,710.07

**San Francisco Bay Ferry**  
**FY 2026/27 Operating Budget - Proposed**  
**Planning & Administration**

	<b>FY 2024/25</b>	<b>FY2025/26</b>	<b>FY2025/26</b>	<b>FY2026/27</b>
	<b>Actual</b>	<b>Approved</b>	<b>Projected</b>	<b>Proposed</b>
		<b>Budget</b>	<b>Actual</b>	<b>Budget</b>
<b>Revenues</b>			Proposed	
Bridge Toll Revenue	\$ 4,913,598	\$ 6,333,188	\$ 5,583,965	\$ 6,214,715
- <i>Regional Measure 1 - 5%</i>	227,378	125,000	110,649	-
- <i>Regional Measure 2</i>	2,532,945	2,578,186	2,578,186	2,567,782
- <i>Regional Measure 3</i>	2,153,275	3,630,002	2,895,130	3,646,933
<i>Other Revenue</i>	363,174	-	-	-
<b>Total Revenues</b>	<b>\$ 5,276,772</b>	<b>\$ 6,333,188</b>	<b>\$ 5,583,965</b>	<b>\$ 6,214,715</b>
<b>Expenses</b>				
Salaries, Wages & Fringe Benefits	\$ 2,993,032	\$ 3,192,907	\$ 3,076,141	\$ 3,431,233
Professional / Contract Services	1,566,575	1,824,950	1,553,264	1,658,240
- <i>Management Services</i>	877,350	886,800	777,185	831,100
- <i>Professional &amp; Technical Svcs</i>	598,858	917,800	764,997	817,900
- <i>Other Services</i>	90,367	20,350	11,082	9,240
Information Tech., Office Upgrade, Supplies	86,628	227,815	154,676	238,163
Utilities/Communications	28,515	31,204	18,519	14,092
Insurance	25,030	79,893	79,893	81,500
Memberships, Travel, Subscriptions	120,382	233,315	110,336	235,866
Leases, Rentals	251,142	743,104	591,135	555,622
<b>Total Expenses</b>	<b>\$ 5,071,304</b>	<b>\$ 6,333,188</b>	<b>\$ 5,583,965</b>	<b>\$ 6,214,715</b>

## Attachment B

### San Francisco Bay Ferry Fiscal Year 2026/27 Capital Budget

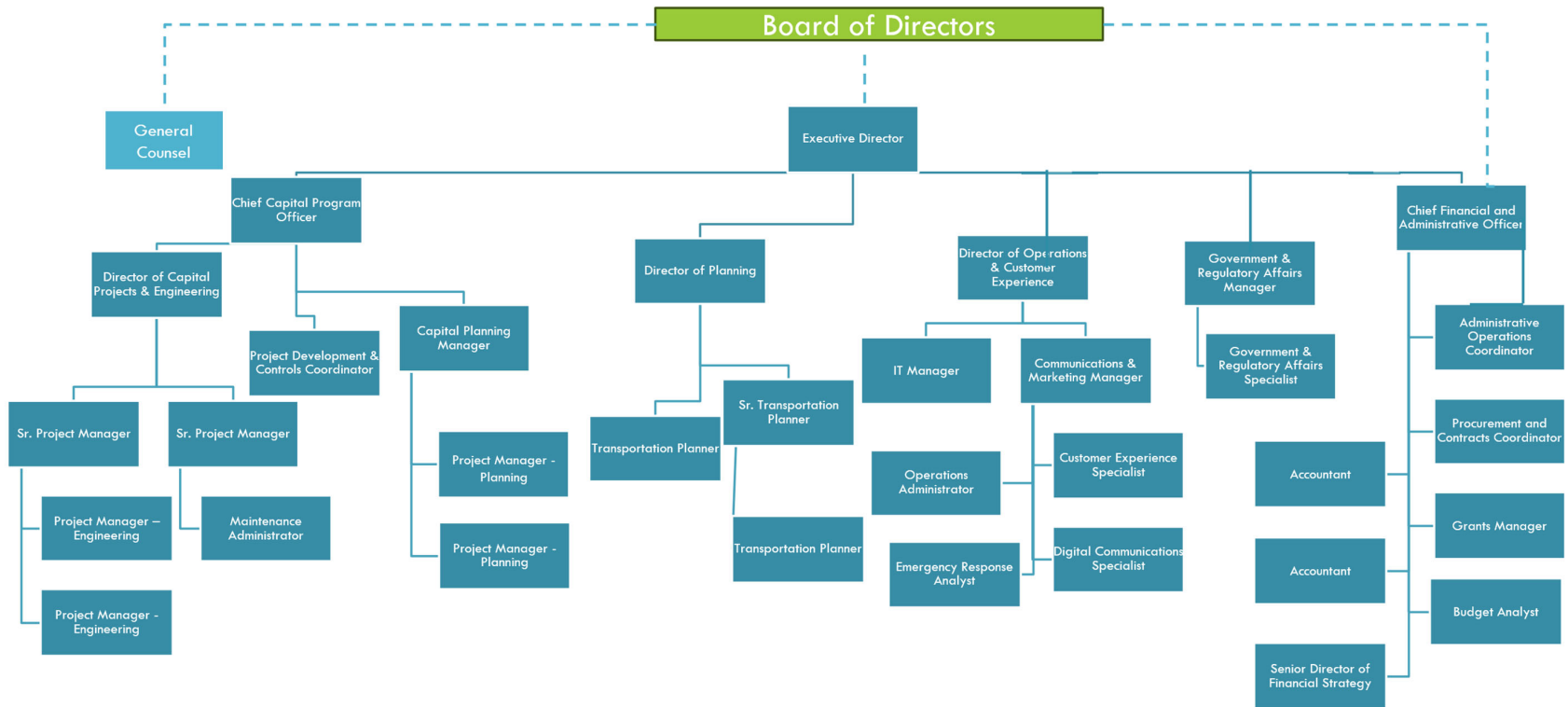
	Total Project Budget	Prior & FY25/26 Actuals (Estimated)	FY26/27 Budget (Proposed)	Future Years
<b>CAPITAL REVENUES</b>				
		Proposed		
Federal Funds	\$ 153,786,159	\$ 31,060,822	\$ 70,403,284	\$ 47,966,410
State Funds	83,131,084	18,349,680	24,012,945	42,230,330
Bridge Toll Revenues	118,407,953	34,707,254	53,335,008	43,884,091
Local Dedicated Funds	26,795,530	2,799,580	8,971,427	20,519,063
Currently Unfunded*	118,580,694	-	-	102,461,527
<b>TOTAL REVENUE</b>	<b>\$ 500,701,420</b>	<b>\$ 86,917,335</b>	<b>\$ 156,722,664</b>	<b>\$ 257,061,420</b>
<b>CAPITAL EXPENDITURES</b>				
<b>Repair and Replacement Program: Vessels</b>				
Vessel Mid-Life Reurbishment - MV Gemini	4,487,270	3,989,071	498,199	-
Vessel Mid-Life Refurbishment & Engine Overhaul - MV	4,679,000	1,129,291	3,549,709	-
Pyxis Quarter Life Refurbishment	3,165,469	-	3,165,469	-
Engine Overhauls and Improvements	17,141,107	5,688,675	11,452,432	-
Component Improvements/Dry Dock	3,654,434	1,175,000	2,479,434	-
<b>Repair and Replacement Program: Facilities</b>				
Vallejo Terminal Reconfiguration	22,023,766	1,273,063	8,069,324	12,681,379
Passenger Floats Rehabilitation - Pier 9	1,362,000	63,263	1,298,737	-
North Bay Fuel Farm Upgrades	540,000	25,000	515,000	-
South SF Dredging & Dredging Program Work	3,951,775	192,275	3,759,500	-
NBOMF - Building 10-year cycle for state of good repair	782,000	-	782,000	-
NBOMF - Float - Upgrade sewage system on float	649,000	-	649,000	-
2027 Vallejo Ferry Terminal Dredging	2,969,000	-	332,000	2,637,000
Mobile Commissioning Charging System	369,913	-	350,913	19,000
<b>Electrification Program (REEF)</b>				
<b>Vessels - Electric</b>				
New Electric Vessels (Three - 150 PAX)	58,407,000	13,921,601	22,324,098	22,161,301
New Electric Vessels (Two - 400 PAX)	77,351,391	23,029,461	34,332,576	19,989,354
Hydrus Conversion to Battery Electric Propulsion	22,479,116	810,235	385,000	21,283,881
<b>Facility Electrification</b>				
Central Bay	5,663,200	360,000	1,438,200	3,865,000
Downtown San Francisco	90,135,936	9,978,393	15,588,702	64,568,841
Treasure Island	6,281,313	844,101	5,224,607	212,605
Main Street	11,887,500	1,131	-	11,886,369
Seaplane Lagoon	37,357,888	10,173,838	13,742,272	13,441,777
Harbor Bay	38,137,042	1,190,286	1,141,545	35,805,211
Richmond	4,235,853	50,000	375,000	3,810,853
Mission Bay	39,073,047	12,031,128	24,418,447	2,623,473
Berkeley	3,000,000	295,607	110,000	2,594,393
Oakland	40,917,400	695,916	740,500	39,480,984
<b>GRAND TOTAL EXPENSE</b>	<b>\$ 500,701,419</b>	<b>\$ 86,917,335</b>	<b>\$ 156,722,664</b>	<b>\$ 257,061,420</b>

