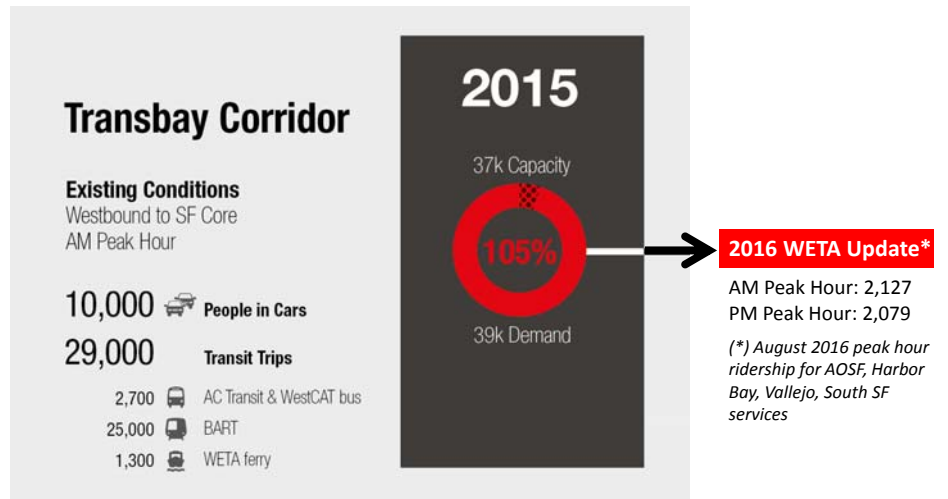


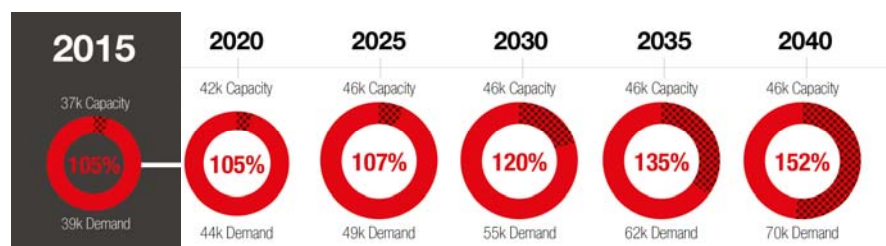


Transbay Peak Hour Capacity and Demand



3

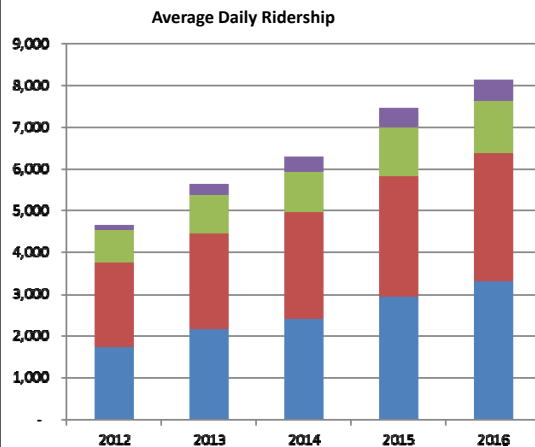
Future Transbay Capacity and Demand



4

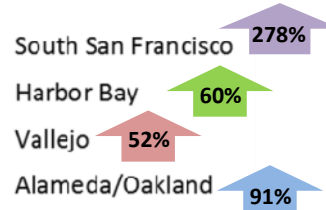
WETA System

WATER EMERGENCY
TRANSPORTATION AUTHORITY



System ridership up 74% since 2012

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

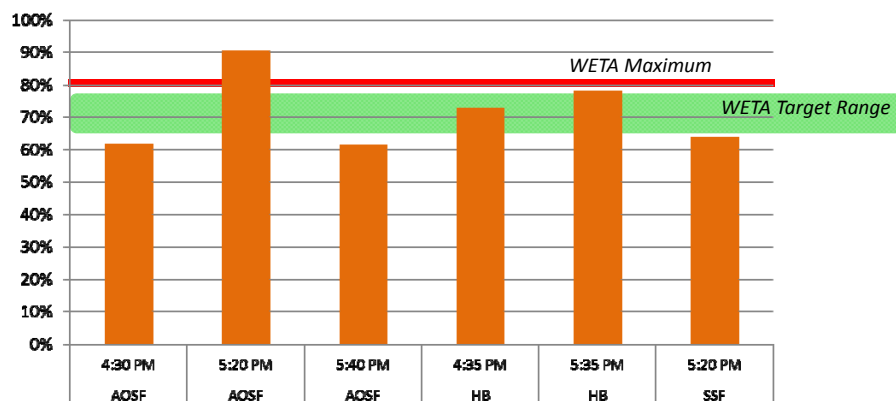


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August 2016 Peak Utilization

