

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, July 9, 2026 at 1:00 p.m.

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

and

Videoconference

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AGENDA

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

Directors are limited to providing information, asking clarifying questions about matters not on the agenda, responding to public comment, referring matters to committee or staff for information, or requesting a report to be made at another meeting.
5. REPORTS OF STAFF **Information**
 - a. Executive Director's Report on Agency Projects, Activities, and Services
 - b. Review of Financial Statements
 - c. Federal Legislative Report
 - d. State Legislative Report
 - e. Ridership Report
 - f. Service Reliability Report
6. CONSENT CALENDAR **Action**
 - a. Approve Board Meeting Minutes – June 11, 2026
 - b. Adopt a Resolution of Appreciation for Alameda Mayor Marilyn Ezzy Ashcraft
 - c. Approve Amendment to Fiscal Year 2026/27 Salary Schedule
7. APPROVE MEMORANDUM OF UNDERSTANDING FOR THE TREASURE ISLAND TERMINAL ELECTRIFICATION PROJECT **Action**

**San Francisco Bay Ferry / Water Emergency Transportation Authority
July 9, 2026 Meeting of the Board of Directors**

8. [AWARD CONTRACT TO CURTIN MARITIME, CORP. FOR THE SOUTH SAN FRANCISCO DREDGING PROJECT](#) **Action**
9. PUBLIC COMMENTS FOR NON-AGENDA ITEMS
10. RECESS INTO CLOSED SESSION **To Be Determined**
- a. Public Employee Performance Evaluation; Conference with Labor Negotiator Pursuant to Government Code Sections 54957(b)(1) and 54957.6
Title: Executive Director
Agency Designated Representative: James Wunderman
11. REPORT OF ACTIVITY IN CLOSED SESSION
Potential approval of amendment to Executive Director employment agreement.

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: July 9, 2026

RE: Executive Director's Report

Regional Network Management (RNM) Council

Executive Director Murphy attended the June 1 meeting of the Council and heard update from staff on a number of items. Staff presented Overview of a proposed expenditure plan to guide the use of revenues focused on transit rider improvements from a future ballot measure authorized by the Connect Bay Area Act (Senate Bill 63 of 2025). The expenditures would be focused on supporting regional fare programs, enhancing access to transit for older riders and riders with disabilities, and implementing mapping and wayfinding improvements throughout the regional network. The Council also received an update on the RNM two-year workplan and heard a presentation on roadway transit priority improvements.

Port Electrification Conference

On June 9, Executive Director Murphy presented elements of the agency's REEF Program at Global Transmission Report's 4th Annual Port Electrification Conference in Long Beach. The presentation was part of a panel discussion on "Electric Ships & Ferries: Equipping Ports for Vessel Electrification".

Golman School of Public Policy Event

On June 22, Executive Director Murphy presented an agency overview to students from UC Berkeley's Golman School of Public Policy that are focused on Master's in Public Affairs.

California Energy Commission Award

On June 30, the California Energy Commission (CEC) released the award notice for the 2026 funding under the *Implementation of Medium- and Heavy-Duty Zero-Emission Vehicle Infrastructure Blueprints* program. SF Bay Ferry received its total request of \$8 million for Electrification of the Downtown Ferry Terminal. The CEC will not approve the award until an agreement is completed and signed, which should happen in the Fall.

Released Request for Proposals

Procurements Posted in June:

- June 1: Central Bay Operations & Maintenance Facility Phase 1 Electrification – Construction Services

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Review of FY 2025/26 Financial Statements Ending May 31, 2026

Recommendation

There is no recommendation associated with this informational item.

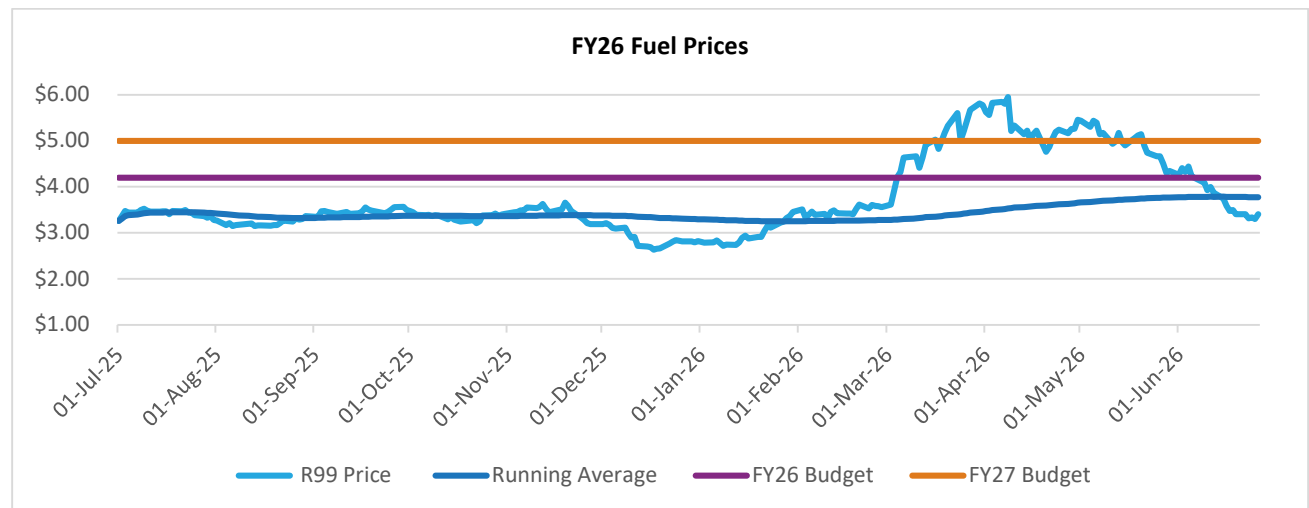
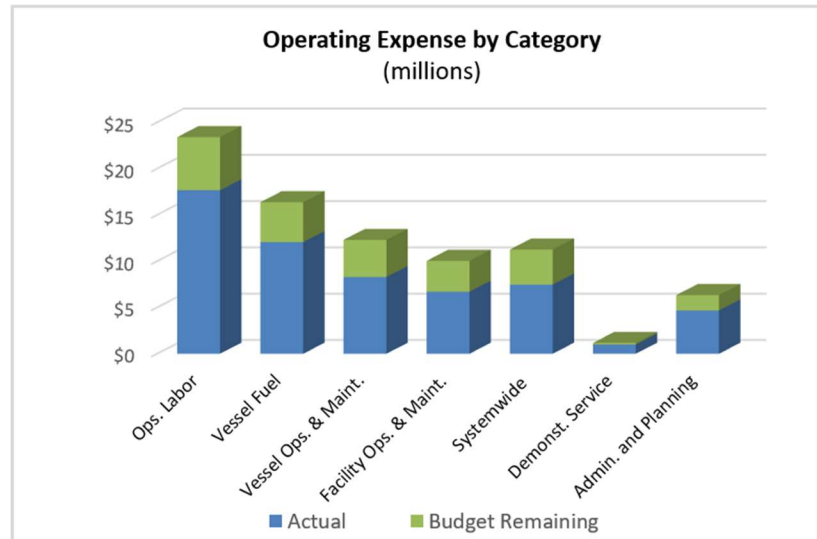
Financial Summary

Today's reports reflect financial activity against budget through May 31, 2026. Detailed financial charts are attached to this report.

Operating Budget:

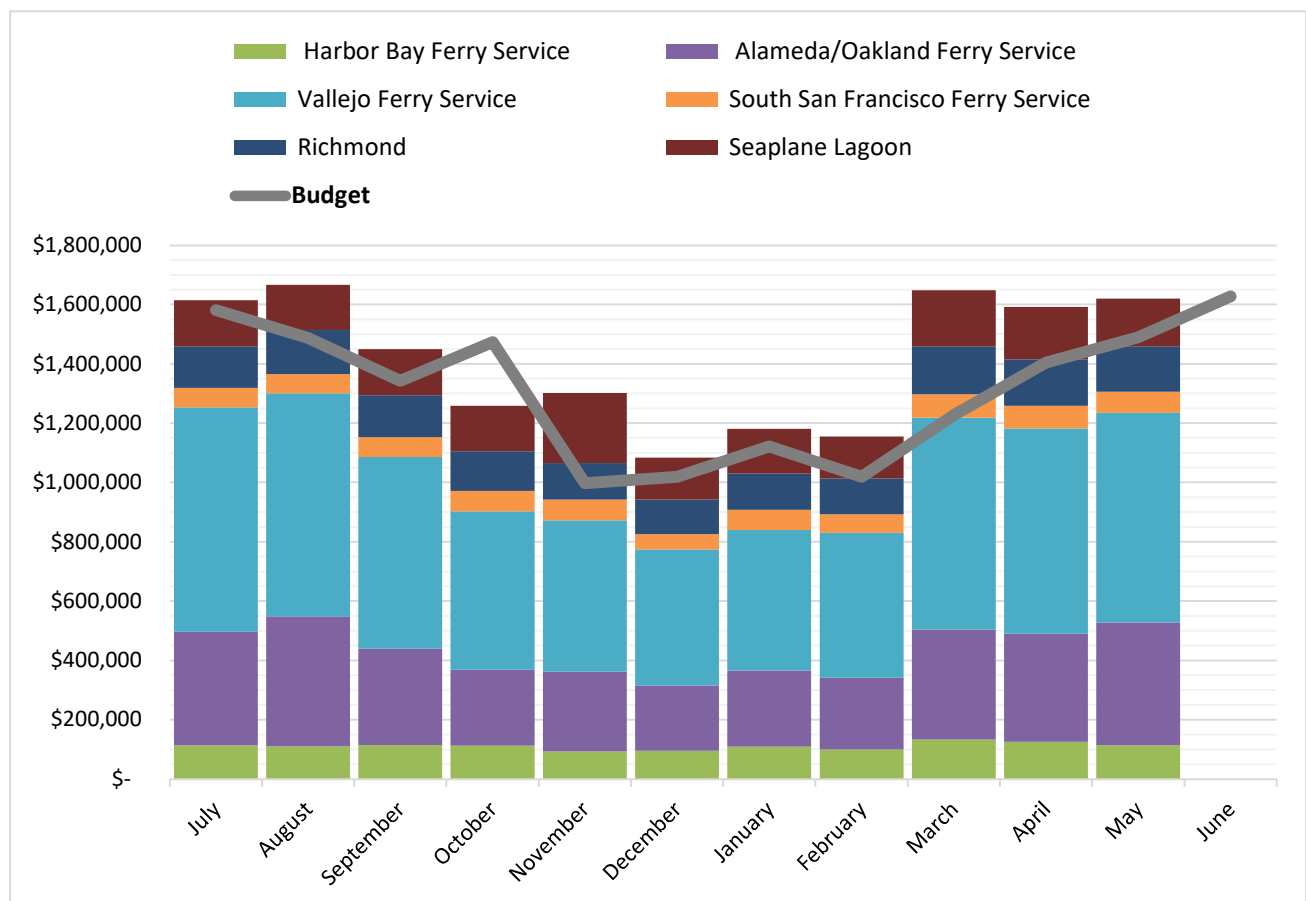
Authorized operating expenses for the year are within budgeted amounts with 80% spent or \$64.6 million. As shown in the chart to the right, expenses through April are trending below budget.

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. Prices in May dropped below \$5.00 per gallon and looking ahead to June, they continue to normalize (see figure below).



The Fiscal Year 2025/26 budget authorized and funded fuel at an average price of \$4.20/gallon, for a total of \$16.4 million. Prior to March 1st, the average price was \$3.31 per gallon. With recent increases, the fiscal year average is now projected to be approximately \$3.75, and total spending is still estimated to be approximately \$1.76 million under budget. Fuel prices remain highly volatile, and SF Bay Ferry has adopted a conservative budget approach for FY 2026/27 to ensure adequate funding for potential future fluctuations.

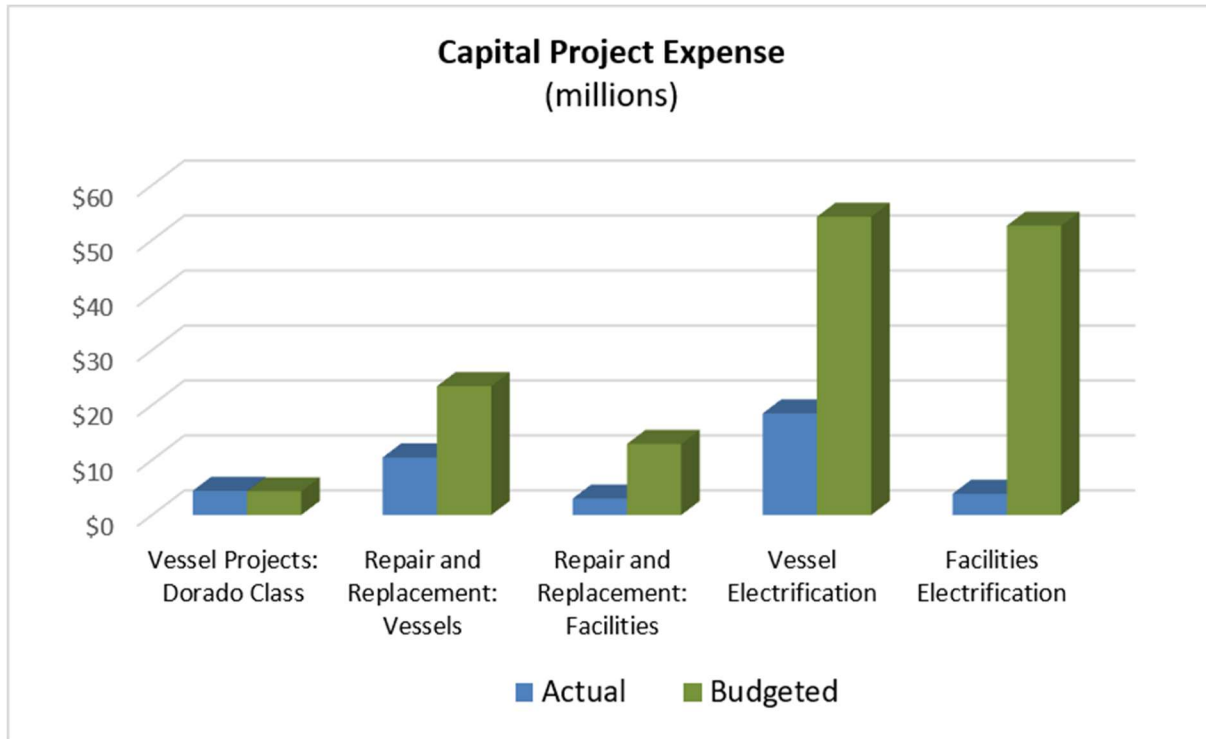
Fare revenue was essentially equal to budget through the winter months. Starting in March, fare revenue exceeded the budget due to strong ridership, and the annual fares are on target to exceed the budget by more than \$1.2 million. The figure below shows the monthly progress against budgeted levels. April fare revenue was adjusted from last month's report to remove operating revenue incorrectly booked to fares. FY2025/26 budget projected a 20% percent farebox recovery ratio (excluding and the cost of the Alameda-Oakland Water Shuttle). The prior year farebox recovery was 23%. Fare revenues have increased with ridership increases and the current farebox recovery is 25% for FY2025/26 through May.



