San Francisco Bay Ferry

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
Friday, September 25, 2026 at 1:00 p.m.

Bay Area Metro Center
Board Room – 1st Floor
375 Beale Street
San Francisco, CA
and
Videoconference
Join WETA BOD Zoom Meeting
https://us02web.zoom.us/j/84618857475
Meeting ID: 846 1885 7475
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The full agenda packet is available for download at sanfranciscobayferry.com/next-board-meeting/

AGENDA

1. CALL TO ORDER

2. ROLL CALL/PLEDGE OF ALLEGIANCE

3. REPORT OF BOARD CHAIR — ***Information***
   a. Chair's Verbal Report

4. REPORTS OF DIRECTORS — ***Information***
   Directors are limited to providing information, asking clarifying questions about matters not on the agenda, responding to public comment, referring matters to committee or staff for information, or requesting a report to be made at another meeting.

5. REPORTS OF STAFF — ***Information***
   a. Executive Director's Report on Agency Projects, Activities, and Services
      i. Capital Program Quarterly Report
      ii. 2026 Onboard Survey Results
      iii. Uber Innovation Grant
   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 – July 9, 2026
   b. Authorize Submission of an Allocation Request to the California Department of Transportation for FY 2025/26 Low Carbon Transit Operations Program Grant Funds, and related actions.

C. Ratify Amendment No. 1 to Agreement #25-057 with Tritium Power Solutions, Inc. for the Purchase of a Mobile Charging and Commissioning System.
d. Approve Amendments to Fiscal Year 2026/27 Budget
e. Adopt Resolution of Support for Richmond Ferry Terminal Integrated Access and Electrification Study
f. Approve Contract Award to Marine Group Boat Works, LLC for MV Mare Island Repairs and Drydock Services

7. AWARD CONTRACT TO CON J. FRANKE ELECTRIC, INC. FOR CENTRAL BAY OPERATIONS & MAINTENANCE FACILITY PHASE 1 ELECTRIFICATION CONSTRUCTION SERVICES — ***Action***

8. ADOPT UPDATED FLEET PLAN — ***Action***

9. ENDORSE THE REGIONAL TRANSIT MEASURE — ***Action***

10. PUBLIC COMMENTS FOR NON-AGENDA ITEMS

ADJOURNMENT

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

PUBLIC COMMENTS WETA welcomes comments from the public.

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

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

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

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

AGENDA ITEM 1
CALL TO ORDER

AGENDA ITEM 2
ROLL CALL

AGENDA ITEM 3
REPORT OF BOARD CHAIR

AGENDA ITEM 4
REPORTS OF DIRECTORS

NO MATERIALS

San Francisco Bay Ferry

Memorandum

TO: Board Members

FROM: Seamus Murphy, Executive Director

DATE: September 25, 2026

RE: Executive Director's Report

Regional Network Management (RNM) Council
Executive Director Murphy attended the August 24 meeting of the Council. Staff presented their FY 26-27 and FY 27-28 Work Plans and provided updates about ongoing progress to resolve issues related to the introduction of Clipper 2.0.

Transit Month CEO Ride Along
On September 11 Executive Director Murphy participated in a ride-along event organized by the region's transit systems. Many transit agency executives and other staff were in attendance, along with over 50 members of the public. The ride featured travel on AC Transit's Tempo Line, BART, MUNI, and Caltrain.

Police Maritime SWAT Training
SF Bay Ferry staff coordinated with Blue & Gold Fleet (BGF), the Oakland Police Department (OPD), and the San Francisco Police Department (SFPD) to support tactical boarding and hostage-rescue training for OPD's SWAT team on September 8. BGF staff at the Central Bay Operations and Maintenance Facility supported operations for the dockside and underway training. The training gave officers hands-on experience with SF Bay Ferry vessels to strengthen their readiness for security incidents onboard.

Capital Program Quarterly Report
The Capital Program continued to advance the agency's electric vessel, terminal, and state-of-good-repair projects. Construction of the 150-passenger and 400-passenger electric vessels progressed through major hull, structural, propulsion-control, and design milestones. Terminal work also advanced, including issuance of the notice to proceed for the Universal Charging Float, completion of Treasure Island shoreside and waterside design, continued development of the Mission Bay charging float, and completion of major permits and 30 percent design for the Seaplane Lagoon electrification project.

Staff also continued to implement the agency's fleet and capital maintenance programs while responding to changes in the federal funding environment. Staff completed five recent drydock, and facility projects, with additional vessel overhauls and South San Francisco terminal dredging underway. Fiscal Year 2026 capital expenditures totaled $47.3 million against a budget of $147.6 million, with the remaining budget carried forward to support projects continuing into Fiscal Year 2027.

2026 Onboard Survey Results
Corey, Canapary & Galanis conducted SF Bay Ferry's 2026 onboard survey of riders in April on all regular routes. As in years past, this survey gathers data on why passengers are riding, how frequently they ride, how they pay their fare, and which routes they frequent. The survey also helps the agency understand motivations for using the ferry over other modes of transit and the behaviors of local Bay Area residents as compared to visitors.

Satisfaction among passengers remains extremely high at 99%, up from 98% in 2025 and 2024. Riders on the Richmond route reported the highest satisfaction level (4.81 out of 5). Top reported reasons for the high satisfaction rating among all riders included onboard safety, ferry crews and ease of payment. Riders are most likely to choose the ferry because they feel it's relaxing and reduces stress.

This year's survey also provided key research to help inform how staff can optimize the system. Results showed that nearly two-thirds of riders used some form of car-based transportation to access their ferry, 18% walked, 14% used a bike or scooter, and 11% used public transit.

Overall, respondents ride the ferry an average of 2.5 days a week, up from 2.4 days a week in 2025 but still significantly lower than pre-pandemic levels. Paired with record-high ridership, this indicates that the agency has successfully brought in new riders. If respondents didn't take the ferry, two-thirds of them said they would use car-based transportation, 45% of which would opt to drive alone. Ten percent of riders reported they have no alternative to SF Bay Ferry.

Supplemental Service for Carquinez Bridge Closure
SF Bay Ferry provided extra supplemental service on Saturday, August 21, and Sunday, August 22, on the Vallejo route to help travelers amid a full closure of the Alfred Zampa Memorial (Carquinez) Bridge in the westbound direction. Staff prioritized filling service gaps and bidirectional service to relieve pressure on alternate routes. The extra service was well utilized and resulted in substantial media coverage for the agency.

Affordable Housing and Sustainable Communities Grant
Together with the City of Alameda and Mid Pen Housing, SF Bay Ferry was successful in receiving $7 million for the electrification of the Seaplane Lagoon Terminal. Electrification at the Seaplane Terminal is essential to charging the two 400 Passenger vessels currently under construction. The program relies on Mid Pen securing housing subsidies for its Stardust Gardens affordable housing development. There have been challenges with Alameda's Housing Authority related to those subsidies. On September 1, the Alameda City Council approved a staff recommendation to authorize the city manager to sign a commitment letter to provide an operating subsidy for the MidPen housing project. San Francisco Bay Ferry staff attended the meeting to support the City's staff recommendation in recognition of the connection with the Seaplane Lagoon Ferry Terminal electrification project and the need to continue housing development in Alameda Point to ensure successful ridership levels on the Seaplane Lagoon Service.

Girls and Boys Empowerment Group
At the request of Solano County Supervisor Cassandra James, SF Bay Ferry provided forty free ferry tickets to the Boys and Girls Empowerment Group Inc. from Vallejo to Oracle Park and back so the group could attend the August 26 Giants Game. The Boys and Girls Empowerment Group is located in North Vallejo. Their mission is to assist young people, especially those who lack meaningful experiences and opportunities, in reaching their potential as productive, mindful, well-balanced young people by providing service opportunities that ensure successful engagement with community members.

Working Waterfront Coalition Update
The Working Waterfront Coalition (WWC) provides workforce development training to support training of the existing workforce and ensure a sufficient workforce pipeline for the agency's expansion program. Currently, cohort seven is underway and will be graduating on October 6. To date, WWC has completed six training sessions, totaling 135 attendees, with an 85% graduation rate and a 70% job placement rate. WWC started their Clean Ports Initiative, providing the training required to prepare for SF Bay Ferry's new electric vessels. This effort is supported by $2 million from SF Bay Ferry's EPA Clean Ports grant. Additionally, WWC is partnering with the Inlandboatmen's Union (IBU) on a program to train-up deckhands to senior deckhand positions, with 30 participants already completing the program.

Congressman John Garamendi Maritime Summit
On September 10, Government Affairs Manager Lauren Gularte attended Congressman John Garamendi's Maritime Summit at Cal Poly Maritime Academy which brought together federal and military leaders, maritime businesses, labor, educators, state and local officials and many others. The summit included four panels with a focus on how to rebuild America's maritime capabilities in the Bay Area, leveraging the area's strong maritime history, working waterfronts and ports, experienced workers, educational institution and innovative maritime supply chain businesses.

Board Committee Meetings

- *Ad Hoc Financial Outlook Committee* – On September 1st Board Chair Wunderman and Vice-Chair Moyer met with staff to discuss the committee work plan, meeting schedule and goals. The next committee meeting will be held after the November election and will focus on quantifying agency needs and reviewing options for additional revenue generation.

- *Pilot Service Subcommittee* – On September 8th Directors Dew and Henneberry met with staff to receive updates on the operational status of the Oakland Alameda Water Shuttle and Whale Monitoring Demonstration pilot projects. Staff also reviewed recent efforts to advance a zero-emissions full foiling vessel demonstration project in Vallejo and discount rideshare program at the Alameda Seaplane Lagoon Terminal.

Partnership with Uber
In August, Uber selected SF Bay Ferry to receive funding through its Transit Innovation Fund to provide discounts to riders traveling to and from the Alameda Seaplane Lagoon Ferry Terminal. The fund is a competitive program offering up to $50,000 to individual transit agencies proposing new projects that leverage Uber services. SF Bay Ferry will receive up to $22,500 to provide rider discounts of $2.85 per Uber trip to the Seaplane Lagoon terminal through the end of 2026. The project has been reviewed with the Pilot Service Subcommittee and will go live this month.

Berkeley Pier Restoration and Ferry Terminal Project
On August 12, San Francisco Bay Ferry hosted Berkeley City staff, City Council members, and community partners to for a vessel ride demonstration to discuss the Berkeley Pier and Ferry Terminal Project. The ride departed from the Seaplane Lagoon Ferry Terminal in Alameda to showcase ferry operations on an existing route to San Francisco ahead of the future Berkeley route. The ride was attended by community stakeholders from UC Berkeley, local businesses, City of Berkeley's Office of Economic & Workforce Development, representatives from the Berkeley Startup Cluster, and staff from Councilmember Tregub's office. City of Berkeley and SF Bay Ferry staff provided an overview of the project and the attendees were actively engaged and provided feedback on the project. Staff is planning future outreach events and tours to continue advocacy for the project ahead of a Berkeley City Council approval vote expected sometime this fall.

July Youth Outreach Events
San Francisco Bay Ferry staff participated in two Bay Area youth outreach events in July, engaging high school students considering careers in maritime and public service. On July 22, staff joined the Hands-On Deck employer panel, a paid maritime career exploration program run by Ridgeline in partnership with Cal Poly Maritime Academy and the Working Waterfront Coalition, held in person at a community youth center in Concord alongside leaders from the Port of San Francisco, San Francisco Bar Pilots, and Spaulding Marine Center. The panel covered what day-to-day maritime work actually looks like, from navigating vessels and maintaining boats to the deckhand duties that can serve as an entry point into the rest of the field. The following day, July 23, staff presented virtually as part of the Norman Mineta Bay Area Summer Academy final seminar, connecting students from across the Bay

Area's nine counties with professionals in public transportation, alongside ABAG Executive Director Andrew Fremier and MTC Commissioner Eddie Ahn, where staff discussed their own career paths and the WETA's work, including its zero-emission initiatives. Direct feedback from youth participants at both events said hearing firsthand insights about WETA and the broader maritime industry was one of the most valuable parts of their experience.

Released Request for Proposals

Procurements Posted in July and August:

- July 2: Mare Island Repairs and Drydock Services
- July 7: Mission Bay Ferry Landing Modular Float
- August 7: Treasure Island Ferry Terminal Electrification Construction Services

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

- $296,310.83 to Bay Ship & Yacht for the Gemini Class Mid Life project
- $49,500 to Bay Ship & Yacht for the Lyra Repairs
- $150,000 to Elliott Bay Design Group for the Intintoli Replacement project
- $19,293 to Marine Group Boat Works for the Intintoli Repairs and Drydock
- ($162,621.82) to Marine Group Boat Works for the Hydrus Quarter Life
- $358,746.76 to Nichols Brothers Boat Builders for the 400 Passenger REEF Vessels project
- $26,927.21 to Northern Lights Power and Energy for the MAN Mid-Life Engine Overhauls project

END



Capital Program Quarterly Board Update

Capital Program Quarterly Board Update

Q3 & Q4 FY26 | September 24, 2026

Tim Hanners, Chief Capital Program Officer

Program Overview

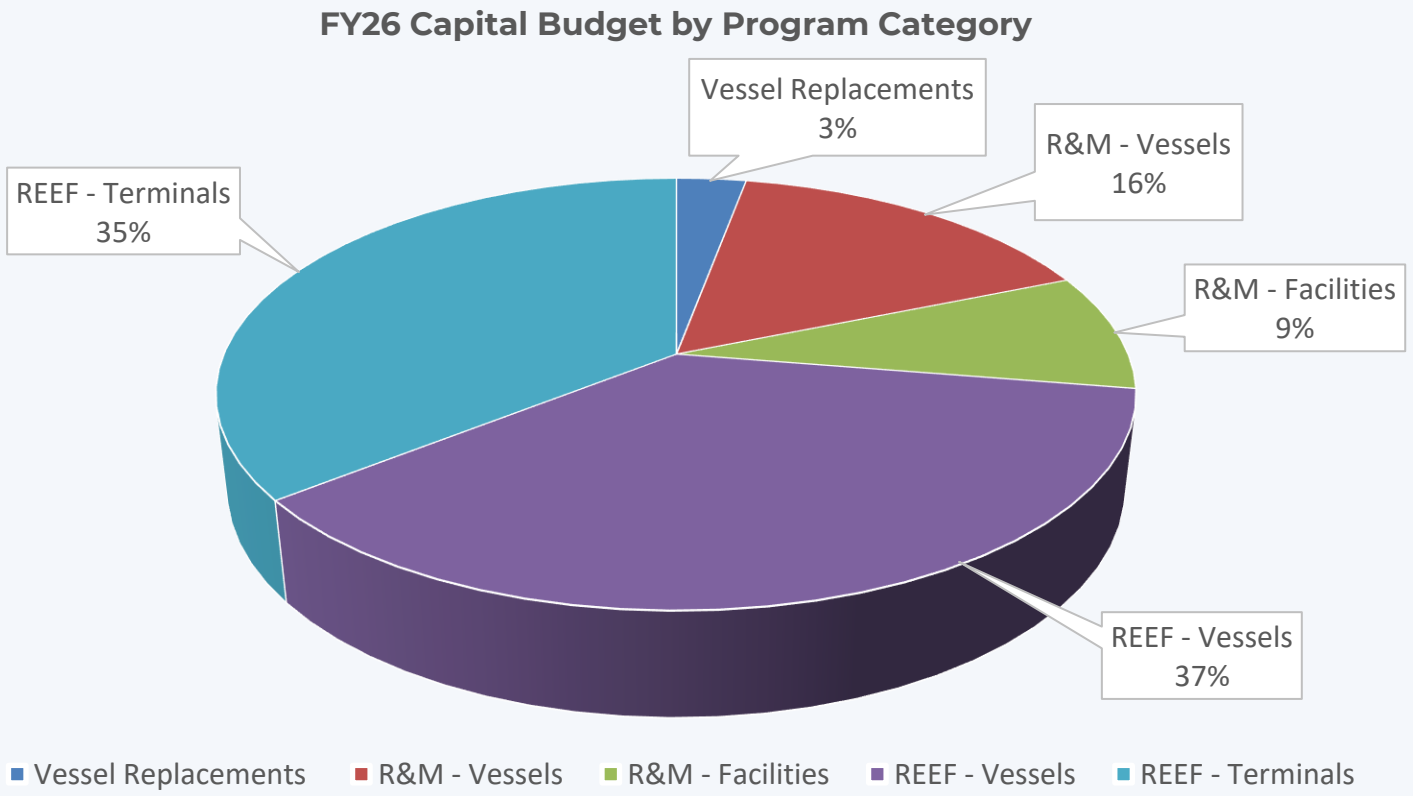
This report provides an update on the status of the Capital Program during Q3 & Q4 of FY26 reflecting the period since the last Board update was provided in March 2026 that covered Q1 and Q2 of FY26. The Rapid Electric Emission-Free Ferry (REEF) Program is advancing on multiple fronts — vessels under construction, terminals entering construction, and maintenance milestones achieved.

$516.1M
Total Capital Program Budget Approved by Board

$99.7M
Pending / Unfunded Capital Needs

$147.6M
Total FY26 Capital Budget

$47.3M
Total Capital Project Expenditures in FY26



Team Accomplishments Since December 2025

Eighteen significant milestones in six months — contracts awarded, drydocks completed, grants secured, and key MOUs approved.

Approved

TI MOU — Board Approved

SF Bay Ferry, TIMMA & TIDA tri-party agreement executed

Active

TI Terminal Construction Contract

Design package completed,
Board award pending for November 2026

Awarded

SSF Dredging Contract

Curtin Maritime awarded in July 2026 — $2.32M

Awarded

MTU Engine Overhaul Contract

Board award — July 2026

Intintoli Drydock

Complete

MCU Upgrades

Complete

Upgrade control system to MCU 14

Hydrus ¼ Life Drydock

Active

Vessel enhancements and state of good repair

Dorado Drydock

Complete

USCG inspection, Jet Inspections

North Bay Office Remodel

Complete

Seaplane Lagoon Electrification Long Lead Time Materials Procurement

Approved

Vessels Under Construction

Active

150-PAX & 400-PAX electric vessels in construction

Utilities Development

Active

Ongoing with PG&E, PUC. Pending with AMP

CBOMF Phase 1

Active

Phase 1 RFP released; Board award pending

Seaplane Lagoon Electrification, CEQA Statutory Exemption

Complete

Complete

Vallejo Ferry Terminal Reconfiguration Section 7 Consultations

10 MW Secured

Complete

Downtown SF terminal electrification project

UCF Contract Signed

Complete

Final design commenced, steel and materials ordered

Argo

Active

USCG inspection, Stern Tube renewal

Capital Program Update

Rapid Electric Emission-Free Ferry (REEF) Vessels

Fleet Electrification Status

Electric Vessel Build Contracts

Conversion Program Status

REEF Electric Vessels Update – 150-PAX & 400-PAX Vessel Programs

Overview of progress during Q3 & Q4 of FY26

150-PAX — KEY TASKS COMPLETED IN Q3 & Q4

- Keel laying completed
- Hull roll over and weld-out completed
- Super structure weld out began & main structure complete
- Propulsion controls layout reviewed and finalized
- Design of pilothouse completed
- Interior designs selected (colors/materials for seats, carpet, walls)

400-PAX — KEY TASKS COMPLETED IN Q3 & Q4

- Keel laying completed
- Hull structure in progress
- Super structure in fabrication
- Propulsion controls layout reviewed and finalized
- Propulsion motors delivered
- Design of pilothouse completed
- Interior designs selected (colors/materials for seats, carpet, walls)

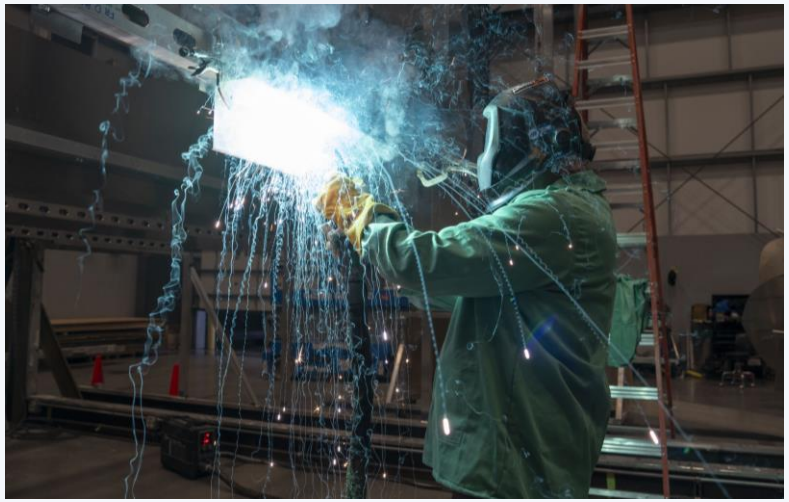
150-PAX — LOOK AHEAD (JULY–DEC. 2026)

- Super structure weld out to be completed
- Arch fabrication
- Sandblast & paint
- Electrical, mechanical & propulsion systems install
- Interior build out
- Commissioning planning

400-PAX — LOOK AHEAD (JULY–DEC. 2026)

- Completing hull construction
- Install super structure to hull
- Begin installation of propulsion system and machinery

Vessel Construction Progress – 150-PAX

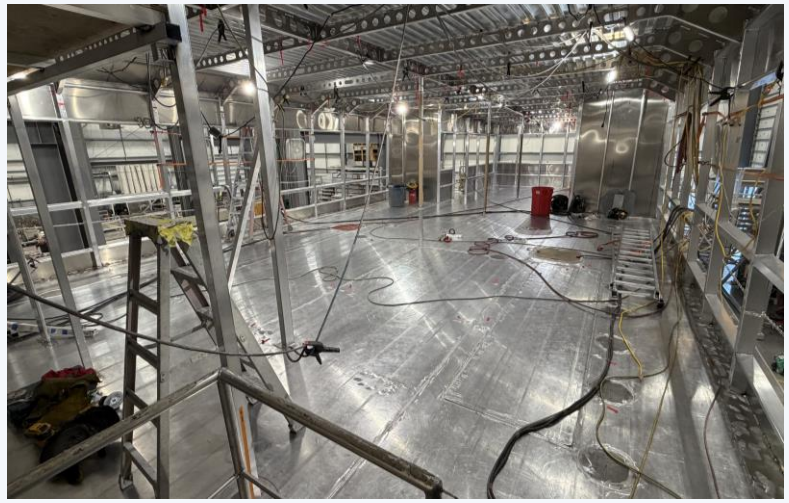






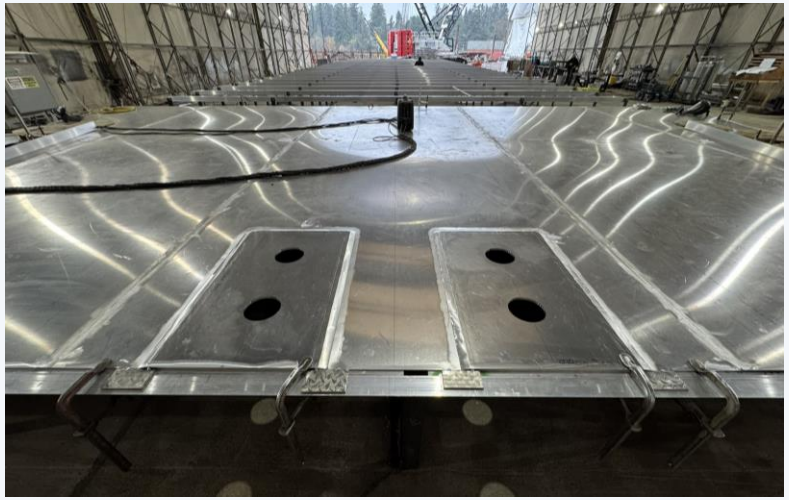




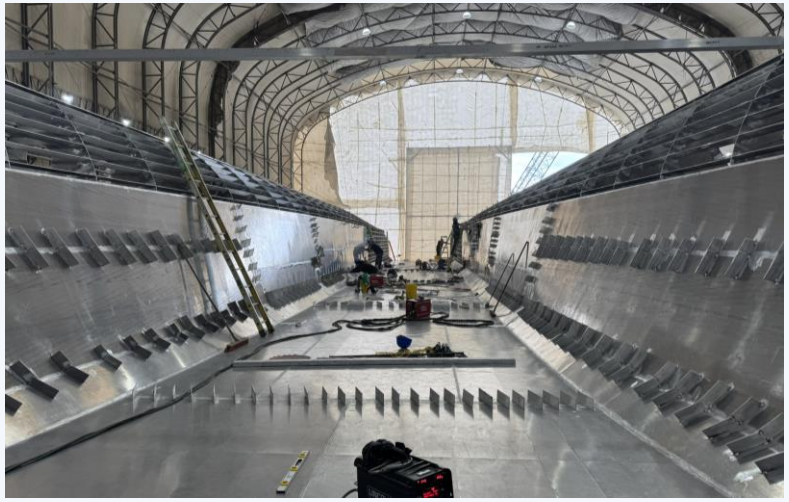


Vessel Construction Progress – 400-PAX













REEF Vessels Update – Fleet Program Realignment

- **3rd 150-PAX Electric Vessel Status**
  - Shifting federal priorities eliminated the funding pathway for the third 150-PAX electric vessel
  - Initiated termination of the Vessel 3 procurement and began project wind-down activities
  - Continued to prioritize delivery of the remaining 150-PAX and 400-PAX electric vessels currently under construction
  - Was the planned spare for Treasure Island and Mission Bay services

