San Francisco Bay Area Water Emergency Transportation Authority

Strategic Plan Regional Measure 3

February 2017

- 12 Vessels
- 7 Terminals
- 4 Routes
- Peak Capacity of 1,102
- 7,063 Daily Riders
- 5 Peak Hour Landings at SF Ferry Building
- $33 Million Operating Budget

2016

2035

44 Vessels
16 Terminals
12 Routes
740% Increase in Peak Capacity
5x the Daily Riders
25 Peak Hour Landings
$164 Million Operating Budget

- Bay Bridge corridor
- Current ridership boom
- New boats
- Core system projects
- Strategic Plan projects
  - Enhancement
  - Expansion
- Alameda County projects
Transbay Peak Hour Capacity and Demand

**Transbay Corridor**

**Existing Conditions**
Westbound to SF Core
AM Peak Hour

- 10,000 People in Cars
- 29,000 Transit Trips
  - 2,700 AC Transit & WestCAT bus
  - 25,000 BART
  - 1,300 WETA ferry

**2015**

- 37k Capacity
- 105%
- 39k Demand

**2016 WETA Update**

AM Peak Hour: 2,127
PM Peak Hour: 2,079

(* August 2016 peak hour ridership for AOSF, Harbor Bay, Vallejo, South SF services

Future Transbay Capacity and Demand

<table>
<thead>
<tr>
<th>Year</th>
<th>2015</th>
<th>2020</th>
<th>2025</th>
<th>2030</th>
<th>2035</th>
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<tbody>
<tr>
<td></td>
<td>37k Capacity</td>
<td>42k Capacity</td>
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<td>105%</td>
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<td>107%</td>
<td>120%</td>
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<td>152%</td>
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<td></td>
<td>39k Demand</td>
<td>44k Demand</td>
<td>49k Demand</td>
<td>55k Demand</td>
<td>62k Demand</td>
<td>70k Demand</td>
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</table>
WETA System

- Four routes
- 2.5M annual passengers
- 13 vessels
- $33.1M annual operating budget
- 66% systemwide farebox recovery ratio
- 181 boardings per revenue hour

System ridership up 74% since 2012

August 2016 Peak Utilization

Central Bay: Alameda, Oakland, Harbor Bay, South SF

- Boats are near full
- Vessel upgrades & new vessels expected
- Required to use older boats
- Lack of spare capacity
Vessel Investments

• 7 vessels under construction or in design
• 4 central bay boats expected by 2018
• 3 north bay boats by 2019
• Hydrus & Cetus in service summer 2017
• Retiring two 30 year-old boats
• Upgrades to current 149-passenger boats

Hydrus sea trial, January 26, 2017

Ron Cowan Central Bay Operations & Maintenance Facility
North Bay Operations & Maintenance Facility

Downtown Ferry Terminal Expansion
Expanded Service

- Enhances WETA capacity 66%
- Double ridership over 2016 levels
Expanded Service

Completion Timetable (Estimated Range)

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Total capital need $844 million
Annual operating need $49 million

Alameda County Service Operations

Annual operating need = $13 million

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<th>Operating Expenses</th>
<th>Service Levels</th>
<th>Total Annual Operating Budget</th>
<th>Operating Subsidy Required</th>
<th>Committed Funding</th>
<th>Needed Funding</th>
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## Alameda County Service Vessels

**Vessel need = $99 million**

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<th>Vessels</th>
<th>Current Fleet</th>
<th>Enhanced Fleet</th>
<th>New Vessels Required</th>
<th>Total Cost</th>
<th>Committed Funding</th>
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<td><strong>Total</strong></td>
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<td>15</td>
<td>8</td>
<td>$135</td>
<td>$36</td>
<td>$99</td>
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## Alameda County Service Terminals

**Terminal need = $122 million**

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<th>Terminals</th>
<th>Total Costs</th>
<th>Committed Funding</th>
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<tr>
<td>Downtown South Basin</td>
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<td>Alameda Main Street</td>
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<tr>
<td>Oakland</td>
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<tr>
<td>Harbor Bay</td>
<td>$18</td>
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<tr>
<td>South San Francisco</td>
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<td><strong>Enhancement Subtotal</strong></td>
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WETA Future