Capital Program Expense

Capital Budget expenses through April were \$40.2 million. Significant expenses for the month included payments for the MV Pisces Mid-Life refurbishment and both 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 May 31, 2026, is \$25.6 million as shown below.

	May 2026
Bank of America (Checking)	\$ 1,019,459
Bank of America (Measure B/BB)	6,932,442
Local Agency Investment Fund (LAIF)	17,687,883
Total	\$25,639,784

Fiscal Impact

There is no fiscal impact associated with this informational item.

END

San Francisco Bay Ferry (WETA)
Operating & Administration Monthly Budget Report FY 2025/26
Through the Month Ending 5/31/2026

% of Year Elapsed 92%

	Month	Year - To - Date		Total	% Budget
	May. 2026 Actual	FY2024-25 Actual	FY2025-26 Actual	FY2025-26 Budget	
OPERATING REVENUE					
Fare Revenue	\$1,620,235	\$13,326,704	15,568,391	\$15,790,355	99%
Revenue Transfer to Reserve		(7,598,274)	-	-	0%
Regional - Bridge Toll	4,732,867	38,490,172	41,036,209	57,064,302	72%
State Operating Assistance		11,955,728	3,000,000	3,000,000	100%
Local	320,448	4,006,069	3,524,932	3,845,380	92%
Other Revenue	150,878	42,369	1,562,589	1,170,130	134%
Total Operating Revenue	\$6,824,428	\$60,222,767	\$ 64,692,120	\$80,870,168	80%
OPERATING EXPENSE					
Harbor Bay Ferry Service					
Operations Labor	\$151,730	\$1,690,162	1,741,743	\$2,092,240	83%
Vessel Fuel	117,410	815,868	961,393	1,146,055	84%
Vessel Operations & Maintenance	168,771	712,625	855,885	1,276,676	67%
Facility Operations & Maintenance	73,931	632,706	481,453	723,138	67%
Systemwide Expense	68,009	702,800	719,464	1,005,573	72%
Total Harbor Bay Farebox Recovery	\$ 579,851	\$4,554,161	\$ 4,759,939	\$6,243,682	76%
	20%	23%	26%	20%	
Alameda/Oakland Ferry Service					
Operations Labor	\$387,753	\$4,015,099	\$4,451,122	\$5,381,783	83%
Vessel Fuel	318,686	2,331,476	2,609,495	3,110,721	84%
Vessel Operations & Maintenance	422,421	1,563,608	2,459,361	2,637,783	93%
Facility Operations & Maintenance	159,108	1,646,478	1,484,518	1,916,370	77%
Systemwide Expense	182,875	1,852,970	1,948,106	2,585,846	75%
Total Alameda/Oakland Farebox Recovery	\$ 1,470,843	\$ 11,409,631	\$ 12,952,602	\$15,632,503	83%
	28%	27%	27%	24%	
Vallejo Ferry Service (Vallejo)					
Operations Labor	\$472,048	\$4,787,827	\$5,418,757	\$6,673,614	81%
Vessel Fuel	704,463	5,129,247	5,768,358	\$6,876,330	84%
Vessel Operations & Maintenance	307,794	1,848,333	3,562,199	\$4,280,296	83%
Facility Operations & Maintenance	265,095	4,379,897	2,823,775	4,031,352	70%
Systemwide Expense	242,276	2,374,424	2,505,658	3,140,878	80%
Total Vallejo Farebox Recovery	\$ 1,991,677	\$ 18,519,728	\$ 20,078,748	\$25,002,470	80%
	36%	32%	34%	28%	
South San Francisco Ferry Service (SSF)					
Operations Labor	\$151,730	\$1,556,642	\$1,741,743	\$2,060,405	85%
Vessel Fuel	167,729	582,721	1,373,419	1,637,221	84%
Vessel Operations & Maintenance	88,214	737,435	600,392	1,127,413	53%
Facility Operations & Maintenance	79,700	653,919	634,962	792,046	80%
Systemwide Expense	59,739	533,501	646,901	1,059,093	61%
Total South San Francisco Farebox Recovery	\$ 547,112	\$ 4,064,219	\$ 4,997,416	\$ 6,676,177	75%
	13%	15%	14.9%	11%	
Richmond Ferry Service (Richmond)					
Operations Labor	\$320,318	\$3,134,104	\$3,677,014	\$4,392,511	84%
Vessel Fuel	234,821	1,632,181	1,922,786	2,292,110	84%
Vessel Operations & Maintenance	197,141	1,391,900	1,310,808	1,818,521	72%
Facility Operations & Maintenance	123,105	1,454,719	1,206,845	1,659,169	73%
Systemwide Expense	128,610	1,328,730	1,416,395	2,011,145	70%
Total Richmond Farebox Recovery	\$ 1,003,995	\$ 8,941,634	\$ 9,533,848	\$ 12,173,456	78%
	15%	13%	16%	12%	

(continued on next page)

San Francisco Bay Ferry (WETA)
Operating & Administration Monthly Budget Report FY 2025/26
Through the Month Ending 5/31/2026

% of Year Elapsed 92%

	Month May. 2026 Actual	Year - To - Date		Total FY2025-26 Budget	% Budget
		FY2024-25 Actual	FY2025-26 Actual		
OPERATING EXPENSE (continued)					
Seaplane Lagoon Ferry Service					
Operations Labor	\$202,306	\$2,227,856	\$2,322,324	\$2,802,985	83%
Vessel Fuel	134,183	1,165,886	1,098,735	1,309,777	84%
Vessel Operations & Maintenance	159,128	786,461	841,752	1,157,422	73%
Facility Operations & Maintenance	78,601	792,029	853,811	915,887	93%
Systemwide Expense	95,098	916,473	1,007,079	1,452,494	69%
Total Seaplane Lagoon	\$669,316	\$5,888,706	\$ 6,123,701	\$ 7,638,565	80%
Farebox Recovery	24%	24%	30%	18%	
Subtotal Operations (Regular Service)	\$ 6,262,794	\$ 53,378,079	\$ 58,446,254	\$ 73,366,852	80%
Farebox Recovery (exclud. Admin.)	26%	25%	27%	22%	
Alameda - Oakland Demonstration Project (Woodstock)	\$137,325	\$786,656	1,137,210	\$1,170,130	97%
Subtotal Ferry Operations (All)	\$ 6,400,118	\$ 55,741,820	\$ 59,583,464	\$ 74,536,982	80%
Planning and Administration					
Wages and Fringe Benefits	\$239,469	\$2,691,091	\$2,785,369	\$3,192,907	87%
Professional & Other Services	97,902	1,312,452	1,459,928	1,824,950	80%
Information Tech., Office, Supplies	6,559	81,060	85,709	227,815	38%
Utilities/Communications	2,705	26,674	20,550	31,204	66%
Insurance	5,234	23,004	56,182	79,893	70%
Dues, Memberships, Misc.	16,412	117,183	185,387	233,315	79%
Leases and Rentals	56,029	229,482	426,270	743,104	57%
Subtotal Planning & Administration	\$424,309	\$4,480,947	\$ 5,019,395	\$ 6,333,188	79%
Total Operating Expense	\$ 6,824,428	\$ 60,222,767	\$ 64,602,859	\$ 80,870,170	80%
Systemwide Farebox Recovery (Regular Service, incl. Admin.)	24%	23%	25%	20%	

San Francisco Bay Ferry (WETA)
FY 2025/26 Capital Revenue and Expense
Through the Month Ending 5/31/2026

	Total Project Revenue/Expense Budget	Prior Years	FY 2025/26 Budget	Year-To-Date FY2025/26 Actual	Total Future Year	% of Project Budget
CAPITAL REVENUE						
Federal Funds	\$ 193,075,107	\$ 37,935,840	\$ 72,403,025	\$ 25,021,620	82,736,242	33%
State Funds	91,811,845	6,539,594	28,723,962	\$ 8,093,021	56,548,289	16%
Regional - Bridge Toll	124,728,541	10,450,493	44,247,452	\$ 5,800,070	70,030,597	13%
Local /Other	6,718,698	951,448	1,778,854	\$ 1,325,094	3,988,396	34%
Pending/Unfunded	99,734,881	-	416,099	-	99,318,782	0%
Total Revenue	\$ 516,069,072	\$ 55,877,374	\$ 147,569,392	\$ 40,239,805	\$ 312,622,306	
CAPITAL EXPENSE						
Vessel Projects: Dorado Class						
Vessel Replacements (Karl, Zalophus)	37,636,402	33,332,396	4,304,006	4,405,856	-	100%
Repair and Replacement Program: Vessels						
Vessel Mid-Life Refurbishment - MV Gemini	4,488,000	235,912	4,252,088	4,086,597	-	96%
Vessel Mid-Life Refurb & Engine Overhaul - MV Pisces	4,679,000	53,485	4,625,515	1,116,479	-	25%
Engine Overhauls and Improvements	15,833,408	2,531,886	9,893,322	4,212,089	3,408,200	43%
Component Improvements/Dry Dock	4,666,500	-	4,666,500	1,066,439	-	23%
Repair and Replacement Program: Facilities						
Vallejo Terminal Reconfiguration	16,696,000	666,067	6,910,525	384,215	9,119,408	6%
Passenger Floats Rehabilitation - Pier 9	1,362,000	-	1,337,000	18,534	25,000	1%
Multiuse Emergency Float	200,000	-	200,000	162,931	-	81%
Vallejo Ferry Terminal Dredging	3,030,735	287,795	2,742,940	1,311,591	-	53%
North Bay Fuel Farm Upgrades	540,000	-	540,000	-	-	0%
Administrative Facility Improvements	1,149,830	51,299	769,500	875,509	329,031	81%
South SF Dredging & Dredging Program Work	3,922,000	-	430,000	240,446	3,492,000	6%
Electrification Program (REEF)						
Vessels						
New Electric Vessels (Three - 150 PX)	58,407,000	6,592,365	9,858,638	3,997,837	41,955,996	18%
New Electric Vessels (Two - 400 PX)	77,351,393	8,632,247	41,086,609	13,868,290	27,632,537	29%
Hydrus Conversion to Battery Electric Propulsion	14,085,302	-	3,312,060	610,474	10,773,242	4%
Facility Electrification						
Central Bay Terminal	3,106,250	41,895	2,141,750	178,104	922,605	7%
Downtown San Francisco	83,930,168	1,713,775	16,350,682	1,996,335	65,865,711	4%
Treasure Island	6,798,681	436,145	3,350,000	357,058	3,012,536	12%
Main Street	11,887,500	-	255,000	2,507	11,632,500	0%
Seaplane Lagoon	36,586,500	369,398	12,072,017	454,377	24,145,085	2%
Harbor Bay	36,731,737	525,503	4,999,471	338,997	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	57,193	39,449,868	0%
Berkeley Pier/Ferry Project	3,000,000	107,202	179,683	116,749	2,713,115	7%
Oakland Ferry Terminal	33,694,294	199,353	489,373	381,196	33,005,568	2%
Total Expense	\$ 516,069,072	\$ 55,877,374	\$ 147,569,392	\$ 40,239,805	\$ 312,622,306	



TO: SF Bay Ferry Board Members

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

SUBJECT: SF Bay Ferry Federal Legislative Board Report – July 2026

This report covers the following topics:

- FY27 Federal Appropriations Process
- Surface Transportation Reauthorization, BUILD America 250 Act
- Shipyard Connection to Public Ferry Funding

Update on FY27 Federal Appropriations Process

The House has passed all 12 FY27 appropriations bills out of the appropriations committee and is beginning to bring bills to the floor. The Senate left town for July 4th recess without holding markups for any of the 12 appropriations bills. We expect the Senate will start holding markups when they return from recess the week of July 12th.

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, which is a great first step.

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

In May, the House Transportation and Infrastructure (T&I) Committee passed the BUILD America 250 Act, which is the surface transportation authorization bill. Committee

leadership is urging Speaker Johnson to bring the bill to the floor in July. However, the House is only in session for two weeks in July with a crowded floor schedule, and the Speaker has not indicated if he will prioritize this bill.

Across the Capitol, Senator Shelley Moore Capito (R-WV), Chair of the Environment and Public Works (EPW) Committee, has suggested an extension of the current surface transportation authorization will likely be needed. EPW is one of three committees that will contribute to the surface transportation bill reauthorization. The sections of the surface bill covered by the Senate Commerce Committee (rail and safety) and the Senate Banking Committee (transit) will also need to be extended. Recall, the Infrastructure Investment and Jobs Act expires on September 30, 2026.

Shipyard Connection to Public Ferry Funding

Accelerate Strategies met with the Shipbuilding Council of America (SCA) to explore opportunities to expand advocacy for public ferries. The goal is to elevate federal public ferry funding as a maritime and shipbuilding issue, not just a transit issue. Accelerate worked with Public Ferry Coalition Members to identify which shipyards they use and will conduct targeted outreach with SCA Members to increase advocacy. We are working to execute on a plan to have individual shipyards utilized by PFC members reach out to their own members of Congress to advocate for additional funding for public ferry systems and ensure that members of Congress understand that more funding for ferries means more work at shipyards in their states and districts.



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916-446-4656

June 30, 2026

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

FROM: Matt Robinson, Partner
Michael Pimentel, Partner

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

General Update

In late June, the Legislature will wrap up most of the policy committee hearings for the second year of the 2025-26 Legislative Session. On July 2, Legislators will head home for the month-long Summer Recess. They will reconvene on August 3 and will hear bills in fiscal committees in early August and will spend the final two weeks of August in floor session before adjourning the session on August 31.

As discussed below, Governor Newsom and legislative leaders have now reached agreement on the Fiscal Year 2026-27 budget. We expect the Governor and legislative leaders to continue to work on several budget items through August. We provide a more detailed budget update below.

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

Update on Budget Act of 2026

On June 29, the Legislature passed, and Governor Newsom signed into law, the Budget Act of 2026, representing agreement between Governor Newsom and the Legislature on most budget matters for the Fiscal Year 2026-27. The Budget Act prioritizes building the state's budget reserves and reducing long-term liabilities while also making significant investments in education, public safety, housing, healthcare, climate resilience, and economic opportunity.

The Budget Act is comprised [of SB 111 \(Laird\)](#), the “Budget Bill Jr.” that amends [AB 109 \(Gabriel\)](#), the legislative two-party budget agreement, and a series of budget trailer bills, which implement policy related to the budget, including [SB 169 \(Committee on Budget and Fiscal Review\)](#), the transportation trailer bill.

As anticipated, the Budget Act defers action on most Greenhouse Gas Reduction Fund expenditures, including SF Bay Ferry's top budget priorities. These budget priorities include the appropriation of \$230 million for the Zero-Emission Transit Capital Program, and changes to [SB 840 \(Limon\) \[Chapter 121, Statutes of 2025\]](#) to address expected funding losses to Tier 3 GGRF programs, including the Transit and Intercity Rail Capital Program and Low Carbon Transit Operations Program. We expect Governor Newsom and the Legislature to continue to discuss GGRF expenditures throughout the summer and adopt an updated GGRF expenditure plan in August.