WATER EMERGENCY
TRANSPORTATION AUTHORITY

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

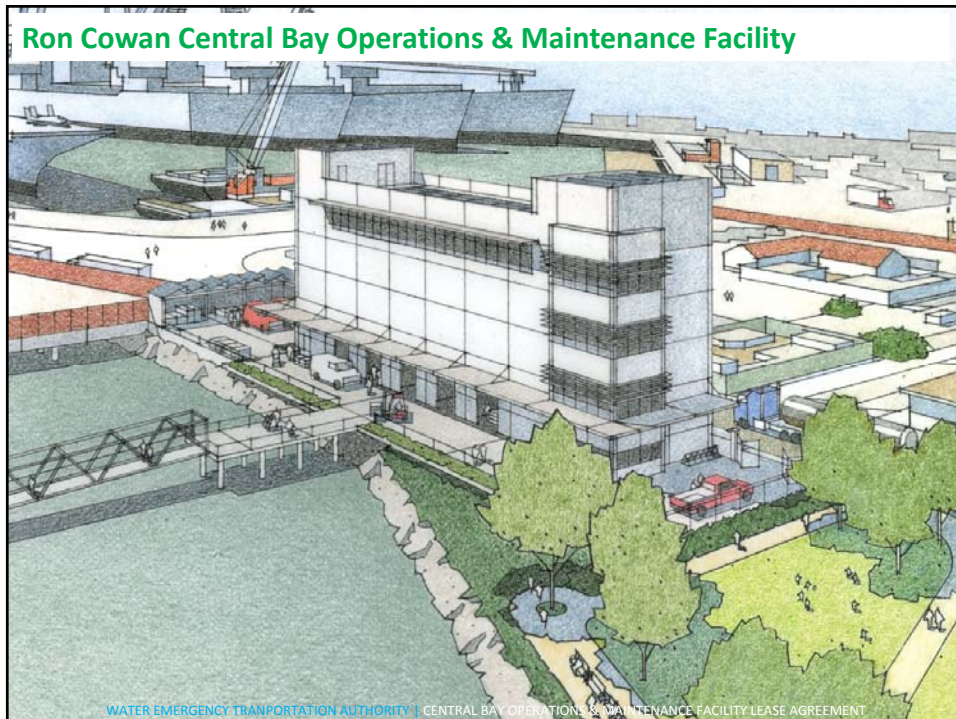
Vessel Investments

- 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

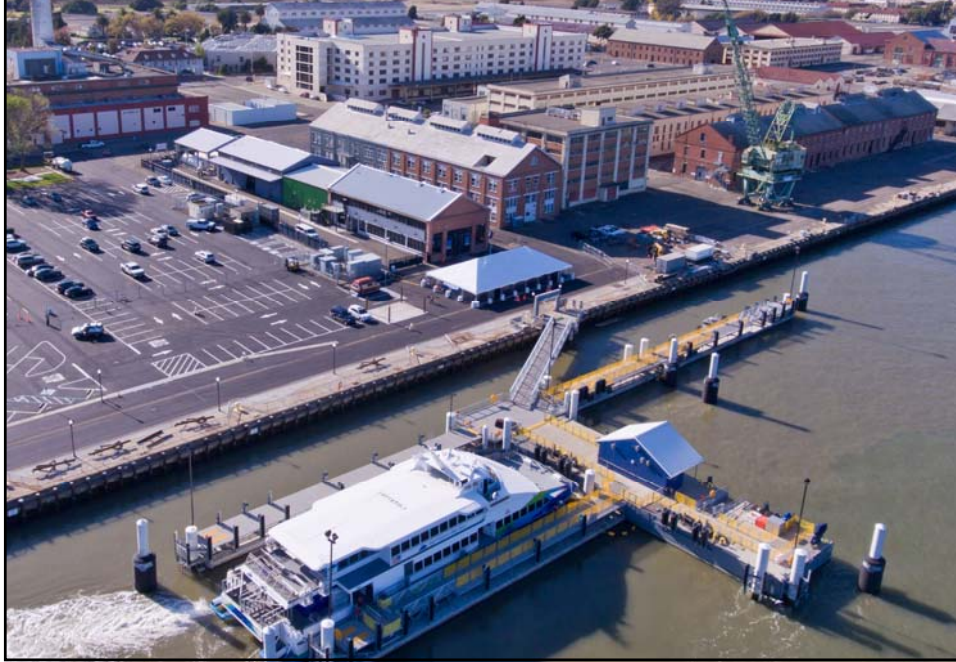
Ron Cowan Central Bay Operations & Maintenance Facility



