



**PRESENTATIONS FOR JULY 9, 2026
BOARD OF DIRECTORS MEETING**



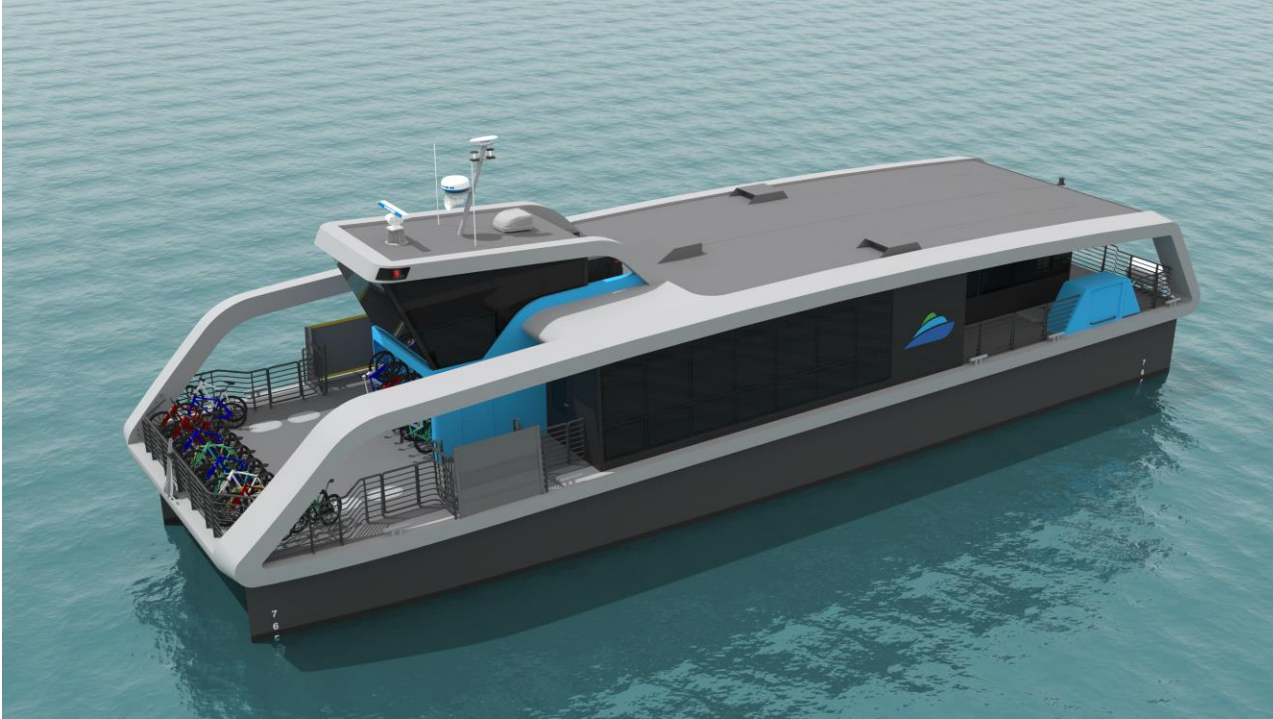
**ITEM 7: APPROVE MEMORANDUM OF UNDERSTANDING FOR THE TREASURE
ISLAND TERMINAL ELECTRIFICATION PROJECT**

