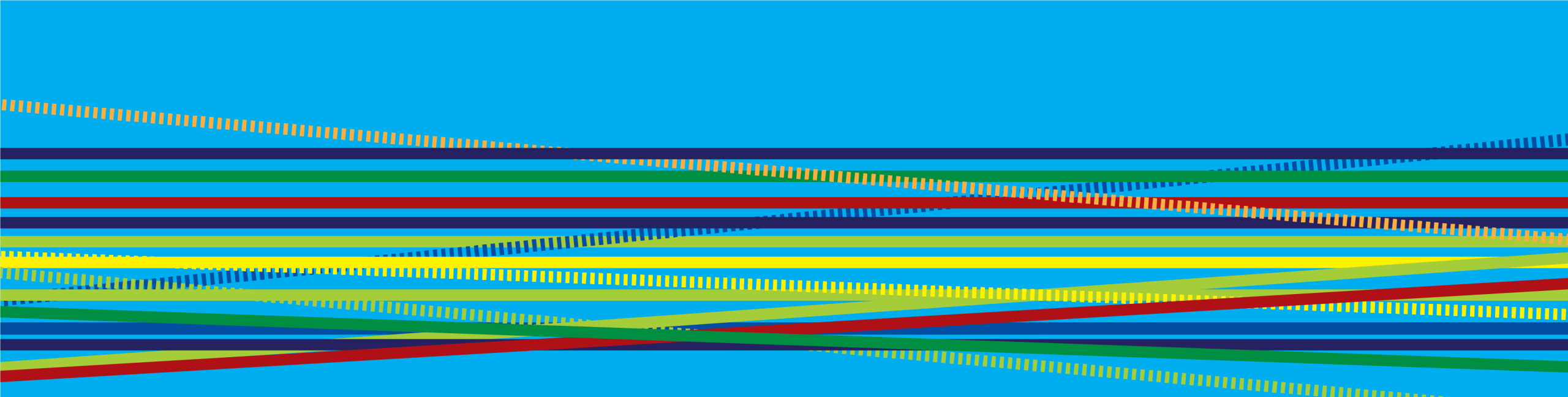




San Pedro–Long Beach Water Taxi Feasibility Study



Executive Management Committee
Operations, Safety, and Customer Experience Committee
November 20, 2025

Study Overview

Feasibility study completed to identify opportunities, constraints and feasibility of establishing water taxi service between San Pedro and Long Beach for the 2028 Olympic & Paralympic Games (and beyond).

Opportunities

- Boost local tourism and economic development, showcase San Pedro Bay natural resources, and highlight national/global economic gateway
- Create a “transport-tainment” alternative to roadway travel with access to 2028 Games venues and major attractions
- Provide a direct connection between San Pedro and Long Beach waterfronts, to avoid potentially congested traffic conditions during the Games
- Potential to use 2028 Games as a demonstration/catalyst for long-term service

Constraints

- Security perimeters and operating procedures will continue to evolve
- Availability of vessels (supply & technology) and infrastructure; unknown demand
- Significant start-up for transit agency delivery, especially if water taxi service is new
- Long lead-times for capital improvements (especially for permanent services)
- Funding



STUDY PARTNER

- Long Beach Transit

STUDY STAKEHOLDERS

- Port of Long Beach
- Port of Los Angeles
- City of Long Beach
- Select San Pedro Bay vessel operators
- LA28
- Labor representatives

November 2025

Route Context

Assumed Landing Locations

San Pedro: 2028 Games sailing events, hotels, waterfront attractions

Assumed landing site: West Harbor

Long Beach: Concentration of 2028 Games events, waterfront attractions, hotels, existing water taxi services

Assumed landing site: Shoreline Village Dock 9

Water Taxi Trip

Total one-way crossing: 39–59 minutes

Includes slow (no-wake) zones, does not include dwell time.