- **Addition of a Low Emission Diesel Vessel**
  - Strengthens fleet reliability and maintains service capacity during the transition to electrification
  - Fully CARB compliant with EPA Tier 4 engines and diesel particulate filtration technology, representing the lowest-emission propulsion technology available for high-speed passenger ferries of this class
  - Able to support all service routes including spare for Treasure Island and Mission Bay services
  - Funded through reprogrammed electrification federal funds

REEF Vessels Update – Fleet Program Realignment

- **Deferring Hydrus Vessel Electric Conversion Project**
  - Staff successfully completed design work and conversion would remove vessel from service for 1 year
  - The timeline for conversion was delayed to align with electrical infrastructure projects to ensure charging is available for all electric vessels
  - Based on comprehensive fleet plan review, there is risk that the loss of a vessel would impact core service reliability and/or limit service levels
  - With the extended timeline it is more cost effective to purchase electric replacement vessels as infrastructure comes online rather than conversions that take existing vessels out of service.
  - Staff has notified the Bay Area Air Quality Management District of its intent to cancel the VW-funded conversion grant
  - This action is included as part of the fleet plan adoption

Capital Program Update

Terminals

Terminal Electrification Phases & Terminal Improvements

Construction

Design/Engineering

Planning

Terminals Update – Construction

Overview of progress during Q3 & Q4 of FY26 for Terminal Projects

UNIVERSAL CHARGING FLOAT

- Finalized negotiations
- Confirmed funding plans
- Contract signed and notice to proceed issued
- Construction start underway

✓ Notice to proceed issued — construction start
▸ **1st UCF in service — July 2028, Alameda Seaplane**

TREASURE ISLAND

- Design finalized for all shoreside modifications
- Design finalized for all waterside modifications

▸ **Construction IFB award — Q2 FY27**
▸ **Start of service ready — Q1 FY28**

MISSION BAY

- Port of SF terminal project: plaza, fixed pier, gangway and electrical
- SF Bay Ferry charging float project advancing:
  - Concept design completed Q4 FY26; 100% design in progress
  - Float RFP pends design completion
- Procurement activities complete for the terminal contract

✓ Port Terminal contract awarded — July 2026
✓ Charging float concept design completed — June 2026

SEAPLANE

- Major permits submitted and obtained: BCDC, Navy PERF, Army Corps
- Long lead-time equipment procured and being fabricated
- 30% design completed in coordination with City of Alameda
- MOU development with City of Alameda in progress
- Special Facilities Agreement with Alameda Municipal Power in progress

✓ Major permits obtained — BCDC, Navy PERF, US Army Corps
✓ 30% design completed in coordination with City of Alameda

Terminals Update – Design/Engineering/Planning

Overview of progress during Q3 & Q4 of FY26 for Terminal Projects

VALLEJO RECONFIGURATION

- Design-build construction procurement – Fall 2026
- FTA NEPA review near completion
- Resource agency permitting near completion
- Passenger float fabrication underway
- Property rights agreement amendment is underway

✓ CEQA IS/MND
✓ Basis of design

DOWNTOWN SF

- Detailed sub-surface utility scanning completed
- 60% behind-the-meter design completed
- Front-of-meter concept design in progress
- Agency and PG&E coordination continuing

✓ Sub-surface utility scanning — April 2026
✓ 60% behind-the-meter design — July 2026
▸ **Front-of-meter concept design in progress**

OAKLAND

- Completed Basis of Design and Level 5 cost estimate for marine engineering
- Electrical switchgear location identified for PG&E EV Fleet Program design
- Electrical engineer supporting WETA-owned equipment design
- Environmental: geotechnical report, CEQA and regulatory work advancing

✓ Geotechnical report completed
▸ **CEQA approach, project description and memo**
▸ **Draft Section 106 report and bioacoustic assessment**

HARBOR BAY

- Completed Basis of Design and Level 5 cost estimate for marine engineering
- Electrical engineer supporting WETA-owned equipment design
- Design and coordination for AMP grid connection
- Environmental: geotechnical report, CEQA and regulatory work advancing

✓ Geotechnical report completed
▸ **CEQA approach, project description and memo**
▸ **Draft Section 106 report and bioacoustic assessment**

Terminals Update – Design/Engineering/Planning

Overview of progress during Q3 & Q4 of FY26 for Terminal Projects

CENTRAL BAY

- **Phase 1:**
  - 100% design completed; building permit approved
  - Construction management firm selected for construction support
- **Phase 2**
  - Berthing space discussions with City of Alameda
  - Utility coordination for increased charging capacity

✓ Construction IFB released — June 1, 2026

▸ **Imminent board award for construction**

BERKELEY

- Draft EIR Published in February 2026
  - Final EIR certification anticipated in Fall 2026
- Environmental Resource Agency Coordination is underway
- 60% design completed in Spring 2026
- 90% design is underway

RICHMOND

- Federal challenge to scope of existing grant for infrastructure will mean delays
- PG&E program requirements and timeline infeasible at this time
- Preliminary terminal electrification studies initiated

▸ **Procuring consultant for planning and preliminary electrical design**

REDWOOD CITY

- Redwood City Ferry Business Plan completed in 2022
- Concept design completed in 2024/2025
- CEQA Initial Study completed in May 2024
- Draft EIR publication anticipated in Fall 2026
- Stakeholder outreach and agency coordination is underway
- Concept design completed in 2025

Terminal Construction Progress: Treasure Island









Note: Images shown on the bottom are concept drawings developed by Aurora Marine Design; Final design and construction may vary.

Capital Program Update

Capital Maintenance

Vessels and Facilities State-of-Good Repair

Vessel Repair & Maintenance

Facilities Repair & Maintenance

Capital Maintenance Update

Five drydock and overhaul projects were completed in the past seven months, keeping the operating fleet in service while the electric transition advances; two major contracts now extend the program through FY2028.

Recently Completed

Project	Completion Date
Lyra Drydock	March 11, 2026
North Bay Office Remodel	April 30, 2026
Intintoli Drydock	July 8, 2026
MCU Upgrades	June 11, 2026
Dorado Drydock	July 7, 2026

Active / Upcoming

Project	Target Completion Date	Status
Gemini Class Midlife	December 31, 2026	**Active**
Gemini Engine Overhaul	January 31, 2027	**Active**
MTU Engine Overhaul Contract	October 31, 2028	**Board Award July 1, 2026**
Hydrus ¼ Life Drydock	November 1, 2026	**Active**
South SF Terminal Dredging	November 30, 2026	**Active**

Source:

Capital Maintenance













Capital Program Update

Budget & Schedule

Overview of Capital Budget and Schedule



Budget & Cost Performance

Capital Expenditures totaled $47.3M in FY26 against a budget of $147.6M

$147.6M
FY26 Capital Budget

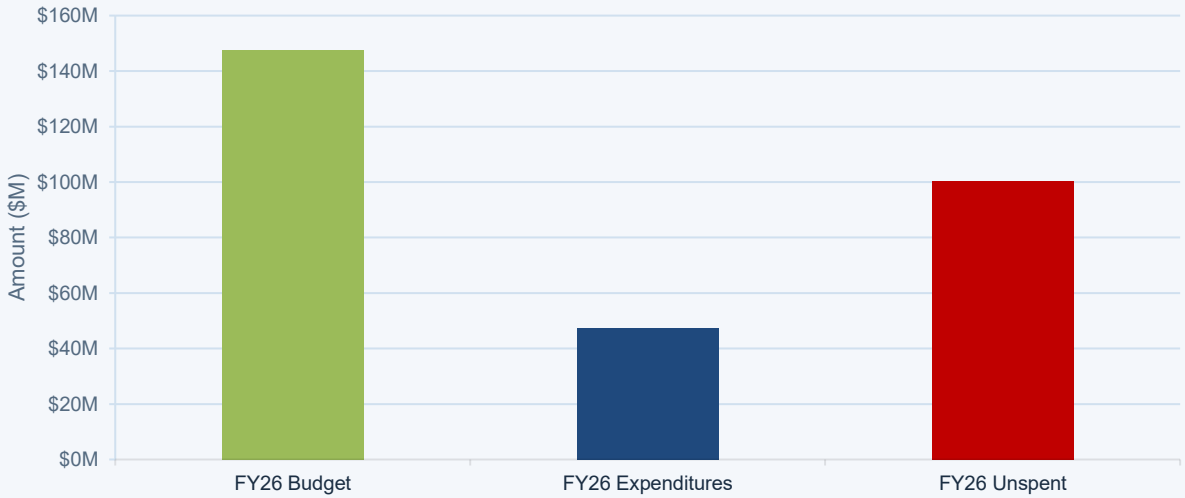
$47.3M
Capital Expenditures
FY26 Through June 30, 2026

$100.3M
Unspent FY26 Budget, carried into FY27

32% of FY26 Budget Spent at Years End

- **70% of the unspent FY26 budget driven by 5 Projects:**
  - Downtown SF Electrification
  - Seaplane Electrification
  - Mission Bay Terminal
  - 400-PAX Vessels
  - Vallejo Reconfiguration

Capital Spend vs. Budget — FY26



Budget Category	FY26 Budget ($Millions)	FY26 Spent ($Millions)	% Expended
Vessel Replacements	$4.3	$4.3	100%
R&M - Vessels	$23.4	$12.5	54%
R&M - Facilities	$12.9	$3.2	25%
REEF - Vessels	$54.3	$22.7	42%
REEF - Terminals	$52.6	$4.4	8%
Total	**$147.6**	**$47.3**	**32%**

Unspent FY26 Capital Budget

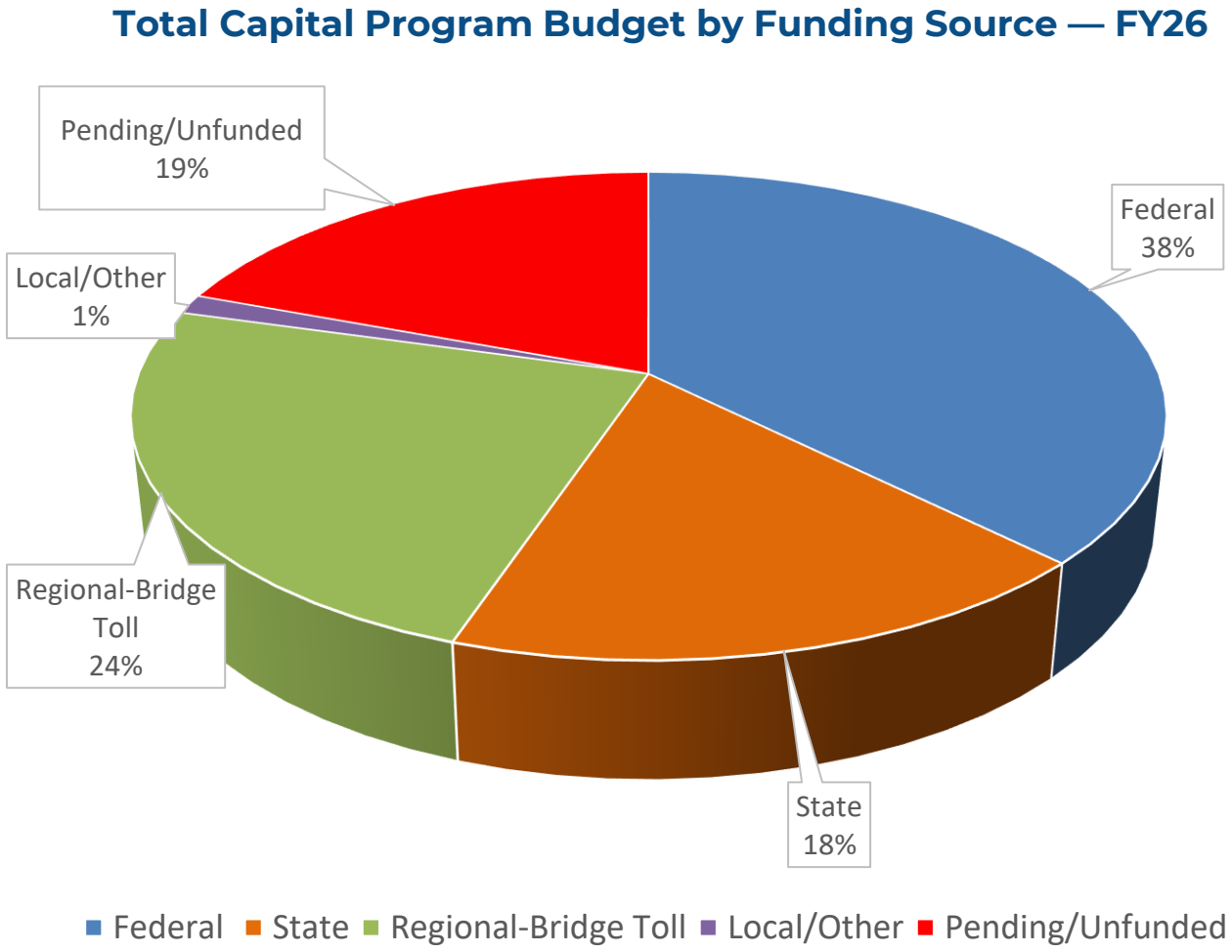
Five projects account for $70.7M — roughly 70% — of the $100.3M in unspent FY26 capital budget. In each case the funds were delayed rather than lost: scope, permitting, funding, and shipyard timing moved the spending into FY27, and the budget carries forward.

Project	Unspent, Rolled to FY27	Why FY26 Funds Were Not Spent	FY27 Path Forward
Downtown SF Electrification	$14.3M	Funding delayed Notice to Proceed on the Universal Charging Float pushed shore-power and berth construction into FY27	Notice to Proceed issued for UCF with Construction commenced in FY27
Seaplane Electrification	$11.5M	Funding delayed Notice to Proceed on the Universal Charging Float pushed shore-power and berth construction into FY27	Notice to Proceed issued for UCF with Construction commenced in FY27
Mission Bay Terminal	$12.4M	Pre-construction work completed; invoices delayed to FY27	Coordinated invoice processing with Port of San Francisco
400-PAX Vessels	$26.0M	A delay in the design verification created shipyard milestone payments to shift later than scheduled, moving progress payments into FY27	Payments track to the revised delivery schedule
Vallejo Reconfiguration	$6.5M	Environmental review and permitting delays required a shift in construction procurement to FY27	Construction procurement initiated in FY27

Capital Program Funding

Capital Program Budget Totals $516M; Secured funding for $416M; Funding Shortfall of $100M Remains

- Federal funding represents the largest share of the total capital program budget (38%)
- Recent changes in federal funding environment has created funding shortfalls that total 19% or $100M
- This funding challenge has resulted in project delays and cancellations, as staff pivot to prioritize critical projects and seek funding alternatives



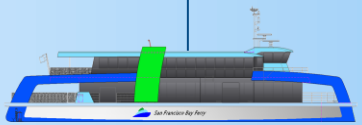
REEF In-Service Timeline

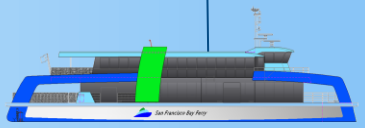
Treasure Island Terminal Complete
May '27

Mission Bay Terminal Complete
Sep '27

Aug '27

150-pax #1
(TI-DTSF Only)

Dec '27

400-pax #1

May '28

400-pax #2

Seaplane Terminal Complete
Jul '28

Nov '28

150-pax #2
(MBFL-DTSF)

DTSF – Gate G Terminal Complete
Oct '29

Risk Register

Federal funding volatility is the highest-rated risk to the program, compounded by the reduction in revenues flowing to California Greenhouse Gas Reduction Fund (GGRF) programs and cost escalation pressures — the Board should be aware that the federal funding environment will shape program scope through FY27.

ID	Risk	Level	Status / Action
R1	Federal Funding — FTA grant restrictions (drove Vessel 3 termination); FY27 appropriations uncertain; Infrastructure Investment and Jobs Act (IIJA) expires Sept 30, 2026	HIGH	Monitoring; exploring grant alternatives; Advocacy for next surface transportation bill underway
R2	Cost Escalation — global supply chain, energy instability, labor escalation create inflationary pressure	HIGH	Cost tracking; contingency management
R3	Tariff Risks – Aluminum tariffs and other tariff uncertainty	HIGH	Cost tracking; contingency management
R4	Schedule — multiple projects in procurement phase simultaneously; Deploying novel, first in class technologies	MEDIUM	Procurement pipeline accelerated; tracking weekly
R5	State Funding — Reduction in GGRF funding for FY26/27	MEDIUM	Advocacy underway for increasing funding to GGRF Tier 3 programs
R6	Regulatory — First of their kind electric vessels and charging floats require approvals from ports, building inspectors, multiple jurisdictions, and the U.S. Coast Guard.	MEDIUM	Ongoing coordination with USCG, permitting and regulatory agencies

Look Ahead

Q1-Q3 FY27: July 2026 – March 2027



Look Ahead — Q1 to Q3 of FY27

The next three quarters of FY27 include three Board actions, five major RFPs, and the 150-PAX Vessel 3 wind-down.

Date	Milestone	Notes
August 2026	**AAM Vessel 3 Wind-Down**	Termination wind-down
September 2026	**Vallejo Terminal Reconfiguration — Issue RFP**	Procurement milestone
September 2026	**Pyxis class and Hydrus class engine overhauls begin**	Construction milestone
September 2026	**Central Bay Phase 1 (CBOMF) — Board Award**	Board action
September 2026	**Harbor Bay and Oakland, Initiate Resource Agency Permitting**	Project Milestone
October 2026	**Pyxis Quarter Life — Issue RFP**	Procurement milestone
November 2026	**Universal Charging Float Keel Laying**	Public event
November 2026	**TI Terminal Construction Contract — Board Award**	Board action
November 2026	**South San Francisco Dredging Complete**	Dredging event
December 2026	**Treasure Island Ferry Terminal — Groundbreaking Event**	Public event
December 2026	**Completion of Pisces and beginning of Taurus mid life**	Construction milestone
December 2026	**Vallejo Terminal Reconfiguration — Board Award**	Board action
January 2027	**Seaplane Electrification Construction Contract – Issue RFP**	Procurement milestone
January 2027	**Mission Bay Float Construction – Issue RFP**	Procurement milestone
February 2026	**Low Emission Diesel Vessel — Release RFP**	Procurement milestone
March 2027	**CARB Regulations — Evaluation & Compliance Plan**	Staff to return with plan

AGENDA ITEM 5b
MEETING: September 25, 2026

MEMORANDUM

TO: **Board Members**

FROM: **Seamus Murphy, Executive Director**
Lauren Gradia, Chief Finance and Administrative Officer

SUBJECT: **Year End Review of FY 2025/26 Financial Statements**

Recommendation

There is no recommendation associated with this informational item.

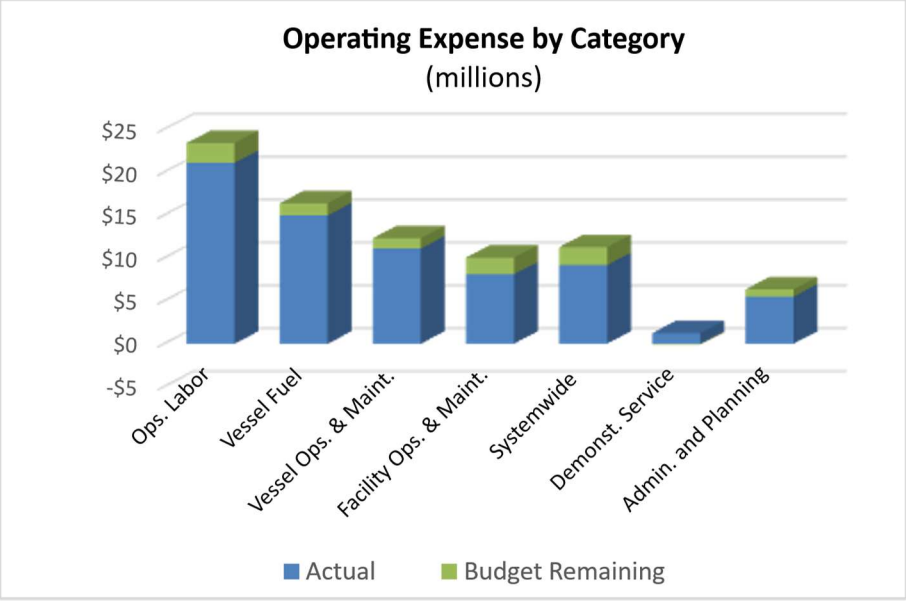
Financial Summary

This report provides a summary and review of financial activity against budget through June 2025, which is the last month of Fiscal Year 2025/26. Detailed financial charts are attached to this report. These amounts reflect unaudited revenues and expenses prior to adjustments that will be made for financial statement purposes as part of our annual audit process. Audited financial statements, which include assets, liabilities and other non-cash adjustments, will be presented by the end of December. Total expenditures were $118.6 million and with contributions of $3.3 million to the Authorities fund balance.

Operating Budget:

The FY2025/26 annual operating expenses of $71.3 million were within the authorized budget and 88% of the budgeted amounts. SF Bay Ferry delivered the budgeted service levels but was under budget by more than 10% in Vessel Operations and Maintenance, Facility Operations and Maintenance, Systemwide Expenses, and Administration (see Operating Expense by Category figure). Demonstration Services are less than 1% of the budget, but annual expenses exceeded the budget by 6%.

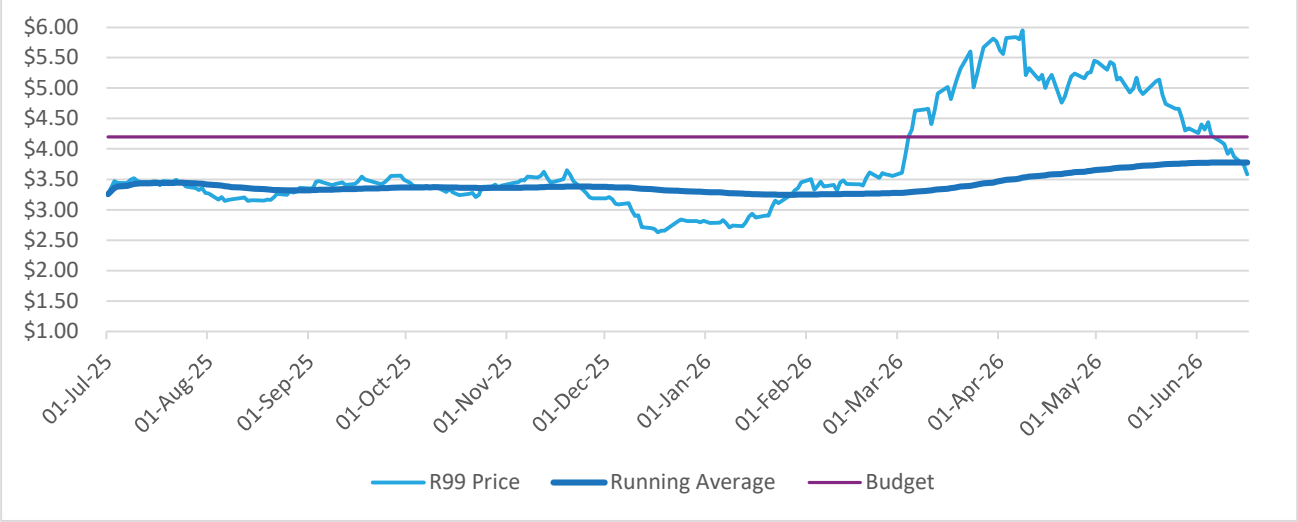
Figure 1: Operating Expense by Category



Operating Budget savings reflect several factors across each expenditure category. In operations labor, active management of overtime and crewing efficiencies generated savings. Additional savings resulted from the labor and benefits rate mix for service crews, which is inherently difficult to project precisely at budget time. In the maintenance category, certain budgeted projects and supply purchases were not completed during the year. Certain positions related to engineering were also vacant for part of the year. Systemwide savings reflected a delayed start to Clipper 2, lower advertising spending, and reduced miscellaneous engineering contract expenses.