Item 7: Treasure Island Terminal Electrification Project MOU

Board of Directors – July 9, 2026

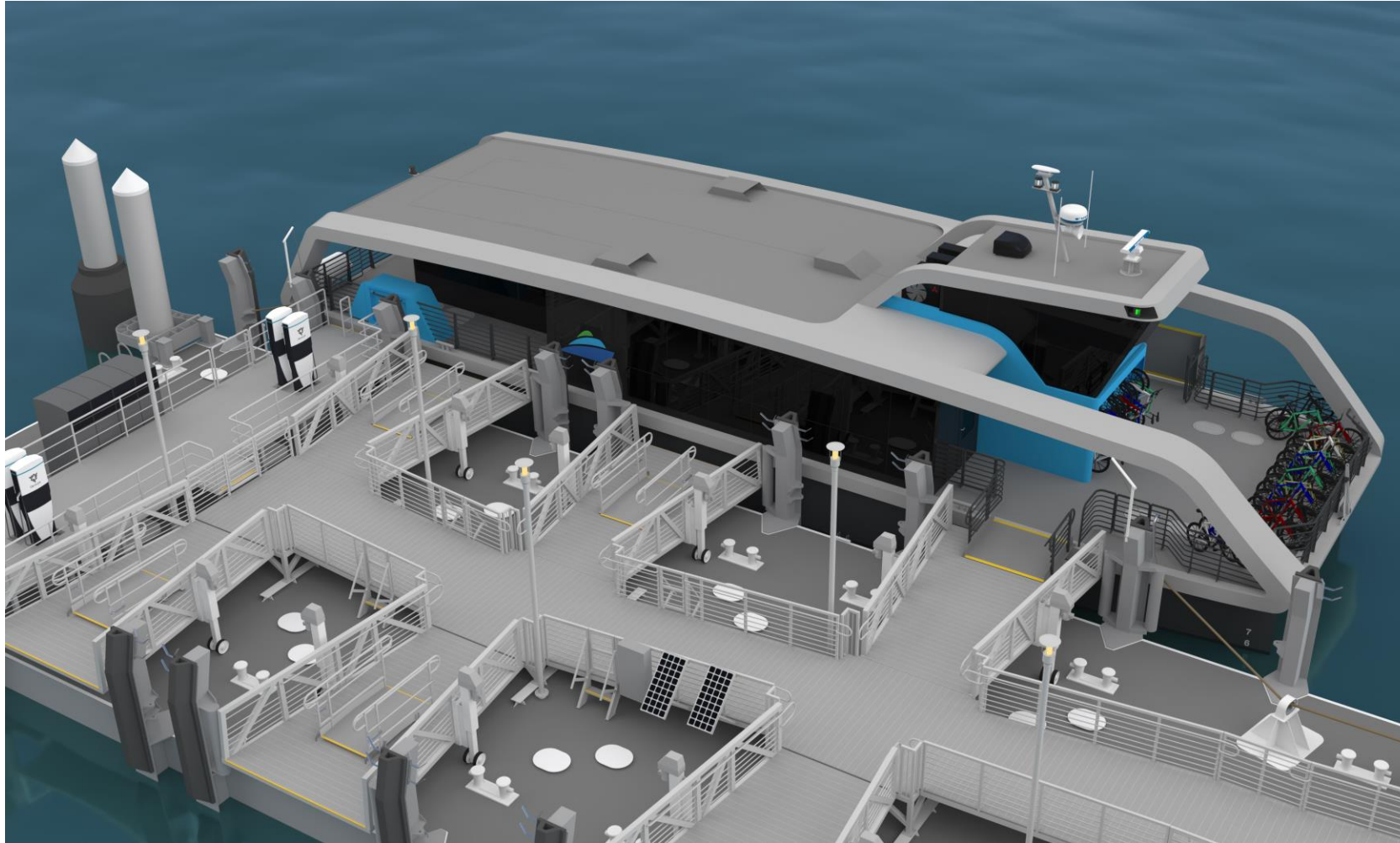
REEF Phase 1 Update

TREASURE ISLAND ELECTRIC VESSEL– SEA-WOLF



- **Capacity:** 150 Passengers, 25 Bikes
- **Speed:** 25 knots
- **Dimensions:** 100' Length, 17'6" Beam
- **Materials:** Aluminum Catamaran / Azimuthing propellers
- **In Construction:** All American Marine