WATER EMERGENCY TRANSPORTATION AUTHORITY | CENTRAL BAY OPERATIONS & MAINTENANCE FACILITY LEASE AGREEMENT

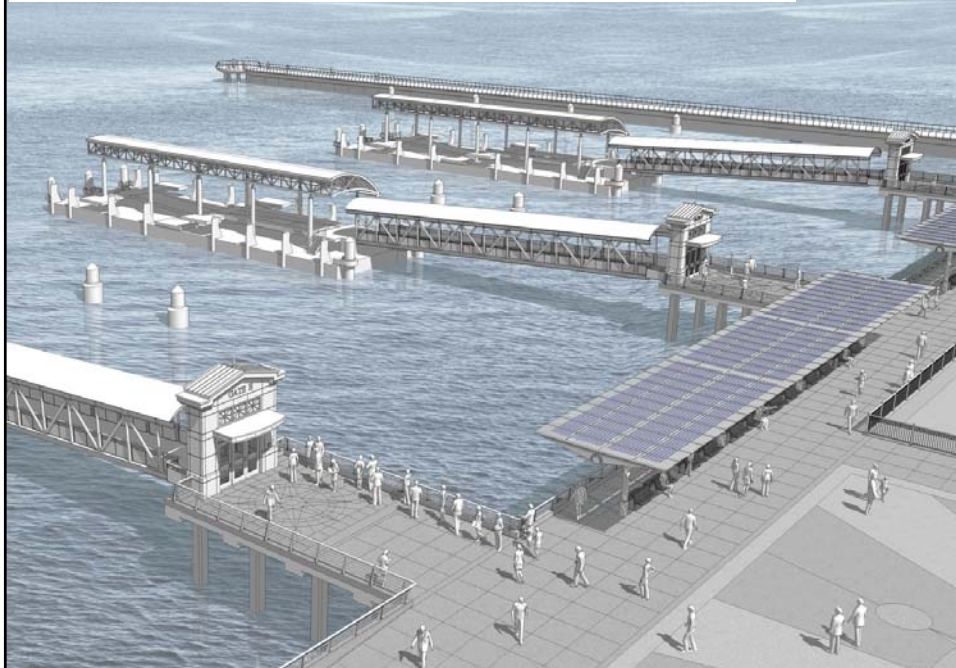
North Bay Operations & Maintenance Facility