While the deferred action on SF Bay Ferry's top budget priorities limits the Budget Act's impact to the agency, below we highlight a series of more minor expenditures and policy provisions which may impact SF Bay Ferry:

- Appropriation of \$150 million from the General Fund for the Community Air Protection Program, commonly referred to as AB 617, at the California Air Resources Board.
- Appropriation \$900 million for Round 7 of the Homeless Housing, Assistance and Prevention (HHAP) program.
- Codification, via [SB 169 \(Committee on Budget and Fiscal Review\)](#), the Transportation Trailer Bill, a one-year extension of COVID-era statutory relief for transit agencies, including:
 - Relief from the farebox recovery requirements to receive full share of TDA's LTF revenues; and,
 - Relief from the requirements that agencies hold operating cost per revenue vehicle constant year-over-year, to apply STA funds fully toward operations

These relief measures were set to expire at the end of the 2025-26 fiscal year.

- Codification, via [AB 179 \(Committee on Budget\)](#), the Housing Trailer Bill, the Governor's proposal to split the Affordable Housing Sustainable Communities Program (AHSCP), as follows:
 - A housing allocation to support affordable housing projects; and,
 - A sustainable communities allocation to support projects designed to drive down GHG emissions by reducing vehicle miles traveled, including through transit capital projects, active transportation projects, and complete streets infrastructure.

Update on Governor's Executive Order on Public Transportation

On June 26, Governor Newsom signed [Executive Order N-7-26](#) on public transportation. The order seeks to accelerate the delivery of local and regional transit and passenger rail projects, improve access to funding, and reduce greenhouse gas emissions in the face of federal cuts to public transportation and clean transportation programs.

Specifically, the order expands Caltrans' role in identifying transit priority projects; providing shared technology resources; promulgating design guidance, standard plans and specifications, and policy for transit infrastructure on the state highway system; and improving coordination across agencies.

The order also directs Caltrans to create a real-time funding dashboard, streamline grant administration, automate key reporting requirements, and implement several recommendations from the Transit Transformation Task Force aimed at reducing administrative burdens and accelerating access to funding.

The order further promotes transit investment by encouraging the use of flexible and discretionary transportation funds for transit projects, prioritizing projects in Pro-Housing communities, supporting transit-priority infrastructure and first- and last-mile connections, and advancing opportunities for zero-emission vehicle charging and refueling infrastructure on or near Caltrans facilities.

Local Taxpayer Protection Act Update

Earlier this year, we reported that the "[Local Taxpayer Protection Act](#)" had qualified for the November ballot. As a reminder, the measure would raise the voter threshold for local special taxes from a simple majority to two-thirds and restrict charter cities' ability to impose real estate transfer taxes beyond the existing statutory documentary transfer tax rate (0.11%). Notably, the measure would invalidate existing voter-approved taxes that do not meet these requirements. The measure is sponsored by taxpayer advocacy and real estate groups, including the California Business Roundtable, Howard Jarvis Taxpayers Association, and Kilroy Realty.

Following the measure's qualification, Governor Newsom and legislative leaders engaged the sponsors of the Local Taxpayer Protection Act, with the goal of reaching an agreement to pull the measure from the November ballot.

On June 25, a deal was reached: in exchange for the sponsors removing their measure from the ballot, the Legislature introduced and passed [Assembly Constitutional Amendment 22 \(Wicks\)](#) and [Assembly Constitutional Amendment 21 \(Rivas\)](#). ACA 22 will now be presented to California voters on the November 2026 ballot. This measure would prohibit a local government from imposing, extending, or increasing any special tax, unless and until that tax is submitted to the voters and approved by a 2/3 vote. The measure would also apply the 2/3 vote requirement to qualified citizens' initiatives, effectively closing the so-called "Upland Loophole," which has allowed qualified voter initiatives to impose special taxes with a simple majority vote. ACA 21 withdraws [ACA 13 \(Ward, 2023\)](#) from the November 2026 ballot. ACA 13, if passed by the voters, would have required a constitutional amendment to comply with any increased voter approval threshold that it seeks to impose on future ballot measures.

If passed by the voters, ACA 22 would take effect on January 1, 2027. Therefore, the measure would not impact the Bay Area Regional Measure. The measure is prospective, meaning it would *not* affect taxes already in place. Stated explicitly, this measure would preclude citizen's initiatives benefitting transit agencies from going into effect unless approved by a 2/3 vote.

Legislative Champions Submit Letter to Protect Transit Funding

In the lead-up to the then-upcoming budget negotiations between Governor Newsom and legislative leaders, Senate and Assembly transit champions submitted a letter to Governor Newsom, Senate President pro Tempore Limon, and Assembly Speaker Rivas that calls for the appropriation of critical transit funding.

Led by Senators Scott Wiener and Jesse Arreguin, and Assembly Member Mark Gonzalez, the [letter](#) is signed by 29 legislators and specifically calls on the final budget agreement to:

- Preserve the \$400 million in annual TIRCP and \$200 million in annual LCTOP funding included in SB 840;
- Appropriate the \$230 million in committed Zero-Emission Transit Capital Program funds and recommit to appropriate the remaining \$460 million in ZETCP funding in FY 2027-28.

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%.

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.

Bills of Interest

SB 741 (Blakespear) LCTOP Reform – WATCH

Sponsored by the California Transit Association, this bill would update and streamline the Low Carbon Transit Operations Program (LCTOP). The LCTOP receives funding through the GGRF and directs millions of dollars annually to transit agencies around the state on a formula basis. Unfortunately, since its inception a decade ago, LCTOP's requirements have proven to be in some cases duplicative and overly burdensome. SB

741 would simplify Caltrans' administrative role, expand eligible uses of program funds to include transit maintenance, and eliminate redundant GHG demonstration requirements for continuing projects.

SB 830 (Arreguín) Connect Bay Area Regional Ballot Measure Follow Up – WATCH

Related to the Connect Bay Area Regional Measure, this bill would create a ballot designation that must appear in all 5 counties: Regional Transit Measure. The bill would also allow “bona fide” proponents or opponents of the measure to submit ballot arguments to county elections officials, who are then responsible for selecting which argument to print in their respective county voter information guide. It also directs the measure to be placed immediately after statewide ballot measures and before local measures.

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.

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 funding of a transit project on the basis of the additional height or density required by SB 79.

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.

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.

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.

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

MEMORANDUM

TO: Board Members

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

SUBJECT: Ridership Report – July 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.

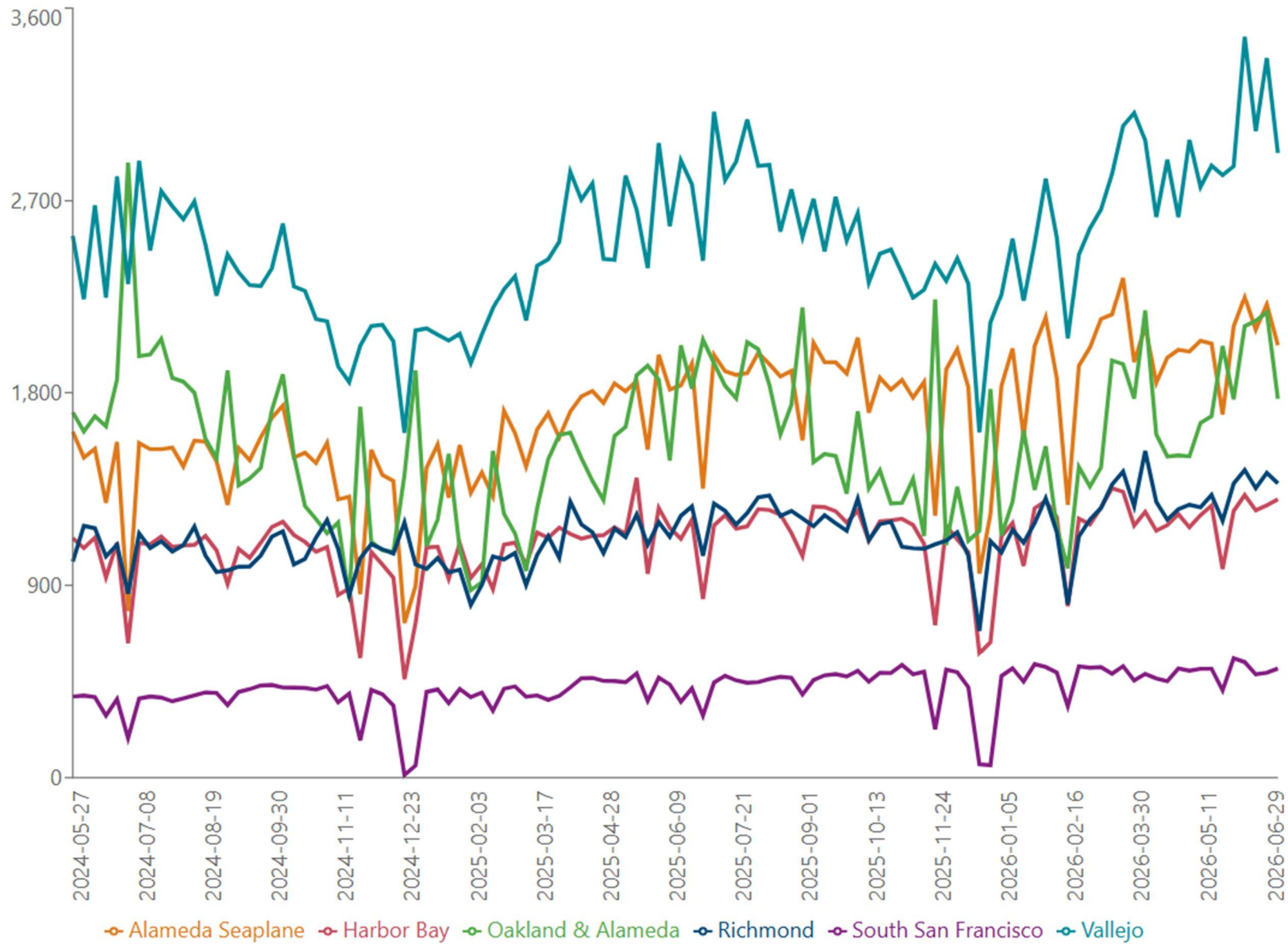
Discussion

This report includes ridership data, graphs, and tables for June 2026 and summarizes the year-end ridership statistics for FY26. SF Bay Ferry had nearly 330,000 boardings in June. Total FY26 ridership hit a record of 3.25 million boardings, 225,000 more than the FY26 budget projection. Compared to pre-pandemic, ridership was 109% of June 2019 levels. June 2026 was also the seventh straight month that SF Bay Ferry ridership has exceeded 2019 levels. Year-over-year ridership was up about 15% from June 2025. Weekend ridership continues to perform well over 2019, rivaling Mondays and Fridays. Big drivers of this included Pride celebrations as well as increased travel demand due to the World Cup, events at Chase Center, and Giants baseball games. The Vallejo and Oakland/Alameda routes both posted multiple near-100% occupancy trips during Pride weekend. SF Bay Ferry continues to outperform other regional transit operators with BART registering 51% of May 2019 ridership and Caltrain posting 73% of May 2019 ridership.

Appendix A. Ridership Data Summary

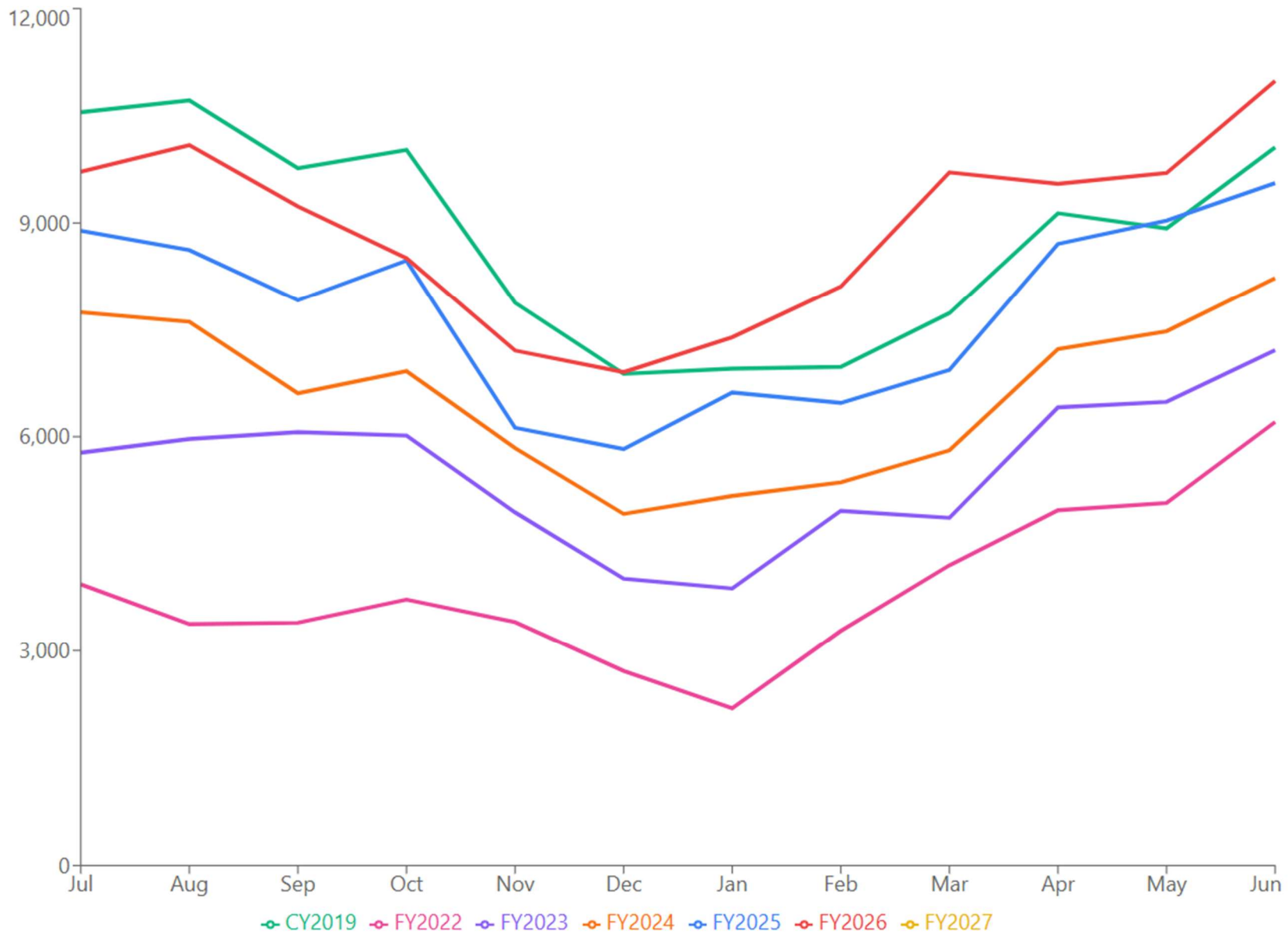
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Weekday Average Ridership



