

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