Range due to vessel speed scenarios

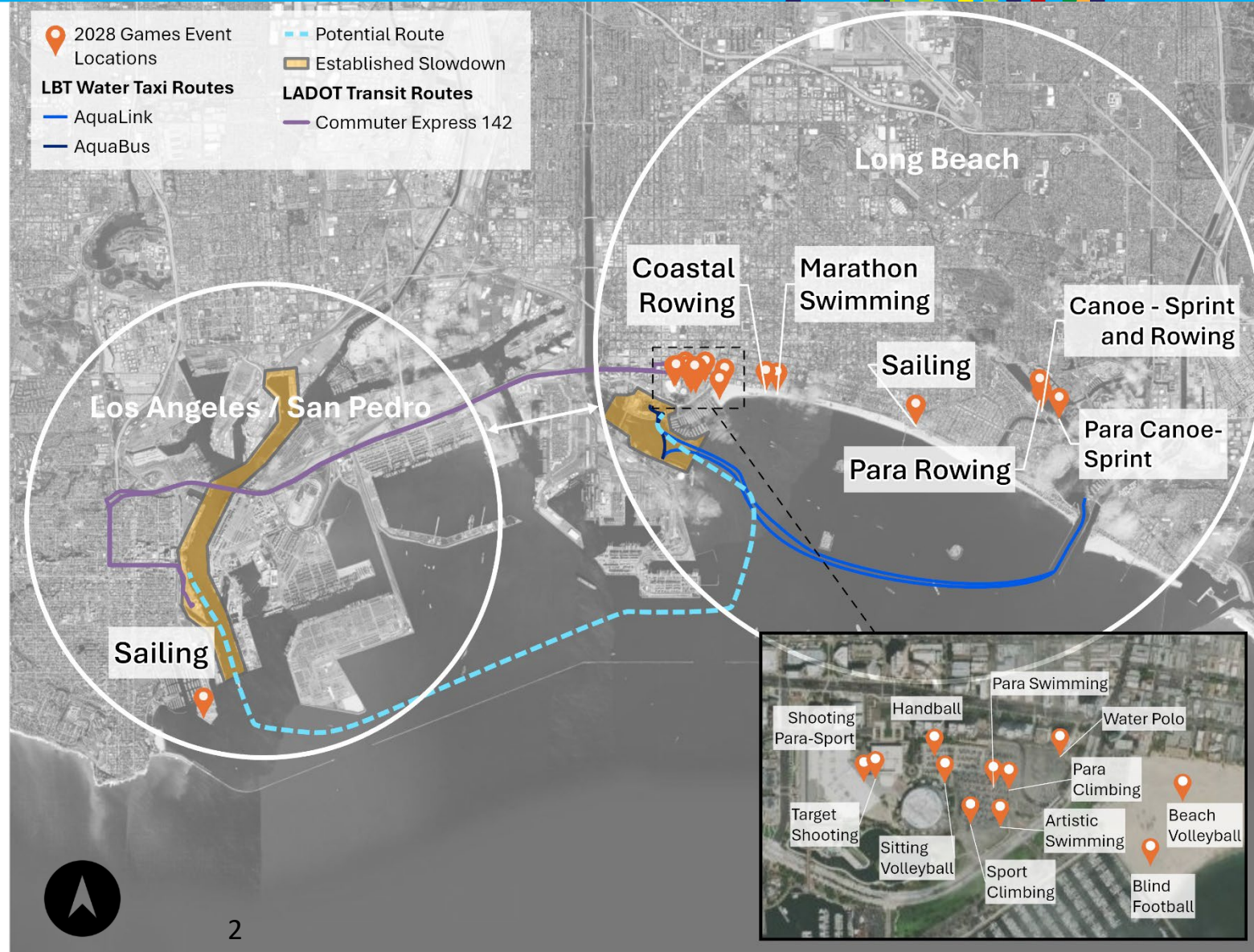
Transportation Alternatives

Driving: 16-28 minutes

Does not include parking time or cost

LADOT Commuter Express: 26 minutes

Half hourly departures



Service Scenarios – Summary of Metrics & Costs¹

Fleet Configuration	SCENARIO 1  350 350	SCENARIO 2A  150 150	SCENARIO 2B  150 150 150	SCENARIO 3  75 75
Vessel Description	(2) 350-passenger hybrid-electric vessels	(2) 150-passenger diesel vessels	(3) 150-passenger diesel vessels	(2) 75-passenger diesel vessels
Trip Crossing Time (one-way)	59 minutes	34 minutes	34 minutes	39 minutes
Assumed Dwell time (one-way)	20 minutes	15 minutes	15 minutes	10 minutes
Scheduled Daily Round Trips	8	12	18	12
Scheduled Time between Departures	80 minutes	50 minutes	35 minutes	50 minutes
Potential Daily Passenger Capacity	5,600	3,600	5,400	1,800
Total Operating Cost (47 service days) ²	\$1,278,000	\$995,000	\$1,445,000	\$662,000
Operating Costs per Round Trip	\$3,398	\$1,764	\$1,780	\$1,174
Operating Cost per Passenger Seat ³	\$3.88	\$4.70	\$4.55	\$6.26
Estimated Capital Costs ⁴	\$114,000	\$113,000	\$113,000	\$113,000
Total Estimated Costs (47 service days)	\$1,344,000	\$1,084,000	\$1,535,000	\$751,000

 Assumes all-electric propulsion with shoreside charging

¹ Costs in 2028 dollars, based on feasibility-level (<1%) design and analysis

² The 47-day service period is the time between the start of the Olympic Games and the end of the Paralympic Games

³ Cost per passenger capacity is calculated using total passenger carrying capacity over the 47 days of service

⁴ Assumed minimal needs with service contracted to an existing operator

Permitting and Environmental Considerations

Development Permits for Landing Site Improvements

Games Service: Minimal improvements assumed with no ground disturbance

- Minimal permitting with no CEQA/NEPA (up to 2 years)

Permanent Service: More extensive improvements assumed

- More extensive permitting (3 years)
- CEQA/NEPA (2 years)

Operating Permits

Games Service and Permanent Service: Same operating permits

- US Coast Guard Certificate of Inspection (3+ months)
- US Coast Guard Merchant Mariner Credential (90 days)
- California Public Utilities Commission (1-3 months)
- South Coast Air Quality Management District (ferry terminal operating permit) (180 days)
- City of Long Beach Slip Permit (1 month)

New Vessels: Procurement, Design and Construction

- Procurement, Design, Construction (up to 3 years)