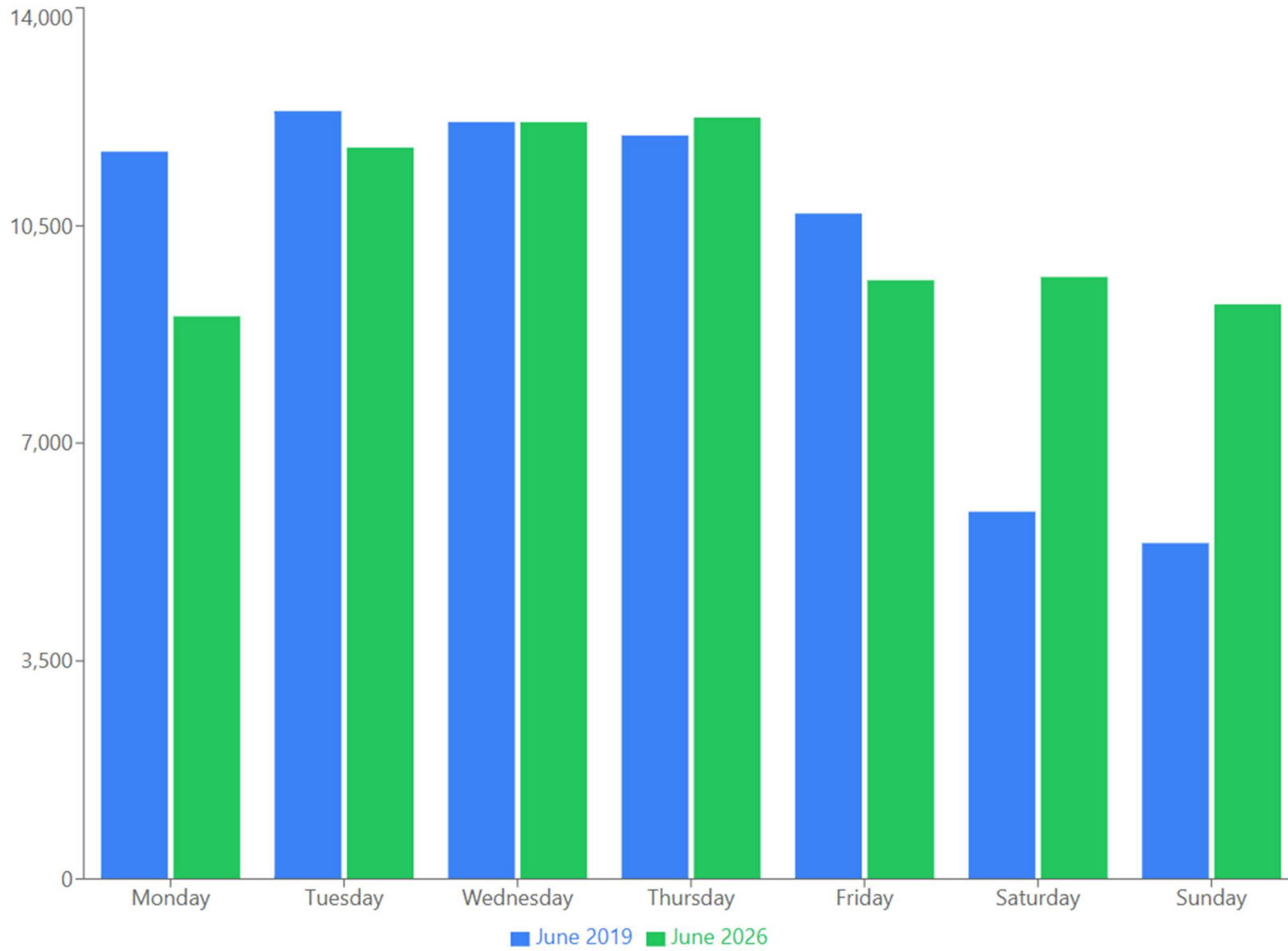
Ridership from other routes and event ridership is excluded.

Average Daily Ridership By Month



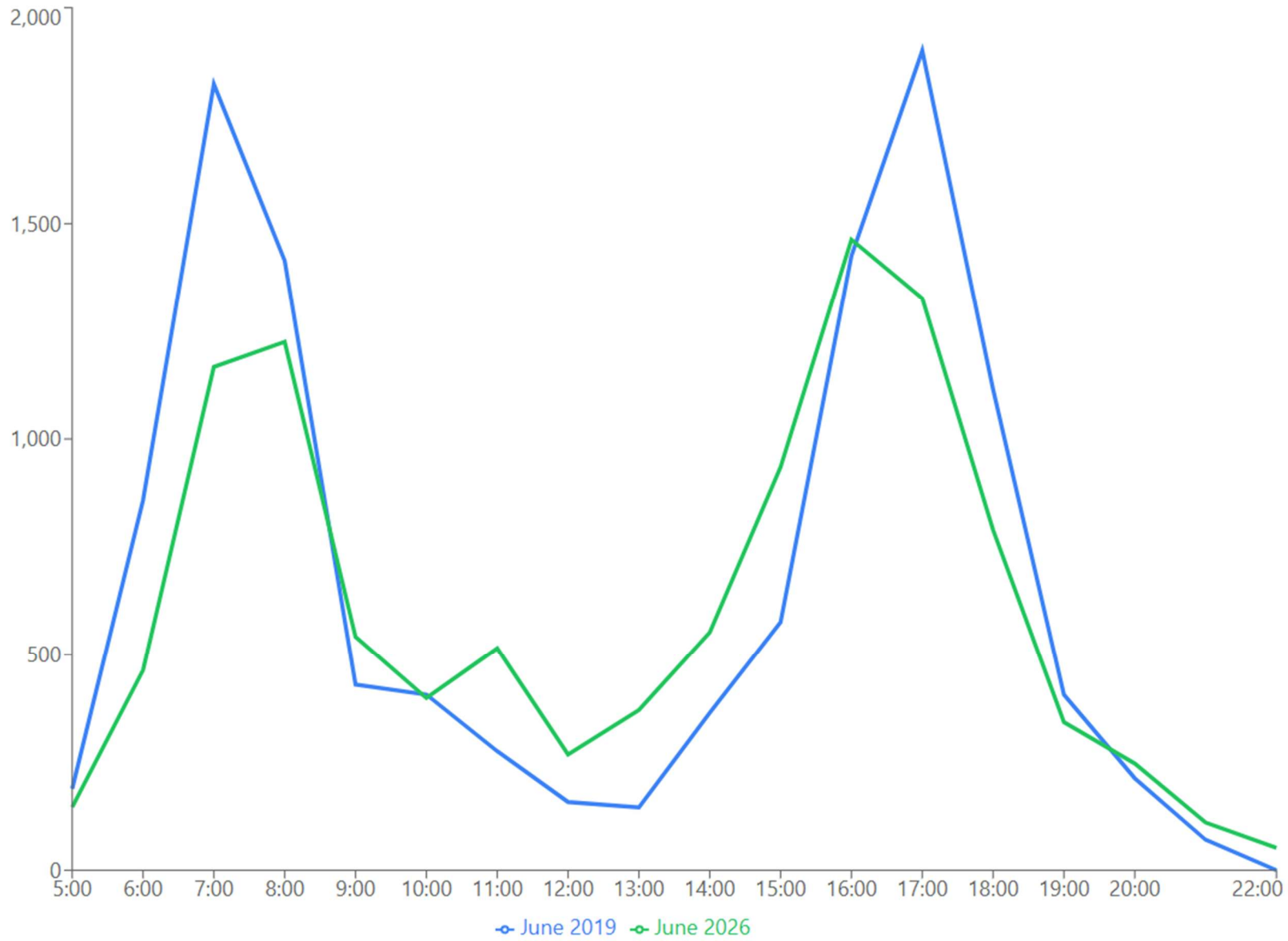
Event ridership is included.

Average Ridership by Day of Week Systemwide



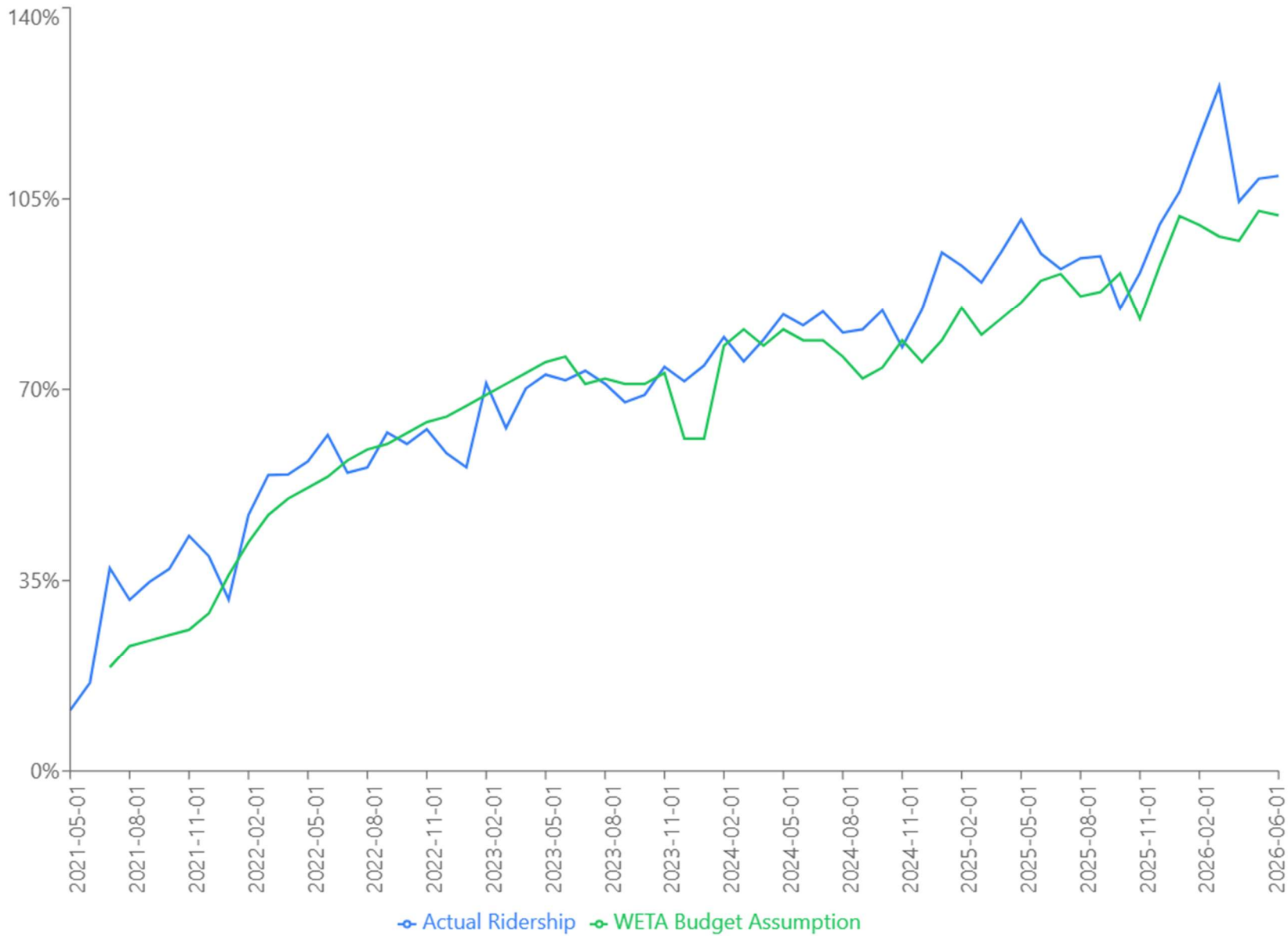
Event ridership is excluded. Holidays with no service are excluded.

Average Weekday Hourly Ridership



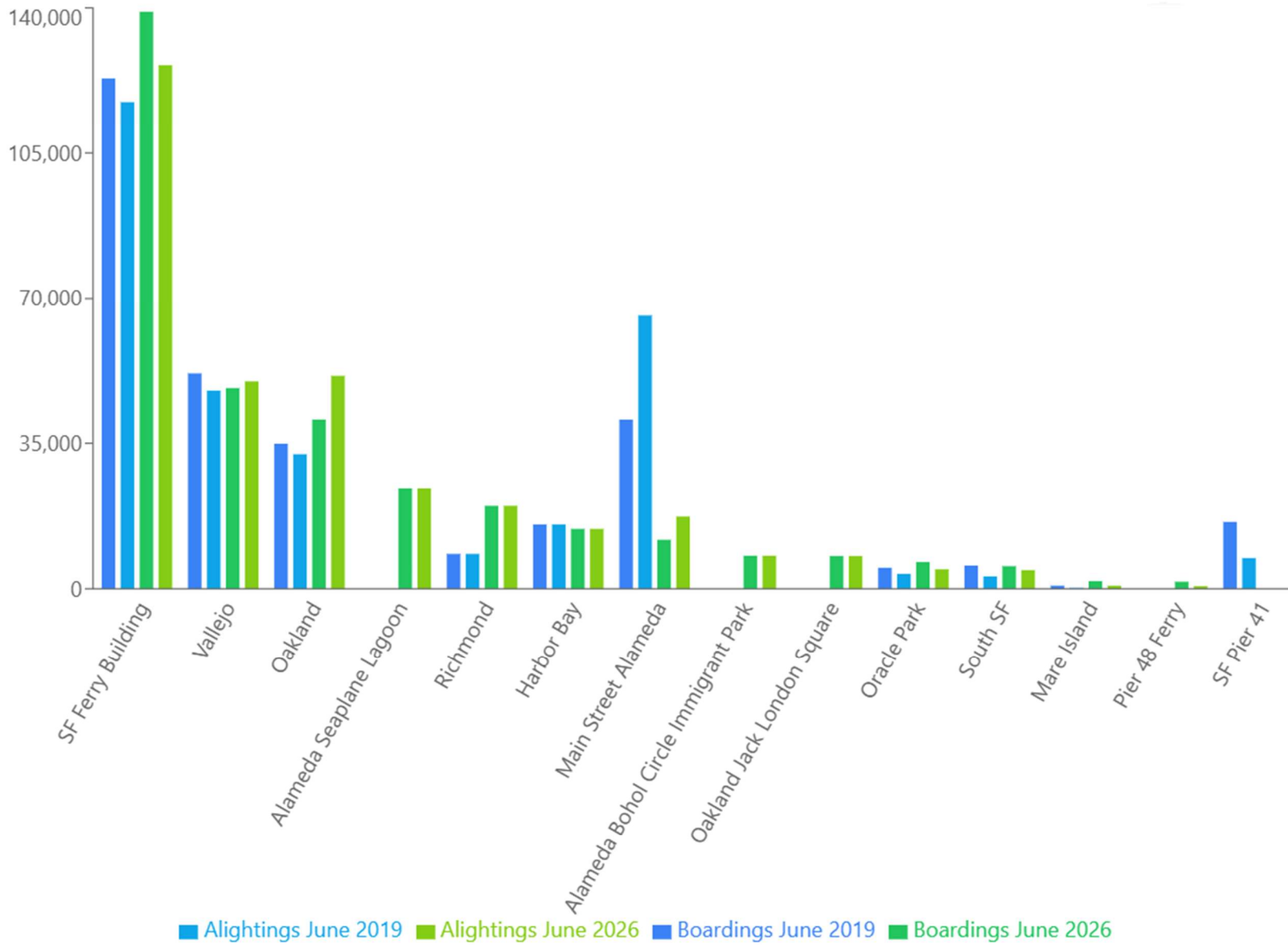
Event ridership is excluded. Scheduled trip segment start time is used.