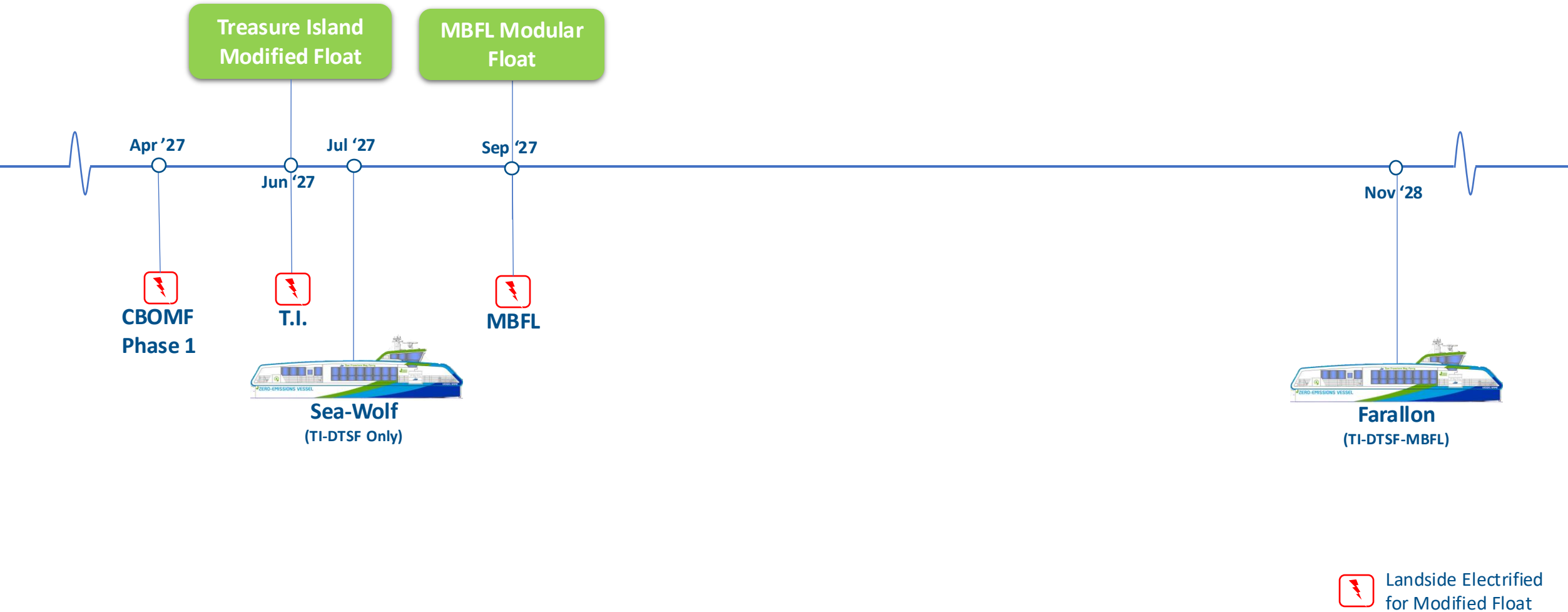
TREASURE ISLAND TERMINAL CHARGING



Components of the Charging Infrastructure

- Float Mounted Charging System
- 1300kW Power from SFPUC
- Automated Mooring Line Tensioning System
- Construction contract for access platforms and power distribution installation

REEF PHASE 1 IN-SERVICE TIMELINE



Service Planning

CURRENT TERMINAL & SERVICE

- Existing ferry terminal completed in 2021 does not include charging infrastructure.
- Treasure Island Community Developer is funding ferry service at this terminal with PropSF
- Interim, 7-day a week ferry service began operation in Spring 2022 with a 49-pax diesel vessel
- \$5.00 Fares
- Weekday 14 roundtrips/Weekend 13 roundtrips