## Attachment C

### FY 2026/27 Salary Schedule (Effective June 29, 2026)

Position	Authorized FTE	Salary Range: Annually	
		Low	High
Accountant	2	\$ 113,024	\$ 161,460
Administrative Operations Coordinator	1	\$ 102,516	\$ 153,983
Budget Analyst	1	\$ 97,634	\$ 139,475
Capital Planning Manager	1	\$ 159,036	\$ 227,191
Chief Capital Program Officer	1	\$ 223,779	\$ 319,680
Chief Financial and Administrative Officer	1	\$ 223,779	\$ 319,680
Communications & Marketing Manager	1	\$ 159,036	\$ 227,191
Customer Experience/Communication Specialists	2	\$ 92,985	\$ 132,834
Director of Capital Projects & Engineering	1	\$ 184,104	\$ 263,002
Director of Operations & Customer Experience	1	\$ 184,104	\$ 263,002
Director of Planning	1	\$ 184,104	\$ 263,002
Emergency Response and Safety Analyst	1	\$ 113,024	\$ 161,460
Government & Regulatory Affairs Manager	1	\$ 151,463	\$ 216,372
Government & Regulatory Affairs Specialist	1	\$ 107,642	\$ 153,772
Grants Manager	1	\$ 144,250	\$ 206,069
Information Technology Manager	1	\$ 124,609	\$ 178,010
Maintenance Administrator	1	\$ 124,609	\$ 178,010
Operations Administrator	1	\$ 124,609	\$ 178,010
Procurement and Contracts Coordinator	1	\$ 92,985	\$ 132,834
Project Development and Controls Coordinator	1	\$ 118,675	\$ 169,533
Project Manager - Engineering	2	\$ 118,675	\$ 169,533
Project Manager - Planning	2	\$ 113,024	\$ 161,460
Senior Director of Financial Strategy	1	\$ 202,975	\$ 289,960
Senior Project Manager	2	\$ 144,250	\$ 206,069
Senior Transportation Planner	1	\$ 124,609	\$ 178,010
Transportation Planner	2	\$ 113,024	\$ 161,460
Intern Program (non-exempt, part-time)	1.5	\$ 88,557	\$ 126,508
Executive Director	1		
<b>TOTAL AUTHORIZED FTE</b>	<b>34.5</b>		

# FY 2026/27 SF Bay Ferry Organization Chart



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

**RESOLUTION NO. 2026-24**

**APPROVE ADOPTION OF THE FISCAL YEAR 2026/27  
OPERATING AND CAPITAL BUDGET**

**WHEREAS**, Pursuant to California Government Code Section 66540.41 and Section 106.1 of WETA's administrative code, SF Bay Ferry must prepare and adopt an annual budget to support the agency's operation; and

**WHEREAS**, the Fiscal Year (FY) 2026/27 Operating and Capital Budgets (Budget) contains \$254,671,385 in expenditures including \$87,948,721 million to support operations, \$156,722,664 to support capital projects and a \$10,000,000 contribution to reserves; and

**WHEREAS**, the Budget is funded with \$119,492,466 from bridge tolls, \$70,403,284 from federal funds, \$32,012,945 from state funds, \$14,088,239 from local and other funds, and \$18,674,61 from passenger fares; and

**WHEREAS**, the FY 2026/27 Budget reflects a spending plan to support the work activities necessary to deliver SF Bay Ferry's program of projects, plans, and services utilizing agency staff, consultants, vendors, and the agency's contract operator; and

**WHEREAS**, at its duly noticed meetings on May 14, 2026 and again on June 11, 2026, the Board fully reviewed and considered the Annual Budget for Fiscal Year 2026/27; and

**WHEREAS**, the FY 2025/26 Budget includes a Salary Schedule for staff developed consistent with the SF Bay Ferry Human Resources Guide and California Public Employees' Retirement Law; and

**WHEREAS**, certain non-cash transactions such as the recording of assets and depreciation do not require appropriation authority and are not included in the annual budget but must be recorded during the preparation of financial statements for each fiscal year; and

**WHEREAS**, administrative and accounting adjustments and corrections which are necessary to move funds or expenses in accordance with accepted accounting practice may be necessary and do not require appropriation authority for each fiscal year; and

**WHEREAS**, multiyear capital project authorizations may require adjustment of expenditures within certain fiscal years that do not affect the overall project cost or funding; and

**WHEREAS**, California Government Code Section 53607 authorizes the Board to delegate to the Chief Financial and Administrative Officer the authority to invest certain funds for up to one year; and

**WHEREAS**, included in the delegation of authority for investments is the authority to transfer funds between accounts in order to maximize investment returns; and

**WHEREAS**, upon such delegation, the Chief Financial and Administrative Officer assumes full responsibility for those transactions until the Board revokes this authority or does not renew the annual delegation by resolution; and

**WHEREAS**, nothing in this resolution limits the Chief Financial and Administrative Officer's authority pursuant to Government Code Sections 53635.2 and 53684; and

**WHEREAS**, all investments are reported monthly to the Board of Directors in accordance with Government Code Sections 53607 and 53646; now, therefore, be it

**RESOLVED**, the Board of Directors hereby approves the adoption of the FY 2026/27 Budget including the annual Salary Schedule, as presented to the Board at its meeting on this date; and be it further

**RESOLVED**, that the Chief Financial and Administrative Officer is authorized to complete any administrative or accounting adjustments or transfers necessary for the proper presentation of Sf Bay Ferry's annual financial statements that are in accordance with the Board's direction and approval of the Budget, including non-cash adjustments for depreciation and recording assets; and be it further

**RESOLVED**, the Chief Financial and Administrative Officer is authorized to adjust capital project expenditure amounts between fiscal years to reflect cashflow within approved project totals as approved by the Executive Director and reported to the Board as part of the monthly financial reports; and be it further

**RESOLVED** that, pursuant to Government Code Section 53607, the Board of Directors hereby delegates to the Chief Financial and Administrative Officer, for a period of one year, the authority to create and maintain accounts as necessary for management of SF Bay Ferry's funds, including the ability to invest and reinvest funds.

