

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