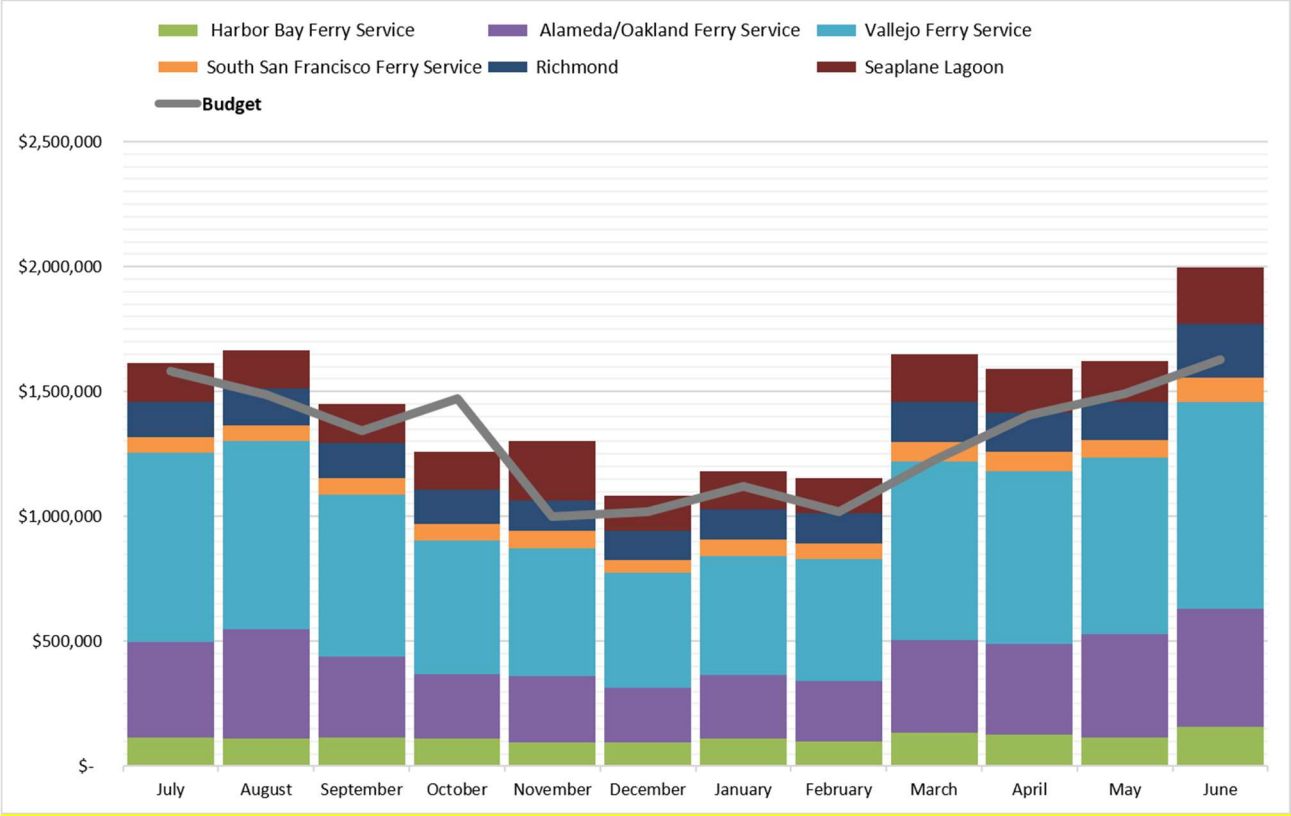
Diesel fuel prices for vessels rose sharply beginning in March amid the Iran war and the resulting disruption of international crude oil supply. Prices have been volatile, reaching a peak of $5.95 per gallon in April before declining towards the end of the year. The Fiscal Year 2025/26 budget authorized and funded fuel at an average price of $4.20/gallon, for a total of $16.4 million. The fiscal year average price was $3.78 per gallon, leaving fuel expenses $1.4 million, or 9%, under budget. Fuel prices remain highly volatile, and SF Bay Ferry has adopted a conservative budget approach for FY 2026/27 to provide additional funding for future fluctuations.

Figure 1: FY2025/26 R99 Effective Fuel Price



Fare revenue was essentially equal to budget through the winter months of the Fiscal Year. Starting in March, fare revenue exceeded the budget due to strong ridership. Annual fares were $17.65 million and exceeded the budget by 12% and $1.86 million. Figure 3 shows the monthly progress against budgeted levels. While all routes exceeded budgeted revenue, both Richmond and Seaplane Lagoon service exceeded budget significantly by 24% and 25% respectively. FY2025/26 farebox recovery ratio (excluding and the cost of the Alameda-Oakland Water Shuttle) was 25%. This is a 1% increase over the prior year farebox recovery ratio and 5% higher than the budgeted 20% farebox recovery.

Figure 3: Passenger Fares by Month and Route



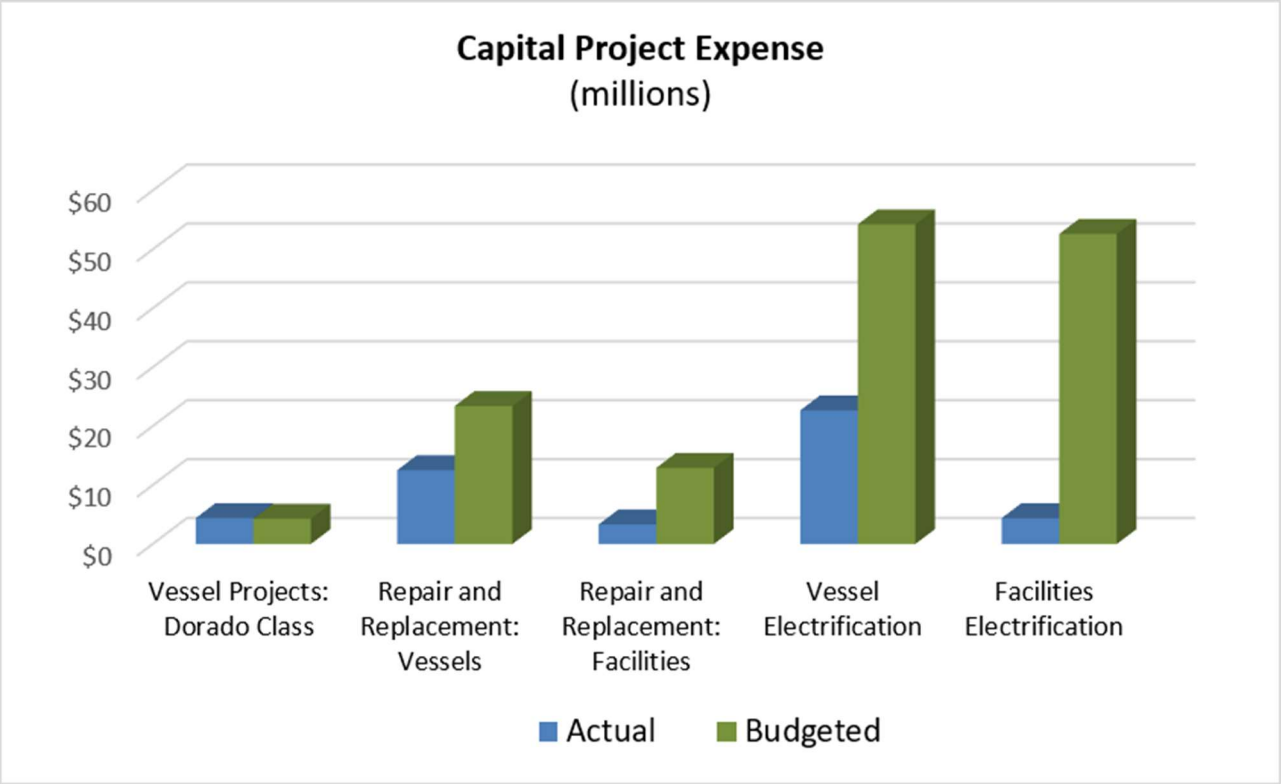
Capital Program Expenditures

FY 2025/26 capital expenditures totaled $47.4 million: $27.0 million for vessel construction, $12.5 million for vessel repairs and preventive maintenance, $3.3 million for facility repairs and dredging, and $4.4 million for terminal electrification. The final two Dorado-class vessels, Karl and Zalophus, entered service, while construction continued on 150-passenger and 400-passenger electric vessels.

Capital expenditures were significantly below the $147.6 million annual budget despite meaningful program progress. Shifting federal funding priorities required staff to realign projects, schedules, and funding sources. The year-end capital report details the five projects accounting for 70% of the variance. Although external challenges explain much of the variance, closer alignment of budgeted and actual expenditures is anticipated as schedules and funding sources a becoming more clear. This alignment will be needed for effective cash-flow management planning given the size of the capital program..

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.

Figure 4: FY 2025/26 Capital Project Expense vs Budget



Investment Report

The total monthly balance held in both the Local Agency Investment Fund (LAIF) and our commercial bank as of June 30, 2026, is $22.6 million as shown below.

	June 2026
Bank of America (Checking)	$ 1,552,052
Bank of America (Measure B/BB)	6,906,311
Local Agency Investment Fund (LAIF)	14,127,880
Total	**$22,586,243**

Fiscal Impact

There is no fiscal impact associated with this informational item.

END

Attachment A – Monthly Financial Reports

San Francisco Bay Ferry (WETA)
Operating & Administration Monthly Budget Report FY 2025/26
Through the Year Ending 6/30/2026

% of Year Elapsed *100%*

	Year - To - Date		Total	
	FY2024-25 Actual	FY2025-26 Actual	FY2025-26 Budget	% Budget
OPERATING REVENUE				
Fare Revenue	$15,094,079	17,645,818	$15,790,355	*112%*
Revenue Transfer to Reserve	*(8,430,602)*	(1,556,408)	-	*0%*
Federal Operating Assistance	48,165	-	-	-
Regional - Bridge Toll	41,759,286	46,599,162	57,064,302	*82%*
State Operating Assistance	11,955,728	3,000,000	3,000,000	*100%*
Local	3,807,450	3,845,380	3,845,380	*100%*
Other Revenue	2,385,488	2,036,841	1,170,130	*174%*
Total Operating Revenue	**$66,619,593**	**$ 71,570,794**	**$80,870,168**	***89%***
OPERATING EXPENSE				
Harbor Bay Ferry Service				
Operations Labor	$1,836,525	1,898,822	$2,092,240	*91%*
Vessel Fuel	897,157	1,048,152	1,146,055	*91%*
Vessel Operations & Maintenance	782,638	1,045,707	1,276,676	*82%*
Facility Operations & Maintenance	683,824	536,100	723,138	*74%*
Systemwide Expense	793,589	801,167	1,005,573	*80%*
Total Harbor Bay	**$4,993,733**	**$ 5,329,947**	**$6,243,682**	***85%***
Farebox Recovery	***23%***	***26%***	***20%***	
Alameda/Oakland Ferry Service				
Operations Labor	$4,389,136	$4,852,545	$5,381,783	*90%*
Vessel Fuel	2,563,729	2,844,983	3,110,721	*91%*
Vessel Operations & Maintenance	1,753,633	2,964,121	2,637,783	*112%*
Facility Operations & Maintenance	1,784,304	1,610,344	1,916,370	*84%*
Systemwide Expense	2,128,362	2,163,700	2,585,846	*84%*
Total Alameda/Oakland	**$ 12,619,164**	**$ 14,435,693**	**$15,632,503**	***92%***
Farebox Recovery	***28%***	***28%***	***24%***	
Vallejo Ferry Service (Vallejo)				
Operations Labor	$5,243,177	$5,907,446	$6,673,614	*89%*
Vessel Fuel	5,640,204	6,288,910	$6,876,330	*91%*
Vessel Operations & Maintenance	2,218,068	3,891,189	$4,280,296	*91%*
Facility Operations & Maintenance	4,690,554	3,055,759	4,031,352	*76%*
Systemwide Expense	2,685,985	2,792,703	3,140,878	*89%*
Total Vallejo	**$ 20,477,987**	**$ 21,936,006**	**$25,002,470**	***88%***
Farebox Recovery	***33%***	***35%***	***28%***	
South San Francisco Ferry Service (SSF)				
Operations Labor	$1,703,004	$1,898,822	$2,060,405	*92%*
Vessel Fuel	640,784	1,497,360	1,637,221	*91%*
Vessel Operations & Maintenance	786,357	685,214	1,127,413	*61%*
Facility Operations & Maintenance	692,074	685,691	792,046	*87%*
Systemwide Expense	606,522	719,190	1,059,093	*68%*
Total South San Francisco	**$ 4,428,742**	**$ 5,486,276**	**$ 6,676,177**	***82%***
Farebox Recovery	***16%***	***16%***	***11%***	

(continued on next page)

San Francisco Bay Ferry (WETA)
Operating & Administration Monthly Budget Report FY 2025/26
Through the Year Ending 6/30/2026

% of Year Elapsed *100%*

	Year - To - Date		Total	
	FY2024-25 Actual	FY2025-26 Actual	FY2025-26 Budget	% Budget
Richmond Ferry Service (Richmond)				
Operations Labor	$3,443,092	$4,008,624	$4,392,511	*91%*
Vessel Fuel	1,794,758	2,096,303	2,292,110	*91%*
Vessel Operations & Maintenance	1,499,640	1,505,379	1,818,521	*83%*
Facility Operations & Maintenance	1,663,440	1,307,121	1,659,169	*79%*
Systemwide Expense	1,505,731	1,570,298	2,011,145	*78%*
Total Richmond	**$ 9,906,662**	**$ 10,487,725**	**$ 12,173,456**	***86%***
Farebox Recovery	***13%***	***17%***	***12%***	
Seaplane Lagoon Ferry Service				
Operations Labor	$2,423,006	$2,531,762	$2,802,985	*90%*
Vessel Fuel	1,282,013	1,197,888	1,309,777	*91%*
Vessel Operations & Maintenance	857,138	1,006,325	1,157,422	*87%*
Facility Operations & Maintenance	882,335	916,520	915,887	*100%*
Systemwide Expense	1,037,807	1,122,273	1,452,494	*77%*
Total Seaplane Lagoon	**$6,482,298**	**$ 6,774,768**	**$ 7,638,565**	***89%***
Farebox Recovery	***25%***	***30%***	***18%***	
Subtotal Operations (Regular Service)	**$ 58,908,586**	**$ 64,450,416**	**$ 73,366,852**	***88%***
Farebox Recovery (exclud. Admin.)	***26%***	***27%***	***22%***	
Hydrogen Demonstration Project (Sea Change)	$1,578,573			
Alameda - Oakland Demonstration Project (Woodstock)	$855,663	1,244,657	**$1,170,130**	*106%*
Subtotal Ferry Operations (All)	**$ 61,342,821**	**$ 65,695,072**	**$ 74,536,982**	***88%***
Planning and Administration				
Wages and Fringe Benefits	$2,993,031	$3,070,830	$3,192,907	*96%*
Professional & Other Services	1,484,113	1,595,694	1,824,950	*87%*
Information Tech., Office, Supplies	169,090	94,924	227,815	*42%*
Utilities/Communications	28,515	22,721	31,204	*73%*
Insurance	24,945	61,416	79,893	*77%*
Dues, Memberships, Misc.	120,467	202,937	233,315	*87%*
Leases and Rentals	251,142	549,650	743,104	*74%*
Subtotal Planning & Administration	**$5,071,304**	**$5,598,172**	**$ 6,333,188**	***88%***
Total Operating Expense	**$ 66,414,125**	**$ 71,293,245**	**$ 80,870,170**	***88%***
Systemwide Farebox Recovery (Regular Service, incl. Admin.)	**24%**	**25%**	**20%**	

San Francisco Bay Ferry (WETA)
FY 2025/26 Capital Revenue and Expense
Through the Month Ending 6/30/2026

	Total Project Revenue/Expense Budget	Prior Years	FY 2025/26 Budget	FY2025/26 Actual	Total Future Year	% of Project Budget
CAPITAL REVENUE						
Federal Funds	$ 193,075,107	$ 37,935,840	$ 72,403,025	$ 29,909,725	82,736,242	*35%*
State Funds	91,811,845	6,539,594	28,723,962	$ 8,644,466	56,548,289	*17%*
Regional - Bridge Toll	124,728,541	10,450,493	44,247,452	$ 7,213,249	70,030,597	*14%*
Local /Other	6,718,698	951,448	1,778,854	$ 3,084,323	3,988,396	*60%*
Pending/Unfunded	99,734,881	-	416,099	-	99,318,782	*0%*
Total Revenue	**$ 516,069,072**	**$ 55,877,374**	**$ 147,569,392**	**$ 48,851,763**	**$ 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	1,457,671	-	*32%*
Engine Overhauls and Improvements	15,833,408	2,531,886	9,893,322	4,275,869	9,025,654	*43%*
Component Improvements/Dry Dock	4,666,500	-	4,666,500	2,725,052	-	*58%*
Repair and Replacement Program: Facilities						
Vallejo Terminal Reconfiguration	16,696,000	666,067	6,910,525	425,475	9,119,408	*7%*
Passenger Floats Rehabilitation - Pier 9	1,362,000	-	1,337,000	22,449	25,000	*2%*
Multiuse Emergency Float	200,000	-	200,000	188,046	-	*94%*
Vallejo Ferry Terminal Dredging	3,030,735	287,795	2,742,940	1,314,410	-	*53%*
North Bay Fuel Farm Upgrades	540,000	-	540,000	-	-	*0%*
Administrative Facility Improvements	1,149,830	51,299	769,500	972,347	329,031	*89%*
South SF Dredging & Dredging Program Work	3,922,000	-	430,000	407,151	3,492,000	*10%*
Electrification Program (REEF)						
Vessels						
New Electric Vessels (Three - 150 PX)	58,407,000	6,592,365	9,858,638	6,890,331	41,955,996	*23%*
New Electric Vessels (Two - 400 PX)	77,351,393	8,632,247	41,086,609	15,101,700	27,632,537	*31%*
Hydrus Conversion to Battery Electric Propulsion	14,085,302	-	3,312,060	694,230	10,773,242	*5%*
Facility Electrification						
Central Bay Terminal	3,106,250	41,895	2,141,750	195,347	922,605	*8%*
Downtown San Francisco	83,930,168	1,713,775	16,350,682	2,073,617	65,865,711	*5%*
Treasure Island	6,798,681	436,145	3,350,000	511,828	3,012,536	*14%*
Main Street	11,887,500	-	255,000	2,507	11,632,500	*0%*
Seaplane Lagoon	36,586,500	369,398	12,072,017	564,157	24,145,085	*3%*
Harbor Bay	36,731,737	525,503	4,999,471	382,132	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	83,194	39,449,868	*0%*
Berkeley Pier/Ferry Project	3,000,000	107,202	179,683	128,572	2,713,115	*8%*
Oakland Ferry Terminal	33,694,294	199,353	489,373	460,249	33,005,568	*2%*
Total Expense	**$ 516,069,072**	**$ 55,877,374**	**$ 147,569,392**	**$ 47,368,788**	**$ 318,239,759**	**32%**

MALIA M. COHEN

California State Controller

LOCAL AGENCY INVESTMENT FUND
REMITTANCE ADVICE

Agency Name	SAN FRANCISCO BAY AREA WATER
Account Number	[redacted]

As of 7/15/2026, your Local Agency Investment Fund account has been directly credited with the interest earned on your deposits for the quarter ending 6/30/2026.

Earnings Ratio		0.00010743238142967
Interest Rate		3.92%
Dollar Day Total	$	941,910,537.71
Quarter End Principal Balance	$	14,127,880.33
Quarterly Interest Earned	$	101,191.69

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 – September 2026**

This report covers the following topics:

- Introduction to new DC staffers
- FY27 Federal Appropriations Process
- Surface Transportation Reauthorization, BUILD America 250 Act
- Public Ferry Coalition (PFC) Outreach
- FTA Grant Announcements

Introduction to new DC staffers

Representatives John Garamendi (D-CA) and Emily Randall (D-WA) have new DC transportation policy advisors SF Bay Ferry will be working closely with. Over the last month we had virtual meetings with both staffers (individually) to brief them on SF Bay Ferry and the Public Ferry Coalition priorities. Reps Garamendi and Randall are close allies as chairs of the Public Ferry Caucus and play a key role in our efforts to ensure robust funding for public ferry systems in the next surface transportation bill

Update on FY27 Federal Appropriations Process

Before leaving town for August recess, the Senate passed a Continuing Resolution (CR) to avert a September 30 shutdown. The bill will keep the government funded through December 11. The House returned following August recess to take up and pass this continuing resolution, which President Trump signed into law. This means Congress will have to find a way to complete work on the FY27 appropriations process after the election.

In the meantime, the House has passed all 12 FY27 appropriations bills out of the Appropriations Committee and has passed 3 on the House floor. The Senate has yet to mark up any appropriations bills. The Senate returns to town for only three weeks between now and midterm elections and will have a lot of work to get done.

We worked with SF Bay Ferry staff to submit funding requests to Rep. Simon and Senators Padilla and 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 storge

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 without additional appropriations. 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

Included in the Senate appropriations continuing resolution is a short-term extension of surface transportation authorities, moving the deadline to December 11. Just like with appropriations, Congressional leaders will have to try to find a way to pass a new surface transportation bill after the election, or (more likely) extend current law again and leave it to the new Congress to deal with the issue in 2027.

In May, the House Transportation and Infrastructure (T&I) Committee passed the BUILD America 250 Act, which is the surface transportation authorization bill. The Senate has not released a bill or agreed to a top line number for the legislation.

PFC Outreach

On behalf of SF Bay Ferry and the Public Ferry Coalition, Accelerate Strategies met with the Office of Governor Maura Healey (D-MA) to discuss Surface Transportation Reauthorization. Senator Elizabeth Warren (D-MA) is the Ranking Member of the Senate Banking Committee and will play a large role in surface transportation as her committee has jurisdiction over the Federal Transit Administration (FTA). The PFC has three members from Massachusetts who we are working with on targeted advocacy.

We also met with the USA Shipbuilding Coalition to discuss Surface Transportation Reauthorization. The USA Shipbuilding Coalition, formed earlier this year, is a coalition of labor and industry partners who joined together to focus on American shipbuilding revitalization. We are exploring opportunities to partner with the coalition.

FTA Grant Announcements

In August, the Federal Transit Administration (FTA) announced Fiscal Year 2026 project

selections. Unfortunately, SF Bay Ferry's project was not selected. Roughly 60 percent of all public ferry funding went to Alaska, which limited funding available for other strong projects like the one SF Bay Ferry submitted. Of note, Alaska's congressional delegation is entirely Republican, with one of its Senators facing an extremely competitive election.

Following the announcement, we contacted FTA for a submission debrief. FTA shared that the application was "Highly Recommended" and there was "not room for significant improvement". The FTA follow-up provides additional ammunition for our argument on the Hill that FTA Ferry programs are oversubscribed and historically underfunded. This will continue to be a key point ahead of Surface Transportation Reauthorization.

Shaw
Yoder
Antwih
Schmelzer
& Lange

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

September 15, 2026

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

FROM: Matt Robinson, Partner
Michael Pimentel, Partner

RE: STATE LEGISLATIVE UPDATE – September 2026

General Update

The Legislature entered "final recess" for the second year of the two-year 2025-26 Legislative Session on September 1, 2026, after sending nearly 1,000 bills to Governor Newsom for his consideration in the final two weeks of session. The Governor will have until September 30 to sign or veto these bills.

Signed bills will go into effect on January 1, 2027, unless they contain an "urgency clause," which means the measure takes effect immediately upon signature by the Governor.

The General Election will occur on November 3, 2026. The Legislature will see automatic turnover in the upcoming 2027-28 Legislative Session, as legislators term out, seek higher office, or elect to not pursue another term. There are nine Senate and 13 Assembly seats that are considered "open" heading into November.

The Legislature will convene the 2027-28 Legislative Session on December 7, 2026 for the swearing-in of members and will then enter recess until early January. For information about key legislative and budget deadlines, please see the 2026 Legislative Calendar here.

Update on Final Budget Action on Greenhouse Gas Reduction Fund

On August 29, the Legislature and Governor reached an agreement on a GGRF spending plan for Fiscal Year 2026-27, reflected in AB 113 (Gabriel). As it relates to transportation and housing, the agreement:

- Fully honors the $230 million FY 2026-27 SB 125 commitment for the Zero-Emission Transit Capital Program;
- $48 million for LCTOP (slight increase from $38 million in the latest July projection);
- $95 million for TIRCP (slight increase from $76 million in the latest July projection);
- $133 million for Affordable Housing (slight increase from $107 in the latest July projection);

- $107 million for Sustainable Communities (includes $50 million one-time for agricultural land preservation).