### 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 June 11, 2026.

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2026-24

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

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

**RESOLUTION NO. 2026-25**

**AUTHORIZE FILING AN ALLOCATION REQUEST WITH THE METROPOLITAN TRANSPORTATION COMMISSION FOR FY 2026/27 BRIDGE TOLL FUNDING**

**WHEREAS**, Bay Area voters approved Regional Measure 1 (RM1) in November 1988, which authorized a standard auto toll of \$1.00 for all seven state-owned Bay Area toll bridges, to fund transportation projects that reduce congestion in the bridge corridors, as well as capital costs associated with the design, construction, and acquisition of rapid water transit systems; and

**WHEREAS**, Bay Area voters approved Regional Measure 2 (RM2) in November 2004, which authorized an additional \$1.00 toll increase to fund various transportation projects in the Bay Area Region; and

**WHEREAS**, Bay Area voters approved Regional Measure 3 (RM3) in June 2018, which authorized an additional \$3.00 toll increase to fund projects identified in the Regional Measure 3 Expenditure Plan, which includes both specific SF Bay Area Water Emergency Transportation Authority (SF Bay Ferry) capital projects and its operating program; and

**WHEREAS**, the Metropolitan Transportation Commission (MTC) is responsible for funding capital projects and operating assistance eligible for RM1, RM2, and RM3 funds; and

**WHEREAS**, SF Bay Ferry operating costs are eligible for funding under Regional Measure 3, as identified in California Streets and Highways Code Section 30914.7(c); and

**WHEREAS**, as part of its consideration of the SF Bay Ferry Fiscal Year 2026/27 proposed budget, SF Bay Ferry has identified the need for RM1, RM2, and RM3 assistance for projects necessary for the efficient operation of ferry services; and

**WHEREAS**, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for RM1, RM2, and RM 3 funding; and

**WHEREAS**, SF Bay Ferry is an eligible sponsor and is authorized to submit an application for RM1, RM2, and RM3 funds in accordance with the California Streets and Highways Code and MTC policy and procedures; and

**WHEREAS**, allocation requests to MTC must be submitted consistent with procedures and conditions including those outlined in Regional Measure 3 Policies and Procedures (MTC Resolution No. 4404; and

**WHEREAS**, SF Bay Ferry's allocation requests demonstrate and are part of a fully funded operating plan that is consistent with the adopted performance measures, as applicable, for which SF Bay Ferry is requesting that MTC allocate funds; now, therefore, be it

**RESOLVED**, that the Board of Directors authorizes its Executive Director or his designee to submit an allocation request to MTC for FY 2026/27 RM2 funds of up to \$15,663,471, and RM 3 funds of up to of \$50,493,976 for the projects, purposes, and amounts included in the applications for funding, and to enter into all agreements and provide all certifications and assurances as may be necessary to secure these funds; and be it further

**RESOLVED**, that SF Bay Ferry certifies that the requested projects are consistent with Regional Transportation Plans and that SF Bay Ferry will comply with all MTC policies and resolutions as necessary for MTC to allocate funds: in particular (i) there is no legal impediment to SF Bay Ferry making allocation requests for RM1, RM2, and RM3 funds, (ii) there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of the agency to deliver such project, and (iii) SF Bay Ferry agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and be it further

**RESOLVED**, that SF Bay Ferry certifies that pursuant to the expenditure plan set forth in Streets and Highways Code Section 30914.7, which requires that the Metropolitan Transportation Commission use revenue generated each year from toll increases approved by the voters to fund SF Bay Ferry operating programs in support of expanded ferry service, the Board certifies that SF Bay Ferry is legally eligible to receive these funds.

**RESOLVED**, that SF Bay Ferry certifies that the projects and purposes for which funds are being requested are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code §21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations §150000 et seq.) and, if relevant, the National Environmental Policy Act (NEPA), 42 USC § 4-1 et seq. and the applicable regulations thereunder; and be it further

**RESOLVED**, that SF Bay Ferry indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of the Authority, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages; and be it further

**RESOLVED**, that SF Bay Ferry agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and be it further

**RESOLVED**, that SF Bay Ferry indemnifies and holds harmless MTC, BATA, and their Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of SF Bay Ferry, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM3 funds. SF Bay Ferry agrees at its own cost, expense, and risk, to defend any and all claims, actions, suits, or other legal proceedings brought or instituted against MTC, BATA, and their Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM3 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

**RESOLVED**, that SF Bay Ferry shall, if there are any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise MTC is entitled to a proportionate share equal to MTC's percentage participation in the project(s); and be it further

**RESOLVED**, that assets purchased with RM1, RM2, or RM3 funds including facilities and equipment shall be used for the public transportation uses intended and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that MTC shall be entitled to a present-day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that RM1, RM2, or RM3 funds were originally used; and be it further

**RESOLVED**, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of SF Bay Ferry's requests referenced herein.

### **CERTIFICATION**

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on June 11, 2026.

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2026-25

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

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

**RESOLUTION NO. 2026-26**

**APPROVING THE PROJECT LIST FOR FY 2026/27  
FOR THE CALIFORNIA STATE OF GOOD REPAIR PROGRAM**

**WHEREAS**, Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017, establishes the State of Good Repair (SGR) program to fund eligible transit maintenance, rehabilitation, and capital project activities that maintain the public transit system in a state of good repair; and

**WHEREAS**, SGR funds are allocated by the Metropolitan Transportation Commission (MTC); and

**WHEREAS**, the San Francisco Bay Area Water Emergency Transportation Authority's (SF Bay Ferry or WETA) share of SGR funds for fiscal year 2026/27 is estimated to be \$487,149; and

**WHEREAS**, these funds will be used for a Mid Life Vessel Repair project; and

**WHEREAS**, SF Bay Ferry will receive population based funds through MTC for 2026/27 estimated to be \$3,000,000; and

**WHEREAS**, these funds will be used for the Treasure Island Electrification project; and

**WHEREAS**, in order to qualify for these funds, SF Bay Ferry is required to submit a proposed project list to California Department of Transportation (Caltrans) on an annual basis; now, therefore, be it

**RESOLVED** that the Board of Directors hereby approves Mid Life Vessel Repair and the Treasure Island Electrification project for inclusion on the SB1 State of Good Repair Project List for FY 2026/27; and be it further

**RESOLVED** that SF Bay Ferry agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all SGR funded transit capital projects; and be it further

**RESOLVED** that the Executive Director and/or Chief Financial Officer are hereby authorized to submit a request for Scheduled Allocation of the SB1 State of Good Repair Funds and to execute the related grant applications, forms and agreements.

**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 June 11, 2026.

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2026-26

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

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

**RESOLUTION NO. 2026-27**

**AUTHORIZING THE SUBMITTAL OF A CLAIM FOR STATE TRANSIT ASSISTANCE FUNDS  
AND DESIGNATION OF THE EXECUTIVE DIRECTOR  
AND/OR CHIEF FINANCIAL AND ADMINISTRATIVE OFFICER AS AUTHORIZED AGENTS**

**WHEREAS**, the San Francisco Bay Area Water Emergency Transportation Authority (SF Bay Ferry or WETA) is an eligible project sponsor and may receive funding from the State Transit Assistance (STA) Revenue Program described in Public Utilities Code Section 99314; and

**WHEREAS**, the Metropolitan Transportation Commission (MTC) is the regional agency responsible for disbursement of STA Revenue Funds apportioned by the State Controller's Office; and

**WHEREAS**, MTC has developed guidelines for the purpose of administering and distributing STA funds to eligible project sponsors, described in MTC's Annual Fund Application Manual; and

**WHEREAS**, SF Bay Ferry wishes to use STA funds for the purpose of funding the FY 2026/27 Operating budget; and

**WHEREAS**, SF Bay Ferry wishes to delegate authorization to submit and execute all required STA claim documents and any amendments thereto to the Executive Director and/or Chief Financial and Administrative Officer, in accordance with MTC guidelines; now therefore, be it

**RESOLVED** that the Board of Directors hereby

1. Authorizes the submittal of the SF Bay Ferry claim for State Transit Assistance Revenue Funds to support the FY 2026/27 Operating Budget; and
2. Designates the SF Bay Ferry Executive Director and/or Chief Financial and Administrative Officer to be authorized to execute all required documents of the STA program and any amendments thereto with MTC which may be necessary for the completion of the aforementioned project.