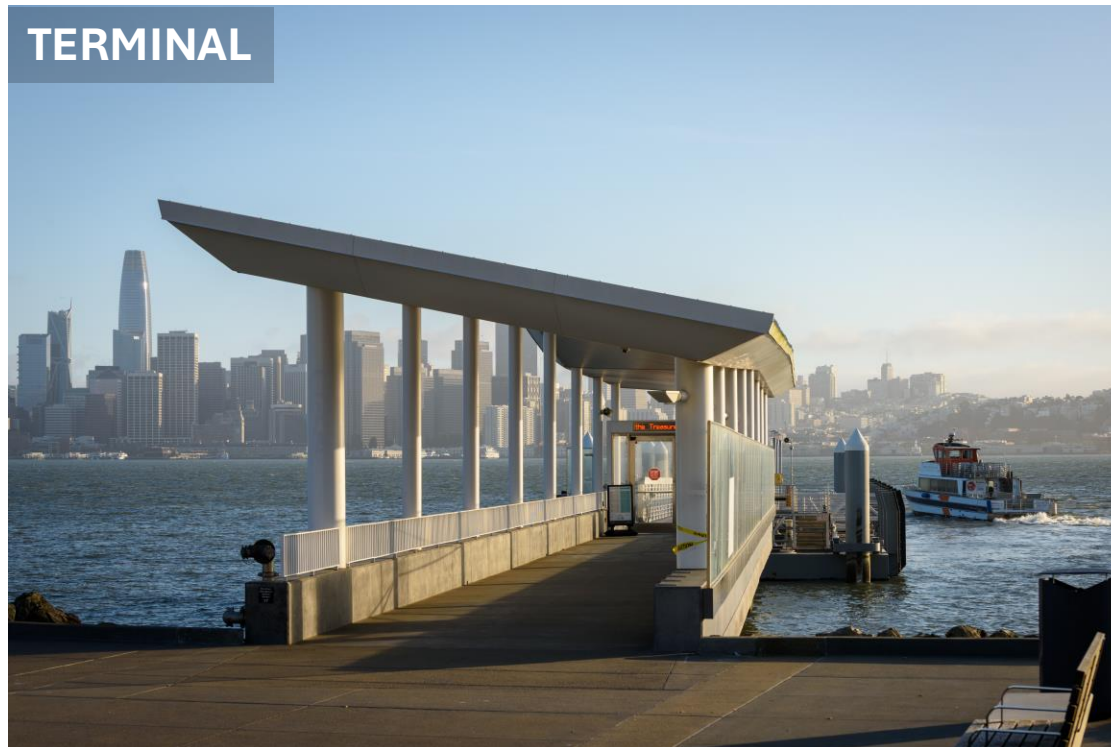


Image source: [https://commons.wikimedia.org/wiki/File:Treasure_Island_Ferry_Terminal_-_2025_\(2\).jpg](https://commons.wikimedia.org/wiki/File:Treasure_Island_Ferry_Terminal_-_2025_(2).jpg)