In addition, a companion GGRF trailer bill directs interest earned on GGRF to the GGRF expenditure plan, beginning in FY 2027-28. This will have the effect of directing approximately $500 million annually to the GGRF in the near-term, which will help bolster funding for the Tier 3 programs.

As a reminder, this tier system was implemented as a result of negotiations last year, which reauthorized the Cap-and-Trade program (now Cap-and-Invest) and recast the expenditure plan. Specifically, SB 840 substantially modified appropriations from GGRF and effectively established "priority tiers" for the GGRF appropriations. Off the top, the legislation appropriates GGRF revenue for a variety of backfills and administrative expenses – "Tier 1." The legislation then appropriates $1 billion in GGRF revenue for high-speed rail and $1 billion in GGRF revenue for the Legislature's discretionary priorities – "Tier 2." Then, the legislation appropriates nearly $2 billion for the historic continuous appropriations, including AH/SCP and transit programs – "Tier 3."

Statutorily Required GGRF Appropriations Pursuant to SB 840		
Program	**Department**	**Annual Amounts**
Tier 1: Starting in 2026-27, auction revenues will be allocated first to the following programs:		
Manufacturing tax exemption	N/A	• Roughly $160 million
State operations	Various	• Roughly $120 million
State Responsibility Area fee backfill	CalFire	• Roughly $90 million
Legislative Counsel Climate Bureau	Legislative Counsel	• $3 million
Tier 2: Then second to the following programs:		
High-speed rail project	HSRA	• $1 billion
Unspecified programs subject to appropriation	Various	• $1 billion
Tier 3: Then third, if funding is available, to the following programs:		
Affordable Housing and Sustainable Communities Program	SGC	• $800 million
TIRCP	CalSTA	• $400 million
Community Air Protection Program—AB 617	CARB	• $250 million
Low Carbon Transit Operations Program	Caltrans	• $200 million
Wildfire and forest resilience—SB 901	CalFire	• $200 million
Safe and Affordable Drinking Water Program	SWRCB	• $130 million
Tier 4: Then fourth, remaining funding is subject to legislative appropriation for discretionary purposes.		

As reflected in the chart below, the Budget Bill Jr. assumes and/or provides the following appropriations for the following Tier 3 priority programs.

(In millions)	**SB 840 Statutorily Established Tiers**	**Tier 3 FY 26-27 June Budget Projections**	**Tier 3 FY 26-27 August Budget Projections**	**SB / AB 113 GGRF Augmentation**	**Total:**
SB 125 - Zero Emission Transit Capital Program (ZETCP)	*N/A*	*N/A*	*N/A*	$230	$230
Low Carbon Transit Operations Program (LCTOP)	*$200*	$38	$48		$48
Transit and Intercity Rail Capital Program (TIRCP)	*$400*	$76	$95		$95
AHSCP - Sustainable Communities	*$240*	$46	$57	$50 (Earmarked for SALC)	$107
AHSCP - Affordable Housing	*$560*	$107	$133		$133

The higher baseline GGRF funding relative to the FY 2026-27 budget reflects stronger than expected revenue generation at the most recent quarterly auction of the Cap-and-Invest program, which took place in late August.

Importantly, the GGRF funding projection for the Transit and Intercity Rail Capital Program for FY 2026-27 is augmented by additional funding from the state's Transportation Improvement Fee. The Governor's May Revise projects TIF revenues for FY 2026-27 at $328.25 million. This means that the total funding projection for TIRCP for FY 2026-27 is $423.25 million.

Bills with Positions

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 the maintenance of transit service, and eliminate redundant GHG demonstration requirements for continuing projects. ***This bill is on the Governor's desk.***

SB 1408 (Arreguin) Contra Costa Transportation Authority: Transaction and Use Tax – SUPPORT This bill would authorize, until January 1, 2045, the Contra Costa Transportation Authority (CCTA) to impose or extend a transaction and use tax, as specified, for the support of countywide transportation programs at up to 1% event if it exceeds the tax cap in the county of 2%. ***This bill is on the Governor's desk.***

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 improve the process for permitting for coastal resilience and sea level rise adaptation projects. ***This bill is on the Governor's desk.***

Bills of Interest
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. **This bill was signed by Governor Newsom.**

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. ***This bill is on the Governor's desk.***

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 or withholding an approval or review of a transit project on the impacts of the additional height or density required by SB 79, or (3) Withholding or withdrawing support of an application for funding of a transit project on the basis of the additional height or density required by SB 79. ***This bill is on the Governor's desk.***

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. ***This bill is on the Governor's desk.***

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. ***This bill is on the Governor's desk.***

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

AGENDA ITEM 5e
MEETING: September 25, 2026

MEMORANDUM

TO: **Board Members**

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

SUBJECT: **Ridership Report – September 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.

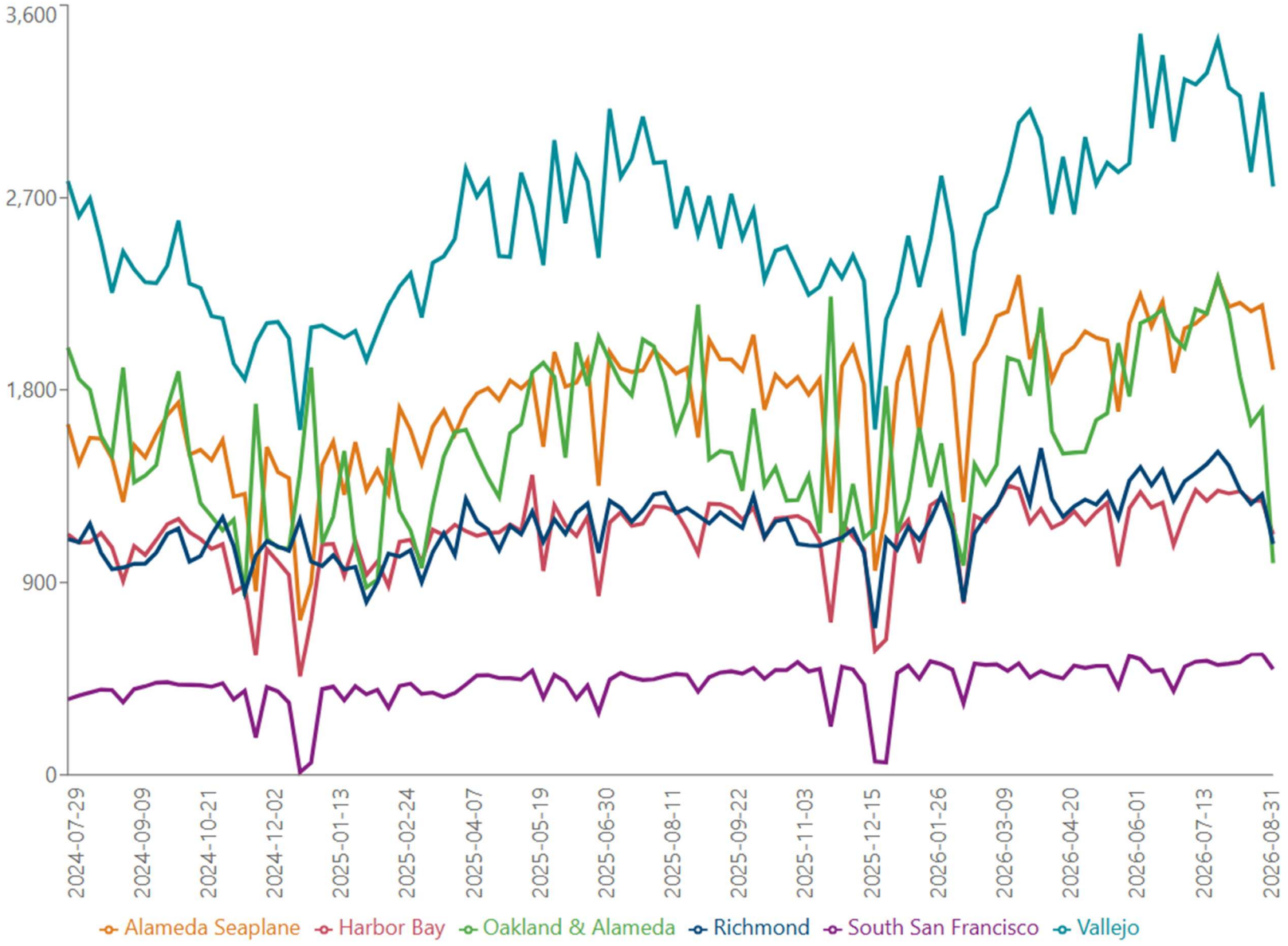
Discussion

This report includes ridership data, graphs, and tables for August 2026. SF Bay Ferry had about 319,000 boardings in August. Compared to pre-pandemic, ridership was 96% of August 2019 levels. August 2026 was first month that SF Bay Ferry ridership has not exceeded 2019 levels since November 2025, in large part due to the gap in service for the Oakland Alameda Water Shuttle. Year-over-year ridership was up about 2% from August 2025. Weekend ridership continues to perform well over 2019, and weekday commute ridership continues to steadily grow. The combination of baseball winding down and some uncharacteristic summer weather in August depressed ridership a bit. SF Bay Ferry continues to outperform other regional transit operators with BART registering 55% of July 2019 ridership and Caltrain posting 77% of August 2019 ridership.

Appendix A. Ridership Data Summary

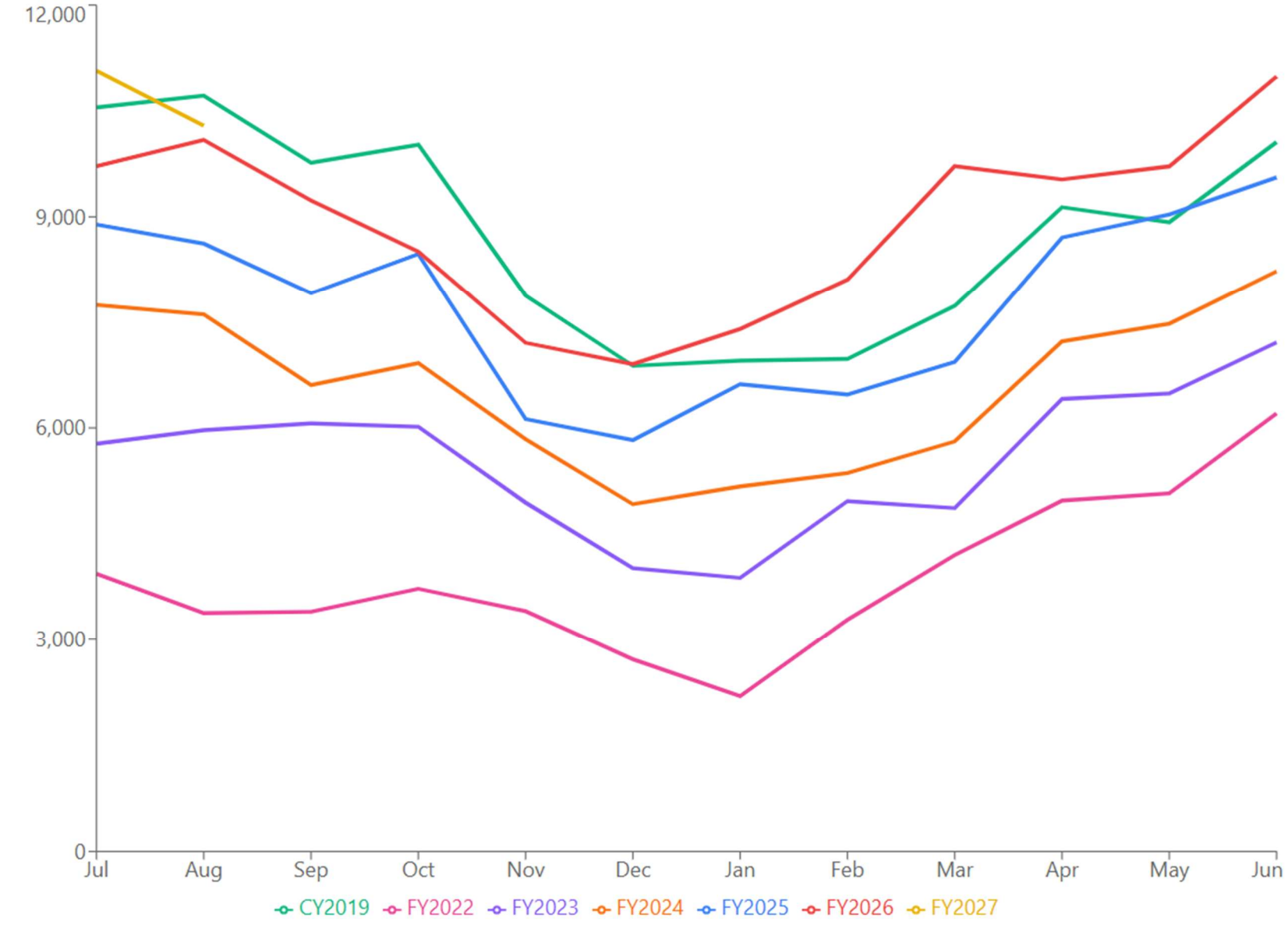
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Weekday Average Ridership



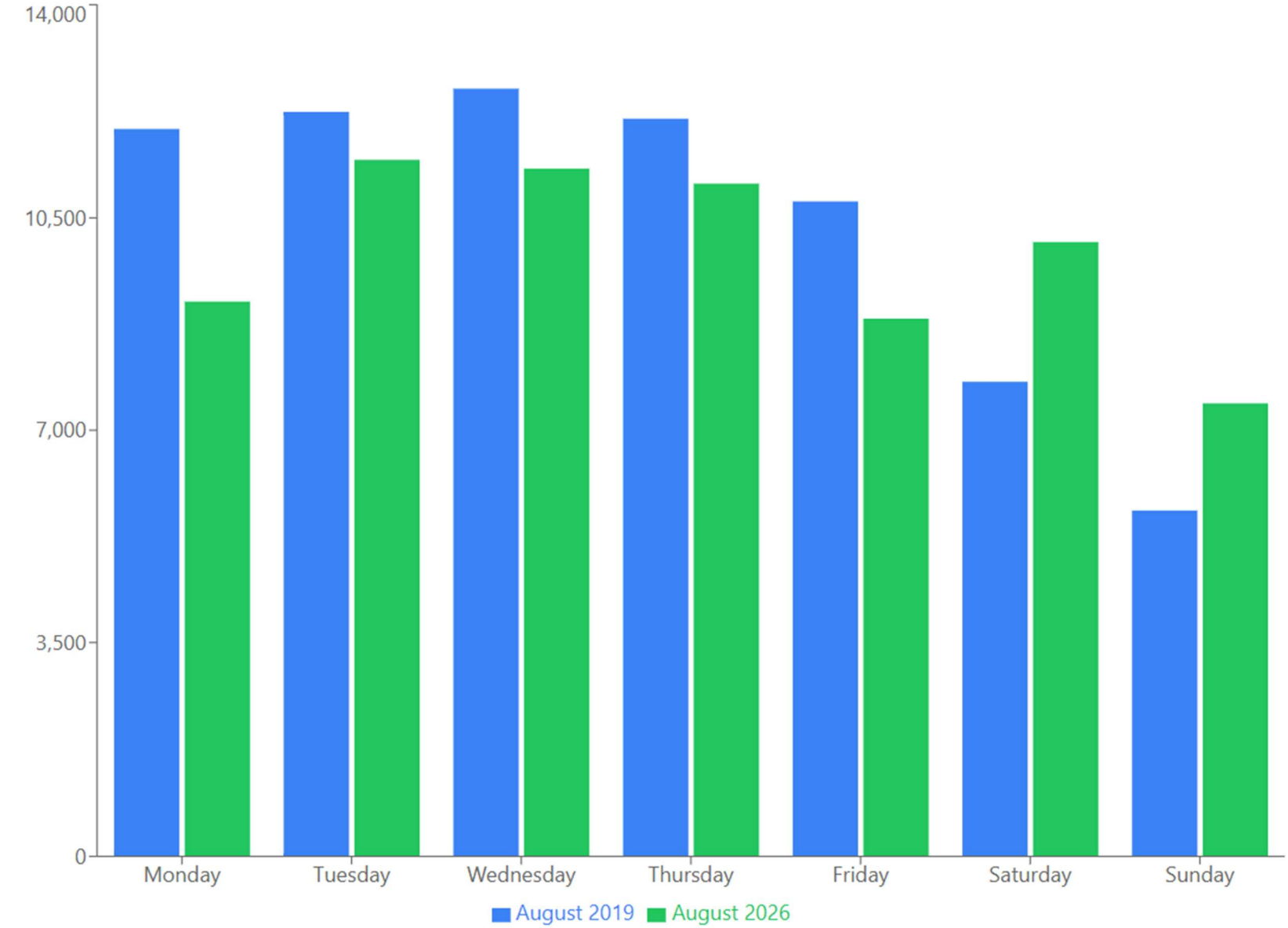
Ridership from other routes and event ridership is excluded.

Average Daily Ridership By Month

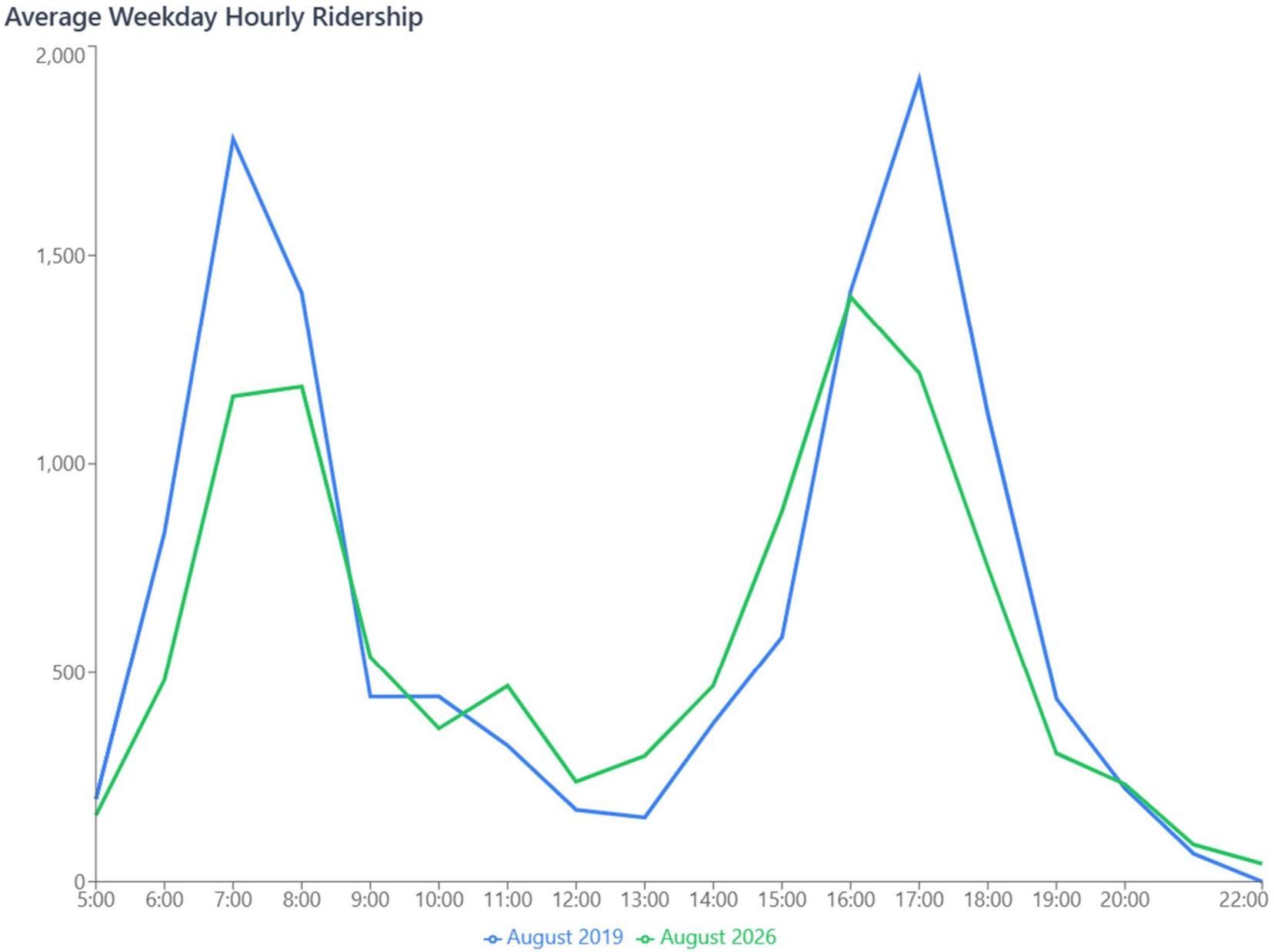


Event ridership is included.