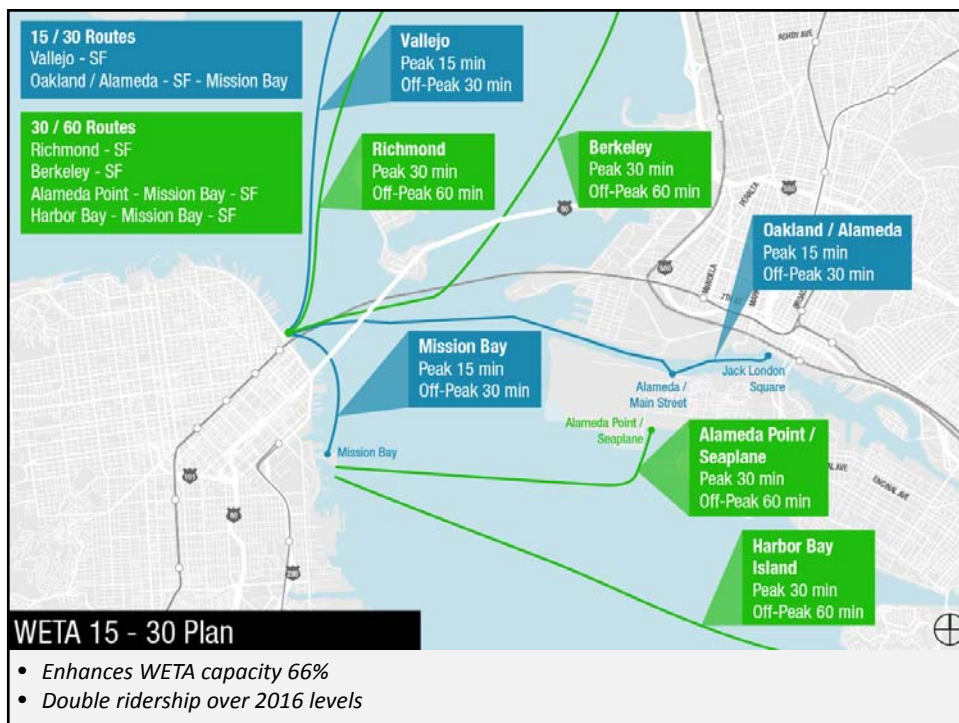
WATER EMERGENCY
TRANSPORTATION AUTHORITY



Downtown Ferry Terminal Expansion

WATER EMERGENCY
TRANSPORTATION AUTHORITY

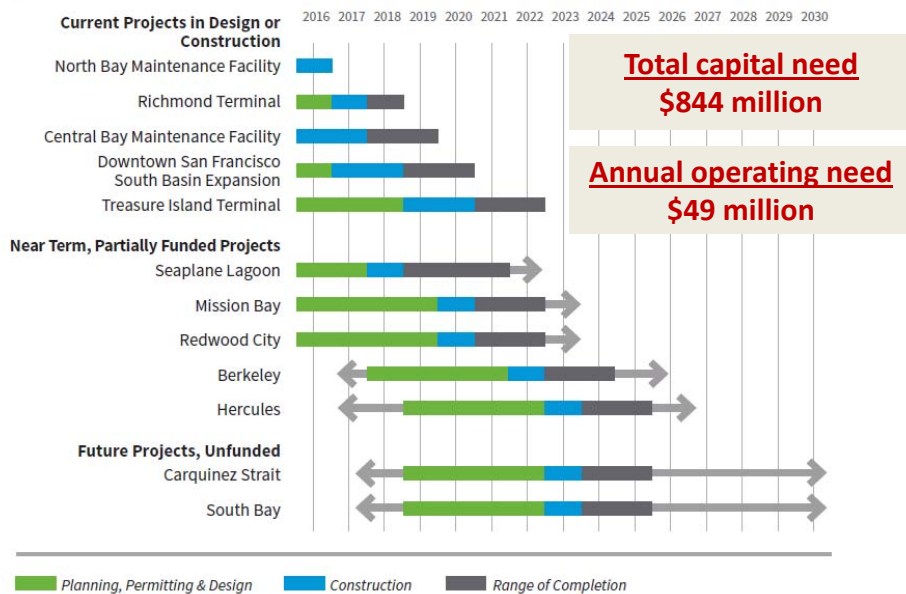




Expanded Service

WATER EMERGENCY
TRANSPORTATION AUTHORITY

Completion Timetable (Estimated Range)



Alameda County Service Operations

WATER EMERGENCY
TRANSPORTATION AUTHORITY

Annual operating need = \$13 million

Operating Expenses	Service Levels		Total Annual Operating Budget	Operating Subsidy Required	Committed Funding	Needed Funding
	Current	Enhanced				
Alameda/Oakland	30	15	\$ 20	\$ 10	\$ 5	\$ 5
Harbor Bay	60	30	\$ 6	\$ 3	\$ 2	\$ 2
South San Francisco	60	30	\$ 8	\$ 4	\$ 2	\$ 2
Enhancement Subtotal			\$ 34	\$ 17	\$ 9	\$ 9
Berkeley		30	\$ 8	\$ 4	-	\$ 4
Expansion Subtotal			\$ 8	\$ 4	\$ -	\$ 4
Total			\$ 42	\$ 21	\$ 9	\$ 13