Image Source: TICD

FERRY SERVICE BUSINESS PLAN



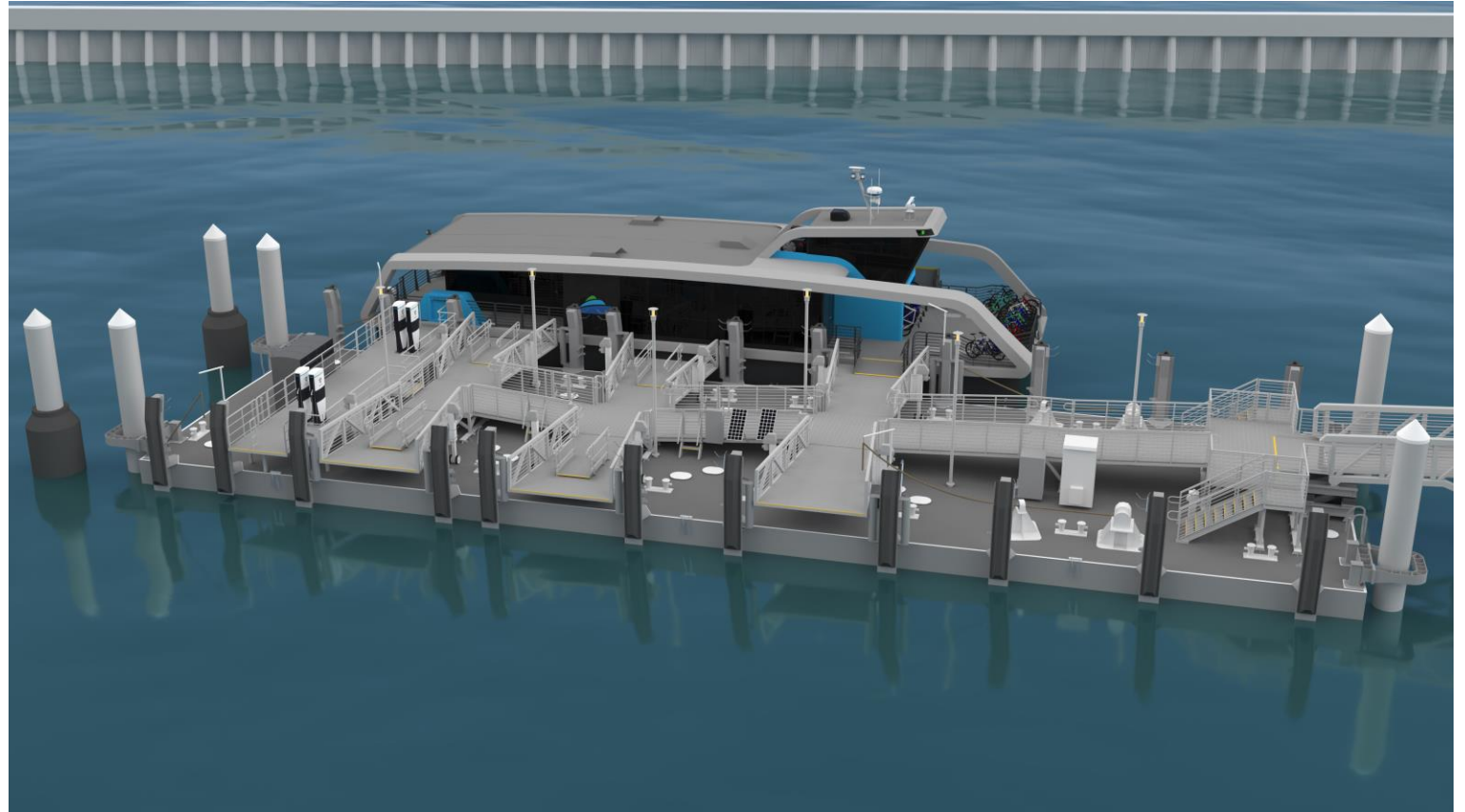
Photo source: TICD

- **Plan for launch** of SF Bay Ferry service
- TIMMA led, SF Bay Ferry supported
- **Complete business plan Fall 2026** and present for adoption to TIMMA, TIDA and SF Bay Ferry Boards
- **Key components**
 - Roles and responsibilities
 - Ridership Projections
 - Proposed Electric Vessel Service
 - Service Plan
 - Capital & Operating Costs
 - Ten Year Funding Plan
 - Fares
 - Schedule prior to Service Launch

PLANNED SERVICE

Planned service pending funding:

- Weekday service: 15 round trips, 7am – 8pm
- Weekend service: 15 round trips, 8am – 9pm



OPERATING COSTS & FUNDING PLAN

COSTS



ITEM (RESPONSIBLE AGENCY)	AMOUNT (%)
Crew Labor, Vessel Energy, Vessel O&M, Facility O&M, System Costs (SF Bay Ferry)	\$48.7 (92%)
Ferry Program Management, Program Contingency (TIMMA)	\$4.0 (8%)
TOTAL COSTS	\$52.7 (100%)

FUNDS



ITEM (NOTES)	AMOUNT
Secured Grants (\$1.4M of STA, \$7.0M of AHSC Cycle 9)	\$8.4M
Operating Subsidy (Capped at \$1.5M per year)	\$13.5M
Toll System Revenue (\$3 base toll assumed to start in 2030)	\$14.0M
Fare Revenue (Assumes \$5.00 base fare)	\$6.5M
Other Planned Sources (e.g. OBAG, other regional programs, local sources)	\$8 – 10M
Potential Savings (e.g. service alternatives, other TBD)	TBD
TOTAL FUNDS	\$50.4 – 52.4M
FUNDING GAP	\$0.3 - 2.3M

- **SF Bay Ferry Expansion Policy** requires a minimum 10-year funding plan
- **2021 Board adopted MOU** between TIMMA and SF Bay Ferry stated the sources of operating funds:
 - Fares
 - Developer Subsidy
 - Congestion Pricing Tolls
 - Parking fees and grants

Terminal Electrification Project

OVERVIEW

This MOU supports the construction of charging infrastructure at Treasure Island to support electric ferry service.

- The MOU is a joint effort between SF Bay Ferry, Treasure Island Mobility Management Agency, and Treasure Island Development Authority.
- Construction award anticipated in Fall 2026.
- Construction completion by June 2027.