- Compliance with CARB's Commercial Harbor Craft Regulation (depends on vessel type, route)

Potential Agencies with Jurisdiction

Landing Site Improvements:

- CA Coastal Commission
- Department of Fish and Wildlife
- City of Long Beach
- City of Los Angeles
- Port of Long Beach
- Port of Los Angeles
- Water Quality Board
- National Marine Fisheries Services
- U.S. Army Corps of Engineers

Water Taxi Operations:

- U.S. Coast Guard
- Department of Transportation
- California Air Resources Board
- California Public Utilities Commission



Metro

Delivery Models

MODEL	OPPORTUNITIES	CHALLENGES	METRO DELIVERY
Private Service provided by a private operator, without agency involvement.	- Potential fast start-up with use of existing crew and assets - Varying options for agency support/ collaboration	- Typically, higher fares due to the need to remain profitable - Service schedules typically developed to maximize profitability	N/A
Public/Private Contracting Typically involves the governing agency contracting for provision of transportation service and providing partial or total funding. Varying options for ownership and maintenance of assets and landing sites.	- Access to federal and state grant funding - Opportunities for faster service start-up by using staff/assets of an established operator - Partnership on service marketing for launch and ridership growth - Greater agency control over fare levels and service schedules - Opportunity for integration of fare payment media (e.g., TAP card)	- Less agency control over service quality - Ongoing subsidy requirements - Some agency resources required for contract management	Varying options for Metro delivery as a contracting agency, supporting agency, or in partnership with others
Direct Agency Delivery The agency manages and operates service, while directly owning or leasing assets and landing sites.	- Access to federal and state grant funding - Greatest agency control over service levels and standards - Potential coordination with other modes and integration of fare payment media (e.g., TAP card)	- Requires the greatest commitment of infrastructure and resources by the agency related to operation and capital programming for a new mode - Potential long start-up time to plan, permit, and fund capital improvements	Infeasible

Next Steps

Should the Metro Board decide to continue to explore implementation, Metro would

- Gauge industry interest in implementing service for the Games by developing one of the following two options:
 - Request for Interest
 - Reverse Pitch to Industry