Alameda County Service Vessels

WATER EMERGENCY
TRANSPORTATION AUTHORITY

Vessel need = \$99 million



Vessels	Current Fleet	Enhanced Fleet	New Vessels Required	Total Cost	Committed Funding	Needed Funding
Alameda/Oakland	3	6	3	\$ 54	\$ 36	\$ 18
Harbor Bay	2	3	1	\$ 18	\$ -	\$ 18
South San Francisco	2.5	3.5	1	\$ 18	\$ -	\$ 18
<i>Enhancement Subtotal</i>	<i>8</i>	<i>12.5</i>	<i>5.0</i>	<i>\$ 90</i>	<i>\$ 36</i>	<i>\$ 54</i>
Berkeley		2.5	3	\$ 45	\$ -	\$ 45
<i>Expansion Subtotal</i>	<i>0</i>	<i>2.5</i>	<i>2.5</i>	<i>\$ 45</i>	<i>\$ -</i>	<i>\$ 45</i>
Total	8	15	8	\$ 135	\$ 36	\$ 99

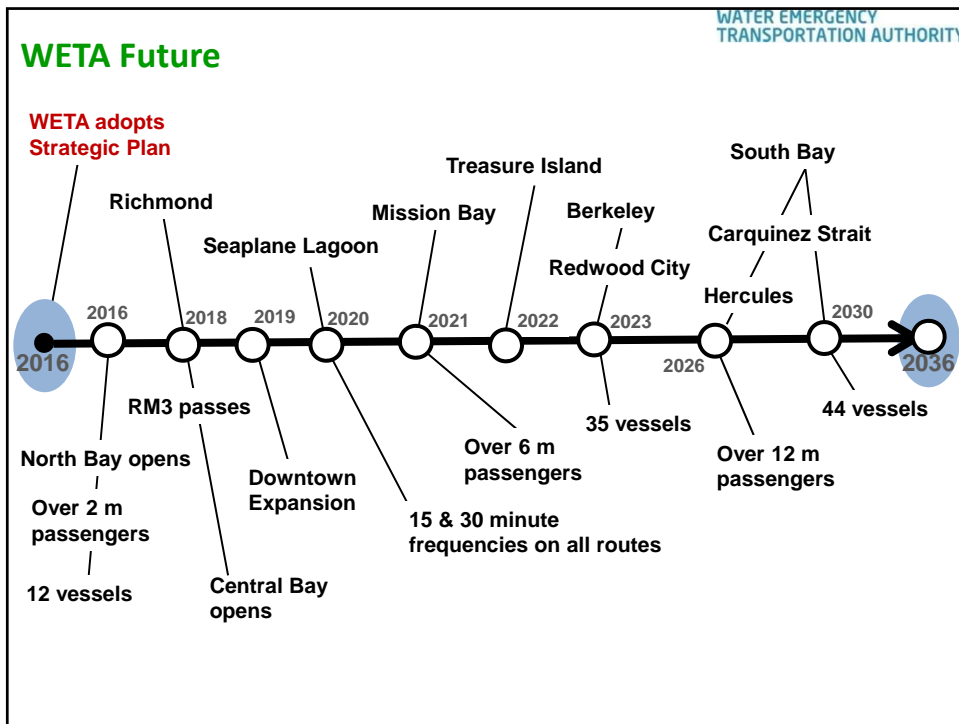
Alameda County Service Terminals

WATER EMERGENCY