**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 June 11, 2026.

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2026-27

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

**MEMORANDUM**

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**TO: Board Members**

**FROM: Seamus Murphy, Executive Director**  
**Mike Gougherty, Director of Planning**  
**Thomas Hall, Director of Operations and Customer Experience**

**SUBJECT: Extension of the Oakland Alameda Water Shuttle Pilot Project**

**Recommendation**

Approve the following items related to extension of the Oakland Alameda Water Shuttle Pilot Project:

1) Authorize the Executive Director to enter into a replacement Estuary Water Shuttle Pilot Project Agreement with the City of Alameda that extends the Project for another two years and:

2) Authorize the Executive Director to enter into an amendment to the Temporary License Agreement with Jack London Square (Oakland) Operator, LLC, also to extend its term for another two years.

**Background**

In November 2023, the Board approved a project agreement with the City of Alameda establishing roles and responsibilities for planning and implementing the Oakland Alameda Water Shuttle (OAWS) pilot project. In February 2024, the Board approved a contract amendment with Blue & Gold Fleet to operate the planned service. In May 2024, the Board approved a temporary license agreement with Jack London Square (Oakland) Operator, LLC (CIM Group) to secure landing rights for the project in Oakland. The project service was launched in July 2024, anticipated for a two-year term of operations. The project is funded through public grants and private contributions secured by the City of Alameda from partners including the Alameda County Transportation Commission (ACTC) and Alameda Transportation Management Association.

**Discussion**

The pilot project has been successful, and the City of Alameda has secured funding to continue operations through FY 2028 to mitigate construction impacts of the on-going Oakland Alameda Access Project. To extend the project, SF Bay Ferry will need a replacement agreement with the City of Alameda to extend the Project through June 2028 (with the term of the new agreement extending through December 2028 for project closeout purposes). The replacement agreement will be substantially the same as the existing agreement, with some minor administrative changes to reflect new circumstances relevant to the project extension. The replacement agreement will also clarify expenses that are eligible for reimbursement, commit SF Bay Ferry to continue providing its staff time on an in-kind basis, and initiate a study to assess the feasibility of providing the service on a permanent basis consistent with SF Bay Ferry's Expansion Policy. Additionally, SF Bay Ferry will need to amend its license agreement to extend the term of its landing rights in Oakland.

Staff has reviewed the proposed extension of the OAWS pilot project with the Pilot Service Committee and included the project in its FY 2027 Pilot Service Program work plan. Blue &

Gold Fleet has also confirmed it is able to continue operating the service through July 2027, the term of its current contract service operations agreement with SF Bay Ferry.

**Fiscal Impact**

SF Bay Ferry's in-kind contributions of staff time to extend the pilot period would not exceed \$190,000. All other project expenses will continue to be fully reimbursed by the City of Alameda. The extension of the pilot project has been included in the FY 2027 Ferry Service Operation Budget.

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

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

**RESOLUTION NO. 2026-28**

**AUTHORIZE ACTIONS NECESSARY TO EXTEND THE OAKLAND ALAMEDA WATER SHUTTLE PILOT PROJECT**

**WHEREAS**, beginning in November 2023, the SF Bay Ferry Board authorized a series of agreements leading to the July 2024 commencement of the Oakland Alameda Water Shuttle Pilot Project (Project); and

**WHEREAS**, the City of Alameda has secured funding to extend the Project by another two years; and

**WHEREAS**, in order to extend the Project's term, WETA must replace and/or amend its agreements with the City of Alameda and Jack London Square (Oakland) Operator, LLC; and

**WHEREAS**, under the terms of the continued Project, WETA will continue to provide up to \$190,000 of in-kind staff time, and will continue to engage Blue and Gold Fleet to operate the Project service, but the cost of Blue and Gold Fleet's services, and all other Project costs, will be fully funded by other Project partners; and

**WHEREAS**, to effect a continuation of the Project, the Executive Director recommends that the Board authorize him (a) to enter into a replacement Estuary Water Shuttle Pilot Project Agreement with the City of Alameda to extend the Project term, and (b) to amend the Temporary License Agreement with Jack London Square (Oakland) Operator, LLC for continued landing rights; now therefore be it

**RESOLVED**, that the Board of Directors hereby authorizes the Executive Director (a) to enter into a replacement Estuary Water Shuttle Pilot Project Agreement with the City of Alameda to extend the Project on terms substantially the same as the existing agreement, and (b) to amend the Temporary License Agreement with Jack London Square (Oakland) Operator, LLC for continued landing rights to extend the Project; and be it further

**RESOLVED**, that the Board of Directors authorizes the Executive Director to take any additional actions and enter into additional agreements consistent with this Resolution that may be necessary to further the extension of the Project.

**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 June 11, 2026.

YEA:  
NAY:  
ABSTAIN:  
ABSENT:

---

/s/ Board Secretary  
2026-28  
\*\*\*END\*\*\*

**MEMORANDUM**

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**TO: Board Members**

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

**SUBJECT: Vallejo Ferry Terminal Access Study Project Update**

**Recommendation**

There is no recommendation associated with this informational item.

**Background**

In November 2024, the Board adopted the SF Bay Ferry Access Guidelines (Attachment A). This document lays the groundwork for the agency and its partner jurisdictions to improve multimodal access to ferry service by:

- Affirming the agency's commitment to growing ferry ridership via sustainable first/last mile modes for communities with the greatest need
- Defining the roles and responsibilities of SF Bay Ferry and local jurisdictions for access improvements
- Establishing high-level mode share goals that may also be site-specific

The Access Guidelines call for the completion of plans or studies to improve multimodal access at origin terminals in the East and North Bay. The first site identified for this work was Vallejo Ferry Terminal. Staff initiated the Vallejo Ferry Terminal Access Study in Fall 2025 with on-call planning consultant Fehr & Peers. The project is a collaborative effort between SF Bay Ferry, the City of Vallejo, and other key stakeholders and partners in Solano County.

This item includes a general update on the state of the Vallejo ferry service as well as a project update for work completed to date on the Vallejo Ferry Terminal Access Study. A similar update with preliminary results from the Study will be presented to the Vallejo Planning Commission and Vallejo City Council in the coming weeks.

**Discussion**

**Study Goals**

Key goals and objectives of the Vallejo Ferry Terminal Access Study include:

- 1) Examine the existing access conditions and planning work completed to date in Vallejo and Solano County.
- 2) Propose and prioritize access improvements that would best address Vallejo Ferry riders' access needs and address gaps/barriers in the surrounding active transportation network.
- 3) Gather rider, key stakeholder, and public input about access issues and potential improvements.
- 4) Develop an action plan that represents SF Bay Ferry's commitment to partnering with the City of Vallejo and Solano County on key access improvements for ferry riders.

To date, the project team has completed work on the existing conditions assessment (goal #1) and partially completed work on the remaining goals. This memo details work that has been completed so far.

### *Existing Conditions and Existing Planning Work*

The project team examined the existing transit, bicycle, and pedestrian infrastructure in the 2-mile radius around the Vallejo Ferry Terminal. The key findings from this review of the study area are:

- Vallejo Ferry Terminal is well-served by local, regional, and long-distance transit options—mostly with service at the nearby Vallejo Transit Center.
- There are no significant gaps in sidewalks or pedestrian infrastructure in the study area. However, sidewalk and pedestrian conditions may vary in quality.
- Bike lanes and bike facilities exist in isolation and do not form a connected network for ferry terminal access. Some bike facilities are not adequate for the width and high vehicle speeds of the roadways they are located on.
- Areas southeast of the Ferry Terminal, especially south of Solano Avenue, have significantly fewer adequate bike facilities compared to the denser grid north of Solano Avenue.