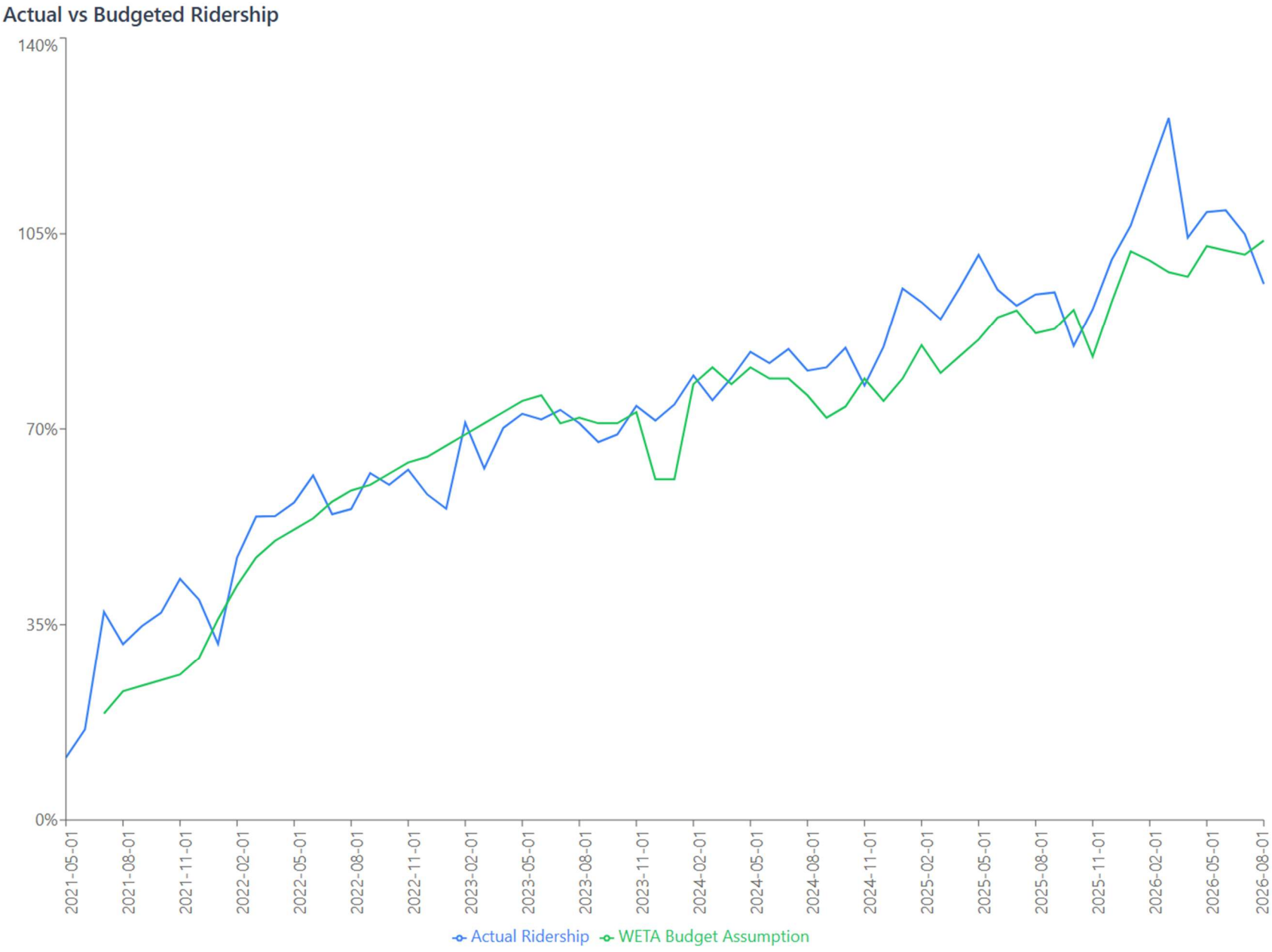
Average Ridership by Day of Week Systemwide



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

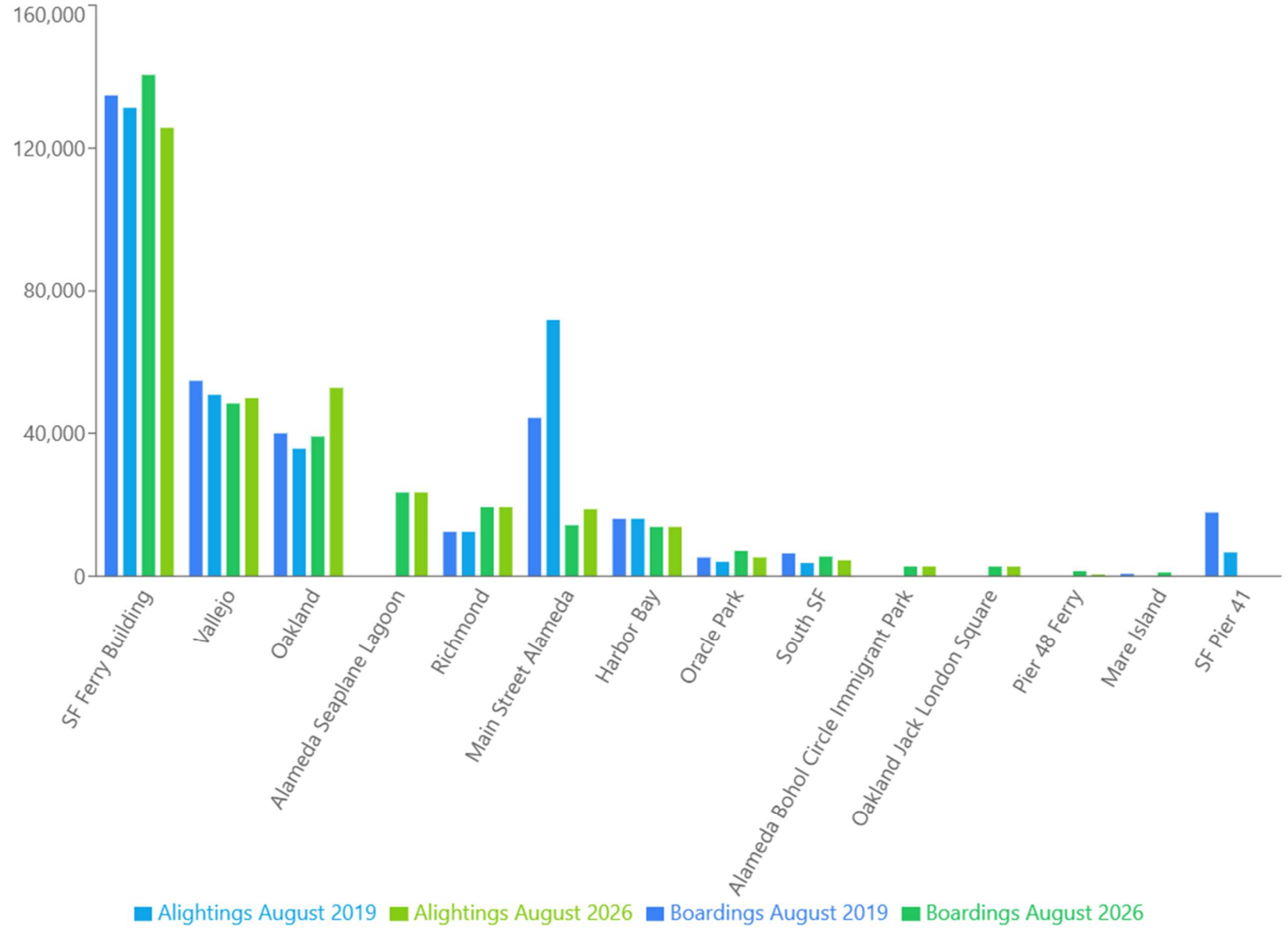


Event ridership is excluded. Scheduled trip segment start time is used.



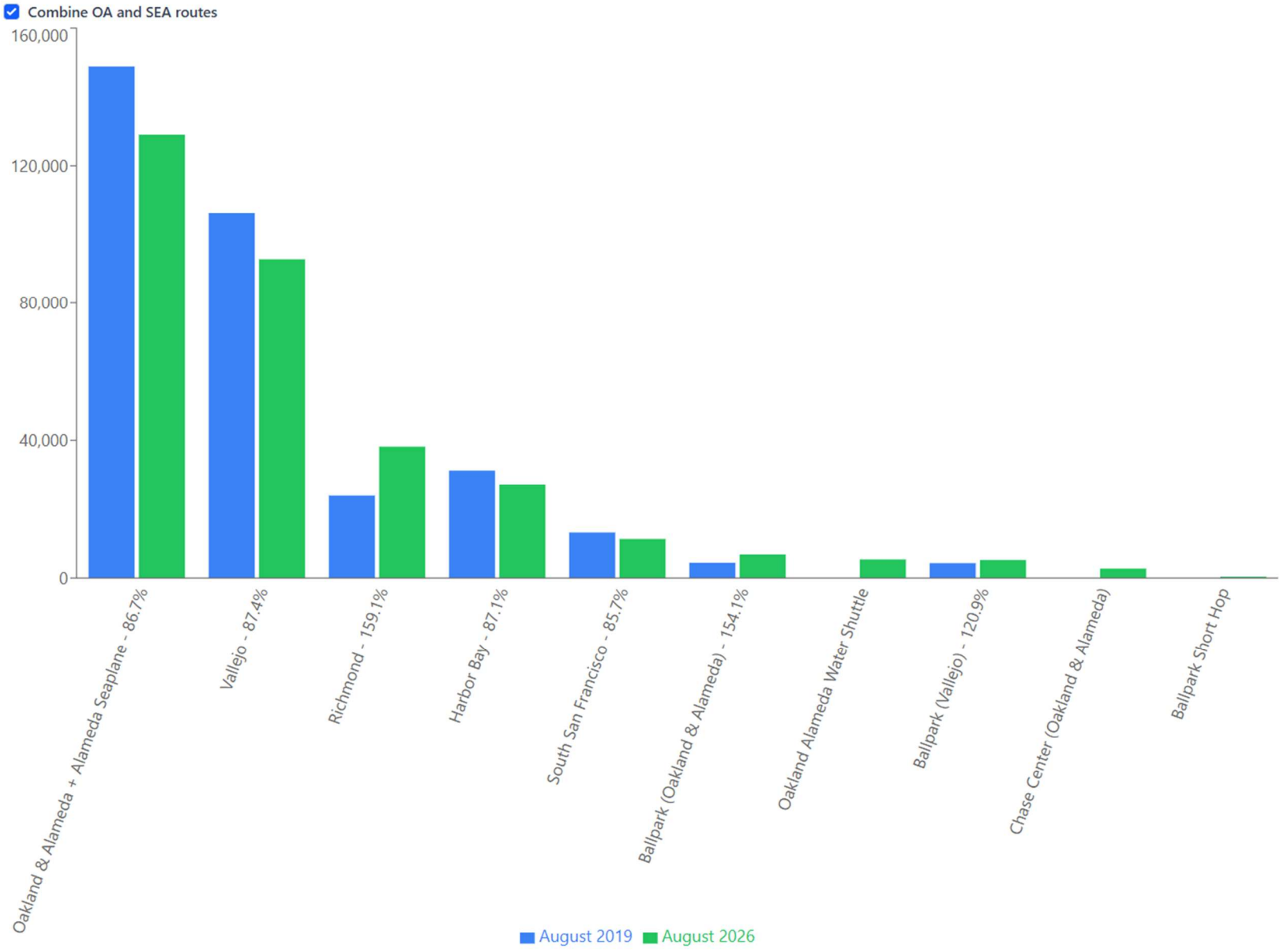
Event ridership is included.

Boardings and Alightings by Terminal Systemwide



Event ridership is included.

Ridership Recovery by Route



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 August 2026	83,371	38,155	27,154	11,329	45,667	92,834	298,510	319,037
Total Actual Ridership July 2026	86,572	40,530	28,578	11,302	48,729	98,580	314,291	343,158
Percent Change	-3.7%	-5.9%	-5%	0.2%	-6.3%	-5.8%	-5%	-7%
Total Actual Ridership August 2026	83,371	38,155	27,154	11,329	45,667	92,834	298,510	319,037
Total Actual Ridership August 2025	83,329	36,347	25,290	9,439	39,725	84,696	278,826	312,744
Percent Change	0.1%	5%	7.4%	20%	15%	9.6%	7.1%	2%
Total Actual Ridership FY2027 to date†	169,943	78,685	55,732	22,631	94,396	191,414	612,801	662,195
Total Actual Ridership FY2026 to date†	159,831	71,101	51,354	19,346	81,929	170,072	553,633	614,036
Percent Change	6.3%	10.7%	8.5%	17%	15.2%	12.5%	10.7%	7.8%
Average Weekday Ridership August 2026	1,801	1,327	1,293	539	2,175	3,084	10,219	10,715
Weekdays Operated in August 2026	21	21	21	21	21	21	21	21
Average Weekend Ridership August 2026	4,555	1,029				2,806	8,390	9,402
Weekend Days Operated in August 2026	10	10	0	0	0	10	10	10
Ridership Per Hour August 2026	110	67	97	55	101	93	91	92
Ridership Per Mile August 2026‡	11.6	5.4	7.5	5.4	11.1	4.5	6.7	7
Actual Revenue Hours August 2026	756	570	281	207	450	1,002	3,264	3,480
Actual Revenue Hours FY To Date†	1,516	1,160	587	438	940	2,016	6,659	
Actual Revenue Miles August 2026‡	7,172.6	7,038.4	3,612	2,102.1	4,116	20,830.3	44,871.4	45,898
Actual Revenue Miles FY To Date†‡	14,496.4	14,267.6	7,568	4,404.4	8,618.4	42,113.4	91,468.2	
% of planned trip segments August 2026	99.9%	99.8%	99.8%	100%	100%	99.8%	99.9%	83.2%
% of trip segments on time August 2026*	99.2%	99.7%	98.1%	99.5%	99.6%	98.6%	99.1%	99.1%

†Total ridership, miles and hours for FY to date can include ridership from routes which were not operated this month.
‡Statute miles.
*On time is less than 10 min of delay in arriving.

Operational Statistics - Non-Core Services

	Oakland Alameda Water Shuttle	Ballpark (Oakland & Alameda)	Chase Center (Oakland & Alameda)	Ballpark (Vallejo)	Ballpark Short Hop	Total Non-Core Services	Total Core and Non-Core Services
Total Actual Ridership August 2026	5,390	6,827	2,718	5,216	376	20,527	319,037
Total Actual Ridership July 2026	17,261	5,709	1,091	4,806	0	28,867	343,158
Percent Change	-68.8%					-28.9%	-7%
Total Actual Ridership August 2026	5,390	6,827	2,718	5,216	376	20,527	319,037
Total Actual Ridership August 2025	15,528	7,767	4,296	6,327	0	33,918	312,744
Percent Change	-65.3%					-39.5%	2%
Total Actual Ridership FY2027 to date†	22,651	12,536	3,809	10,022	376	49,394	662,195
Total Actual Ridership FY2026 to date†	28,937	14,000	5,277	11,722	0	60,403	614,036
Percent Change	-21.7%					-18.2%	7.8%
Average Weekday Ridership August 2026	99	469	545	243		1,356	10,715
Weekdays Operated in August 2026	16	9	4	10	0	19	21
Average Weekend Ridership August 2026	381	521	539	558	376	2,375	9,402
Weekend Days Operated in August 2026	10	5	1	5	1	10	10
Ridership Per Hour August 2026	49	169	208	103	167	95	92
Ridership Per Mile August 2026‡	45	38.9	38.6	8	78.3	20	7
Actual Revenue Hours August 2026	109	40	13	50	2	215	3,480
Actual Revenue Hours FY To Date†	471	75	20	93	2	662	
Actual Revenue Miles August 2026‡	119.8	175.6	70.5	655.6	4.8	1,026.3	45,898
Actual Revenue Miles FY To Date†‡	505.5	318.6	98.7	1,221.8	4.8	2,149.4	
% of planned trip segments August 2026	31.6%	100%	100%	100%	100%	35.8%	83.2%
% of trip segments on time August 2026*							99.1%

†Total ridership, miles and hours for FY to date can include ridership from routes which were not operated this month.
‡Statute miles.
*On time is less than 10 min of delay in arriving.

Max Out Trip Segments

Max Out means occupancy >= 99%

Top 10 Weekday Max Out Trip Segments

Origin - Destination	Departure Time	Average Daily Boardings	Trip Segment Count	Max Out %	Mon Max Out Occupancy %	Tue Max Out %	Wed Max Out %	Thu Max Out %	Fri Max Out %

No Weekday Max Out Trip Segments

Excludes OAS trip segments

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

Top 10 Weekend Max Out Trip Segments

Origin - Destination	Departure Time	Average Daily Boardings	Trip Segment Count	Max Out %	Sat Max Out %	Sun Max Out %
SF → VJO	17:00:00	255	10	30%	40%	20%
VJO → SF	10:20:00	284	10	10%	20%	0%
SF → MSA	16:30:00	291	10	10%	20%	0%
RCH → SF	12:25:00	178	10	10%	20%	0%
SF → VJO	18:30:00	321	10	20%	40%	0%
VJO → SF	12:40:00	199	10	10%	20%	0%
RCH → SF	10:20:00	169	10	10%	20%	0%
SF → MSA	22:15:00	128	10	20%	40%	0%
VJO → SF	11:35:00	290	10	10%	20%	0%

Excludes OAS trip segments

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

Near Full Trip Segments

Near Full means occupancy >= 80%

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
P48 → MSA	21:30:00	286	4	75%	100%	0%	100%		
GIA → MSA	21:45:00	246	8	62.5%	50%	0%		100%	100%
SF → VJO	17:20:00	265	21	23.8%	40%	75%	0%	0%	0%
SF → SEA	17:30:00	224	21	19%	0%	50%	50%	0%	0%
SF → VJO	16:35:00	295	21	14.3%	0%	25%	50%	0%	0%
SF → SEA	16:30:00	224	21	9.5%	0%	25%	0%	25%	0%
SF → VJO	15:40:00	253	21	9.5%	0%	25%	25%	0%	0%
SF → RCH	17:25:00	145	21	4.8%	0%	25%	0%	0%	0%

Excludes OAS trip segments

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

Top 10 Weekend Near Full Trip Segments

Origin - Destination	Departure Time	Average Daily Boardings	Trip Segment Count	Near Full	Sat Near Full	Sun Near Full
SF → VJO	17:00:00	255	10	50%	60%	40%
SF → MSA	19:10:00	305	10	50%	80%	20%
VJO → SF	10:20:00	284	10	50%	80%	20%
SF → MSA	16:30:00	291	10	40%	60%	20%
VJO → SF	09:15:00	303	10	40%	80%	0%
RCH → SF	12:25:00	178	10	40%	60%	20%
SF → VJO	18:30:00	321	10	30%	60%	0%
SF → MSA	17:50:00	283	10	30%	60%	0%
VJO → SF	12:40:00	199	10	30%	60%	0%
RCH → SF	10:20:00	169	10	30%	60%	0%

8 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%.

AGENDA ITEM 5f
MEETING: September 25, 2026

MEMORANDUM

TO: **Board Members**

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

SUBJECT: **Service Reliability Report – June, July, and August 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 traditionally only covers only regular SF Bay Ferry service. However, in this report, recent reliability issues on the Oakland Alameda Water Shuttle (OAWS) are discussed.

Discussion
Through eight months of 2026, SF Bay Ferry is performing at a service reliability of **99.9%** and an on-time performance of **97.0%**. Both metrics currently exceed agency goals for 2026.

Data for June, July, and August 2026:

- **Service Reliability:** 99.89% (13 cancelled trips and 13,085 completed)
  - All routes exceeded the systemwide goal of 98% in each of the three months
  - Through the first eight months of 2026, SF Bay Ferry completed 33,824 trips and cancelled only 33 (0.01% of scheduled trips)
- **On-Time Performance:** 97.1%
  - OTP remains above agency goal thresholds overall
  - All six routes exceeded the 95% goal in each month
- **Max-Outs:** 105 trips (20 in June, 49 in July, 36 in August)

Pilot and special event services are normally outside the scope of this report. However, the 3-week suspension of OAWS service in August represented a significant reliability issue for those passengers who have come to rely on the pilot route. Two separate engine failures on MV Woodstock in early August required the procurement of new outboard engines, which were delayed in arriving from the East Coast. After successful installation of the replacement engines, a minor crack on a platform above the water line was discovered, requiring additional repair time before eventual service resumption on August 26. In total, 18 days of service were missed on the route, representing the longest outage for the pilot service since its launch in 2024.

No other SF Bay Ferry vessel can operate the OAWS service due to dock size and the route profile. Agency staff worked closely with counterparts at the City of Alameda and the Alameda Transportation Management Association (ATMA) to keep the public updated on the status of service and transit alternatives for crossing the Estuary. Staff committed to a corrective action plan and updated vessel maintenance plan to reduce opportunities for further long-term suspensions. Staff is also working with the City and ATMA on long-range planning to help make the service more resilience given its nature. Ridership on OAWS has fully rebounded since resumption of service.

Per usual, the below charts do not reflect pilot service including OAWS.

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	100.0%	100.0%	100.0%	99.5%	100.0%	100.0%	99.9%
July	99.9%	100.0%	100.0%	99.3%	99.6%	100.0%	99.8%
August	100.0%	100.0%	99.9%	99.8%	100.0%	99.7%	99.9%
September							
October							
November							
December							
Year to Date	100.0%	99.8%	100.0%	99.7%	99.9%	99.9%	99.9%

Chart B: On-Time Performance by Route, 2026

On-Time Performance							
	Alameda Seaplane	Harbor Bay	Oakland & Alameda	Richmond	South San Francisco	Vallejo	Total
January	99.7%	98.1%	98.2%	98.1%	99.2%	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	98.2%	99.3%	96.2%	99.2%	95.9%	95.5%	97.2%
July	98.4%	96.1%	96.5%	99.4%	95.2%	95.0%	96.9%
August	98.8%	97.4%	96.4%	99.1%	95.7%	96.4%	97.3%
September							
October							
November							
December							
Year to Date	98.8%	98.7%	95.7%	98.9%	96.9%	95.1%	97.0%

*** END ***

AGENDA ITEM 6a
MEETING: September 25, 2026

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

[July 9, 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 1:04 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 reported that SF Bay Ferry had recently achieved record-breaking ridership during Pride Week and the Independence Day holiday period and noted that he had communicated this progress to Governor Newsom. Chair Wunderman remarked that the strong ridership reflected the quality of service and the dedication of agency staff.

4. REPORTS OF DIRECTORS

Vice Chair Moyer acknowledged the agency's recent ridership achievements and offered a tribute to Scott Hagerty, a Bay Area transportation advocate who had recently passed away, recognizing his contributions to regional transportation improvements.

Director Foust, Director Dew, and Director Henneberry each commended the agency's staff and crews for the recent ridership milestones, and noted favorable media coverage, including a segment on KQED. Director Henneberry also recognized SF Bay Ferry's participation in the Alameda Independence Day parade.

5. REPORTS OF STAFF

Executive Director Murphy thanked agency staff, specifically Mr. Tom Hall and Ms. Lexi Matsui, for coordinating the agency's Independence Day parade participation and for their work in communicating the agency's ridership achievements to media outlets.

State Legislative Advocate Mr. Matt Robinson provided an update on two matters of significance to the agency.

Greenhouse Gas Reduction Fund (GGRF): Mr. Robinson reported that the California Air Resources Board had released revised cap-and-invest regulations that are projected to reduce GGRF

revenues by approximately $1.5 to $2 billion annually. This reduction is expected to eliminate, at least through 2031, funding for Tier 3 programs including the TIRCP and the LCTOP, both of which provide capital and operating support to SF Bay Ferry. Coalitions of transit agencies, labor organizations, and advocacy groups have been formed to push back on the regulatory changes and to press for a revised expenditure plan before the end of the legislative session. He encouraged outreach to state delegation members and commended agency staff for their contributions to the statewide advocacy effort.

Local Taxpayer Protection Act: Mr. Robinson reported that Assembly Constitutional Amendment 22 (ACA 22) was introduced as a legislative compromise to remove the Taxpayer Protection Act ballot initiative. If approved by voters in November 2026, ACA 22 would require a two-thirds supermajority for all special taxes beginning January 1, 2027. Mr. Robinson advised that measures appearing on the November 2026 ballot would not be affected by this change, including any Bay Area citizens' initiative measures currently in qualification. He indicated that the near-term regional funding outlook was therefore not expected to be disrupted by this measure.

Chair Wunderman commented on the broader need for more sustainable and prioritized state transportation funding, and suggested the agency continue with a more active role in shaping that policy environment.

Transportation Planner Mr. Gabriel Chan presented the ridership report for June 2026 and highlights for the completed fiscal year.

June 2026 ridership totaled approximately 330,000 boardings. Fiscal Year 2025–26 total ridership reached 3,250,000 boardings, exceeding the agency's projection by more than 200,000. June marked the seventh consecutive month in which ridership surpassed pre-pandemic (2019) levels, representing a 15 percent year-over-year increase. Mr. Chan noted that near-capacity conditions were being observed on certain trips from Oakland, Alameda, and Vallejo, particularly during event weekends, and that Saturday and Sunday ridership was approaching some weekday levels. For comparison, BART reported approximately 51 percent of pre-pandemic ridership and Caltrain approximately 73 percent for the same period.

Vice Chair Moyer requested a future comparison with Golden Gate Ferry ridership figures.

6. CONSENT CALENDAR

Chair Wunderman noted that the consent calendar included a Resolution of Appreciation for Alameda Mayor Marilyn Ezzy Ashcraft, and acknowledged her longstanding support for ferry service in the community.

Director Dew made a motion to approve the consent calendar:

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

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.

7. APPROVE MEMORANDUM OF UNDERSTANDING FOR THE TREASURE ISLAND TERMINAL ELECTRIFICATION PROJECT

Director of Planning Mr. Michael Gougherty presented this item, joined by Senior Project Manager Mr. Jan Rybka, Transportation Planner Ms. Dorry Funaki, Chief Capital Program Officer Mr.

Timothy Hanners, and Mr. Joey Benassini, Senior Vertical Development Project Manager with the Treasure Island Development Authority (TIDA).

Mr. Rybka provided an overview of the agency's first all-electric vessel, the Seawolf, a 150-passenger ferry currently under construction at All American Marine, with a target service-ready date of July 2027. He summarized the broader REEF Phase 1 program schedule, including overnight charging infrastructure at the Central Bay Operations and Maintenance Facility anticipated by April 2027, a modified float for electrification at Treasure Island by June 2027, and Mission Bay electric ferry service with a second vessel anticipated in November 2028.

Ms. Funaki presented the service planning framework for Treasure Island ferry service, which will include 15 daily round trips, seven days per week, with a proposed fare of $5.00. A 10-year funding plan is in development with a funding gap of approximately $300,000 to $2.3 million anticipated to be closed prior to service launch. A pending $3.00 vehicle toll, expected to begin in 2030, is incorporated into later-year funding assumptions and would require authorization by the Board of Supervisors.

Mr. Gougherty described the three-party MOU among SF Bay Ferry, the Treasure Island Mobility Management Agency (TIMMA), and TIDA. Key responsibilities include SF Bay Ferry managing all design and construction and maintaining back-of-meter electrical infrastructure; TIMMA providing a funding contribution; and TIDA facilitating building and right-of-entry permits and arranging for the San Francisco Public Utilities Commission to own and maintain front-of-meter infrastructure. The total project cost is $6.8 million, which is fully funded through a combination of Regional Measure 3 capital funds, TIRCP state funds, MTC State of Good Repair program funds, and a contribution from the Treasure Island developer.

Mr. Benassini reported that environmental clearance for the project was obtained via a statutory exemption approved by SF Planning in 2025 and provided context on growing demand for ferry service on the island, noting increasing residential occupancy rates and weekday commuter use. He underscored the critical role of ferry service as the only road access to the island had been temporarily blocked by a traffic incident the prior month.