Richmond

Seaplane Lagoon

Mission Bay

Treasure Island

Berkeley

Redwood City

Carquinez Strait

South Bay

Hercules

North Bay opens

Over 2 m passengers

Over 12 m passengers

Over 6 m passengers

Central Bay opens

Downtown Expansion

15 & 30 minute frequencies on all routes

Central Bay

2016

2018

2019

2020

2021

2022

2023

2024

2025

2026

2027

2028

2029

2030

2031

2032

2033

2034

2035

2036

RM3 passes

35 vessels

Over 6 m passengers

Over 12 m passengers

44 vessels

Presentation End
Haul-Out Implementation Process

1. Stakeholder Outreach and Coordination
2. Haul-Out Study
3. BCDC Permit
4. Concept Design
5. Army Corps of Engineers
6. Construction Options
7. NMFS
8. RWQCB
9. CEQA Categorical Exemption
10. BCDC Permit Amendment
11. Final Design
12. Construction
13. Delivery
14. Interim Placement
15. Monitoring and Reporting
16. WETA and City of Alameda MOU
Mission Bay Terminal

WETA and the Port have initiated a development partnership to construct a Mission Bay Ferry terminal.

- Project MOU
- Port lead on development, WETA lead operator
- Significant employment & event facilities nearby
- Underserved by regional transit
- Engineering feasibility study completed
- Estimated total cost ranges from $32.5 to $42.7 million depending on the location selected.

Seaplane Lagoon Terminal

- Seaplane Lagoon terminal referenced in Transition Agreement
- Key component of Alameda Point development
- APP contribution of $10 m
- Target start of operations: 2020
- Main Street stays open
- Starts with commute-only service
- 400 parking spaces & rapid bus service planned
Berkeley Terminal

- Located near Hs. Lordships Restaurant, south of the Pier
- Requires significant dredging
- Shared parking
- Location and terminal design still needs to be finalized
- Estimated $35 million capital cost for terminal, $40 million for vessels

Overall Development Plan
Alameda Terminals Customer Access

Harbor Bay Access Strategies
- Residential permit program (soon)
- Parking enforcement on Adelphian
- Improved AC Transit Line 21 service, free transfer
- Parking fees

Main Street Access Strategies
- Opened O’ Club for spillover parking
- Long-term development changes to area
- Bike lane needed
- Lobby City, AC Transit to restore bus service to terminal
- Increase in private providers such as Lyft, Uber
- Seaplane Lagoon expected in operation by 2020
### Main Line Connections
Northeast to Solano Ave
East to University Ave
South to Mandela Park & Ride / Emeryville

### Local Transit Connections

<table>
<thead>
<tr>
<th>Destination</th>
<th>Peak</th>
<th>Off-Peak</th>
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<td>Solano Ave – Albany</td>
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<tr>
<td>University Ave – Berkeley</td>
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<tr>
<td>West Berkeley / Emeryville / JLS</td>
<td>15 min.</td>
<td>15 min.</td>
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</tbody>
</table>

- Up 91% since 2012
- 68% Farebox Recovery
- Roughly 50/50 Oakland & Alameda
- Weekdays 70% Alameda
- Weekends 30% Alameda
Harbor Bay

- Up 60% since 2012
- 66% Farebox Recovery
- Spillover parking concerns
- Upcoming parking fees

Vallejo

- Up 52% since 2012
- 69% Farebox Recovery
- 90+% occupancy in peak periods
Vallejo

- Up 52% since 2012
- 69% Farebox Recovery
- 90+% occupancy in peak periods

South San Francisco

- Up 270% since 2012
- 38% Farebox Recovery
- 40% Alameda residents
- Winter service disruptions
August 2016 Peak Utilization

North Bay: Vallejo

- Key impacted trips
- No new capacity until 2018
- Richmond scheduled for 2018 opening
- Lack of spare capacity