TRANSPORTATION AUTHORITY

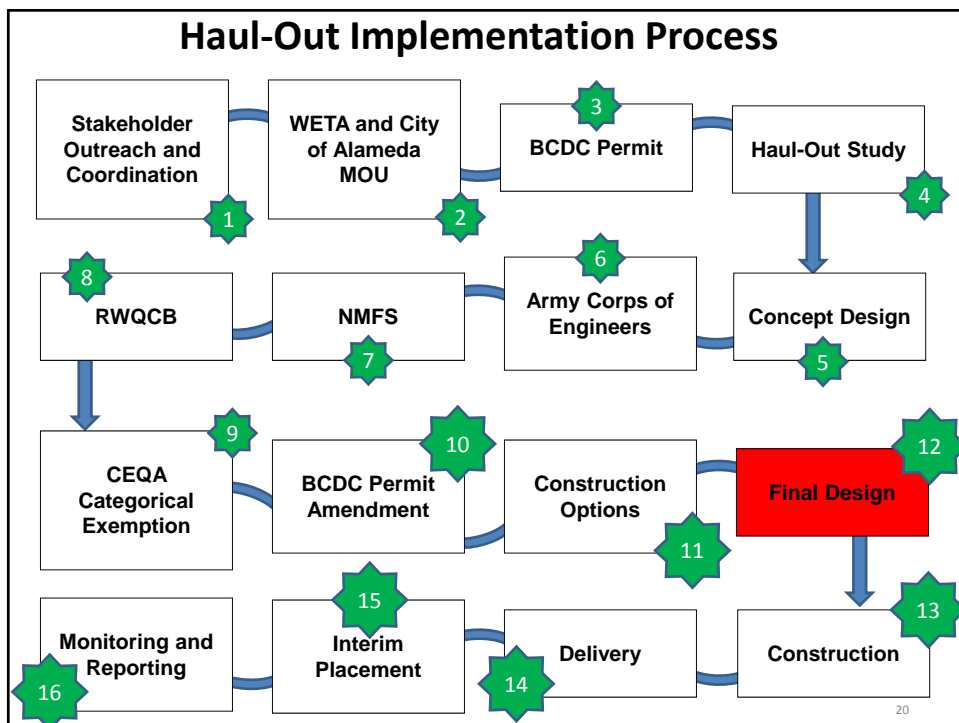
Terminal need = \$122 million

Terminals	Total Costs	Committed Funding	Needed Funding
Downtown South Basin	\$ 80	\$ 80	\$ -
Alameda Main Street	\$ 18	\$ -	\$ 18
Oakland	\$ 18	\$ -	\$ 18
Harbor Bay	\$ -	\$ -	\$ -
South San Francisco	\$ -	\$ -	\$ -
<i>Enhancement Subtotal</i>	<i>\$ 116</i>	<i>\$ 80</i>	<i>\$ 36</i>
Seaplane Lagoon	\$ 18	\$ 10	\$ 8
Berkeley	\$ 35	\$ -	\$ 35
Mission Bay	\$ 46	\$ 3	\$ 43
<i>Expansion Subtotal</i>	<i>\$ 99</i>	<i>\$ 13</i>	<i>\$ 86</i>
Total	\$ 215	\$ 93	\$ 122





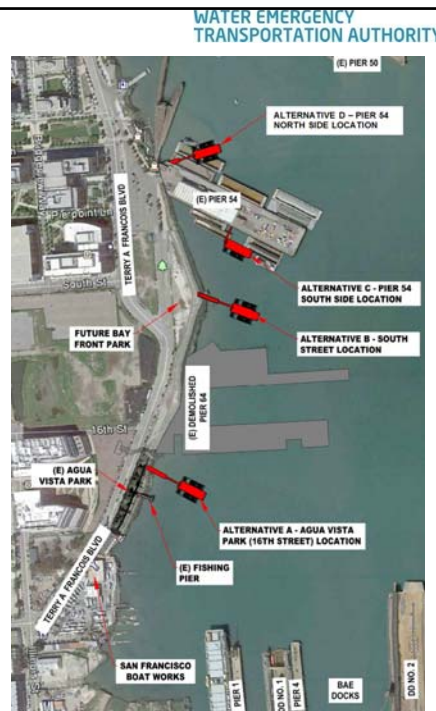
Presentation End



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.