Actual vs Budgeted Ridership



Event ridership is included.

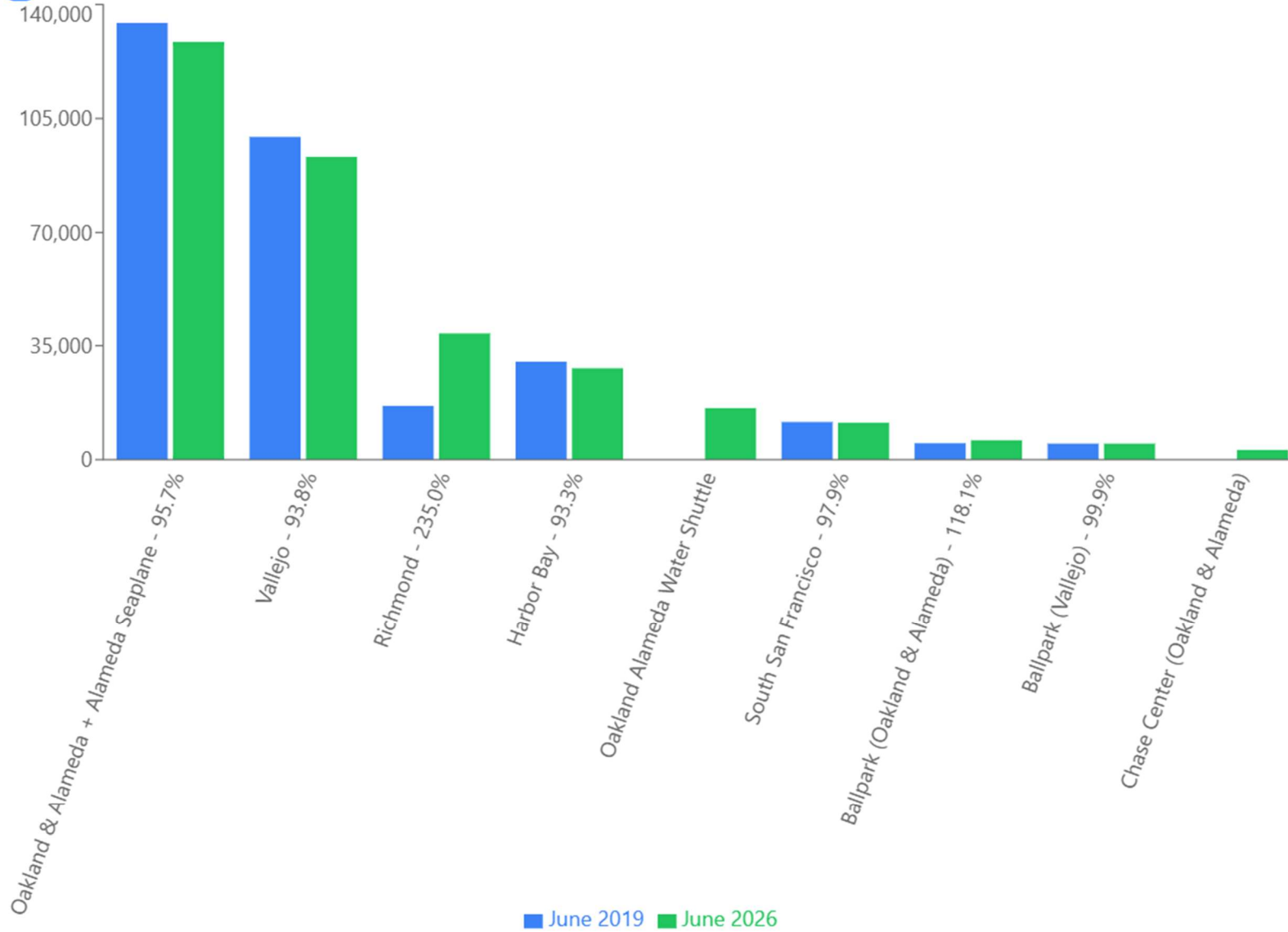
Boardings and Alightings by Terminal Systemwide



Event ridership is included.

Ridership Recovery by Route

Combine OA and SEA routes



Event ridership is included.

Operational Statistics - Core Services

	Oakland & Alameda	Richmond	Harbor Bay	South San Francisco	Alameda Seaplane	Vallejo	Total Core Services	Total Core and Non-Core Services
Total Actual Ridership June 2026	81,173	38,771	28,070	11,334	47,364	93,217	299,929	329,616
Total Actual Ridership May 2026	77,995	35,608	24,082	9,867	40,382	83,426	271,360	300,664
Percent Change	4.1%	8.9%	16.6%	14.9%	17.3%	11.7%	10.5%	9.6%
Total Actual Ridership June 2026	81,173	38,771	28,070	11,334	47,364	93,217	299,929	329,616
Total Actual Ridership June 2025	72,303	32,810	24,752	8,685	39,381	79,235	257,166	286,720
Percent Change	12.3%	18.2%	13.4%	30.5%	20.3%	17.6%	16.6%	15%
Total Actual Ridership FY2026 to date [†]	800,758	399,395	299,556	118,181	488,015	902,665	3,008,570	3,258,777
Total Actual Ridership FY2025 to date [†]	723,725	338,981	270,679	98,188	394,837	804,985	2,631,395	2,836,552
Percent Change	10.6%	17.8%	10.7%	20.4%	23.6%	12.1%	14.3%	14.9%
Average Weekday Ridership June 2026	2,023	1,396	1,276	515	2,153	3,157	10,520	11,315
Weekdays Operated in June 2026	22	22	22	22	22	22	22	22
Average Weekend Ridership June 2026	4,584	1,006				2,971	8,561	10,085
Weekend Days Operated in June 2026	8	8	0	0	0	8	8	8
Ridership Per Hour June 2026	163	101	153	98	181	123	136	137
Ridership Per Mile June 2026 [‡]	11.4	5.6	7.4	5.1	11	4.5	6.7	7.1
Actual Revenue Hours June 2026	497	383	184	116	262	760	2,200	2,404
Actual Revenue Hours FY To Date [†]	5,785	4,747	2,137	1,502	2,988	9,050	26,209	
Actual Revenue Miles June 2026 [‡]	7,102.7	6,985.4	3,784	2,202.2	4,317.6	20,579.6	44,971.5	46,104
Actual Revenue Miles FY To Date ^{†‡}	82,323.5	86,639.3	44,057.8	27,656.5	49,806.4	242,990.7	533,474.2	
% of planned trip segments June 2026	100%	99.5%	99.3%	100%	100%	100%	99.9%	99.8%
% of trip segments on time June 2026 [*]	99.2%	99.8%	98.9%	99.6%	99.1%	97.9%	99%	99%

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

[‡]Statute miles.

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

Operational Statistics - Non-Core Services

	Oakland Alameda Water Shuttle	Ballpark (Oakland & Alameda)	Chase Center (Oakland & Alameda)	Ballpark (Vallejo)	San Francisco Pier 41 Short Hop	Ballpark (Richmond)	Total Non- Core Services	Total Core and Non-Core Services
Total Actual Ridership June 2026	15,824	5,960	2,982	4,921	0	0	29,687	329,616
Total Actual Ridership May 2026	15,788	5,676	2,732	5,108	0	0	29,304	300,664
Percent Change	0.2%						1.3%	9.6%
Total Actual Ridership June 2026	15,824	5,960	2,982	4,921	0	0	29,687	329,616
Total Actual Ridership June 2025	11,255	7,546	4,887	5,571	0	295	29,554	286,720
Percent Change	40.6%						0.5%	15%
Total Actual Ridership FY2026 to date [†]	146,650	39,211	28,109	33,477	2,021	739	250,207	3,258,777
Total Actual Ridership FY2025 to date [†]	105,363	35,131	24,826	23,005	14,940	452	205,157	2,836,552
Percent Change	39.2%				-86.5%		22%	14.9%
Average Weekday Ridership June 2026	509	599	423	341			1,872	11,315
Weekdays Operated in June 2026	17	6	6	8	0	0	19	22
Average Weekend Ridership June 2026	897	473	445	549			2,364	10,085
Weekend Days Operated in June 2026	8	5	1	4	0	0	8	8
Ridership Per Hour June 2026	95	474	393	273			145	137
Ridership Per Mile June 2026 [‡]	44.5	39.8	32.7	9.2			26.2	7.1
Actual Revenue Hours June 2026	166	13	8	18	0	0	204	2,404
Actual Revenue Hours FY To Date [†]	1,892	79	77	128	8	5	2,188	
Actual Revenue Miles June 2026 [‡]	355.8	149.6	91.2	536.4	0	0	1,133	46,104
Actual Revenue Miles FY To Date ^{†‡}	4,054.8	927.8	915.6	3,714.8	95.5	104	9,812.5	
% of planned trip segments June 2026	99.6%	100%	92.9%	100%			99.5%	99.8%
% of trip segments on time June 2026 [*]								99%

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

[‡]Statute miles.

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

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>
P48 → MSA	21:30:00	243	6	16.7%	0%	0%	0%		50%
SF → VJO	17:20:00	281	22	13.6%	0%	20%	25%	25%	0%
SF → VJO	15:40:00	260	22	4.5%	0%	0%	25%	0%	0%
SF → OAK	16:30:00	182	22	4.5%	0%	0%	0%	25%	0%
SF → VJO	16:35:00	292	22	9.1%	0%	0%	25%	25%	0%
VJO → SF	09:30:00	198	22	4.5%	0%	0%	25%	0%	0%
SF → VJO	18:00:00	200	22	4.5%	0%	0%	0%	25%	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 % ⓘ
VJO → SF	08:45:00	320	1	100%		100%
SF → MSA	19:10:00	297	8	12.5%	25%	0%
VJO → SF	11:35:00	294	8	12.5%	0%	25%
SF → VJO	20:40:00	271	8	12.5%	0%	25%
SF → MSA	16:30:00	267	8	25%	25%	25%
SF → VJO	18:30:00	288	8	12.5%	0%	25%
SF → VJO	17:00:00	225	8	12.5%	0%	25%

Excludes OAS trip segments

ⓘ Max Out refers to the percentage of trip segments with occupancy greater than or equal to 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 ⓘ
GIA → MSA	21:45:00	294	6	66.7%	100%	100%	100%		0%
P48 → MSA	21:30:00	243	6	66.7%	100%	100%	50%		50%
SF → VJO	17:20:00	281	22	50%	40%	60%	75%	75%	0%
SF → VJO	15:40:00	260	22	13.6%	0%	20%	50%	0%	0%
SF → OAK	17:35:00	188	22	9.1%	0%	0%	25%	25%	0%
SF → OAK	16:30:00	182	22	9.1%	0%	0%	25%	25%	0%
SF → VJO	16:35:00	292	22	9.1%	0%	0%	25%	25%	0%
VJO → SF	09:30:00	198	22	9.1%	0%	0%	25%	25%	0%
SF → RCH	17:25:00	152	22	4.5%	0%	0%	25%	0%	0%
SF → RCH	16:00:00	103	22	4.5%	0%	20%	0%	0%	0%

5 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 ⓘ
GIA → VJO	15:30:00	292	1	100%		100%
VJO → GIA	11:05:00	297	1	100%		100%
VJO → SF	08:45:00	320	1	100%		100%
SF → MSA	19:10:00	297	8	50%	50%	50%
SF → MSA	15:30:00	247	8	37.5%	25%	50%
VJO → SF	11:35:00	294	8	37.5%	25%	50%
SF → VJO	20:40:00	271	8	25%	25%	25%
SF → MSA	22:15:00	119	8	25%	50%	0%
SF → MSA	20:30:00	226	8	25%	50%	0%
SF → MSA	16:30:00	267	8	25%	25%	25%

7 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

TO: Board Members

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

SUBJECT: Service Reliability Report – May 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 five months of 2026, SF Bay Ferry is performing at a service reliability of **99.9%** and an on-time performance of **96.9%**. Both metrics currently exceed agency goals for 2026. Data for the South Francisco route for March and April have been updated.

Data for May 2026:

- **Service Reliability:** 99.95% (2 cancelled trips and 4,182 completed)
 - All routes exceeded the systemwide goal of 98%
 - Through the first five months of 2026, SF Bay Ferry completed nearly 20,739 trips and cancelled only 19
 - South San Francisco has not experienced any cancellations this year
- **On-Time Performance:** 97.3% (best mark since February)
 - OTP remains above agency goal thresholds overall
 - Only Vallejo (94.9%) fell short of OTP goals for the month
 - OTP has generally been lower on weekends than weekdays
 - Staff has made OTP a priority in semi-weekly contractor check-ins
- **Max-Outs:** 33 trips
 - 32 of the 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	99.9%	100.0%	99.9%	100.0%	100.0%	100.0%	100.0%
June							
July							
August							
September							
October							
November							
December							
Year to Date	100.0%	99.7%	100.0%	99.8%	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%	96.7%	93.1%	95.3%
April	99.3%	100.0%	93.0%	99.8%	96.3%	95.2%	96.4%
May	99.0%	99.8%	96.3%	99.2%	96.8%	94.9%	97.3%
June							
July							
August							
September							
October							
November							
December							
Year to Date	99.1%	99.4%	95.3%	98.7%	97.7%	94.8%	96.9%

*** END ***

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

[June 11, 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 1:02 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 offered remarks on the significance of the Bay Area and the ferry system's role in connecting the region. He noted that while the agency's near-term fiscal position is stable, long-term funding sustainability requires proactive planning. Chair Wunderman announced the formation of a Finance Subcommittee to examine future funding strategies for SF Bay Ferry, appointing Vice Chair Moyer and himself to serve on the committee. The committee will engage with staff and report back to the Board with funding options.

4. REPORTS OF DIRECTORS

Vice Chair Moyer commended agency staff for exceptional performance during the fiscal year, noting the volume and complexity of work accomplished. Directors Dew, Henneberry, and Foust echoed these sentiments, acknowledging staff leadership and record-breaking ridership weekends. Director Foust noted the broader relevance of ferry service to emergency preparedness and cited an example of ferry deployment during the FIFA World Cup in New York as evidence of ferry service opportunities.

5. REPORTS OF STAFF

Executive Director Murphy invited staff to present recent agency activities. Ms. Matsui, Manager of Public Information and Marketing, and Mx. Saragi, Digital Communications Specialist, presented a recap of the agency's spring commuter marketing campaign. The campaign, which ran from March through early May at a cost of approximately \$83,000, targeted commuters returning to downtown San Francisco offices from the East Bay and Vallejo. The campaign utilized multiple channels including digital video, social media, KQED drive-time radio, transit shelter advertising, and editorial

placements. The campaign generated nearly 8 million total impressions. A similar, smaller-scale effort targeting the South San Francisco route is planned for fall 2026.

Chair Wunderman inquired about public reception of the campaign and the potential for promoting the agency's zero-emission vessel construction program. Ms. Matsui indicated that no negative feedback had been received and noted that a broader strategic communications plan is being developed that will include raising public awareness of the electrification program.