Board discussion included questions regarding service hours, contingency levels, the status of the vehicle toll assumption, and the capacity of the charging infrastructure to accommodate larger vessels in the future. Staff noted that current service hours were constrained by a two-crew operating model and that additional service span would require additional funding. Mr. Hanners confirmed that larger vessels could be charged at the Treasure Island terminal, though at a lower charge rate.

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

Director Henneberry made a motion to adopt Resolution No. 2026-31 approving this item.

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

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

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

Project Manager Mr. Brian Gerrity presented this item. He reported that the agency's South San Francisco terminal requires periodic channel maintenance dredging, with the last episode completed in 2018. The agency issued an Invitation for Bids and received two bids opened on June 23, 2026. Curtin Maritime Corporation submitted the apparent low bid.

Mr. Gerrity explained that the contract award amount of about $2.3 million reflected an increase from the initial low bid of approximately $1.08 million, due to a determination by the Dredge Material Management Office (DMMO) that sediment PCB concentrations required disposal at the Montezuma Wetlands site rather than less costly in-bay placement sites. Both bids were updated accordingly following this determination, and the award amount falls within the engineer's estimate range of $2.0 to $3.1 million. Curtin Maritime has performed prior dredging work for the agency in Vallejo.

Mr. Gerrity noted that the agency had entered an MOU with the San Mateo County Harbor District (SMCHD) to consolidate mobilization costs. SMCHD is scheduled to authorize its share at a future board meeting.

Director Foust inquired about the significant spread between the two bids. Mr. Gerrity indicated that Curtin Maritime's use of a subcontractor and their interest in re-entering the Bay Area market likely accounted for the difference and expressed confidence in the award.

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

Director Foust made a motion to adopt Resolution No. 2026-32 approving this item.

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

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

9. PUBLIC COMMENTS FOR NON-AGENDA ITEMS

Chair Wunderman called for public comments for non-agenda items, and there were none.

10. RECESS INTO CLOSED SESSION

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: Chair Wunderman

Chair Wunderman recessed the meeting at 2:09 p.m., and the Directors met in closed session.

11. REPORT OF ACTIVITY IN CLOSED SESSION

Upon returning to open session at 2:31 p.m., Chair Wunderman reported that the Board had conducted a thorough review of Executive Director Murphy's performance and contract. Chair Wunderman characterized the Board's assessment as unanimously positive, noting strong staff morale, organizational cohesion, a culture of teamwork, and the agency's successful transition from post-pandemic recovery to expansion. The Board expressed its full support for Mr. Murphy's continued service.

The proposed amendment to the Executive Director's employment agreement provides for a 5 percent base salary increase, establishing a new annual base salary of $367,800, and extends the agreement term through December 31, 2031.

Vice Chair Moyer, Director Dew, and Director Henneberry each expressed appreciation for Executive Director Murphy's leadership and the culture he has developed within the agency.

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

Chair Wunderman made a motion to adopt Resolution No. 2026-33 approving this item.

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

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

With all business concluded, Chair Wunderman adjourned the meeting at 2:35 p.m. in memory of former Alameda County Supervisor Scott Haggerty, who recently passed away.

- Board Secretary

END

AGENDA ITEM 6b
MEETING: September 25, 2026

MEMORANDUM

TO: **Board Members**

FROM: **Seamus Murphy, Executive Director**
Lauren Gradia, Chief Financial
Anna Penoyar, Grants Manager

SUBJECT: **Authorize Submission of an Allocation Request to the California Department of Transportation for FY 2025/26 Low Carbon Transit Operations Program Grant Funds, and related actions.**

Recommendation
Approve the following actions necessary to secure FY 2025/26 Low Carbon Transit Operations Program (LCTOP) funds to support transit capital projects:

1. Authorize submission of the FY 2025/26 LCTOP allocation request for 459,890 (Cycle A) and $294,649 (Cycle B), totaling $754,539, to support the design and construction of a zero-emission replacement vessel for the *MV Intintoli*; and

2. Certify that SF Bay Ferry will comply with all conditions and requirements set forth in the LCTOP Certification and Assurances document, and

3. Authorize the Executive Director and Chief Financial Officer to submit and execute all required documents necessary to apply for and receive FY 2025/26 LCTOP funding, including the related Certifications and Assurances and Authorized Agent forms, on behalf of SF Bay Ferry.

Background
The LCTOP is one of several programs funded by auction proceeds from the California Air Resource Board's (CARB) Cap-and-Trade Program. Proceeds are deposited into the Greenhouse Gas Reduction Fund (GGRF) and LCTOP receives a five percent continuous appropriation of the annual auction proceeds that began in FY 2015/16. Funding is assigned annually to public transit operators in the State based on the existing State Transit Assistance revenue-based formulas.

LCTOP funding provides operating and capital assistance for transit agencies to reduce greenhouse gas (GHG) emissions and improve mobility, with a priority on serving disadvantaged communities. Per Senate Bill (SB) 824, approved projects are intended to enhance or expand transit service by supporting new or expanded bus or rail services, new or expanded waterborne transit, or expanded intermodal transit facilities. The program is administered by the California Department of Transportation (Caltrans) in coordination with CARB and the State Controller's Office (SCO). Caltrans is responsible for ensuring that the statutory requirements of the program are met in terms of project eligibility, greenhouse reduction, disadvantaged community benefit, and other requirements of the law.

On May 29, 2026, CARB approved amendments to the Cap-and-Invest Program that are likely to reduce future funding to SF Bay Ferry and other transit operators by around 75%. The amendments increase the number of allowances provided to electric and natural gas utilities for ratepayer benefits. Because proceeds from the sale of state-owned allowances are deposited into the GGRF, the amendments are expected to reduce annual GGRF revenue available for programs such as LCTOP. In September 2025, the legislature established a new funding structure for GGRF programs via SB 840, converting LCTOP's continuous appropriation from 5 percent of annual GGRF revenue which historically averaged approximately $144.6 million, to a fixed annual appropriation of $200 million. However, SB 840 also created a tiered funding structure for GGRF programs with LCTOP in the third funding tier and therefore subject to proportional reductions if annual GGRF revenue is insufficient to fund the higher-priority tiers. To fully fund tiers 1, 2 and 3 annual proceeds of approximately $4.2 billion are required. The FY 26/27 state budget only includes $48 million for LCTOP representing a 76% reduction of funding for this program.

Discussion

Staff reviewed the program criteria, as established by Caltrans, and proposes to continue to use its FY2025/26 allocation to support the design and construction of a replacement vessel for the MV Intintoli (Project). LCTOP guidelines permit eligible recipients to roll funds over into subsequent fiscal years, accruing a maximum of four years of LCTOP funds for a more substantial project. The full funding plan for the Project will include four years of LCTOP funds and FY 2025/26 is the fourth and final year for this project. Applying the LCTOP funding to a new zero-emission vessel will meet the LCTOP program requirements by reducing GHG emissions.

As a condition for the receipt of LCTOP funds, project sponsors must agree to comply with all conditions and requirements set forth in the Certification and Assurances, provided as ***Attachment A.*** These are the same certifications adopted in prior year actions on this funding source by the Board. The Certification and Assurances fall into several categories as follows:

1. General: Requires a general certification that WETA will follow all the guidelines of the funding source.
2. Project Administration: Requires general assurances that WETA has the capacity and procedures to carry out its project, that funds will be tracked and spent appropriately, and that whatever is funded by LCTOP will be maintained for its useful life.
3. Reporting: Outlines specific reporting requirements related to project activities, financial integrity, outcome reporting related to CARB standards and jobs.
4. Cost Principles: Repeats assurances required in federal regulations related to cost principles, administration, and allowable costs.
5. Records Retentions: Requires retention of records for three years and a certification that all books, documents and records be made available to the State for that time.

Fiscal Impact

The *Vessel Replacement – MV Intintoli* Project is included in the FY 2026/27 Capital Budget at a projected total cost of $41,018,239. Approval of this item will authorize the use of $459,890 (Cycle A) and $294,649 (Cycle B) in FY 2025/26 LCTOP funds to support the design and construction of a 400 passenger zero-emission vessel. This allocation is part of $8.8 million in matching LCTOP, AB664, and STA funding for $32.2 million in federal FTA funds.

END

Attachment A – Authorized Agent / Certification and Assurances

FY 2025-2026 LCTOP

Authorized Agent

AS THE Executive Director
(Chief Executive Officer/Director/President/Secretary)

OF THE San Francisco Bay Ferry Water Emergency Transportation Authority (SF Bay Ferry/WETA)
(Name of County/City/Transit Organization)

I hereby authorize the following individual(s) to execute for and on behalf of the named Regional Entity/Transit Operator, any actions necessary for the purpose of obtaining Low Carbon Transit Operations Program (LCTOP) funds provided by the California Department of Transportation, Division of Local Assistance. I understand that if there is a change in the authorized agent, the project sponsor must submit a new form. This form is required even when the authorized agent is the executive authority himself. I understand the Board must provide a resolution approving the Authorized Agent. The Board Resolution appointing the Authorized Agent is attached.

Seamus Murphy, Executive Director OR
(Name and Title of Authorized Agent)

Lauren Gradia, Chief Financial Officer OR
(Name and Title of Authorized Agent)

Click here to enter text. OR
(Name and Title of Authorized Agent)

Click here to enter text. OR
(Name and Title of Authorized Agent)

Seamus Murphy
(Print Name)

Executive Director
(Title)

(Signature)

Approved this 25 *day of* September , 2026

FY 2025-2026 LCTOP

Certifications and Assurances

Lead Agency: San Francisco Bay Ferry Water Emergency Transportation Authority (SF Bay Ferry/WETA)

Project Title: Vessel Replacement - MV Intintoli

Prepared by: Anna Penoyar, Grants Manager

The California Department of Transportation (Caltrans) has adopted the following Certifications and Assurances for the Low Carbon Transit Operations Program (LCTOP). As a condition of the receipt of LCTOP funds, Lead Agency must comply with these terms and conditions.

A. General

1. The Lead Agency agrees to abide by the current LCTOP Guidelines and applicable legal requirements.

2. The Lead Agency must submit to Caltrans a signed Authorized Agent form designating the representative who can submit documents on behalf of the project sponsor and a copy of the board resolution appointing the Authorized Agent.

B. Project Administration

1. The Lead Agency certifies that required environmental documentation is complete before requesting an allocation of LCTOP funds. The Lead Agency assures that projects approved for LCTOP funding comply with Public Resources Code § 21100 and § 21150.

2. The Lead Agency certifies that a dedicated bank account for LCTOP funds only will be established within 30 days of receipt of LCTOP funds.

3. The Lead Agency certifies that when LCTOP funds are used for a transit capital project, that the project will be completed and remain in operation for its useful life.

4. The Lead Agency certifies that it has the legal, financial, and technical capacity to carry out the project, including the safety and security aspects of that project.

5. The Lead Agency certifies that they will notify Caltrans of pending litigation, dispute, or negative audit findings related to the project, before receiving an allocation of funds.

6. The Lead Agency must maintain satisfactory continuing control over the use of project equipment and facilities and will adequately maintain project equipment and facilities for the useful life of the project.

7. Any interest the Lead Agency earns on LCTOP funds must be used only on approved LCTOP projects.

8. The Lead Agency must notify Caltrans of any changes to the approved project with a Corrective Action Plan (CAP).

9. Under extraordinary circumstances, a Lead Agency may terminate a project prior to completion. In the event the Lead Agency terminates a project prior to completion, the Lead Agency must (1) contact Caltrans in writing and follow-up with a phone call verifying receipt of such notice; (2) pursuant to verification, submit a final report indicating the reason for the termination and demonstrating the expended funds were used on the intended purpose; (3) submit a request to reassign the funds to a new project within 180 days of termination.

C. Reporting

1. The Lead Agency must submit the following LCTOP reports:
    a. Annual Project Activity Reports October 30th each year.

    b. A Close Out Report within six months of project completion.

    c. The annual audit required under the Transportation Development Act (TDA), to verify receipt and appropriate expenditure of LCTOP funds. A copy of the audit report must be submitted to Caltrans within six months of the close of the year (December 31) each year in which LCTOP funds have been received or expended.

    d. Project Outcome Reporting as defined by CARB Funding Guidelines.

    e. Jobs Reporting as defined by CARB Funding Guidelines.

2. Other Reporting Requirements: CARB develops and revises Funding Guidelines that will include reporting requirements for all State agencies that receive appropriations from the Greenhouse Gas Reduction Fund. Caltrans and project sponsors will need to submit reporting information in accordance with CARB's Funding Guidelines, including reporting on greenhouse gas reductions and benefits to disadvantaged communities.

D. Cost Principles

1. The Lead Agency agrees to comply with Title 2 of the Code of Federal Regulations 225 (2 CFR 225), Cost Principles for State and Local Government, and 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

2. The Lead Agency agrees, and will assure that its contractors and subcontractors will be obligated to agree, that:
    a. Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allow ability of individual project cost items and

b. Those parties shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments. Every sub-recipient receiving LCTOP funds as a contractor or sub-contractor shall comply with
Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

3. Any project cost for which the Lead Agency has received funds that are determined by subsequent audit to be unallowable under 2 CFR 225, 48 CFR, Chapter 1, Part 31 or 2 CFR, Part 200, are subject to repayment by the Lead Agency to the State of California (State). All projects must reduce greenhouse gas emissions, as required under Public Resources Code section 75230, and any project that fails to reduce greenhouse gases shall also have its project costs submit to repayment by the Lead Agency to the State. Should the Lead Agency fail to reimburse moneys due to the State within thirty (30) days of demand, or within such other period as may be agreed in writing between the Parties hereto, the State is authorized to intercept and withhold future payments due the Lead Agency from the State or any third-party source, including but not limited to, the State Treasurer and the State Controller.

A. Record Retention

1. The Lead Agency agrees and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item for the project. The accounting system of the Lead Agency, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP) and enable the determination of incurred costs at interim points of completion. All accounting records and other supporting papers of the Lead Agency, its contractors and subcontractors connected with LCTOP funding shall be maintained for a minimum of three (3) years after the "Project Closeout" report or final Phase 2 report is submitted (per CARB Funding Guidelines, Vol. 3, page 3.A-16), and shall be held open to inspection, copying, and audit by representatives of the State and the California State Auditor. Copies thereof will be furnished by the Lead Agency, its contractors, and subcontractors upon receipt of any request made by the State or its agents. In conducting an audit of the costs claimed, the State will rely to the maximum extent possible on any prior audit of the Lead Agency pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by the Lead Agency's external and internal auditors may be relied upon and used by the State when planning and conducting additional audits.

2. For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with

the performance of the Lead Agency's contracts with third parties pursuant to Government Code § 8546.7, the project sponsor, its contractors and subcontractors and the State shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times during the entire project period and for three (3) years from the date of final payment. The State, the California State Auditor, or any duly authorized representative of the State, shall each have access to any books, records, and documents that are pertinent to a project for audits, examinations, excerpts, and transactions, and the Lead Agency shall furnish copies thereof if requested.

3. The Lead Agency, its contractors and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the Civil Rights Department, or any other agency of the State of California designated by the State, for the purpose of any investigation to ascertain compliance with this document.

F. Special Situations

Caltrans may perform an audit and/or request detailed project information of the project sponsor's LCTOP funded projects at Caltrans' discretion at any time prior to the completion of the LCTOP.

I certify all these conditions will be met.

Seamus Murphy	Executive Director
(Print Authorized Agent)	*(Title)*
(Signature)	*(Date)*

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2026-34

AUTHORIZE SUBMISSION OF AN ALLOCATION REQUEST TO THE CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR FY 2025/2026 LOW CARBON TRANSIT OPERATIONS PROGRAM GRANT FUNDS, AND RELATED ACTIONS.

WHEREAS, the San Francisco Bay Area Water Emergency Transportation Authority (SF Bay Ferry) is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, SF Bay Ferry wishes to delegate authorization to execute these documents and any amendments thereto to SF Bay Ferry's Executive Director and/or Chief Financial Officer; and

WHEREAS, SF Bay Ferry wishes to implement the following LCTOP project(s) listed above, now therefore be it

RESOLVED, by the Board of Directors of SF Bay Ferry that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects; and be it further

RESOLVED, that SF Bay Ferry's Executive Director and/or Chief Financial Officer be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation; and be it further

RESOLVED, by the Board of Directors of SF Bay Ferry that it hereby authorizes the submittal of the following project nomination(s) and allocation request(s) to the Department in FY2025-2026 LCTOP funds:

Project Name: Replace Vessel – MV Intintoli
Short description of project: Construct a 400-passenger ferry vessel to replace the MV Intintoli
Amount of LCTOP funds requested: Cycle A - $459,890
Benefits to a Priority Populations: GHG Emission Reductions
Amount of Priority Populations benefits: 100%

Project Name: Replace Vessel – MV Intintoli
Short description of project: Construct a 400-passenger ferry vessel to replace the MV Intintoli
Amount of LCTOP funds requested: Cycle B - $294,649
Benefits to a Priority Populations: GHG Emission Reductions
Amount of Priority Populations benefits: 100%

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 September 25, 2026

YEA:
NAY:
ABSTAIN:
ABSENT:

/s/ Board Secretary

2026-34

END

AGENDA ITEM 6c
MEETING: September 25, 2026

MEMORANDUM

TO: **Board Members**

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

SUBJECT: **Ratify Amendment No. 1 to Agreement # 25-057 with Tritium Power Solutions Inc. for the Purchase of a Mobile Charging and Commissioning System**

Recommendation
Ratify Amendment No. 1 to Agreement No. 25-057 with Tritium Power Solutions Inc. (Tritium) for the purchase of a Mobile Charging Commissioning System, increasing the total contract amount by $249,999, resulting in a new total contract amount of $1,044,247.81.

Background
SF Bay Ferry staff released a Request for Proposal (RFP) for the procurement of Float Mounted Charging Systems (FMCS) on September 17, 2025. SF Bay Ferry received four responsive proposals by the due date, and the RFP evaluation committee determined Tritium's proposal provided the best-value and met the project's technical requirements. On December 11, 2025, the Board of Directors (Board) approved Agreement # 25-057 with Tritium for the procurement of two FMCSs in the amount of $794,248.81.

Discussion
SF Bay Ferry requires a Mobile Charging and Commissioning System (MCCS) to provide rapid direct current charging for electric ferries during vessel commissioning at shipyards and vessel testing following future repair and maintenance drydockings.

The MCCS uses the same core technical requirements as the FMCS, including the Megawatt Charging System (MCS) plug connection type, operating voltage, safety interlocks, and communication protocols. The key difference between the FMCS and MCCS is that the MCCS is configured for lower power throughput and mobility on a skid-mounted platform.

The MCS plug is an emerging industry standard for marine charging, and there are currently no readily available commercial products that meet SF Bay Ferry's MCCS requirements. Under Agreement No. 25-057, Tritium is developing this technology for SF Bay Ferry in conjunction with the FMCS. Adding the MCCS to that contract provides significant development savings.

Further, as the MCCS will be utilized for vessel commissioning, utilizing the same technology as the FMCS will provide the earliest possible opportunity to test the charging system connections and protocols being developed for in-service operations on our vessels. This will ensure that the vessels being delivered have reduced technical risk for successful charging once delivered to SF Bay Ferry.

Staff has analyzed Tritium's proposed pricing for the MCCS and determined it to be fair and reasonable. Their pricing matches the bid pricing for the for the standard components being utilized on the FMCS, which was substantially less than all competing bids. Their quote additionally includes pricing for custom electrical connections for temporary power, preinstallation of all cabling connections, and packaging the system onto a mobile skid which is commensurate with our independent estimates for labor and materials.

The Executive Director executed Amendment No. 1 in advance of Board approval to preserve the project schedule and ensure the MCCS is available when needed for vessel commissioning. This action was necessary given the long lead times associated with the MCCS and cancellation of the August Board of Directors meeting. No payments have been made to Tritium relative to the MCCS as of the date of this report.

Fiscal Impact

This amendment increases the total contract amount by $249,999, resulting in a revised total contract amount of $1,044,247.81. Funding for this amendment is included in the Mobile Commissioning Charging Systems (#276217) project budget and funded with 100% RM1 bridge toll funds.

END

RESOLUTION OF THE BOARD OF DIRECTORS OF THE SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2026-35

RATIFY AMENDMENT NO. 1 TO AGREEMENT #25-057 WITH TRITIUM POWER SOLUTIONS INC. FOR THE PURCHASE OF A MOBILE CHARGING AND COMMISSIONING SYSTEM

WHEREAS, at its December 11, 2025 meeting, the San Francisco Bay Area Water Emergency Transportation Authority (SF Bay Ferry) Board of Directors (Board) approved Agreement #25-057 with Tritium Power Solution Inc. (Tritium) for the procurement of two Float Mounted Charging Systems (FMCSs) in the amount of $794,248.81; and

WHEREAS, SF Bay Ferry requires a Mobile Charging and Commissioning System (MCCS) to provide rapid direct current charging for electric ferries during vessel commissioning at shipyards and vessel testing following future repair and maintenance drydockings; and

WHEREAS, due to the similarities between the novel charging technology used in the FMCS and the MCCS, SF Bay Ferry staff determined that contracting with Tritium for the MCCS under Agreement # 25-057 would be the most efficient approach in terms of time and cost; and

WHEREAS, SF Bay Ferry staff determined that Tritium's proposed pricing for the MCCS is fair and reasonable; and

WHEREAS, the Executive Director executed Amendment No. 1 to preserve the project schedule and ensure the MCCS is available when needed for vessel commissioning; now therefore be it

RESOLVED, that the Board of Directors hereby ratifies Amendment No. 1 to Agreement # 25-057 with Tritium Power Solutions Inc. for the purchase of a Mobile Charging Commissioning System, increasing the total contract amount by $249,999, resulting in a new total contract amount of $1,044,247.81.

CERTIFICATION

The undersigned, the 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 September 25, 2026.

YEA:
NAY:
ABSTAIN:
ABSENT:

_____
/s/ Board Secretary
2026-35
END

AGENDA ITEM 6d
MEETING: September 25, 2026

MEMORANDUM

TO: **Board Members**

FROM: **Seamus Murphy, Executive Director**
Lauren Gradia, Chief Financial Officer
Hector Lopez, Budget Analyst

SUBJECT: **Approve Amendments to Fiscal Year 2026/27 Budget**

Recommendation
Approve amendments to the FY 2026/27 Budget for an increase of $1,358,492 to the FY 2026/27 Capital Budget and an increase of $2,275,796 to the Capital Program.

Background
At the June 2026 meeting, the Board approved the Fiscal Year 2026/27 Budget to plan for and authorize expenditures towards the $501 million capital program for both state of good repair capital projects and the SF Bay Ferry Rapid Electric Emissions-Free Ferry (REEF) Program. Of that total capital program, $157 million is programmed for expenditure this fiscal year as part of the FY 2026/27 Annual Capital Budget. As part of Fiscal Year end closing processes, the actual prior year expenses on capital projects are reconciled with estimates that were used to develop the FY2026/27 Capital Budget. When it adopted the FY 2026/27 budget, the Board approved such administrative amendments without need for further Board action—they are reported in Attachment A for clarity and increase the FY 2026/27 Capital Budget by $2,705,938. In addition to those administrative changes, this item requests approval for additional changes to authorized expenditures in the FY 2026/27 Capital Budget and Capital Program.

Discussion
No amendments are being made or requested for the Operations Budget. Board approval is being requested for budget amendments to make changes to four capital projects as detailed below and shown in Attachment A.

MV HYDRUS Main Engine & Gear Overhauls QL4 – Amendment increases the Total Capital Program and annual Capital Budget for this project by $870,000 (118%) to $1,788,492. This allows for increased project scope to overhaul both engines since, pending the updated vessel plan, the Hydrus is expected to remain in service without a previously anticipated repower project. This increase will be 80% funded with Federal Transit Administration formula funds and 20% with local bridge tolls.

Vallejo Terminal Reconfiguration – Amendment increases Total Capital Budget by $915,796 (4%) to $22,939,562. This is an administrative adjustment to account for prior expenditures that were previously not included in the Total Capital Budget amount.

Mare Island Facility Planning & Engineering – Amendment increases the Total Capital Budget and annual Capital Budget by $290,000 to add a new project as the result of a successful grant application. The project includes preliminary project work on the Mare Island electrification project that is 100% funded by private funding.

Infrastructure Support – Amendment increases the Total Capital Budget and annual Capital Budget by $49,270 to add a new project to accommodate small locally funded capital projects that add to SF Bay Ferry's assets, including an upcoming project to install backup and emergency communications on the roof of the Beale Street office.