In addition to the existing active transportation conditions, the project team completed a comprehensive review of the relevant existing planning work done in the City of Vallejo and Solano County to inform the eventual recommendations of the Study. The review showed an extensive body of planning work to improve the multimodal connectivity in the area immediately around the ferry terminal, including a protected bike lane on Mare Island Way and three additional bike and corridor improvements on Florida, Georgia, and Maine Streets.

Plans and documents included in the review:

- Downtown Vallejo Specific Plan
- Vallejo Waterfront Planned Development Master Plan
- City of Vallejo General Plan 2040
- Solano County Active Transportation Plan
- Solano Countywide Local Road Safety Plan
- City of Vallejo 5-Year Capital Improvement Program
- SF Bay Ferry Access Guidelines
- MTC Transit Oriented Communities (TOC) Policy
- Regional Mapping and Wayfinding Study, led by MTC
- Vallejo Mobility Hub Improvement Project

### *Recommended Improvements*

The project team is currently finalizing the recommended access improvements that will be proposed as part of this study. This study's recommendations are concentrated immediately around the ferry terminal and generally fall into three categories:

- i. Improving Mare Island Way and direct ferry terminal access
- ii. Bolstering the feeder active transportation network
- iii. Creating a continuous waterfront trail

The list of proposed improvements is a synthesis of the existing planning work done to date, new recommendations from the project team, results of the public outreach and input process done throughout the study, discussions with the stakeholder group made up of local transit partners, and input from City of Vallejo regarding street paving schedules. By developing this

project list, SF Bay Ferry is committing to partnering with the City, County, local transit operators, and other key stakeholders to implement these projects. SF Bay Ferry's contribution may include in-kind staff time, technical expertise, letters of support and advocacy, and/or public outreach and engagement support. The full draft project list is included as Appendix A.

#### ***Public Outreach and Engagement***

A robust public outreach process has informed the project team's work in both the initial needs assessment and project list development phases, as summarized below:

- 1) Online Interactive Map. During the initial needs assessment phase, the public was able to pin comments to an online interactive map to flag challenges or concerns they had with ferry access. This input helped shape the recommended project list, especially concerning pedestrian safety on Mare Island Way and to/from the City-managed parking lot.
- 2) Stakeholder Working Group. Throughout the needs assessment and project list development phases, the team has solicited feedback and input from interested stakeholders in Vallejo and Solano Counties including the Vallejo Transit Center transit operators and the county transportation authority. A working group meeting was held and several individual follow-up meetings with stakeholders to discuss existing planning work completed to date and overarching goals and objectives of the Study.
- 3) Online Public Priorities Poll. In May 2026, the project team opened a public priorities poll for Vallejo Ferry riders to prioritize the proposed improvements. This poll was disseminated on board the Vallejo ferry via digital displays, digital newsletters, and via the SF Bay Ferry website. The public's top priority projects will be considered first for design and construction funding opportunities as they become available.
- 4) In-Person Tabling. Members of the project team tabled at the Vallejo ferry terminal and the Transit Center alongside representatives from SolTrans to encourage members of the public to provide feedback about the types of proposed improvements they think would be most beneficial for active transportation users.

#### ***Next Steps***

Following completion of the Study's final report, the project team is scheduled to present draft findings and recommendations to the Vallejo Planning Commission on July 20, 2026 and the Vallejo City Council on August 11, 2026. An update on the state of the Vallejo ferry service will accompany these presentations. After incorporating any feedback or comments, the final report will be presented to the SF Bay Ferry Board at its September or October meeting.

#### **Fiscal Impact**

There is no fiscal impact associated with this informational item.

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

**Attachment A** – WETA Terminal Access Guidelines (adopted Nov 2024)

**Appendix A** – Draft Project List of Access Improvements

**Appendix A** – Draft Project List of Access Improvements

Project	Source
<b>1. Class II bike lanes on Marin Street</b> from Tennessee Street in the north to Capitol Street in the south, and from Maine Street in the north to Curtola Parkway in the south.	Countywide ATP
<b>2a. Class II bike lanes on Florida Street</b> from Alameda Street in the east to Marin Street in the west	Countywide ATP
<b>2b. Class II bike lanes on Florida Street</b> from Marin Street in the east to Mare Island Way in the west	New recommendation
<b>3a. Improve Intersection at Santa Clara Street and York Street:</b> <ul style="list-style-type: none"> <li>• Realign crosswalk to better match curb ramp.</li> <li>• Add stop signs on Santa Clara Street to control the crossing.</li> <li>• Potential raised intersection.</li> </ul>	RMWS
<b>3b. Improve Intersection at Sacramento Street and York Street to better integrate the satellite bus stops with strategies such as:</b> <ul style="list-style-type: none"> <li>• Additional signage.</li> <li>• Potential raised intersection.</li> </ul>	RMWS
<b>4. Class IV separated bike lanes or Class IIB buffered bike lanes on Maine Street</b> from Santa Clara Street to Mare Island Way (one block)	New recommendation
<b>5. Class II bike lanes on Georgia Street</b> from Santa Clara Street in the east to Mare Island Way in the west	New recommendation
<b>6. Waterfront path southern extension</b> from current terminus at Independence Park southward.	General Plan

Project	Source
<p><b>7. Waterfront path northern extension / Vine Trail gap closure</b> from the current terminus at the Marina in the south to River Park / Hichborn Street in the north to connect to the path running along Wilson Avenue.</p>	<p>General Plan</p>
<p><b>8. Class IV separated bike lanes on Mare Island Way/Curtola Parkway</b> from Hichborn Street in the north to Sonoma Boulevard in the south.</p>	<p>Countywide ATP, CIP, PDMP</p>
<p><b>9. Intersection and crosswalk Improvements along Mare Island Way</b></p>	
<ul style="list-style-type: none"> <li>• Add missing crosswalks at the intersections with Georgia Street and at the garage entrance.</li> <li>• Potential median refuges at garage entrance, Georgia Street, Capitol Street, Maine Street, and Florida Street.</li> <li>• Bike crossing and intersection improvements (i.e. protected intersections) to accommodate new bike facilities on Mare Island and intersecting roadways, and to provide access to and from the waterfront path.</li> </ul>	<p>RMWS (Garage entrance intersection)</p> <p>F&amp;P new recommendation (all others)</p>

# WETA TERMINAL ACCESS GUIDELINES

Adopted by WETA Board Resolution #2024-51  
Month, Date, Year

The WETA Terminal Access Guidelines establish agency-wide goals, priorities, and standards for how ferry riders access the San Francisco Bay Ferry system. At existing terminals, it provides a roadmap for future landside improvements that will continue to foster ridership growth while also achieving the agency's wider policy goals. For potential future terminals, it provides guidance for advancing a system expansion project to implementation. The Access Guidelines also lay the groundwork for projects, programs, and initiatives that support innovative first-last mile solutions at ferry terminals. This includes but is not limited to walking, biking, transit and paratransit, micro mobility, pick-ups and drop-offs, and parking.

**1. Access Principles for Ferry Services.** San Francisco Bay Ferry will consider the following overarching goals for prioritizing investment in service expansion or enhancement projects in coordination with local partners.

- a. Promote and support sustainable ridership growth through terminal access conditions.
- b. Prioritize the most vulnerable ferry riders—including those who are transit dependent or do not own a car.
- c. Develop robust active transportation infrastructure that promotes sustainable trips to origin ferry terminals and a safe and comfortable first/last mile experience regardless of mode.
- d. Reduce parking lot footprint for ferry terminals and encourage non-single occupancy driving trips—which includes carpool, rideshare, and pickups/drop offs.
- e. Realize environmental benefits for local communities with ferry service—including reduced point source emissions and congestion on local roads.

**2. Role of Local Jurisdictions.** Local jurisdictions will retain or shall assume responsibility for managing, operating, maintaining, owning, rehabilitating, constructing, and funding terminal access programs and improvements.