Vice Chair Moyer commended staff on strong budget performance for the fiscal year, highlighting the effective hedging strategy on fuel costs and the prudent management of contingency reserves. She requested that a summary sentence on farebox recovery be added to future financial narrative sections.

Executive Director Murphy reported that Senator Schiff submitted a \$1,600,000 congressionally directed spending request for the Harbor Bay Terminal electrification project.

Mr. Chan, Transportation Planner, reported that the agency recorded over 300,000 boardings in May 2026, representing 109 percent of May 2019 levels. This marked the sixth consecutive month in which ridership exceeded pre-pandemic benchmarks. The Oakland-Alameda Water Shuttle recorded its best-ever ridership week during the week of May 18th, with over 3,000 riders.

Director of Operations and Customer Experience Mr. Hall, attending remotely, reported that on-time performance has declined modestly, though the agency continues to meet its annual system-wide and route-level goals. The primary driver of delays is high weekend ridership, as boarding times are longer for leisure riders than for regular commuters. Mitigation strategies include updated signage to encourage use of open payment via Clipper, and weekly Monday check-ins with the operations team at Blue and Gold Fleet. Mr. Hall noted that the regional rollout of Cubic's NextGen Clipper has been slower than anticipated, but that operational impacts to the agency have been limited.

6. CONSENT CALENDAR

Items 6C and 6D were removed from the Consent Calendar by Chair Wunderman for separate consideration.

Director Dew made a motion to approve the consent calendar:

- a. Approve Board Meeting Minutes – May 14, 2026
- b. Approve Purchase of Insurance Policies for Fiscal Year 2026/27

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

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

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

- c. Approve Sole Source Contract Award to Pacific Power Group, LLC for Main Engine and Gear Preventative Maintenance and Repair Services

Chair Wunderman noted that while sole source contracts are generally disfavored in public procurement, the rationale in this instance is sound: Pacific Power Group is the manufacturer-designated regional distributor for MTU engines, and use of an alternative provider would void the equipment warranty. Staff confirmed that the price was independently evaluated and determined to be fair and reasonable. General Counsel Mr. Miller confirmed that applicable federal grant rules permit sole source awards in circumstances where competitive choice is not available, shifting the

compliance focus from process to price fairness. Chair Wunderman suggested that in future procurements, the agency identify in advance how many qualified vendors can service equipment under warranty terms.

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

Director Dew made a motion to adopt Resolution No. 2026-22 approving this item.

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

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

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

Chair Wunderman noted that the cost increase from the original contract was substantial and warranted public explanation. Mr. Tran, Project Manager, explained that the increase resulted from unforeseen technical requirements identified during coordination with Alameda Municipal Power (AMP). Because AMP could only provide an ungrounded electrical service at the required power capacity, additional equipment was required to safely ground the service and protect ferry charging infrastructure. These changes were necessary and unavoidable given the novel nature of large-scale ferry terminal electrification.

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

Director Foust made a motion to adopt Resolution No. 2026-23 approving this item.

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

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

7. VACANCIES REPORT AND PUBLIC HEARING

Chief Financial Officer Ms. Gradia presented this item recommending that the Board hold a public hearing in accordance with Assembly Bill 2561 which requires public agencies to report job vacancies and recruitment efforts at least once per fiscal year. Ms. Gradia noted that there were three current vacancies. Chair Wunderman opened the public hearing to receive comments. With no public comments, Chair Wunderman closed the public hearing.

8. APPROVE PROPOSED FISCAL YEAR 2026/27 BUDGET AND SALARY SCHEDULE AND RELATED RESOLUTIONS

Chief Financial Officer Ms. Gradia presented the final proposed budget for Fiscal Year 2026–27, summarizing changes from the draft presented at the May meeting. The operations budget was unchanged, with a recommended expense budget of \$87,900,000. The capital budget was updated to reflect a new \$15,900,000 federal grant, partially offset by refined project timelines that shifted certain costs out of the fiscal year, resulting in a net decrease to the annual capital budget of \$5,400,000. The fuel price trend was presented, with staff expressing confidence that actual fuel costs will remain below the FY 2026/27 budget assumption.

Chair Wunderman noted that while the annual budget is sound, the capital program contains several projects with unconfirmed future funding, a risk common to transit agencies undertaking large-scale capital investment. Ms. Gradia acknowledged this and indicated that careful staging of electrification and expansion projects will be a key management priority. Chair Wunderman

announced that the Finance Subcommittee will begin working with staff on longer-term financial projections.

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

Director Dew made a motion to adopt Resolutions No. 2026-24, 2026-25, 2026-26, and 2026-27 approving this item.

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

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

9. EXTENSION OF THE OAKLAND ALAMEDA WATER SHUTTLE PILOT PROJECT

Mr. Gougherty, Director of Planning, reported that the Oakland-Alameda Water Shuttle has achieved approximately 40 percent year-over-year ridership growth since its launch in July 2024 and that May 2026 was the service's best month on record. He recommended Board approval of two actions: (1) a replacement agreement with the City of Alameda extending the pilot through FY 2028; and (2) an amendment to the landing agreement with CIM Group at Jack London Square, also extending through FY 2028.

Ms. Wheeler, Senior Transportation Coordinator with the City of Alameda, addressed the Board on behalf of the City, noting community enthusiasm for the service and crediting the partnership with SF Bay Ferry staff for its success.

Chair Wunderman suggested that the name "Oakland-Alameda Water Shuttle" be revisited in light of the service's permanence and growing ridership. Director Foust expressed strong support for the pilot model and the value of willing partner agencies. Mr. Gougherty acknowledged the operations team at Blue and Gold Fleet for their flexibility in supporting a service model distinct from the agency's standard operations.

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

Director Dew made a motion to adopt Resolution No. 2026-28 approving this item.

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

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

10. VALLEJO FERRY TERMINAL ACCESS STUDY PROJECT UPDATE

Mr. Chan presented a progress update on the Vallejo Ferry Terminal Access Study. He opened with a service overview, noting that the Vallejo route accounts for 25–30 percent of system-wide ridership, achieves the highest farebox recovery rate in the system at approximately 33 percent, and serves the most demographically diverse ridership of any route.

Mr. Chan reported that the study, initiated in September 2025 pursuant to the Board-adopted Terminal Access Guidelines, is on schedule for completion. Work completed to date includes a review of existing pedestrian and bicycle infrastructure, a level-of-traffic-stress analysis identifying key network gaps, and a synthesis of existing planning documents from the City of Vallejo and Solano County. Public outreach included an interactive map, in-person engagement at the ferry terminal and transit center, and an online poll. Key public concerns included wayfinding, loading zone clarity, crossing safety along Mare Island Way, and security at parking facilities.

The study has identified nine proposed improvements for potential implementation, in the categories of: enhancements to Mare Island Way and the immediate terminal area, improvements to the feeder network, and development of a continuous waterfront trail.

Next steps include identifying a top-priority project for submission to Solano County for Transportation Fund for Clean Air (TFCA) funding, completing the final report and implementation plan, and presenting findings to the Vallejo Planning Commission and City Council.

Director Dew recommended that public messaging clearly communicate the funding sources for planned improvements to avoid community confusion. Vice Chair Moyer emphasized the importance of ensuring that all feedback received through public outreach is formally transmitted to partner agencies with appropriate jurisdiction, and that the final report transparently document how community input was addressed. Chair Wunderman suggested that a future Board meeting be held in Vallejo to engage the community directly; Executive Director Murphy confirmed that staff would explore scheduling.

11. SF BAY FERRY CUSTOMER EXPERIENCE PLAN

Mr. Regan, Customer Experience Specialist, presented the agency's first Customer Experience Plan. The plan organizes customer-facing programming into four focus areas: amenities and comfort; customer service and safety; customer communications; and system performance and satisfaction. It establishes key performance indicators (KPIs) for each program area and introduces a standardized data collection framework. The plan provides for an annual customer experience score and a biennial report with program summaries and recommended actions.

Mr. Regan noted that existing programs are already being measured; the plan's primary contribution is standardization and strategic alignment of that data. He indicated that the agency aims to present its first customer experience score to the Board in January 2027.

Chair Wunderman commended the initiative, noting the importance of organizations examining their own performance from the customer's perspective. Vice Chair Moyer suggested that the KPIs be expanded to capture areas of strong performance and customer commendations, not only shortfalls, to provide a balanced view. Mr. Regan accepted this feedback and indicated the KPIs would be refined accordingly.

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

12. PUBLIC COMMENTS FOR NON-AGENDA ITEMS

Chair Wunderman called for public comments for non-agenda items

Ms. Isabelle Hodge, a member of the public, addressed the Board. Ms. Hodge offered three suggestions: exploring circular ferry routes connecting multiple terminals as a special or event-based service; establishing direct ferry service between Oakland and Vallejo; and expanding the agency's merchandise program, including character-based designs tied to the names of incoming vessels, to promote public engagement and brand identity. Ms. Hodge also expressed support for future vessel names that reflect East Bay history and culture.

13. RECESS INTO CLOSED SESSION

- a. Public Employee Performance Evaluation

Chair Wunderman recessed the meeting at 3:10 p.m., and the Directors met in closed session.

Upon returning to open session at 3:44 p.m., Chair Wunderman reported that no action was taken.

With all business concluded, Chair Wunderman adjourned the meeting at 3:44 p.m.

- Board Secretary

END

MEMORANDUM

TO: Board Members

**FROM: Seamus Murphy, Executive Director
Lauren Gularte, Government & Regulatory Affairs Manager
Sanjna Shah, Government & Regulatory Affairs Intern**

SUBJECT: Adopt a Resolution of Appreciation for Alameda Mayor Marilyn Ezzy Ashcraft

Recommendation

Adopt a resolution of appreciation for Mayor Marilyn Ezzy Ashcraft for her leadership, partnership, and lasting contributions to public transportation, climate action, and the City of Alameda.

Background/Discussion

Mayor Marilyn Ezzy Ashcraft has served the City of Alameda since 2012, including as Mayor since 2018. Throughout her tenure, she has been a steadfast advocate for ferry service and a valued regional partner, recognizing water transit as an essential connection for Alameda and the Bay Area.

Over the years, Mayor Ashcraft has helped integrate ferry service into the fabric of the Island, supporting the agency's grant applications, championing ferry transit, and advancing the City's role as home to three ferry terminals, a maintenance facility, and the Oakland-Alameda Water Shuttle. Under her leadership, the City of Alameda played a vital role in the development of the Seaplane Lagoon Ferry Terminal, which has since become the most popular East Bay route in the system. Mayor Ashcraft has been an engaged supporter of SF Bay Ferry's decarbonization efforts and the use of ferry service to support thoughtful waterfront development.

SF Bay Ferry honors and thanks Mayor Ashcraft for her years of service, commitment to the public good, and leadership in support of ferry transportation on the San Francisco Bay. SF Bay Ferry extends our warmest regards and respect as she nears the conclusion of her term and wishes her continued success in all that comes next.

Staff recommends adoption of a resolution of appreciation for Mayor Ashcraft and has coordinated with the City of Alameda to present the resolution to Mayor Ashcraft at the September 1 City Council meeting.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2026-29

RESOLUTION OF APPRECIATION FOR ALAMEDA MAYOR MARILYN EZZY ASHCRAFT FOR HER LEADERSHIP, PARTNERSHIP, AND LASTING CONTRIBUTIONS TO PUBLIC TRANSPORTATION, CLIMATE ACTION, AND THE CITY OF ALAMEDA

WHEREAS, Mayor Marilyn Ezzy Ashcraft, known widely as “Mayor Ezzy,” is concluding her service as Mayor of the City of Alameda this October after years of steady leadership, grounded in a deep affection for Alameda Island and the people who call it home; and

WHEREAS, throughout her years of service, Mayor Ashcraft has been a consistent and vocal supporter of public transit as a lifeline for the Bay Area, recognizing ferries not as an “alternative,” but as an essential part of how people move, live, and stay connected across the region; and

WHEREAS, during her tenure, Alameda has been a true partner to the San Francisco Bay Ferry system, home to three ferry terminals, a maintenance facility, and a key role in the operation of the Oakland–Alameda Water Shuttle, making the City not just a participant in regional ferry service, but one of its central anchors; and

WHEREAS, Mayor Ashcraft has consistently shown up as a champion for ferry service—supporting grant applications, elevating ferry transit in regional conversations, and helping ensure that ferry service is woven into the fabric of Alameda’s identity rather than treated as something separate from the City’s core transportation system; and

WHEREAS, under her leadership, the City of Alameda helped bring the Seaplane Lagoon Ferry Terminal from vision to reality, shepherding a complex, long-running effort that required patience, coordination, and belief in the long arc of infrastructure; and

WHEREAS, that same Seaplane Lagoon service has since grown into the most popular East Bay ferry route in the system, reshaping how residents, workers, and visitors move between Alameda Point and the broader Bay Area; and

WHEREAS, Mayor Ashcraft was one of 12 U.S. mayors recognized for their local energy and climate protection programs with the 2026 Mayors’ Climate Protection Award for Alameda’s Community-wide Equitable Decarbonization Program, bringing great pride to the region; and

WHEREAS, Mayor Ashcraft has also been an engaged partner in the ferry system’s decarbonization efforts, showing sustained interest in how clean ferry technology and electrification efforts can align with Alameda’s long-term shoreline development and climate goals; and

WHEREAS, beyond specific projects, Mayor Ashcraft has been a reliable and engaged regional partner, someone willing to collaborate across agencies, elevate shared priorities, and consistently support efforts that strengthen mobility, climate resilience, and connectivity for Bay Area residents; now therefore be it

RESOLVED, that the San Francisco Bay Area Water Emergency Transportation Authority expresses its sincere gratitude to Mayor Marilyn Ezzy Ashcraft for her leadership, her partnership, and her deep commitment to making Alameda a central and supportive part of the Bay Area ferry system; and be it further

RESOLVED, that the San Francisco Bay Area Water Emergency Transportation Authority recognizes and appreciates Mayor Ashcraft's role in advancing ferry service, supporting decarbonization efforts, and helping bring transformative projects like the Seaplane Lagoon Ferry Terminal to life; and be it further

RESOLVED, that the San Francisco Bay Area Water Emergency Transportation Authority extends its warmest thanks and respect as Mayor Ashcraft nears the conclusion of her years of dedicated and devoted public service, and wishes her continued success in all that comes next.

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 July 9, 2026.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2026-29

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director

SUBJECT: Approve Amendment to Fiscal Year 2026/27 Salary Schedule

Recommendation

Approve Resolution 2026-30, approving an amendment to the FY 2026/27 Salary Schedule to revise the salary range for SF Bay Ferry Interns.

Background

As part of the FY 2026/27 Approved Budget, an employee Salary Schedule, Attachment C, authorized 34.5 positions and salary ranges for the year. That includes salary ranges for SF Bay Ferry interns, who are paid on an hourly basis within the range authorized in the budget. The budget authorizes 1.5 FTEs, which is the equivalent of three interns. Those interns will be working in the areas of planning, customer experience, and government relations.

Discussion

The proposed action today would correct an error in the range for the intern program. As part of the establishment of new ranges following the Classification and Compensation study, an incorrect range was inadvertently assigned to these hourly employees. By approving Resolution 2026-30, the range will be realigned with market conditions. The corrected range, which reflects the prior year range plus a cost-of-living adjustment, is \$45,273 to \$71,992 or \$21.77 to \$34.61 hourly. An Amended Attachment C is included with this report.