Fiscal Impact

Approval of the four amendments will increase the FY2026/27 Capital Budget by $1,358,492 and increase the SF Bay Ferry capital program by $2,275,796. The adopted FY2026/27 Capital Budget was $156.7 million. With the administrative amendments in the amount of $2,705,938, the proposed amended FY2026/27 Budget will be $160.8 million. The total SF Bay Ferry Capital Program reflected in the budget was $500.7 million, and with these amendments the revised Capital Program will be $503.6 million.

"***END***"

Attachment A

A-series adjustments are administrative; B-series adjustments require Board approval.

Adjustment	Project #	Project	Approval Status	Total Project Budget Change	FY27 Capital Budget Change	FY27 Operating Budget Change	Description
		Adopted FY2026/27 Budget		**$500,701,419**	**$156,722,664**	**$97,948,721**	
A — Administrative Adjustments							
A1	Multiple	Multiple Projects	Not Required	+$672,712	+$2,705,938	—	Reconciles the adopted FY27 capital budget with FY26 year-end actual expenditures and restores two vessel repair projects for final closeout activities.
		Subtotal — Administrative Adjustments		**$672,712**	**$2,705,938**	**$0**	
B — Adjustments Requiring Board Approval							
B1	261108	MV HYDRUS Main Engine & Gear Overhauls QL4	Pending	+$870,000	+$868,492	—	Increases the total project budget and FY27 capital budget for an expanded scope of work.
B2	230002	Vallejo Terminal Reconfiguration	Pending	+$915,796	—	—	Increases the total project budget.
B3	274280	Mare Island Facility Planning & Engineering	Pending	+$290,000	+$290,000	—	Adds a new capital project for facility planning and engineering.
B4	275380	Infrastructure Support	Pending	+$200,000	+$200,000	—	Establishes a new project for smaller capital improvements.
		Subtotal — Board Approval Requested		**$2,275,796**	**$1,358,492**	**$0**	
		Total Change		**+$2,948,508**	**+$4,064,430**	**$0**	
		Revised FY2026/27 Budget		**$503,649,927**	**$160,787,094**	**$97,948,721**	

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2026-36

APPROVE AMENDMENT TO THE FISCAL YEAR 2026-2027 BUDGET

WHEREAS, the WETA Board of Directors approves annual Operating and Capital Budgets; and

WHEREAS, at the June 2026 meeting, the Board adopted the Fiscal Year 2026-2027 (FY 2026/27) Capital Budget in the amount of $156,722,664 and

WHEREAS, when it adopted the FY 2026/27 budget, the Board also authorized the Chief Financial Officer to adjust the adopted budget without further Board approval to reflect actual capital project expenditure amounts between fiscal years; and

WHEREAS, such administrative amendments will increase the FY 2026/27 Capital Budget by $2,705,938; and

WHEREAS, in addition to the administrative amendments, the budgets for specific projects within the FY 2026/27 Capital Budget are changing, and it is recommended to add two new projects to the FY 2026/27 Capital Budget authorization; and

WHEREAS, the Executive Director and Chief Financial Officer recommend that the Board amend the FY 2026/27 Capital Budget to reflect the following changes:

- Increase the annual project budget for MV Hydrus Main Engine & Gear Overhauls QL4 by $870,000 to $1,788,492
- Increase the total project budget for the Vallejo Terminal Reconfiguration by $915,796 to $22,939,562
- Add a new project, Infrastructure Improvements Support, in the amount of $200,000
- Add a new project, Mare Island Facility Planning & Engineering, in the amount of $290,000

WHEREAS, the Executive Director and Chief Financial Officer recommend that the Board increase the overall FY 2026/27 Capital Budget by $1,358,492 to a new amount of $160,787,094 to reflect the above changes; now, therefore, be it

RESOLVED, that the Board of Directors hereby adopts an amendment to the FY 2026/27 Capital Budget to increase the total Capital Budget for Fiscal Year 2026-2027 by $1,358,492 to a new amount of $160,787,094 as follows:

- Accept the administrative amendments already authorized in the amount of $2,705,938
- Increase the project budget for MV Hydrus Main Engine & Gear Overhauls QL4 by $870,000 to $1,788,492
- Add a new project, Infrastructure Support, in the amount of $200,000
- Add a new project, Mare Island Facility Planning & Engineering, in the amount of $290,000

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 September 25, 2026

YEA:
NAY:
ABSTAIN:
ABSENT:

_____

/s/ Board Secretary
2026-36
END

AGENDA ITEM #6e
MEETING: September 25, 2026

MEMORANDUM

TO: **Board Members**

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

SUBJECT: **Richmond Ferry Terminal Integrated Access and Electrification Study - Resolution of Local Support**

Recommendation
Adoption of Resolution of Local Support

Background
On August 17th, 2026 San Francisco Bay Ferry applied for the Contra Costa Transportation Authority (CCTA) Coordinated Call for Projects for MTC One Bay Area Grant 4 (OBAG 4) funding. The project, titled Richmond Ferry Terminal Integrated Access and Electrification Study, will recommend access, parking/curb management, and multimodal connectivity improvements in concert with a plan and concept design for future electric ferry service at Richmond. The requested grant amount is $250,000, with matching funds of 20% of total project cost ($313,000 total project cost, $63,000 match). If awarded the grant, the project will begin in January 2027. As required by the grant, a Resolution of Local Support must be adopted in a form specified by MTC no later than December 31, 2026. The Resolution of Local Support will authorize the filing of an application for funding assigned to MTC, commit necessary matching funds, and state an assurance to complete the project.

Fiscal Impact
There is no fiscal impact associated with this item. Should SF Bay Ferry secure a grant award, the agency would commit to spending $63,000 in matching funds to complete the Project.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2026-37

AUTHORIZING THE FILING OF AN APPLICATION FOR FUNDING ASSIGNED TO MTC AND COMMITTING ANY NECESSARY MATCHING FUNDS AND STATING ASSURANCE TO COMPLETE THE PROJECT

WHEREAS, SF Bay Ferry (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for $250,000 in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Block Grant Program (STP) funding, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, Carbon Reduction Program (CRP) funding, Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding, and Regional Transportation Improvement Program (RTIP) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the Richmond Ferry Terminal Integrated Access and Electrification Study (herein referred to as PROJECT) for the One Bay Area Grant 4 Program (herein referred to as PROGRAM); and

WHEREAS, the United States Congress from time to time enacts and amends legislation to provide funding for various transportation needs and programs, (collectively, the FEDERAL TRANSPORTATION ACT) including, but not limited to the Surface Transportation Block Grant Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149), the Carbon Reduction Program (CRP) (23 U.S.C. § 175), and the Transportation Alternatives (TA) set-aside (23 U.S.C. § 133); and

WHEREAS, state statutes, including California Streets and Highways Code §182.6, §182.7, and §2381(a)(1), and California Government Code §14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, pursuant to the FEDERAL TRANSPORTATION ACT, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, as part of the application for REGIONAL DISCRETIONARY FUNDING, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- the commitment of any required matching funds; and
- that the sponsor understands that the REGIONAL DISCRETIONARY FUNDING is

fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional REGIONAL DISCRETIONARY FUNDING; and

- that the PROJECT will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
- the assurance of the sponsor to complete the PROJECT as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
- that the PROJECT will have adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and
- that the PROJECT will comply with all project-specific requirements as set forth in the PROGRAM; and
- that APPLICANT has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective County Transportation Agency (CTA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and
- in the case of a transit project, the PROJECT will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and
- in the case of a highway project, the PROJECT will comply with MTC Resolution No. 4104, which sets forth MTC's Traffic Operations System (TOS) Policy to install and activate TOS elements on new major freeway projects; and
- in the case of an RTIP project, state law requires PROJECT be included in a local congestion management plan, or be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the County Transportation Agency (CTA); and

WHEREAS, that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and

WHEREAS, there is no legal impediment to APPLICANT making applications for the funds; and

WHEREAS, there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and

WHEREAS, APPLICANT authorizes its Executive Director, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and

WHEREAS, MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with the filing of the application.

NOW, THEREFORE, BE IT RESOLVED that the APPLICANT is authorized to execute and file an application for funding for the PROJECT for REGIONAL DISCRETIONARY FUNDING under the FEDERAL TRANSPORTATION ACT or continued funding; and be it further

RESOLVED that APPLICANT will provide any required matching funds; and be it further

RESOLVED that APPLICANT understands that the REGIONAL DISCRETIONARY FUNDING for the project is fixed at the MTC approved programmed amount, and that any cost

increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and be it further

RESOLVED that APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and APPLICANT has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation and transit projects, and has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective County Transportation Agency (CTA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and be it further

RESOLVED that PROJECT will be implemented as described in the complete application and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP; and be it further

RESOLVED that APPLICANT has reviewed the PROJECT and has adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and be it further

RESOLVED that PROJECT will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the PROGRAM; and be it further

RESOLVED that, in the case of a transit project, APPLICANT agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution No. 3866, revised; and be it further

RESOLVED that, in the case of a highway project, APPLICANT agrees to comply with the requirements of MTC's Traffic Operations System (TOS) Policy as set forth in MTC Resolution No. 4104; and be it further

RESOLVED that, in the case of an RTIP project, PROJECT is included in a local congestion management plan, or is consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the County Transportation Agency (CTA); and be it further

RESOLVED that APPLICANT is an eligible sponsor of REGIONAL DISCRETIONARY FUNDING funded projects; and be it further

RESOLVED that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and be it further

RESOLVED that there is no legal impediment to APPLICANT making applications for the funds; and be it further

RESOLVED that there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and be it further

RESOLVED that APPLICANT authorizes its Executive Director or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and be it further

RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and be it further

RESOLVED that the MTC is requested to support the application for the PROJECT described in the resolution, and if approved, to include the PROJECT in MTC's federal TIP upon submittal by the project sponsor for TIP programming.

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 September 25, 2026

YEA:
NAY:
ABSTAIN:
ABSENT:

/s/ Board Secretary
2026-37
END

AGENDA ITEM 6f
MEETING: September 25, 2026

MEMORANDUM

TO: **Board Members**

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

SUBJECT: **Approve Contract Award to Marine Group Boat Works, LLC for MV Mare Island Repairs and Drydock Services and Related Actions**

Recommendation

1. Approve contract award to Marine Group Boat Works, LLC for the MV Mare Island Repairs and Drydock in an amount not to exceed $347,841.38;
2. Establish a contract contingency in the amount of $200,000; and Authorize the Executive Director to negotiate and execute an agreement and take any other related actions to support this work.

Background

The MV Mare Island requires a scheduled shipyard period to complete routine drydocking, regulatory inspections, and necessary repairs. This work is needed to keep the vessel in safe and reliable operating condition and to maintain compliance with applicable inspection requirements. The scope of work includes drydocking the vessel; completing United States Coast Guard credit drydock, hull, valve, and related inspections; performing underwater hull and coating system work; removing and reinstalling the waterjets; permanently repairing the starboard jet tunnel; and inspecting and repairing the port forepeak void. The work also includes testing, commissioning, sea trials, and final redelivery.

Because the work involves regulatory inspections, structural repairs, underwater hull work, waterjet removal and reinstallation, and vessel redelivery within a defined service window, the project requires a qualified shipyard with appropriate facilities, technical personnel, quality controls, and experience performing repairs on high-speed aluminum passenger vessels.

Discussion

On July 2, 2026, SF Bay Ferry issued Request for Proposals (RFP) No. 26-017 for MV Mare Island Repairs and Drydock Services. The solicitation was conducted in accordance with the RFP, SF Bay Ferry procurement requirements, and applicable federal procurement requirements. Notice of the RFP was posted to SF Bay Ferry's website, the Bonfire procurement platform, and advertised publicly. Proposals were due on August 21, 2026.

SF Bay Ferry received one proposal from Marine Group Boat Works, LLC. Staff reviewed the RFP's specifications and advertising efforts to understand why only one proposal was submitted. Staff concluded that the specifications were not unduly restrictive, and that no changes could have been made to encourage submission of additional proposals. Therefore, staff determined competition was adequate.

Staff evaluated the proposal against the requirements and evaluation criteria established in the RFP, including project understanding and approach, proposer qualifications and experience, schedule, qualifications and experience of key personnel, and price. Based on this review, staff determined that Marine Group Boat Works, LLC submitted a complete and responsive proposal and has the personnel, experience, facilities, and resources necessary to perform the required work.

Staff also completed a cost and price analysis using the independent cost estimate and relevant historical pricing. Based on that analysis, the proposed base contract amount of $374,841.38 was determined to be fair and reasonable. Due to the nature of vessel drydocking and repair work, and the age of this particular vessel, staff recommends establishing a $200,000 contract contingency for unforeseen conditions and additional work that may be identified after the vessel is drydocked and opened for inspection. Use of the contingency will be limited to work necessary to complete the project and will be administered in accordance with the agreement and SF Bay Ferry's applicable authorization requirements. The planned shipyard availability is scheduled to begin early October, with final acceptance targeted for end of November. Following Board approval and execution of the agreement, staff will issue the appropriate notice to proceed and administer the work in accordance with the agreement.

DBE/SBE Participation

There is no contract-specific DBE goal for this procurement. SF Bay Ferry's race-neutral overall goals applicable to the RFP are 0.14 percent DBE participation and 5 percent SBE participation. Marine Group Boat Works will have 0 percent DBE/SBE participation in this procurement. Staff has reviewed the proposer's required DBE/SBE materials and determined that Marine Group Boat Works has complied with the solicitation requirements.

Fiscal Impact

The MV Mare Island Repairs and Drydock project (#271107) is included in the FY 2026/27 budget. The total authorization is $574,842, including a base contract award of $374,842 and a contract contingency of $200,000. The project is funded with 80% Federal Transit Administration (FTA) Section 5337 funding and 20% local bridge toll funding.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2026-38

APPROVE CONTRACT AWARD TO MARINE GROUP BOAT WORKS, LLC FOR MV MARE ISLAND REPAIRS AND DRYDOCK SERVICES AND RELATED ACTIONS

WHEREAS, SF Bay Ferry issued Request for Proposals (RFP) No. 26-017 for MV Mare Island Repairs and Drydock Services on July 2, 2026; and

WHEREAS, SF Bay Ferry received one proposal from Marine Group Boat Works, LLC by the proposal due date; and

WHEREAS, based on staff's review of the RFP's specifications and advertising efforts, staff determined that the specifications were not unduly restrictive, no changes could have been made to encourage submission of additional proposals, and competition was adequate; and

WHEREAS, in accordance with the procedures in the RFP, SF Bay Ferry's Administrative Code, and applicable state and federal procurement requirements, SF Bay Ferry staff determined Marine Group Boat Works, LLC submitted a complete and responsive proposal and has the personnel, experience, facilities, and resources necessary to perform the required work; and

WHEREAS, the Executive Director recommends the Board award a contract to Marine Group Boat Works, LLC for MV Mare Island Repairs and Drydock Services and establish a contract contingency in the amount of $200,000 for unforeseen conditions and additional work that may be identified after the vessel is drydocked and opened for inspection; now, therefore, be it

RESOLVED, that the Board of Directors hereby awards a contract to Marine Group Boat Works, LLC for the MV Mare Island Repairs and Drydock in an amount not to exceed $347,841.38; and be it further

RESOLVED, that the Board of Directors establishes a contract contingency in the amount of $200,000; 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 September 25, 2026.

YEA:
NAY:
ABSTAIN:
ABSENT:

_____

/s/ Board Secretary
2026-38
END

AGENDA ITEM 7
MEETING: September 25, 2026

MEMORANDUM

TO: **Board Members**

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

SUBJECT: **Award contract to Con J. Franke Electric Inc. for Central Bay Operations & Maintenance Facility Phase 1 Electrification Construction Services**

Recommendation

1. Approve contract award to Con J. Franke Electric Inc. for Central Bay Operations & Maintenance Facility Phase 1 Electrification construction services in the amount of $563,070 and authorize the Executive Director to negotiate and enter into an agreement and take any other related actions as may be necessary to support this work.

Background

This project provides construction services for Phase 1 of the Central Bay Operations & Maintenance Facility (CBOMF) Electrification. These construction services will support initial CBOMF Electrification for electrified ferry operations outlined in Phase 1 of SF Bay Ferry's Rapid Electric Emissions Free (REEF) Ferry program. CBOMF will be electrified using existing electrical capacity at the facility, sufficient for trickle charging REEF vessels overnight. Future phases of CBOMF electrification will entail increased electrical and berthing capacity to meet operational demands as the REEF program advances. Both the 150 PAX and 400 PAX REEF vessels under construction will leverage this new overnight charging capability.

California-based firm P2S Engineering Inc. completed extensive detailed design work in advance of solicitation for this contract. The 100% design package specifies the electrical equipment and upgrades necessary to support the proposed overnight charging for the electric vessels, while integrating with the existing facility design & operations. Therefore, this project has been structured as a Design-Bid-Build. These construction services will support the operation of the first all-electric high-speed ferry vessel network in North America.

Discussion

On June 1, 2026, SF Bay Ferry staff issued an Invitation for Bids (IFB) for construction services for CBOMF Phase 1 Electrification. The IFB complies with SF Bay Ferry's Administrative Code procurement requirements for formal competitive bidding, in which the lowest priced, responsive and responsible bidder is recommended for contract award. Notice of the IFB was posted to SF Bay Ferry's procurement hub, posted on SF Bay Ferry's website, and the Bonfire procurement platform.

SF Bay Ferry received two bids in response to the IFB, as summarized in the table below.

Bidder	Total Bid Price
Vince Sigal Electric, Inc.	$498,915.00
Con J. Franke Electric, Inc.	$563,070.00

In accordance with the procedures in the IFB, SF Bay Ferry's Administrative Code, and applicable state procurement requirements, SF Bay Ferry determined that the apparent lowest bid submitted by Vince Sigal Electric, Inc. was conditional and did not comply with the IFB, and therefore rejected the bid as being non-responsive. SF Bay Ferry further determined Con J. Franke Electric, Inc. to be the lowest responsive and responsible bidder.

Con J. Franke Electric Inc. is a Northern California electrical contractor in business since 1925. The company has vast experience working with other public agencies and municipalities such as East Bay Municipal Utility District (EBMUD) and the City of San Jose. Notably, Con J. Franke Electric Inc. served as the electrical subcontractor for the construction of the Central Bay Operations & Maintenance Facility and the Alameda Seaplane Lagoon Ferry Terminal.

Staff analyzed Con J. Franke Electric Inc.'s bid price in comparison to the independent cost estimate for the project and determined the price to be fair and reasonable.

Staff recommends award of a contract to Con J. Franke Electric Inc. in the amount of $563,070 for construction services for the Central Bay Operations & Maintenance Facility Phase 1 Electrification. As discussed in the fiscal impact section of this report, this amount is covered by the current project budget with no additional changes to authorized spending required.

Fiscal Impact

Infrastructure Design and Construction – Central Bay Operations & Maintenance Facility Phase 1 Electrification (#230003) is included in the FY2026/27 approved Capital Budget at a total cost of $1.2 million. This total project budget was funded through State Transit and Intercity Rail Capital Program (TIRCP) funds (45%) and Alameda Measure BB funds (55%). There is no change needed to the current year's authorized spending for this procurement as this award amount remains within the board's approved budget.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2026-39

AWARD CONTRACT TO CON J. FRANKE ELECTRIC INC. FOR CENTRAL BAY OPERATIONS & MAINTENANCE FACILITY PHASE 1 ELECTRIFICATION CONSTRUCTION SERVICES

WHEREAS, SF Bay Ferry issued an Invitation for Bids (IFB) for Central Bay Operations & Maintenance Facility Phase 1 Electrification Construction Services on June 1, 2026; and

WHEREAS, in accordance with the procedures in the IFB, SF Bay Ferry's Administrative Code, and applicable state and federal procurement requirements, SF Bay Ferry staff determined Con J. Franke Electric Inc. to be the lowest responsive and responsible bidder; and

WHEREAS, the Executive Director recommends the Board award a contract to Con J. Franke Electric Inc. for Central Bay Operations & Maintenance Facility Phase 1 Electrification Construction Services in the amount of $563,070; now, therefore, be it

RESOLVED, that the Board of Directors hereby awards a contract to Con J. Franke Electric Inc. for Central Bay Operations & Maintenance Facility Phase 1 Electrification Construction Services in the amount of $563,070; 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 September 25, 2026.

YEA:
NAY:
ABSTAIN:
ABSENT:

_____

/s/ Board Secretary
2026-39
END

AGENDA ITEM 8
MEETING: September 25, 2026

MEMORANDUM

TO: **Board Members**

FROM: **Seamus Murphy, Executive Director**
Lauren Gradia, Chief Financial Officer
Mike Gougherty, Director of Planning

SUBJECT: **Adopt Updated Fleet Plan**

Recommendation
Adopt updated fleet plan.

Background
SF Bay Ferry's 10-year fleet plan details the vessel replacements necessary to maintain a state of good repair and ensure that SF Bay Ferry has the appropriate number and type of vessels to deliver its existing service levels, planned enhancements, and approved expansion. SF Bay Ferry is committed to pursuing electric ferry operations to reduce greenhouse gas emission per its 2050 Service Vision and Expansion Policy and the fleet plan outlines the schedule for the transition to electric ferry operations. This adoption allows SF Bay Ferry to program federal replacement funds, apply for additional funding grants, and create timelines for new vessel procurements.

The fleet plan includes vessels to fully deliver Phase 1 of the Rapid Electric Emission Free (REEF) Ferry Program, which includes launch of the Treasure Island and Mission Bay services. The fleet plan also includes eight 400-passenger electric vessels deployed as part of REEF Phase 2, but does not include vessels for additional expansion services. Fleet expansion will be tied to the future approval of expansion services, and the fleet plan will be updated accordingly. The development of SF Bay Ferry's 2050 Business Plan will take a broader look at the potential incorporation of expansion vessels into the future SF Bay Ferry fleet. Operation of the electric vessels in the fleet plan is dependent on capital infrastructure projects at the terminals to provide charging for the vessels. Changes in the funding landscape have impacted the fleet electrification schedule.

Discussion
This update to the fleet plan adjusts near-term vessel replacements to account for known schedule and funding changes. The goals for the fleet plan are:

1. Support current service levels with limited potential near-term service enhancement;
2. Maintain a state of good repair and ensure cost-effective replacement and rehabilitation of fleet vessels;
3. Transition fleet to electric service;
4. Balance fleet standardization with potential needs for unique vessel characteristics; and
5. Maintain high standards of vessel reliability and customer satisfaction.

These goals, combined with the shift in infrastructure schedules and changes in the project eligibility for Federal Transit Administration (FTA) grant revenue, are driving three updates to the fleet plan:

1. Deferral of the Hydrus electric conversion project;
2. Deferral of the third 150-passenger electric vessel; and
3. Purchase of a new low emission 320-passenger vessel.

Fleet Plan

SF Bay Ferry has a fleet of 18 high-speed diesel passenger ferries that range in capacity from 225 to 445 passengers (Table 1 and Attachment A). The SF Bay Ferry fleet meets the nation's most rigorous emissions standards, established by the California Air Resources Board, and is fueled with renewable diesel (R99). The vessels are designed for a useful life of 25 years and require significant ongoing maintenance, including capital-level projects at approximately midlife and quarter-life intervals. Delivery time for a new-build ferry is approximately three years from initial project development. This timeframe includes design, procurement, construction, delivery, outfitting, and training. In recent years, base vessel costs have increased significantly due to inflationary impacts on materials and labor, and electric vessels require an additional investment due to the emerging nature of the technology in the maritime space.

SF Bay Ferry has identified a target spare ratio of 33% to protect high levels of reliability, on-time performance, and customer satisfaction. Given the size of the fleet and complexity of systems required to meet a demanding service schedule and stringent emissions limits, at least two vessels are planned to be offline at any given time for planned maintenance or unplanned repairs. While the agency has made significant advances in system flexibility with the onset of interlining and the introduction of the Dorado class, different services have unique profiles that in some cases restrict the interoperability of vessels. This challenge will increase during the electrification process given the phased approach to terminal energization and will place a greater value on fleet standardization when planning new services and infrastructure projects.

Table 1: Current Vessels by Size and Propulsion

Passenger Capacity	Fuel	Count
Small (<250 pax)	Diesel	4
	Electric	0
Medium (250-350)	Diesel	7
	Electric	0
Large (>350)	Diesel	7
	Electric	0
Total	**--**	**18**

SF Bay Ferry vessels range in age and are categorized by vessel class. A vessel class typically consists of multiple vessels built from one design and construction contract. The class is named for the first vessel built, and vessels are constructed to meet a useful life of 25 years, a federal funding standard. Table 2 lists the current vessels with their in-service dates and passenger capacity.