- a. Oversee the ownership and maintenance of landside terminal assets, parking lots, bike storage, waiting areas, and public access amenities.
- b. Contribute local funds to support construction of new access improvements or landside facilities.
- c. Act as lead agency for landside access projects and improvements.
- d. Determine and set local land use policy – including zoning, density, and allowable uses.

- e. Determine and set local transportation policy – including Transportation Demand Management programs (TDM), parking fees, shuttle programs, local bus service, transit priority, and the pedestrian and bicycle network.
- f. Foster economically vibrant and sustainable communities around ferry terminal areas by facilitating the construction of nearby transit-supportive development.

**3. Role of San Francisco Bay Ferry.** San Francisco Bay Ferry will partner with local jurisdictions to support terminal access programs and improvements.

- a. Provide planning support and lead development of ferry terminal access plans.
- b. Assist local jurisdictions in securing competitive funding for landside improvements.
- c. Conduct advocacy and outreach to local stakeholders and communities.
- d. Implement pilot programs and innovative first/last mile initiatives in partnership with local jurisdictions.
- e. Partner with local jurisdictions to leverage current and future ferry services to promote the construction of nearby housing and transit-supportive development.

**4. Emerging Technology & Pilots.** San Francisco Bay Ferry will actively partner with local jurisdictions to implement emerging technologies or innovative solutions for first/last mile connections on a demonstration project basis.

- a. Explore public-private partnerships for first/last mile connections where traditional methods like fixed route transit are not feasible.
- b. Leverage outside funding and expertise from non-governmental organizations.
- c. Partner with local jurisdictions to conduct pilot program evaluation to determine feasibility in the long-term.

**5. Mode Share Goals.** San Francisco Bay Ferry shall monitor and consider terminal access performance measures and conditions as a factor in determining ferry service levels.

- a. Target 50% or greater of trips to and from origin ferry terminals to be used by sustainable modes while continuing to grow ferry ridership.
- b. Target 50% or greater of driving trips to be non-drive alone—which includes carpool, rideshare, and pick up/drop off.
- c. Target zero severe or fatal collisions for pedestrians, bicyclists, and motorists in the vicinity of ferry terminals.

- d. Close gaps in active transportation infrastructure to/from ferry terminals and facilitate connections to the wider regional network.
- e. Coordinate with local connecting transit operators to optimize service and schedules so that they best meet the needs of ferry riders.
- f. Reduce parking lot footprint where feasible and implement parking demand management strategies as needed.

**MEMORANDUM**

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**TO: Board Members**

**FROM: Seamus Murphy, Executive Director**  
**Rafael Regan, Customer Experience Specialist**

**SUBJECT: SF Bay Ferry Customer Experience Plan**

**Recommendation**

There is no recommendation associated with this informational item.

**Background**

SF Bay Ferry has continuously demonstrated success in responding to Customer Experience (CX) issues as they arise, which is reflected in consistently high customer satisfaction ratings through regular surveys. To ensure continued success, staff seeks to 1) measure key CX program performance, 2) use reporting data to formulate goals and guide agency initiatives, and 3) provide staff, the Board, and the public with annual reports of program performance. As SF Bay Ferry ridership continues to grow, there is a need to establish a strategy for measuring CX program success, standardizing customer experience efforts, and measuring effectiveness.

Developing a strategic CX plan aligns SF Bay Ferry with peer transit agencies, such as L.A. Metro (Los Angeles), MBTA (Boston) and Sound Transit (Seattle), all of which have adopted their own standardized processes for measuring and addressing their unique CX programs.

**Discussion**

This SF Bay Ferry CX Plan aims to establish a structured framework for measuring key programs across multiple departments and provides a foundation for the agency to adopt program goals, identify underperformance in program efforts, and provide the agency with customer experience score reporting on a recurring basis.

This plan aims to measure performance metrics for key CX programs in four key focus areas:

1. Amenities & Comfort
2. Customer Service & Safety
3. Customer Communications
4. Performance & Satisfaction

Measuring the agency's current CX programs through these four focus areas allows the agency to better track and measure all programming and provide CX scoring and analysis. The data collected will support customer-first analysis and provide interdepartmental guidance on how to prioritize CX across SF Bay Ferry projects on an ongoing basis.

Following a measurement cycle and any necessary adjustments, staff expects to return to the Board with plan updates in addition to an annual CX report.

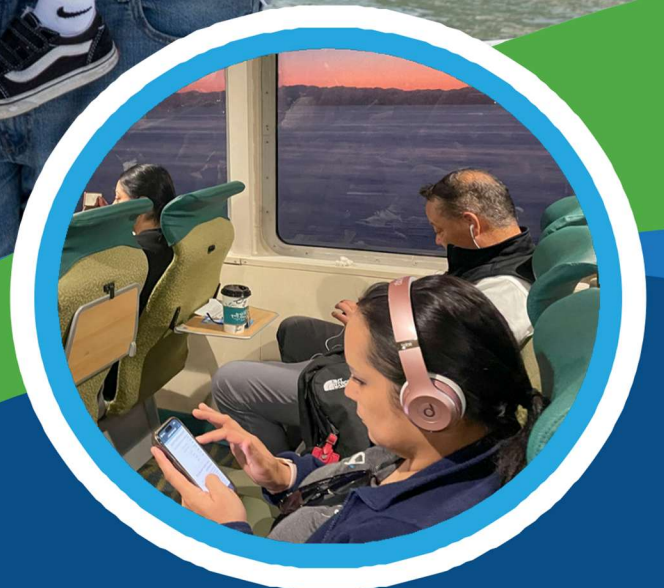
**Fiscal Impact**

There is no fiscal impact associated with this informational item.

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

**Attachment A** – SF Bay Ferry Customer Experience Plan

# CUSTOMER EXPERIENCE PLAN



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## Purpose Statement

This plan establishes a structured framework for measuring key programs shaping the passenger experience for San Francisco Bay Ferry passengers. The plan outlines a process for evaluating current customer experience programs by leveraging feedback, passenger surveys, and program data to proactively identify pressure points within each program outlined.

Specifically, this plan aims to establish measurable performance metrics for key customer experience elements, create a consistent process for tracking program effectiveness and identifying tactics for improving program delivery. The data collected in line with this plan will support customer-first analysis and provide interdepartmental guidance on how to prioritize the customer experience across SF Bay Ferry projects and plans.

## Why Is This Plan Needed?

SF Bay Ferry has demonstrated success in responding to customer experience issues as they arise, which is reflected in consistently high customer satisfaction. However, the agency has not yet adopted a coordinated customer experience strategy for proactively guiding future program planning through quantitative performance metrics. As the agency and ridership continue to grow, it is essential to establish a data-first strategy for identifying, monitoring, and addressing needs for customer service programming.

Developing a strategic customer experience plan aligns SF Bay Ferry with peer transit agencies, such as LA Metro (Los Angeles), MBTA (Boston) and Sound Transit (Seattle), all which have adopted their own standardized processes for measuring and addressing their customer experience programs.

Understanding how SF Bay Ferry's customer service programs perform individually as well as collectively is needed to capture successful customer-first initiatives the agency already provides, identify areas needing improvement, and plan for future growth.

## Program Focus Areas

SF Bay Ferry delivers a host of customer service programming across multiple departments at the agency. The success of these programs, exemplified through a combination of interdepartmental coordination, customer feedback analysis and performance monitoring, is reflected in the agency's customer satisfaction rating, as of late. This Customer Experience Plan aims to standardize the way customer-facing programs are tracked beyond overall customer satisfaction ratings. To best understand these programs, this plan organizes these programs into four focus areas.













1. **Amenities & Comfort:** Vessel appearance, onboard concession service, bike & scooter amenities.
2. **Customer Service & Safety:** Customer relationship management system, data and feedback from rider and crew interactions, Passenger Service Center effectiveness.
3. **Customer Communications:** Onboard collateral and information, rider alerts, signage & wayfinding, ticketing system and fare payments.

- 4. **System Performance & Satisfaction:** On-time and service reliability performance, customer satisfaction scores.