Fiscal Impact

None.

****END****

Attachment C (As Amended)

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	\$ 45,273	\$ 71,992
Executive Director	1		
TOTAL AUTHORIZED FTE	34.5		

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2026-30

APPROVE AMENDMENT TO FISCAL YEAR 2026-2027 SALARY SCHEDULE

WHEREAS, at its meeting on June 11, 2026, the SF Bay Ferry Board of Directors adopted the Fiscal Year 2026/27 Budget including the annual Salary Schedule; and

WHEREAS, the adopted budget included a Salary Schedule for staff, developed consistent with the SF Bay Ferry Human Resources Guide and California Public Employees' Retirement Law; and

WHEREAS, without impacting the Budget, it is necessary to amend the Salary Schedule to correct the salary range for the SF Bay Ferry intern program to accurately reflect the prior year range, plus a cost of living adjustment; now, therefore, be it

RESOLVED, the Board of Directors hereby adopts an Amended Salary Schedule in the form presented to the Board at its meeting on this date, and in support of the Fiscal Year 2026/27 Budget to change the salary range for the category of intern.

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 July 9, 2026.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2026-30

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Timothy Hanners, Chief Capital Program Officer
Michael Gougherty, Director of Planning
Chad Mason, Capital Planning Manager
Dorry Funaki, Transportation Planner

SUBJECT: Memorandum of Understanding for the Treasure Island Terminal Electrification Project

Recommendation

Authorize the Executive Director to execute a Memorandum of Understanding (MOU) with the Treasure Island Mobility Management Agency (TIMMA) and the Treasure Island Development Authority (TIDA) for the Treasure Island Ferry Terminal Electrification Project (Project).

Background

The Project is a combined effort between TIMMA, TIDA, and SF Bay Ferry for the construction of electric ferry charging infrastructure at the Treasure Island Terminal. Construction of the existing Ferry Terminal was completed in 2021 but did not include the charging infrastructure required to operate zero emission battery electric ferry vessels. Ferry service at Treasure Island is currently being provided by the Treasure Island Community Development (TICD), the master developer, which began operating interim ferry service in Spring 2022 with a 49-seat diesel-powered vessel. SF Bay Ferry plans to take over operation of the Treasure Island ferry service upon delivery of its first 150-passenger battery electric-powered vessel scheduled as early as July 2027.

Discussion

The proposed MOU (**Attachment A**) establishes the roles and responsibilities of TIMMA, TIDA, and SF Bay Ferry to fund, design, and construct the Project in coordination with the San Francisco Public Utility Commission ("SFPUC"), with SF Bay Ferry being primarily responsible for the design and construction phases--design of the project is largely complete (in advance of the MOU, though included in the total Project budget). The MOU also stipulates that the SFPUC will own, operate and maintain the "Front of Meter" project components, including an extension of SFPUC's distribution line, while SF Bay Ferry will assume the same responsibilities for the "Back of Meter" project components, including the switchgear and feeders connecting to the float-mounted charging infrastructure. SF Bay Ferry will enter into a long-term lease agreement with TIDA prior to completion of construction of the Project for use of TIDA property to maintain all Back of Meter project components.

The MOU is based on a funding plan that assumes Project costs in the amount of \$6.7 million. In fact, the approved FY2026/27 budget includes a slightly lower total projection of \$6.3 million. The final budget for the project will be updated when the Board approves a construction contract award this fall. Any construction cost savings will reduce the TIRCP commitment to the project and allow the shifting of those funds to the Downtown San Francisco Ferry Terminal electrification project.

The TIDA Board approved the MOU at their June 10th, 2026, Board Meeting. Upon execution of the MOU, staff will move forward with construction contracting. Construction of the Project is anticipated to be completed in 2027.

Fiscal Impact

The FY2026/27 Capital Budget includes the Treasure Island Electrification Project (#2532260). This MOU commits TIMMA to provide \$1 million in funds towards the construction and commits SF Bay Ferry to pay the remainder. SF Bay Ferry's share is funded with \$3 million of State Transportation Act, population-based funds programmed by the Metropolitan Transportation Commission, \$2.2 million in State TIRCP Cycle 4 funding, and any remainder in Regional Measure 3 funds. Board approval of the construction contract is anticipated this fall.

END

Attachment A: Memorandum of Understanding for the Treasure Island Ferry Terminal Electrification Project

MEMORANDUM OF UNDERSTANDING

This **MEMORANDUM OF UNDERSTANDING (“MOU”)** dated as of _____, 2026 is made among the **SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY (“WETA” or “SF Bay Ferry”)**, **TREASURE ISLAND MOBILITY MANAGEMENT AGENCY (“TIMMA”)**, and the **TREASURE ISLAND DEVELOPMENT AUTHORITY (“TIDA”)**, collectively referred to as **“Parties.”** The purpose of this MOU is to define the roles and responsibilities for the design and construction of the Treasure Island Ferry Terminal Electrification Project (**“Project”**).

RECITALS

- A. WETA is a regional public transit agency tasked with operating and expanding ferry service on San Francisco Bay and with coordinating the water transit response to regional emergencies. Pursuant to California Government Code Section 66540.7(a), WETA has "the responsibility within the area of its jurisdiction to study, plan, and implement any improvements, expansion, or enhancements of existing or future public transportation ferries and related facilities and services." WETA services are operated under the customer-facing brand of San Francisco Bay Ferry.
- B. TIDA owns the Treasure Island Ferry Terminal (the **“Ferry Terminal”**) and the surrounding real property that is the subject of this MOU.
- C. TIMMA manages the transportation program for the Treasure Island redevelopment project.
- D. SF Bay Ferry has committed to pursuing the operation of zero-emission ferries through its Rapid Electric Emission-Free Ferry (REEF) Program, its 2050 Service Vision and Expansion Policy, the Metropolitan Transportation Commission (MTC) Plan Bay Area 2050+, and through compliance with California Air Resource Board (CARB) regulations concerning commercial harbor crafts.
- E. Construction of the existing Ferry Terminal was completed in 2021 but did not include the charging infrastructure required to operate zero emission battery electric ferry vessels from the Ferry Terminal as subsequently required by CARB.
- F. The Project includes installation of electrical charging infrastructure at the Ferry Terminal and adjacent lands to allow for the charging of battery powered electric ferries berthed at the Ferry Terminal.
- G. This MOU addresses the roles and responsibilities of the Parties in the design and construction of the Project, as well as coordination with the San Francisco Public Utility Commission (**“SFPUC”**), the San Francisco Department of Building Inspection (**“SFDBI”**), and the San Francisco Bay Conservation and Development Commission (**“BCDC”**).
- H. The Parties desire to complete the Project prior to the delivery of the first 150 passenger battery electric vessel in FY 2027.

- I. The Parties anticipate entering into subsequent agreements between all or among some of the Parties, both prior to initiating construction and prior to completion of the Project, including but not limited to relevant lease, license, and funding agreements.

AGREEMENT

The Parties hereby agree as follows:

General

1. The term of this MOU shall extend until completion of the Project by SF Bay Ferry, unless otherwise mutually agreed upon by the Parties.
2. The Project is comprised of Front of Meter and Back of Meter project components generally located as indicated in Exhibit A to this MOU.
3. The “**Front of Meter**” project components, as indicated in Exhibit A, include: (3A) Transformer, (3B) Meter, and (3C) Below Grade Infrastructure. These components are described in more detail below.
 - a. **Transformer:** The transformer will be located within an existing landscaped area south of the Ferry Terminal adjacent to the future passenger shelter and waiting area. The transformer will measure approximately 76.1” W x 66.4” D x 59” H. To mitigate any potential visual impacts, the transformer will be screened by a new structure or seating elements around the east side of the transformer. TIDA shall approve the design, color and dimension of the screen or the seating elements.
 - b. **Meter:** The meter will be within the switchgear (4A) to be located within an existing landscaped area south of the Ferry Terminal within the footprint of the future passenger shelter.
 - c. **Below Grade Infrastructure:** Trenching, new conduit, and feeders will be installed between: (1) the transformer and the existing below grade electrical vault at the northwest corner of the intersection of Treasure Island Road and Trade Winds Avenue; and (2) the transformer and switchgear.
4. The “**Back of Meter**” project components, as indicated on Exhibit A, include (4A) Switchgear, (4B) Below Grade Infrastructure, (4C) Pier Transition Vault, (4D) Feeders and Conduit, and (4E) Charging System. These components are described in more detail below.
 - a. **Switchgear:** The switchgear will be located within an existing landscaped area south of the Ferry Terminal within the footprint of the future passenger shelter. The switchgear will be designed and installed in a manner compatible with the design and layout of the future passenger waiting area. The switchgear will measure approximately 220” L x 49” D x 93” H. SFPUC and TIDA will approve the design of the switchgear.
 - b. **Below Grade Infrastructure:** Trenching, new conduit, and feeders will be installed between the switchgear and Pier Transition Vault at the entrance to the Ferry Terminal pier.

- c. **Pier Transition Vault:** A transition vault is located on the shore adjacent to the south side Ferry Terminal pier. This vault will be utilized to transition the below grade conduit and feeders to waterside conduit and feeders.
- d. **Feeders and Conduit:** New conduit and feeders will be installed on the south side of the existing fixed pier. The feeders will connect to the charging system components. Additional structural support will be installed to carry the feeders and conduit along the side of the Ferry Terminal concrete pier.
- e. **Charging System:** The existing passenger float will remain in place, and the charging system will be installed on the float using a float mounted charging system. The charging system includes power distribution, power converters, charging dispensers with charging cabling and plugs, and an active cooling system. The charging system will not include batteries. Assisted docking equipment will also be installed on the float.

Project Implementation

- 5. **Design:** SF Bay Ferry will design the Project and provide design support services during construction. Other than TIDA's design approval as set forth in Sections 3 and 4, SF Bay Ferry will determine the design of the Project. SF Bay Ferry will coordinate and consult with the SFPUC in the design of the Project to ensure that SFPUC will (i) be able to provide sufficient power once the Project is operational, and (ii) accept ownership of the Front of Meter improvements. SF Bay Ferry anticipates that SFPUC will need to provide approximately 1.3MW of electrical power to the Project to support charging and operation of SF Bay Ferry zero emission battery electric ferry vessels while docking at the Ferry Terminal.
- 6. **Environmental Review:** The Parties will cooperate in identifying a lead agency under CEQA, which will have responsibility for ensuring the Project complies with CEQA. The Parties will further cooperate in facilitating environmental review, if any, that may be required under NEPA.
- 7. **Permitting:** The Parties will work cooperatively to secure permits and undertake design review processes required by BCDC, San Francisco Bay Regional Water Quality Control Board, United States Army Corps of Engineers and other entities that oversee waterfront projects. TIDA will facilitate obtaining SFDBI permits and approvals, including building permits and right-to-enter permits, as applicable and necessary for the Project. Building permit fees are included as a project expense in Exhibit B.
- 8. **Public Outreach:** The Parties will coordinate public outreach, and stakeholder notification and consultation processes as needed to avoid unnecessary duplication of efforts or confusion between and among these groups and the specific responsibilities the Parties are undertaking. Each Party will inform the other regarding its public outreach scope and schedule.
- 9. **Project Funding:** The Parties are responsible for Project funding as set forth in the attached Exhibit B. SF Bay Ferry funds supporting the Project include grant funding from the Transit and Intercity Rail Capital Program (TIRCP), MTC State of Good Repair (SGR) Program, and

Regional Measure 3 (RM3). Other SF Bay Ferry funds may be substituted for these sources as necessary to complete the project. TIMMA is committing \$1.0 million to support the Project which includes funds from their developer's Transit Capital Contribution Subsidy, as transferred from TIDA to TIMMA pursuant to a separate agreement between these agencies. The estimated Project costs and funding are listed in Exhibit B. SF Bay Ferry is responsible for all costs above TIMMA's contribution of \$1.0 million. The Project will not be funded with General Obligation or Revenue bonds.

10. **Contracting:** SF Bay Ferry will be responsible for advertising, procuring, awarding, and administering contracts for design, construction management, and construction of the Project, in consultation with the other Parties. The Parties must concur that adequate funding has been secured prior to the award of any contracts. Any such contracts will include all applicable City of San Francisco provisions relating to construction on City lands.
11. **Construction:** SF Bay Ferry will oversee the day-to-day management of Project construction, in consultation with the other Parties. SF Bay Ferry will work with TIDA to identify and make available staging facilities for Project construction and will assist coordinating with other construction projects near the Ferry Terminal to minimize disruptions. TIDA will issue to SF Bay Ferry necessary right-to-enter permits or other form of access agreement(s) granting SF Bay Ferry and its contractors' access rights necessary for the purposes of Project construction, as reasonably determined by TIDA.
12. **Existing Ferry Service:** SF Bay Ferry will construct the Project in a manner that avoids or minimizes potential disruption to existing ferry services that currently operate at the Treasure Island Ferry Terminal. Should a temporary closure or modification of existing ferry service be required, SF Bay Ferry will notify the ferry service operator and the Parties at least five business days prior to the planned closure or service disruption.
13. **Appropriations and Allocations:** The Parties acknowledge that each Party's budget is subject to an appropriations or funding allocation process, and therefore their ability to cover their allocated costs is subject to the appropriations or allocation of funds. This MOU may be terminated by any Party if sufficient funds for the Project are not appropriated or allocated.

Property Rights

14. **Front of Meter:** Because the Front of Meter Project components are an extension of SFPUC's distribution line, SFPUC will own, operate, and maintain all Front of Meter Project components upon completion of construction of the Project. TIDA will coordinate with SFPUC regarding use of TIDA's real property for the Front of Meter Project components. The Parties intend that ownership of Front of Meter Project components will be transferred by SF Bay Ferry to SFPUC upon completion of construction of the Project and before the start of service operations.

TIDA submitted an Electric Service Application for the Project to SFPUC on July 29, 2024. Consistent with that application, upon completion of construction of the Project and before the start of service operations, SF Bay Ferry will transfer ownership of Front of Meter Project components to SFPUC, in accordance with the applicable provisions of the SFPUC

Rules and Regulations Governing Electric Service, effective February 12, 2024, and the Distribution and Service Line Extension Agreement dated May 11, 2026, as received by TIDA, as each may be amended or supplemented from time to time. SF Bay Ferry and SFPUC may enter into any additional agreements or execute any other documents reasonably necessary to memorialize or effectuate the transfer of ownership and acceptance of such Front of Meter Project components. TIDA will cooperate with SF Bay Ferry in entering into such agreements as necessary to effect the conveyance of Front of Meter Project components.

15. **Back of Meter:** SF Bay Ferry will own, operate, and maintain all Back of Meter Project components upon completion of construction of the Project. SF Bay Ferry will enter into a long-term lease agreement with TIDA prior to completion of construction of the Project for use of TIDA property to operate and maintain all Back of Meter Project components as shown in Exhibit A.

The Parties have entered into this Memorandum of Understanding as of the last date set forth below.