KEY ROLES & RESPONSIBILITIES

SF Bay Ferry

Funding

Design, procurement, construction, and construction management

Back of Meter infrastructure - ownership, operation, and maintenance

TIMMA

Funding

TIDA

Design review

Facilitate issuance of required building and right-to-enter permits

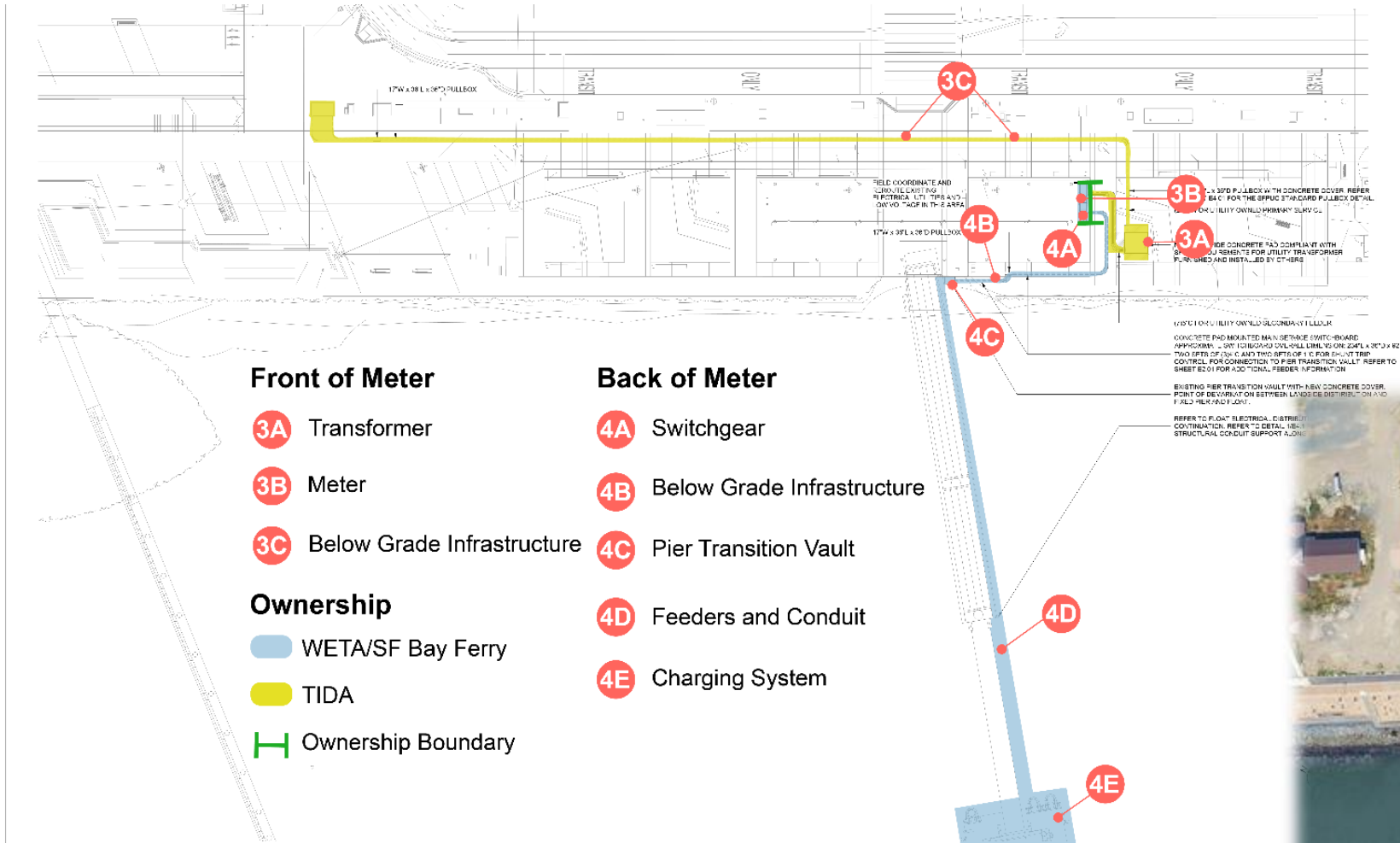
Provide long-term lease to SF Bay Ferry for Front of Meter infrastructure

Front of Meter infrastructure - coordinate ownership, operation, and maintenance by SFPUC

Shared

- Environmental review, permitting, public outreach

EXHIBIT A



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
- TIDA
- Ownership Boundary

AERIAL OF PROJECT AREA



REVISIONS					
NO.	DATE	BY	DESCRIPTION	REV	APP
1	03/03/25	MP	ISSUE FOR PERMIT	01	MP
2	03/03/25	AF	ISSUE FOR PERMIT	02	AF
3	03/03/25	MP	ISSUE FOR PERMIT	03	MP
4	03/03/25	MP	ISSUE FOR PERMIT	04	MP

WETA/SF BAY FERRY
TRANSPORTATION AUTHORITY
100 MARKET STREET, SUITE 100
SAN FRANCISCO, CA 94102
415.774.5000

660 Mission Street, Suite 700
San Francisco, CA 94105
415.774.5000
www.arup.com

DATE: 03/31/25	PROJECT TITLE: WETA/SF BAY FERRY
DESIGNED BY: MP	PROJECT TITLE: WETA/SF BAY FERRY
DRAWN BY: AF	SHEET TITLE: ELECTRICAL
CHECKED BY: MP	

NOT FOR CONSTRUCTION

305653-00

EXHIBIT B

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

Thank you



**ITEM 8: AWARD CONTRACT TO CURTIN MARITIME CORP FOR
THE SOUTH SAN FRANCISCO DREDGING PROJECT**

ITEM 8: 2026 SOUTH SAN FRANCISCO DREDGING



Thank you