Measuring the agency’s current CX programs through these four focus areas allows the agency to understand which efforts are excelling or need attention. Understanding and measuring these key programs will also enable the agency to scale the way customer experience is both included and tracked in plans and initiatives for other departments in the agency.

## Key Programs

This plan organizes all included customer experience programs into four focus areas. See below for an organizational map and descriptions of each program.

Amenities & Comfort	Customer Service & Safety	Customer Communications	System Performance & Satisfaction
 Vessel Appearance	 Customer Relationship Management	 Digital Onboard	 On-Time Performance
 Concessions	 Interactions	 BayAlerts	 Customer Satisfaction
 Bikes & Scooters	 Passenger Service Center	 Signage & Wayfinding	
		 Ticketing System	

### Vessel Appearance

- **Program Description:** SF Bay Ferry vessels offer a variety of seating configurations and onboard amenities designed to accommodate passenger comfort. Vessel crews work to maintain passenger cabins and onboard amenities in a clean, safe, and well-maintained condition. When repairs, maintenance, or cosmetic improvements are needed, crews communicate directly with engineering staff to ensure issues are addressed promptly and efficiently.
- **Program Maintenance:** SF Bay Ferry maintains open and ongoing communication regarding maintenance and cosmetic needs onboard vessels and at terminals. Crews, dispatch, and engineering work collaboratively to identify and address issues as they arise. This coordination helps ensure that all aspects of the onboard passenger environment remain welcoming and reflective of the SF Bay Ferry brand.
- **Metrics:**
  1. The number of vessel maintenance complaints from passengers.
  2. The number of torn or broken seats or trays observed or reported.

## **Concessions**

- **Program Description:** In coordination with SF Bay Ferry's contracted operator (Blue & Gold Fleet) Insta Concessions staffs snack bars onboard all revenue trips, including pre-game trips on the Oracle Park and Chase Center ferry services. Concession offerings include coffee, snacks, candy, chips, baked goods, soft drinks, beer, wine, and select liquor offerings. The onboard concessions program is a signature component of the SF Bay Ferry rider experience and serves as a unique amenity.
- **Program Maintenance:** SF Bay Ferry works to maintain clear and consistent communication with Insta Concessions regarding onboard concession operation and availability. Customer feedback is regularly shared with the concessions manager and regular coordination with Blue & Gold Fleet help maintain a full concession staffing schedule for passengers.
- **Metrics:**
  1. Missed 4<sup>th</sup> concession shift.

## **Bikes & Scooters**

- **Program Description:** Bicycles and scooters are allowed onboard all SF Bay Ferry vessels on a first-come, first-served basis using designated onboard storage areas. Most ferry terminals offer secure bike lockers for passengers who choose to store bikes before boarding. Bicycle accessibility is a key component of the SF Bay Ferry brand and reinforces the ferry system as a top multi-modal choice when it comes to accessibility.
- **Program Maintenance:** SF Bay Ferry relies on crews to enforce bicycle and scooter guidelines both onboard vessels and at terminals and manage bike/scooter max-outs on busy trips. Maintaining open communication with dispatch and other agency staff is critical to ensuring bike storage facilities remain functional. SF Bay Ferry also works to ensure that rider questions, concerns, and feedback regarding bicycle and scooter accommodation are considered via the agency's customer service and social channels (via Zendesk).
- **Metrics:**
  1. The number of bike complaints.

## **Customer Relationship Management**

- **Program Description:** Zendesk serves as SF Bay Ferry's primary customer service platform and is the agency's central tool for receiving and responding to customer inquiries. Through Zendesk, passengers can communicate with staff via phone or email regarding service issues, feedback, and general questions. The platform also provides valuable reporting and analytics tools that allow SF Bay Ferry to track communication trends, identify recurring concerns, and better understand rider needs. Zendesk is managed collaboratively by SF Bay Ferry staff with support from the Passenger Service Center, who work together to respond to rider communications through email and phone calls.

- **Program Maintenance:** SF Bay Ferry staff regularly review and update Zendesk tools, including automated processes, to ensure accuracy and efficiency. SF Bay Ferry also utilizes Zendesk Explore analytics to monitor team performance, response trends, and recurring rider concerns.
- **Metrics:**
  1. The number of email messages received.
  2. The number of phone calls received.
  3. The number of schedule-related complaints.
  4. The number of chat messages received.

### **Interactions**

- **Program Description:** SF Bay Ferry helps to inform Blue & Gold Fleet (B&G) in leading customer service training for customer-facing staff to help ensure a high standard of customer service and professionalism. Training efforts focus on effective communication, rider assistance, ADA and Title VI awareness, de-escalation tactics, and strategies for addressing pressure points riders may encounter.
- **Program Maintenance:** SF Bay Ferry regularly reviews and updates training materials to ensure information remains current and aligned with agency standards. The agency also provides ongoing communications to B&G staff and works collaboratively to deliver ADA, Title VI, and crew communication.
- **Metrics:**
  1. The number of submitted Title VI & ADA Complaints.
  2. The number of At-Fault formal complaints.
  3. The number of complaints about negative interactions on the system.
  4. The number of commendations.

### **Passenger Service Center**

- **Program Description:** The Passenger Service Center (PSC) staff are the front lines of customer service for the agency as they are tasked with answering incoming customer service calls and emails, coordinating school group travel requests, and providing general ferry service information. The PSC serves as a key communication hub for passengers and helps distribute timely information about service information. The PSC is available seven days per week to support riders and provide real-time assistance.
- **Program Maintenance:** SF Bay Ferry' staff maintains regular communication and coordination with PSC to ensure customer service standards remain high and expectations are being met. Weekly communications, check-ins, and ongoing collaboration between the SF Bay Ferry staff and PSC helps maintain a high standard of customer service.
- **Metrics:**
  1. Average message first-reply time.
  2. Average message resolution time.

### **Digital Onboard Programming**

- **Program Description:** Free Wi-Fi is available onboard all SF Bay Ferry. Additionally, all vessels are equipped with digital screens that support the agency's onboard advertising program and display service information for passengers. Digital screens are also present at ferry terminal facilities to support visual communication regarding service information and next-departure information.
- **Program Maintenance:** SF Bay Ferry manages digital advertising displayed on screens onboard all vessels. In addition, onboard wireless routers are maintained by staff in collaboration with Blue & Gold Fleet.
- **Metrics:**
  1. Wi-Fi uptime percentage.
  2. Digital terminal sign uptime (the amount of time the sign is operational).

### **BayAlerts Messaging System**

- **Program Description:** BayAlerts, powered by SF Bay Ferry's rider alert contractor Simplify Transit, provides subscription-based alerts via email and text message based on riders' selected routes, travel times, and service preferences. For general service information, including disruption information, BayAlerts messaging is the most effective way for riders to be in the know about service updates.
- **Program Maintenance:** Simplify Transit distributes alerts directly to riders via email and text messaging using Swiftly's API integration. SF Bay Ferry contractor Blinktag, also utilizes the Swiftly API to distribute rider alerts through the agency's digital signage system at terminals. SF Bay Ferry works closely with its contracted operator to monitor the quality, accuracy, and timeliness of BayAlerts communications. Weekly operations meetings and ongoing coordination between agency staff and other staff help ensure alerts are distributed efficiently and provide riders with clear, timely, and actionable service information.
- **Metrics:**
  1. Rider alert reliability score (reported monthly).

### **Signage & Wayfinding**

- **Program Description:** The Signage & Wayfinding Program establishes guidelines for passenger-facing signage and wayfinding materials at terminals and onboard vessels. The program includes standards for physical and digital passenger information, terminal queuing layouts, onboard signage, and passenger navigation throughout ferry terminal facilities.
- **Program Maintenance:** SF Bay Ferry works closely with B&G to ensure signage and wayfinding materials remain accurate, visible, and in good condition systemwide. This coordination occurs through regular operational meetings, field reviews, and ongoing passenger communication.
- **Metrics:**
  1. Number of times correct signage collateral is present at terminals.