Treasure Island Mobility Management Agency

San Francisco Bay Area Water Emergency Transportation Authority

By: _____

Tilly Chang, Executive Director

Dated: _____

By: _____

Seamus Murphy, Executive Director

Dated: _____

Recommended for Approval:

Recommended for Approval:

By: _____

Cynthia Fong, Deputy Director for Finance and Administration

By: _____

Timothy Hanners, Chief Capital Program Officer

Approved as to Form:

Approved as to Form:

By: _____

Fennemore LLP, Legal Counsel to TIMMA

By: _____

Steven Miller, Legal Counsel to Authority

Treasure Island Development Authority

By: _____

Jamie Querubin, Acting Treasure Island Director

Dated: _____

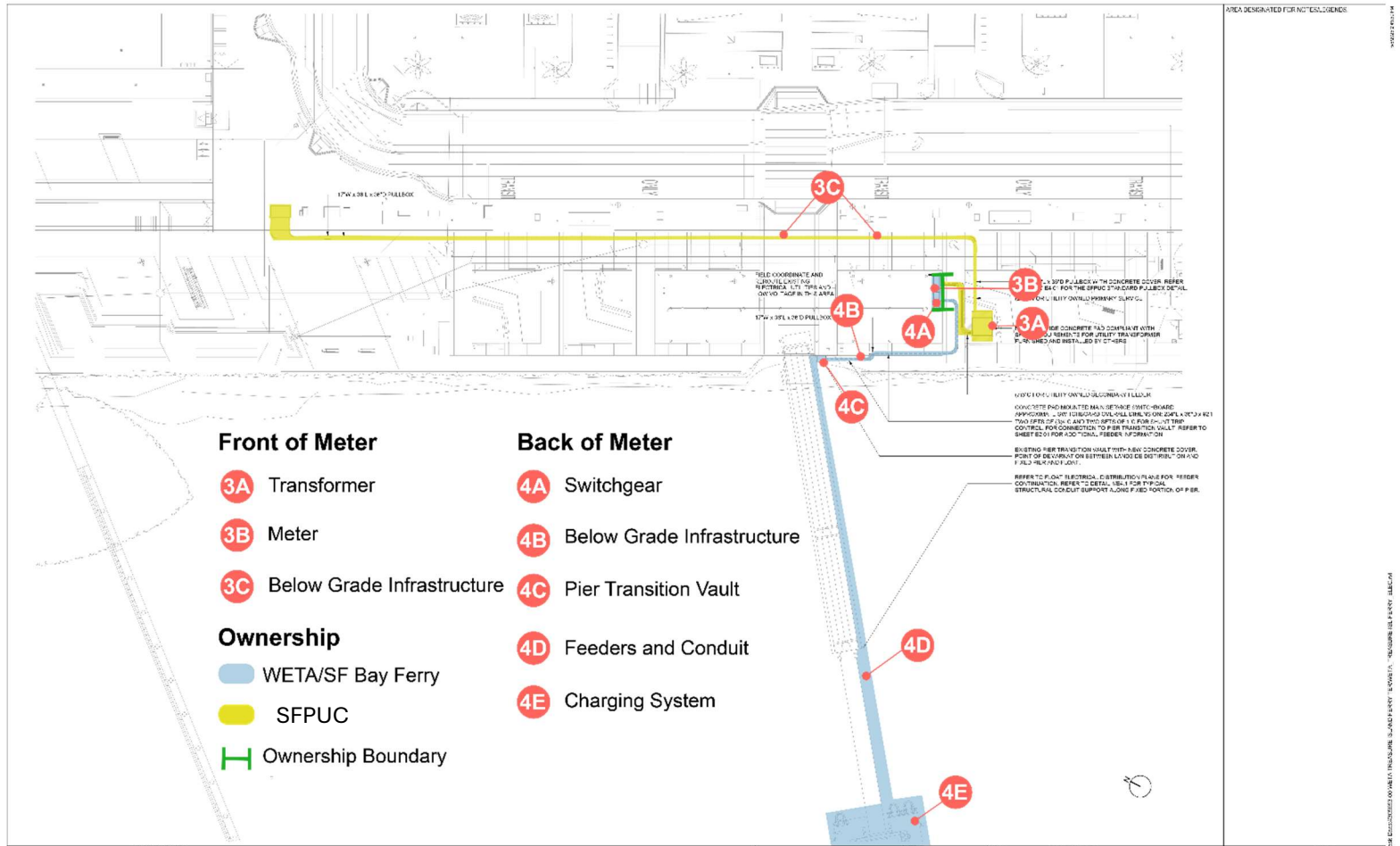
Approved as to Form:

David Chiu, City Attorney

By: _____

Grace Park, Deputy City Attorney

Exhibit A – Treasure Island Ferry Charging Infrastructure Ownership



Front of Meter

- 3A Transformer
- 3B Meter
- 3C Below Grade Infrastructure

Back of Meter

- 4A Switchgear
- 4B Below Grade Infrastructure
- 4C Pier Transition Vault
- 4D Feeders and Conduit
- 4E Charging System

Ownership

- WETA/SF Bay Ferry
- SFPUC
- Ownership Boundary

REVISIONS					
NO.	DATE	DESCRIPTION	BY	CHK	APP
1	10/20/20	ISSUE FOR PERMITTING	MP	AF	
2	10/20/20	ISSUE FOR PERMITTING	MP	AF	
3	10/20/20	ISSUE FOR PERMITTING	MP	AF	
4	10/20/20	ISSUE FOR PERMITTING	MP	AF	

San Francisco Bay Ferry

ARUP

San Francisco Bay Ferry
 555 Mission Street, Suite 700
 San Francisco, CA 94105
 Tel: 415.774.8800
 Fax: 415.774.8801

DATE: 03/31/25
 DESIGNED BY: MP
 DRAWN BY: AF
 CHECKED BY: MP

WETA TREASURE ISLAND FERRY TERMINAL ELECTRIFICATION

SHEET TITLE: ELECTRICAL OVERALL SITE PLAN

SCALE: 1" = 20'-0"

SHEET: 18 OF 20

DRAWING NO: E1.1

JOB NO: 305653-00

NOT FOR CONSTRUCTION

DRAWING NO: E1.1

Exhibit B – Treasure Island Charing Infrastructure Project Funding

TREASURE ISLAND FERRY TERMINAL ELECTRIFICATION PROJECT

	TIMMA	SF Bay Ferry	TIDA	TOTAL
SOURCES	\$ 1,000,000	\$ 5,797,781	\$ -	\$ 6,797,781
EXPENSES	\$ 1,000,000	\$ 5,797,781	\$ -	\$ 6,797,781
<u>Soft Costs</u>	\$ -	\$ 573,930	\$ -	\$ 573,930
Design and Permitting	\$ -	\$ 573,930	\$ -	\$ 573,930
<u>Construction</u>	\$ 1,000,000	\$ 5,223,851	\$ -	\$ 6,223,851
Long Lead Time Equipment Purchase	\$ -	\$ 1,525,000	\$ -	\$ 1,525,000
Shoreside Installation	\$ 1,000,000	\$ 849,000	\$ -	\$ 1,849,000
Float Modifications and Installations	\$ -	\$ 2,075,000	\$ -	\$ 2,075,000
Construction Management	\$ -	\$ 175,000	\$ -	\$ 175,000
Support Costs	\$ -	\$ 190,000	\$ -	\$ 190,000
Contingency	\$ -	\$ 409,851	\$ -	\$ 409,851

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2026-31

**APPROVE MEMORANDUM OF UNDERSTANDING FOR THE TREASURE ISLAND
TERMINAL ELECTRIFICATION PROJECT**

WHEREAS, construction of a new Treasure Island Ferry Terminal was completed in 2021 but did not include the charging infrastructure required to operate zero emission battery electric ferry vessels, as SF Bay Ferry anticipates using as early as the summer of 2027; and

WHEREAS, discussions concerning a Treasure Island Ferry Terminal Electrification Project (Project) have been ongoing among SF Bay Ferry, Treasure Island Mobility Management Agency (TIMMA) and the Treasure Island Development Authority (TIDA); and

WHEREAS, the parties have preliminarily agreed on the terms of a Memorandum of Understanding to establish the roles and responsibilities of TIMMA, TIDA, and SF Bay Ferry to fund, design, and construct the Project in coordination with the San Francisco Public Utilities Commission; now, therefore, be it

RESOLVED, that the SF Bay Ferry Board of Directors authorizes the Executive Director to enter into a Memorandum of Understanding with TIDA and TIMMA, in a form approved by legal counsel, for the Treasure Island Ferry Terminal Electrification 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 July 9, 2026.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2026-31

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Tim Hanners, Chief Capital Program Officer
Brian Gerrity, Project Manager

SUBJECT: Award Contract to Curtin Maritime, Corp. for the South San Francisco Maintenance Dredging Project

Recommendation

Approve the following actions:

1. Award a contract to Curtin Maritime, Corp. for the South San Francisco Maintenance Dredging Project in the amount of \$2,323,595.14; and
2. Authorize the Executive Director to execute the contract and take any other related actions as may be necessary to support the Project.

Background

The South San Francisco Ferry Terminal is located within the Oyster Point Marina (Marina) in South San Francisco, California. The Marina is owned by the City of South San Francisco and operated by the San Mateo County Harbor District (SMCHD) under a 2018 agreement. WETA has been operating service from the East Bay to South San Francisco since 2012 and currently operates 6 round trip routes between Main Street Alameda, Oakland and South San Francisco. WETA leases a portion of the Marina to operate the ferry terminal. Per the lease agreement, WETA is responsible for maintenance dredging of a specified area (WETA's Dredging Obligations) and SMCHD is responsible for dredging all other areas within the Marina. Periodic maintenance dredging of the ferry basin is required to ensure that the passenger float remains buoyant at all tidal levels and to maintain access for WETA ferry vessels.

WETA and SMCHD entered into a Memorandum of Understanding (MOU) in September 2025 to establish a coordinated framework for the design, permitting, execution, and cost allocation of dredging operations within the Marina. At SMCHD's request, and to promote efficiency and minimize disruption, WETA agreed to contract for the dredging of Dock 11 and the Guest Dock on SMCHD's behalf during WETA's 2026 dredging event, consolidating the Marina's dredging needs under a single WETA-led effort. The MOU outlines the roles, responsibilities, cost-sharing framework, and indemnification terms under which WETA undertakes this additional work, with each party remaining responsible for its respective dredging needs.

The scope of work for the South San Francisco Maintenance Dredging Project (Project) includes removal of the passenger float and dredging of the terminal basin within WETA's Dredging Obligations, as well as optional dredging of Dock 11 and the Guest Dock on behalf of SMCHD, in accordance with the MOU. If SMCHD requests to exercise the option to dredge

Dock 11 and the Guest Dock, SMCHD will be responsible for the cost of that work and their portion of all applicable fees.

The Project is scheduled to be performed in the September-October timeframe, with a final schedule to be coordinated with the contractor in coordination with WETA's ferry operations. All work must be completed before the in-water work window closes at the end of November 2026.

Foth & Van Dyke and Associates, Inc. (Foth), which has provided technical dredging assistance on several previous WETA dredging projects, is assisting staff with permitting, procurement, material sampling, and dredging surveys in preparation for the Project. Foth will also serve as the Project's construction manager to monitor the work and contractor's performance.

Discussion

An Invitation for Bids (IFB) for the Project was issued on May 19, 2026, in accordance with WETA's procurement procedures and all applicable state and federal public contracting requirements, including the Federal Transit Administration's (FTA) procurement requirements.

Bids were due prior to the Dredged Material Management Office (DMMO) issued its final suitability determination for dredged material placement, so the IFB required bidders to solicit bid prices across multiple placement alternatives and to use the lowest dredged material placement prices to calculate their total bid price. Two bids were received and publicly opened on June 23, 2026. The table below summarizes the bid prices for each submittal (based on the lowest dredged material placement prices).

BIDDER	TOTAL BID PRICE
Curtin Maritime, Corp.	\$ 1,081,362.63
The Dutra Group	\$ 6,651,720.00

The bid submitted by Curtin Maritime, Corp. (Curtin Maritime) was the apparent low bid. In accordance with the IFB process utilized for this Project, staff, in consultation with legal counsel, reviewed the bid documents submitted by Curtin Maritime and determined it is a responsive bidder. Additionally, staff verified references submitted by Curtin Maritime and determined it to be responsible and acceptable for performing this work.

Sediment testing completed after bids were submitted revealed elevated levels of polychlorinated biphenyls (PCBs), which constrained dredged material placement site options. The DMMO subsequently determined that the placement site with the lowest disposal price is not acceptable. The DMMO suitability determination identified Montezuma Wetlands as the most suitable disposal site. The approved suitability determination from the DMMO allows for 14,393 cubic yards as foundation material and 6,666 cubic yards of cover material to be placed at Montezuma.

Based on the DMMO determination for placement at Montezuma Wetlands, Curtin Maritime's total bid price for the Project, including the optional Dock 11 and Guest Dock work, is \$2,323,595.14. Of this amount, \$1,974,833.17 is for work related to WETA's Dredging Obligations, and \$348,711.97 is for the optional work that, if authorized by SMCHD, will be reimbursed by SMCHD.

In accordance with the procedures in the IFB, WETA's Administrative Code, and applicable state and federal procurement requirements, staff determined Curtin Maritime to be the lowest responsive and responsible bidder for the Project. Staff has analyzed Curtin Maritime's bid price and deems it fair and reasonable. Staff recommends that the Board award a contract to Curtin Maritime for this work in the amount of \$2,323,595.14.

On October 3, 2025, U.S. DOT issued an Interim Final Rule amending the Disadvantaged Business Enterprise (DBE) program regulations (Interim Final Rule). As a result of the Interim Final Rule, WETA is prohibited from counting DBE participation until the California Unified Certification Program recertifies all DBEs in accordance with the Interim Final Rule; therefore, there is no DBE participation for this contract. WETA's Small Business Enterprise (SBE) goal is 5 percent for FTA assisted contracts. Staff reviewed the SBE materials provided by Curtin Maritime and determined that 0 percent SBE participation is anticipated during the performance of this contract.

Fiscal Impact

Funding for this contract is included in the FY2026/27 Capital Budget under the South San Francisco Dredging Project (#263101). The authorized project budget is \$3.95 million. The Project is funded with FTA grant funds, RM1 Bridge Toll Revenues and SMCHD funding. Sufficient funds are included in the project budget to support the award of this contract.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2026-32

**AWARD CONTRACT TO CURTIN MARITIME, CORP. FOR
THE SOUTH SAN FRANCISCO MAINTENANCE DREDGING PROJECT**

WHEREAS, WETA issued an Invitation for Bids (IFB) for the South San Francisco Maintenance Dredging Project (Project) on May 19, 2026; and

WHEREAS, in accordance with the procedures in the IFB, WETA's Administrative Code, and applicable state and federal procurement requirements, WETA staff determined Curtin Maritime, Corp. to be the lowest responsive and responsible bidder; and

WHEREAS, WETA staff recommends the Board award a contract to Curtin Maritime, Corp. for the Project; now, therefore, be it

RESOLVED, that the Board of Directors hereby awards a contract to Curtin Maritime, Corp. for the South San Francisco Maintenance Dredging Project in the amount of \$2,323,595.14; and be it further

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

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on July 9, 2026.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2026-32

END