Table 2: Current Vessel Details

#	In-service	End of Useful Life	Vessel Class	Vessel Name	Size (pax)	Status/ Dependency
1	1997	2022	Non-Class	Intintoli	349	Replacement under construction; Retirement 2027
2	1997	2022	Non-Class	Mare Island	330	Retirement 2028
3	2002	2027	Non-Class	Peralta	331	Retirement 2029
4	2008	2033	Gemini	Pisces	225	
5	2008	2033	Gemini	Gemini	225	
6	2009	2034	Gemini	Taurus	225	
7	2009	2034	Gemini	Scorpio	225	
8	2017	2042	Hydrus	Hydrus	400	
9	2017	2042	Hydrus	Cetus	400	
10	2018	2043	Hydrus	Argo	400	
11	2019	2043	Pyxis	Pyxis	445	
12	2019	2044	Hydrus	Carina	400	
13	2019	2044	Pyxis	Vela	445	
14	2020	2044	Pyxis	Lyra	445	
15	2022	2047	Dorado	Dorado	320	
16	2024	2049	Dorado	Delphinus	320	
17	2025	2050	Dorado	Zalophus	320	
18	2025	2050	Dorado	Karl	320	
N1	2027	2052	150 EV (Sea-Wolf)	Sea-Wolf	150	In construction
N2	2028	2053	150 EV (Sea-Wolf)	Farallon	150	In construction
N3	2027	2052	400 EV (Rosie)	Rosie	400	In construction
N4	2028	2053	400 EV (Rosie)	Doubtfire	400	In construction

Of the existing fleet, seven vessels need to be replaced within the next 10 years. Two vessels, Intintoli and Mare Island, are beyond their useful life, and SF Bay Ferry has already been allocated federal replacement funds. A full 10-year Vessel Replacement Schedule is included in Attachment B.

The number of electric vessels that can be operated by SF Bay Ferry is limited by the availability of terminal charging infrastructure. As federal priorities have limited investment in electrification, this has introduced delays to infrastructure projects. Since the infrastructure projects to provide charging at terminals are essential for operation of electric vessels, the timeline for zero-emission conversion has also shifted. As the terminal electrification projects listed in Table 3 are completed, SF Bay Ferry can increase the number of electric ferries in the fleet. Terminal EV Capacity is defined as the number of operational electric vessels (excluding spares) that each terminal electrification project can support in the baseline service plan (existing service levels, planned enhancements, and approved expansion).

Table 3: Terminal Electrification Timeline and Vessel Capacity

Terminal Electrification	Planned in Service Date	Terminal EV Capacity	Route(s)	Primary Vessel Type
Treasure Island	2028	1	TI	150 EV
Mission Bay	2028	1	MB	150 EV
Seaplane	2028	1	SEA	400 EV
Downtown San Francisco	2030	2	SEA, OA	400 EV
Harbor Bay (*unfunded)*	*2034*	1	HB	400 EV
Oakland (*unfunded*)	*2035*	2	OA, HB	400 EV

Updates

As noted above, the fleet plan includes three significant updates. First, the Hydrus electric conversion project is deferred. In general, vessel conversion is costly compared to vessel replacement given the limited remaining useful life of a converted vessel. While SF Bay Ferry has successfully developed engineering designs for converting existing ferries to electric ferries before the end of their useful lives, these conversions should be considered only when terminal EV capacity is projected to exceed the number of owned electric vessels.

As shown in Table 4, the fleet plan will include more electric vessels than terminal EV capacity. With more electric vessels available than terminal EV capacity, SF Bay Ferry no longer has a near-term need to pursue the Hydrus electric conversion project. The deferral of this project allows the Hydrus to remain in service and help bolster system reliability. Additional electric vessels, beyond those able to operate in the service plan, can provide beneficial spares but these spares can only be operated on the electrified service routes. Table 4 assumes all replacement vessels are electric and due to the long build schedules for vessels, SF Bay Ferry will need to confirm that adequate terminal electrification will be available for new electric vessels about three years before the vessel delivery date. At that time SF Bay Ferry will need to program funds and begin the procurement process.

Table 4: Terminal Charging Capacity vs Electric Vessel Fleet Size

	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36	FY37
Terminal EV Capacity	0	3	3	5	5	5	5	6	8	8	8
Electric Vessels	0	3	4	6	6	6	6	8	10	10	10

Of note, the Terminal EV Vessel Capacity assumes electrification of the Harbor Bay terminal in FY 2034 and Oakland terminal in FY 2035. With the knowledge that new vessel procurements take up to three years, this gives staff a timeline for revisiting the fleet plan. In 2031, staff can re-evaluate if terminal electrification will be sufficient to support purchasing two electric vessels for service in FY 2034 and two vessels in FY 2035.

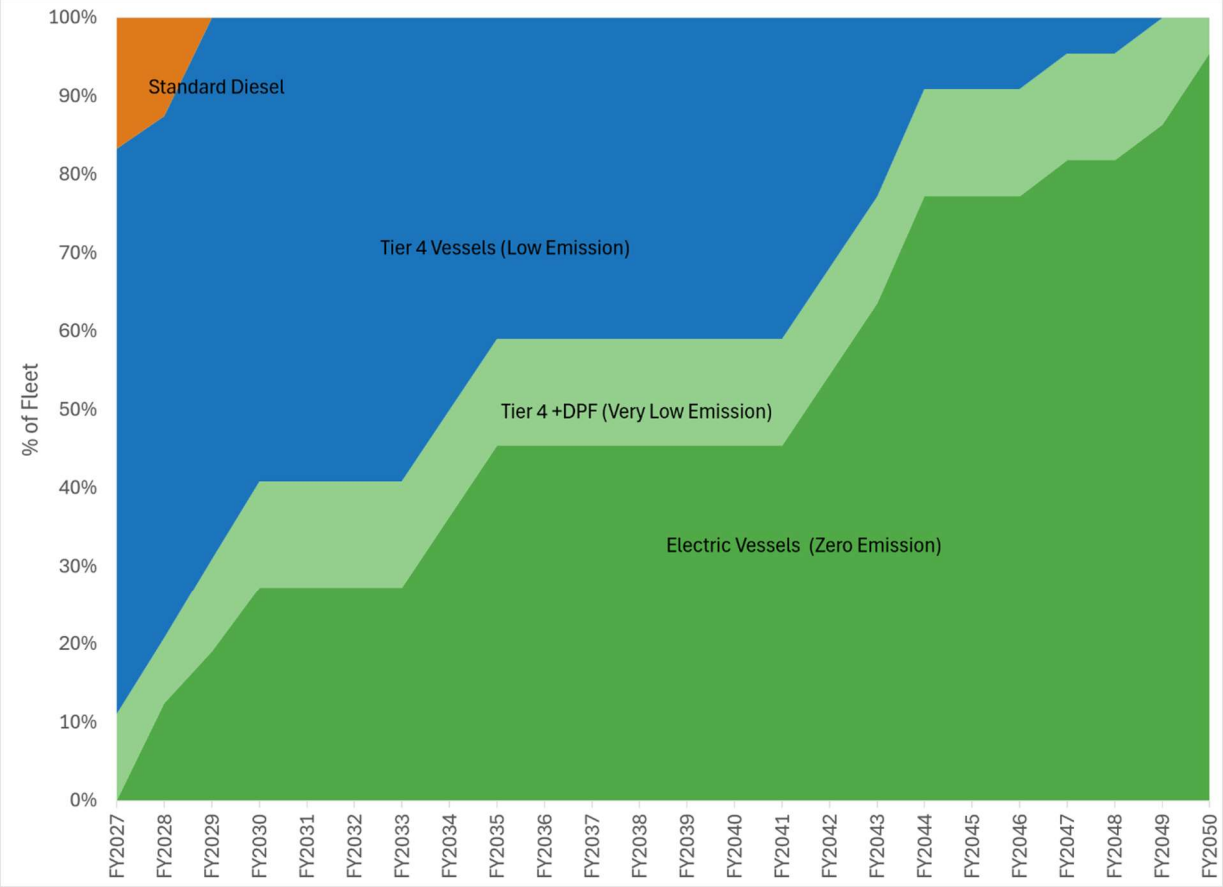
The second update is to defer purchase of a third 150-passenger electric vessel. The funding landscape for electric vessels has changed dramatically in the last two years. Most significantly, retaining funding awarded for the third 150-passenger electric vessel required rescoping the

award to fund procurement of a diesel vessel. SF Bay Ferry intends to pursue grant funding to resume this project at the earliest opportunity possible.

The third update to the fleet plan is to purchase a new low emission 320-passenger vessel with the reprogrammed federal funds. In effect, this vessel will serve as the interim backup vessel for the new Treasure Island and Mission Bay services but have the additional benefit of operating on SF Bay Ferry's other diesel routes over the short-term and longer-term. The vessel will be fully CARB compliant with EPA Tier 4 engines and diesel particulate filtration technology, representing the lowest-emission propulsion technology available for high-speed passenger ferries of this class.

The updates to the fleet plan do not impact SF Bay Ferry's ability to fully deliver Phase 1 of the REEF Program and a substantial portion of REEF Phase 2 over the next 10-year timeframe. The overall fleet plan fosters alignment between the anticipated delivery of electric vessels and the schedules for terminal charging capacity coming online, maintaining an aggressive timeframe for transitioning the SF Bay Ferry fleet low or no emission vessels as shown in Figure 1. A key next step will be working with CARB staff to incorporate this updated fleet plan into the SF Bay Ferry Alternate Control of Emissions (ACE) Compliance Plan approved in March 2025.

Figure 1: Baseline Electric Conversion Timeline



Fiscal Impact

The adoption of this plan has no direct fiscal impact. Based on this fleet plan, SF Bay Ferry will request Federal Transit Administration (FTA) Section 5307 and Section 5339 funding for 80% of vessel replacement costs as part of Metropolitan Transportation Commissions Transit Capital Priority (TCP) process. These funds are in addition to the $7 million in annual funds SF Bay Ferry receives for the TCP for fixed guideway projects. MTC has a current call for projects open with request due October 16, 2026. Table 5 shows the current and upcoming vessel replacement projects for the next 10 years.

Table 5: 10-Year Vessel Purchases

In-service	Project	Total Project Cost	Notes
FY27-28	2 - New Electric 150 Pax Vessels	$42,455,749	Under construction
FY27-28	2 - New Electric 400 Pax Vessels	$77,351,391	Under construction
FY2029	1 – Low Emission 320 Pax	$35,061,000	80% FTA funds (re-programmed)
FY2030	2 - New Electric 400 Pax Vessels	$ 92,126,744	40% FTA funds to be requested
FY34-35	4 - New Electric 400 Pax Vessels	$232,615,784	80% FTA funds to be requested; dependent on Harbor Bay and Oakland infrastructure projects
		$479,610,668	

END

Attachment A – Existing Vessels
Attachment B – 10 Year Vessel Replacement Schedule
Attachment C – 10 Year Vessel Replacement Projects

ATTACHMENT A: Existing Vessels

San Francisco Bay Ferry operates a fleet of high-speed passenger catamarans organized into four vessel classes, plus three older vessels not assigned to a class. Every vessel in the fleet runs on R99 renewable diesel. The summaries below give a representative photo and key specifications for each class.

Dorado Class



Vessels	Dorado, Delphinus, Karl, Zalophus
Passenger Capacity	320
Entered Service	2022-2025
Fuel Type	R99 Renewable Diesel
Service Speed	36 knots (41 mph)
Primary Routes	All routes

Pyxis Class



Vessels	Pyxis, Vela, Lyra
Passenger Capacity	445
Entered Service	2019-2020
Fuel Type	R99 Renewable Diesel
Service Speed	34 knots (39 mph)
Primary Routes	Vallejo, Richmond

Hydrus Class



Vessels	Hydrus, Cetus, Argo, Carina
Passenger Capacity	400
Entered Service	2017-2019
Fuel Type	R99 Renewable Diesel
Service Speed	27 knots (31 mph)
Primary Routes	Alameda Seaplane, Oakland & Alameda, Richmond

Gemini Class



Vessels	Gemini, Pisces, Taurus, Scorpio
Passenger Capacity	225
Entered Service	2008-2009
Fuel Type	R99 Renewable Diesel
Service Speed	26 knots (30 mph)
Primary Routes	South San Francisco

Non-Class Vessels

Vessel	Capacity	In Service	Speed	Primary Route
MV Peralta	331	2002	25 knots (28.7 mph)	Harbor Bay
MV Intintoli	349	1997	34 knots (39 mph)	Vallejo, Richmond
MV Mare Island	330	1997	34 knots (39 mph)	Vallejo, Richmond

Fuel Type (all three): R99 Renewable Diesel

Attachment B: 10 Year Vessel Replacement Schedule

#	In-service Date	Retirement Date (revised date)	Vessel Class	Vessel Name	Size (pax)	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	FY2037
1	1997	2022 (FY2028)	NC	Intintoli	349	1	1/2									
2	1997	2022 (FY2029)	NC	Mare Island	330	1	1	1/2								
3	2002	2027 (FY2029)	NC	Peralta	331	1	1	1								
4	2008	2033	Gemini	Pisces	235	1	1	1	1	1	1	1				
5	2008	2033	Gemini	Gemini	235	1	1	1	1	1	1	1				
6	2009	2034	Gemini	Taurus	199	1	1	1	1	1	1	1	1			
7	2009	2034	Gemini	Scorpio	199	1	1	1	1	1	1	1	1			
8	2017	2042	Hydrus	Hydrus	400	1	1	1	1	1	1	1	1	1	1	1
9	2017	2042	Hydrus	Cetus	400	1	1	1	1	1	1	1	1	1	1	1
10	2018	2043	Hydrus	Argo	400	1	1	1	1	1	1	1	1	1	1	1
11	2019	2043	Pyxis	Pyxis	445	1	1	1	1	1	1	1	1	1	1	1
12	2019	2044	Hydrus	Carina	400	1	1	1	1	1	1	1	1	1	1	1
13	2019	2044	Pyxis	Vela	445	1	1	1	1	1	1	1	1	1	1	1
14	2019	2044	Pyxis	Lyra	445	1	1	1	1	1	1	1	1	1	1	1
15	2022	2047	Dorado	Dorado	320	1	1	1	1	1	1	1	1	1	1	1
16	2024	2049	Dorado	Delphinus	320	1	1	1	1	1	1	1	1	1	1	1
17	2025	2050	Dorado	Zalophus	320	1	1	1	1	1	1	1	1	1	1	1
18	2025	2050	Dorado	Karl	320	1	1	1	1	1	1	1	1	1	1	1
N1	2027	2052	150 EV	Sea Wolf	150		1	1	1	1	1	1	1	1	1	1
N2	2028	2053	150 EV	Farallon	150			1	1	1	1	1	1	1	1	1
N3	2027	2052	400 EV	Rosie	400		1/2	1	1	1	1	1	1	1	1	1
N4	2028	2053	400 EV	Doubtfire	400		1/2	1	1	1	1	1	1	1	1	1
N5	2030	2055	320 D	New Low Emission	320			1/2	1	1	1	1	1	1	1	1
N6-N12	multiple	multiple	400 EV	New 400 Electric	400				2	2	2	2	4	6	6	6
In-service Vessels						**18**	**20.5**	**21**	**22**	**22**	**22**	**22**	**22**	**22**	**22**	**22**

Attachment C: 10 Year Vessel Replacement Projects

In-service	Project	Total Project Cost	Federal	State Funds	Bridge Tolls	Boats Replaced
FY27-28	2 - New Electric 150 Pax Vessels	$42,455,749	$3,440,000	$4,300,000	$34,715,749	N/A
FY27-28	2 - New Electric 400 Pax Vessels	$ 77,351,391	$60,814,591	$7,458,818	$9,077,982	Intintoli
FY2029	1 – New Low Emission 320 Pax	$35,061,000	$28,048,800	$ -	$7,012,200	N/A
FY2030	2 - New Electric 400 Pax Vessels	$ 92,126,744	$36,850,698	$-	$55,276,047 [1]	Mare Island, Peralta
FY2034-35	4 - New Electric 400 Pax Vessels	$232,615,784	$186,092,627	$-	$46,523,157 [1]	Pisces, Gemini, Taurus, Scorpio
		$479,619,668	**$315,246,716**	**$11,758,818**	**$152,695,134**	

Notes:

1) Additional state funding may be available for matching funds including LCTOP and SGR funding.

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2026-40

ADOPT UPDATED FLEET PLAN

WHEREAS, SF Bay Ferry's 10-year Fleet Plan sets goals for the agency's fleet of passenger ferries and is intended to support current service levels with limited potential near-term service enhancement; maintain a state of good repair and ensure cost-effective replacement and rehabilitation of fleet vessels; transition the fleet to electric service; balance fleet standardization with potential needs for unique vessel characteristics; and maintain high standards of vessel reliability and customer satisfaction; and

WHEREAS, at its meeting on this date, the SF Bay Ferry Board received a presentation on known schedule and funding issues necessitating updates to its Fleet Plan to defer the Hydrus electric conversion project; defer the third 150-passenger battery-electric vessel; and purchase a new low emission 320-passenger vessel; and

WHEREAS, the Executive Director recommends that the Board approve the updated Fleet Plan, and further recommends that the Board authorize the Executive Director to submit any grant applications, or similar filings, to secure funding for the updated Fleet Plan; now, therefore, be it

RESOLVED, that the Board of Directors hereby approves the updated Fleet Plan, and authorizes the Executive Director to submit any grant applications, or similar filings, to secure funding for the Fleet Plan.

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 September 25, 2026.

YEA:
NAY:
ABSTAIN:
ABSENT:

/s/ Board Secretary
2026-40
END

AGENDA ITEM 9
MEETING: September 25, 2026

MEMORANDUM

TO: **Board Members**

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

SUBJECT: **Endorse the Regional Transit Measure (RTM)**

Recommendation
Endorse the Regional Transit Measure (RTM) proposed for voter approval on the November 3, 2026 statewide general election ballot.

Background
Senate Bill (SB) 63 (Wiener/Arreguín), known as the Connect Bay Area Act, created the Public Transit Revenue Measure District and authorized a qualified voter initiative to impose a 14-year regional sales tax measure to provide dedicated funding for public transportation and related improvements in designated counties. If approved, the measure will impose a half-cent sales tax in Alameda, Contra Costa, San Mateo, and Santa Clara counties, a one cent sales tax in San Francisco, and will generate approximately $980 million annually. The purpose of the measure is to address post-pandemic operating shortfalls that threaten major service reductions by the largest transit operators throughout the region, including San Francisco Bay Ferry which is projecting to approach a fiscal cliff in 2034.

In 2025, San Francisco Bay Ferry submitted a letter supporting enactment of SB 63, recognizing the need for a sustainable regional funding source to preserve transit service and improve connectivity throughout the Bay Area.

The measure qualified for the November 3, 2026 ballot through the citizen initiative process. 187,119 valid signatures were required to qualify for the ballot, and approximately 235,503 valid signatures across the five participating counties were submitted. The Public Transit Revenue Measure District subsequently adopted a resolution requesting the Boards of Supervisors of the Counties of Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara to call a special election on the measure to be consolidated with the November 3, 2026 statewide general election. The measure will appear on the November 3rd ballot as the Regional Transit Measure with the ballot designation of “RTM.”

If approved by the voters, the RTM will allocate revenues according to the following categories:

- **Operating Transit Service (63%)** - dedicated to operating buses, trains and ferries on BART, Muni, Caltrain, AC Transit, San Francisco Bay Ferry, East Bay bus agencies and Golden Gate Transit.
- **Local Transportation Improvements (31.78%)** - allocated to county transportation authorities for eligible transit capital, operating, and roadway projects.
- **Rider-Focused Improvements (5%)** - allocated to making transit faster, more affordable, and more accessible.

- **Administration Costs (0.22%)** - allocated for measure administration costs incurred by the Metropolitan Transportation Commission (MTC) and the Public Transit Revenue Measure District.

As part of the RTM accountability framework, SB 63 requires a two-phase independent financial efficiency review of BART, AC Transit, Caltrain, and SFMTA. Participating operators must adopt implementation plans by August 2028 to address identified efficiencies as a condition of continued funding.

Discussion

Under the RTM expenditure framework developed by MTC, approximately 63 percent of revenues are dedicated to funding transit operations and preventing major service cuts. Revenue estimates prepared by MTC project that San Francisco Bay Ferry would receive approximately $6.49 million annually beginning in FY 2027-28 to operate and maintain ferry service.

Table 1 summarizes estimated FY 2027-28 allocations.

Table 1. Estimated FY2028 Revenues

Agency	Estimated FY28 Revenues
AC Transit	$50M
BART	$310M
WETA/San Francisco Bay Ferry	$6M
Caltrain	$70M
Muni	$155M
East Bay Bus Agencies and Golden Gate Transit/Ferry	$20M
Santa Clara VTA	$245M
SamTrans	$45M
Contra Costa Transportation Authority	$25M
Alameda County Transportation Commission (Return to Source)	$10M
MTC Transit Transformation	$45M
ADMINISTRATION (Money must be used by the Public Transit Revenue Measure District and MTC to oversee and administer funding and programs under the measure.)	$2M

Source: Revenue estimates provided by MTC, SB 63: Connect Bay Area Act Fact Sheet, Updated August 2026

The operation of San Francisco Bay Ferry services is primarily funded through regional transportation measures. Historically, Bay Area regional transportation measures have been funded through increases in bridge tolls. Bridge toll funds are capped, do not grow with inflation, and have reduced buying power over time. Because of this, new revenue is needed to maintain San Francisco Bay Ferry services beyond 2034. The RTM will provide funding to San Francisco Bay Ferry, and to other transit agencies facing fiscal cliffs, that is critical to avoid future reductions to public transit service and the resulting potential impacts of increased traffic gridlock and stalled climate goals.

For these reasons, staff recommends the Board formally endorse the RTM. If approved, this endorsement constitutes a statement of the San Francisco Bay Ferry's official position of support only and is not and shall in no way or manner be construed as, an authorization to expend San Francisco Bay Ferry funds or resources on RTM advocacy.

Fiscal Impact
There is no fiscal impact associated with this item.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2026-41

**ENDORSE THE REGIONAL TRANSIT MEASURE (RTM)
PROPOSED FOR VOTER APPROVAL ON THE NOVEMBER 3, 2026
STATEWIDE GENERAL ELECTION BALLOT**

WHEREAS, Senate Bill (SB) 63, known as the Connect Bay Area Act, created the Public Transit Revenue Measure District and authorized a qualified voter initiative to impose a 14-year regional sales tax measure to provide dedicated funding for public transportation and related improvements in designated counties; and

WHEREAS, if approved, the measure will impose a half-cent sales tax in Alameda, Contra Costa, San Mateo, and Santa Clara counties, a one cent sales tax in San Francisco, and will generate approximately $980 million annually, to address post-pandemic operating shortfalls that threaten major service reductions by the largest transit operators throughout the region; and

WHEREAS, the measure qualified for the November 3, 2026 ballot through the citizen initiative process, and the Public Transit Revenue Measure District subsequently adopted a resolution requesting the Boards of Supervisors of the Counties of Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara to call a special election on the measure to be consolidated with the November 3, 2026 statewide general election; and

WHEREAS, the measure will appear on the November 3rd ballot as the Regional Transit Measure (RTM); and

WHEREAS, if approved by the voters, the RTM will allocate revenues according to the following three main categories: Preserving Transit Service (63%); Local Transportation Improvements (33%); and Rider-Focused Improvements (5%); and

WHEREAS, the Metropolitan Transportation Commission estimates that the San Francisco Bay Ferry would receive approximately $6 million in RTM revenue annually beginning in FY 2027-28 to operate and maintain ferry service; and

WHEREAS, the operation of San Francisco Bay Ferry services is primarily funded through increases to regional bridge tolls, which are capped, do not grow with inflation, and have reduced buying power over time, creating a need for a new revenue source to maintain San Francisco Bay Ferry services beyond 2034; and

WHEREAS, the RTM will provide funding to San Francisco Bay Ferry, and to other transit agencies facing fiscal cliffs, that is critical to avoid future reductions to public transit service and the resulting potential impacts of increased traffic gridlock and stalled climate goals; and

WHEREAS, for the reasons stated above, the Executive Director recommends the Board endorse the RTM; now, therefore, be it

RESOLVED, that the Board of Directors hereby endorses the Regional Transit Measure (RTM) proposed for voter approval on the November 3, 2026 statewide general election ballot; and be it further

RESOLVED, that the foregoing is a statement of the San Francisco Bay Ferry's official position of support only and is not, and is in no way or manner, an authorization to expend San Francisco Bay Ferry funds or resources on RTM advocacy.

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 September 25, 2026.

YEA:
NAY:
ABSTAIN:
ABSENT:

_____

/s/ Board Secretary
2026-41
END