### **Ticketing**

- **Program Description:** The SF Bay Ferry mobile app provides riders with direct access to schedules, service information, general and special event ferry ticket purchasing, and rider alerts. The app provides access to tickets and service information.
- **Program Maintenance:** SF Bay Ferry conducts regular meetings with the app developer, including bi-monthly operational discussions to address any issues with the ticketing platform and app. Feedback gathered from both crew and passengers helps the agency identify opportunities for improvements and any needed updates.
- **Metrics:**
  1. Number of support tickets submitted by SF Bay Ferry.
  2. Resolution time for user experience issues.

### **On-Time Performance**

- **Program Description:** Service reliability is measured through monthly performance reports evaluating overall system on-time performance by route. Reliability standards are used to assess the rate of service cancellations.
- **Program Maintenance:** SF Bay Ferry monitors systemwide reliability and on-time performance monthly and works collaboratively with B&G to address operational challenges. When service disruptions or reliability concerns arise, the agency coordinates passenger communications to ensure riders receive timely and accurate notifications.
- **Metrics:**
  1. Monthly on-time performance.
  2. Monthly service reliability.

### **Customer Satisfaction**

- **Program Description:** SF Bay Ferry monitors customer satisfaction via onboard surveys, customer feedback, and data collected via social media and customer service channels. Beginning in 2027, the agency will work to administer a quarterly customer satisfaction survey which helps staff to better understand friction in the rider experience.
- **Program Maintenance:** The agency gathers data through the quarterly customer satisfaction surveys and ongoing feedback monitoring
- **Metrics:**
  1. Quarterly customer satisfaction survey score.

## Metrics & Reporting

This plan introduces a framework for measuring program performance through the use of Key Performance Indicators (KPIs) defined for each customer experience focus area. SF Bay Ferry measures KPIs across each focus area using data and reporting sources that include:

- Zendesk analytics
- Customer satisfaction surveys
- Rider alert reliability reports
- Terminal and vessel walkthroughs
- Rider feedback

Understanding KPIs enables the identification of areas of strength and areas needing additional support within each focus area. By using metrics and tools outlined throughout this plan, the agency is able to produce the Annual Customer Experience Score, an end-of-year program evaluation report. This data can then be used to set goals and expectations for each focus area program going forward. This plan employs the following Key Performance Indicators (KPIs):

Focus Areas	Related Program	KPI
<b>Amenities &amp; Comfort</b>	Vessel Appearance	The number of vessel maintenance complaints.
		The number of torn or broken seats or trays.
		Vessel/terminal cleanliness violations.
	Concessions	Missed 4th concessions shift.
	Bikes & Scooters	The number of bike complaints.
<b>Customer Service &amp; Safety</b>	CRM	The number of email messages received.
		The number of phone calls received.
		The number of schedule-related complaints.
		The number of chat messages received.
	Interactions	The number of Title VI & ADA complaints.
		The number of at-fault formal complaints.
		The number of complaints about negative interactions on the system.
		Number of commendations
		Average First-Reply Time

	Passenger Service Center	Average Resolution Time
<b>Customer Communications</b>	Digital Onboard	Wi-Fi uptime (percentage)
		Digital Terminal sign up-time
	BayAlerts	BayAlerts Reliability Score – a monthly percentage of how many on-time BayAlerts were published.
	Signage & Wayfinding	Number of times correct signage collateral is present at terminals.
	Ticketing	The number of support tickets submitted by SF Bay Ferry.
Resolution time for user experience issues.		
<b>System Performance &amp; Satisfaction</b>	On-Time Performance	Monthly on-time performance.
		Monthly service reliability.
	Customer Satisfaction	Quarterly customer satisfaction survey score.

*Key Performance Indicators (KPIs) for programming as of May 2026.*

**Program Goal Setting**

Goals for each focus area program will be established on a recurring basis, in line with program performance measured by respective KPIs. With this framework in mind, agency staff can then use this data-driven approach to best maintain or adjust program goals as needed. Observing data through KPI measurement and determining if goals are being met will allow the agency to identify trends, highlight areas of need, and allow for needed flexibility in how the agency delivers each program. At the end of each year, performance data from all four focus areas will be reviewed and incorporated into the Annual Customer Experience Score report.

**Reporting Deliverables**

This plan aims to provide SF Bay Ferry with two recurring reports that will measure how well customer experience programs are delivering on their goals. These reports will be published and shared with agency staff, SF Bay Ferry Board of Directors and the public via the SF Bay Ferry website. These two reports are:

- Annual Customer Experience Score | *Reported Yearly*
- Customer Experience Progress Report | *Reported Every Two Years*

**Annual Customer Experience Score:** At the end of each year, a summary report will be completed with a score for each focus area. This annual score report is intended to be a snapshot into how programs in each focus area are doing based on their goals. This report aims to be a tool for measuring KPIs on a recurring basis to be able to make adjustments to program goals and expectations, if needed.

**Customer Experience Progress Report:** At the end of each two-year scoring cycle, SF Bay Ferry will analyze program goals and determine if each program was able to hit their associated goals. This report is meant to give an in-depth analysis of how each customer experience program is performing over the most current two-year cycle. Additionally, this report aims to provide greater detail to provide a more thorough analysis and recommendations for other agency departments in maintaining the customer experience as a priority across interdepartmental projects and plans.

## Appendix – Definitions

**ADA (Americans with Disabilities Act):** The federal civil rights law that prohibits discrimination against individuals with disabilities and requires public transit services to provide accessible transit accommodations for riders, when requested.

**Annual Customer Experience Score:** An annual summary report developed through this plan that evaluates how effectively customer experience programs performed against established KPIs and program goals.

**BayAlerts:** SF Bay Ferry’s rider alert and notification system pushed out via text, email and 3<sup>rd</sup> party apps.

**Customer Experience (CX):** The overall perception and quality of the ride and interactions when at terminals and onboard vessels.

**Focus Areas:** The four primary categories used in this plan to organize and evaluate customer facing programs.

**Customer Satisfaction Survey:** A recurring passenger survey effort designed to measure rider sentiment about the ride experience.

**Dispatch:** Blue & Gold staff responsible for coordinating daily and real-time vessel operations.

**Interdepartmental Coordination:** Collaboration between agency departments, and Blue & Gold Fleet.

**Key Performance Indicator (KPI):** A measurable value used to evaluate the effectiveness, performance, or success of a specific program.

**On-Time Performance:** A measurement of service reliability based on whether trips arrive and depart based on the published schedule.

**Passenger Service Center (PSC):** The SF Bay Ferry call center which includes staff that handle customer calls emails and school group coordination.

**Program Goal:** A measurable performance target established for program based on KPI data (defined in the program section of the plan above).

**Program Maintenance:** The ongoing operational, administrative, and coordination efforts required to sustain and improve customer experience programs.

**Program Metrics:** A measurement used to evaluate the performance of a specific program.

**Rider Feedback:** Comments, complaints and commendations received by the Passenger Service Center or other agency staff.

**Service Reliability:** The consistency and dependability of ferry service based on published schedules.

**Signage & Wayfinding:** Passenger facing print collateral (maps, directional signage, schedule decals, etc) that the agency maintains at terminals and onboard vessels.

**Swiftly:** The operational platform is used by Blue & Gold Fleet for service adjustments and rider alerts.

**Title VI:** A provision of the Civil Rights Act prohibiting discrimination on the basis of race, color, or national origin in programs and activities receiving federal funding.

**Vessel Walkthroughs:** Routine inspections conducted onboard vessels and at terminals to monitor cleanliness, functionality, signage, and overall passenger experience conditions.

**Wi-Fi Uptime:** The percentage of time onboard wireless internet service remains operational and available to passengers.

**Zendesk:** SF Bay Ferry's customer relationship management (CRM) used by the Passenger Service Center to manage email and phone communications with the public.