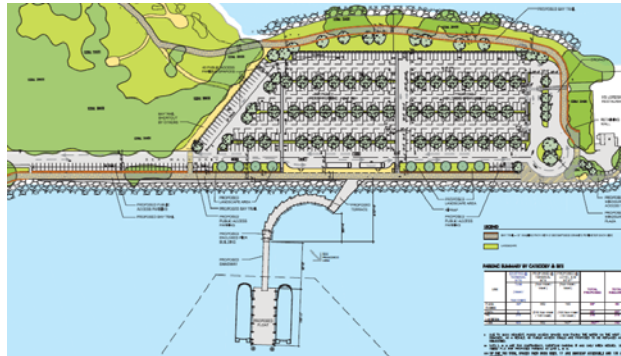
Seaplane Lagoon Terminal

- 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

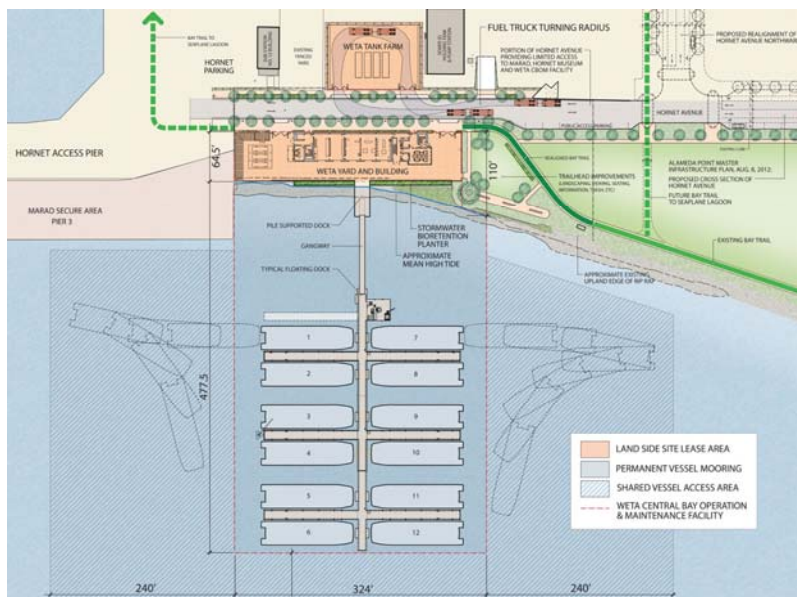
WATER EMERGENCY
TRANSPORTATION AUTHORITY



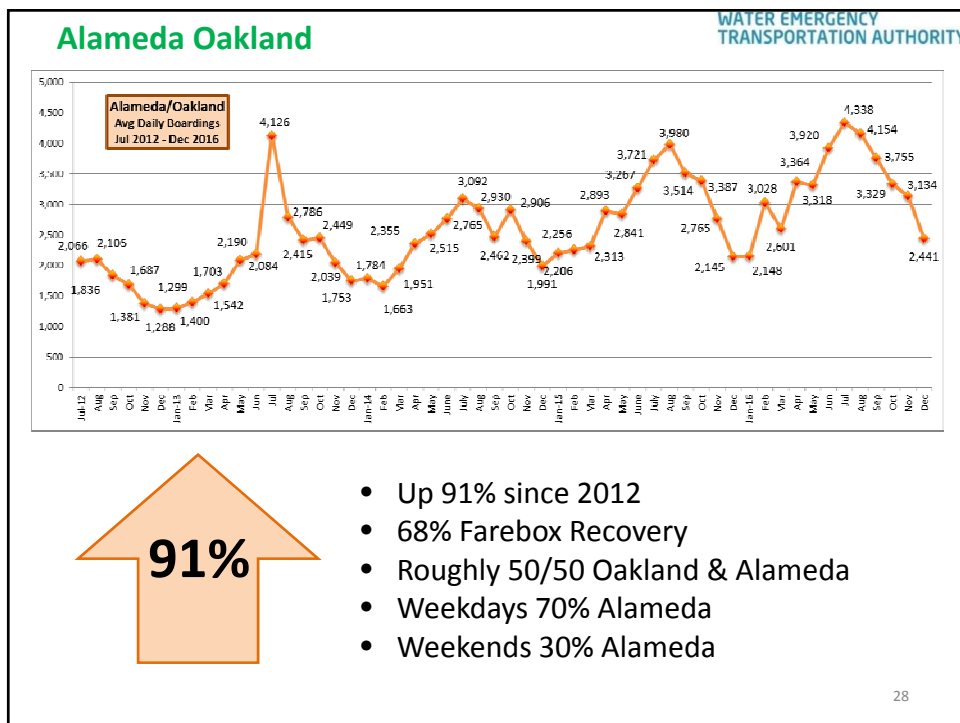
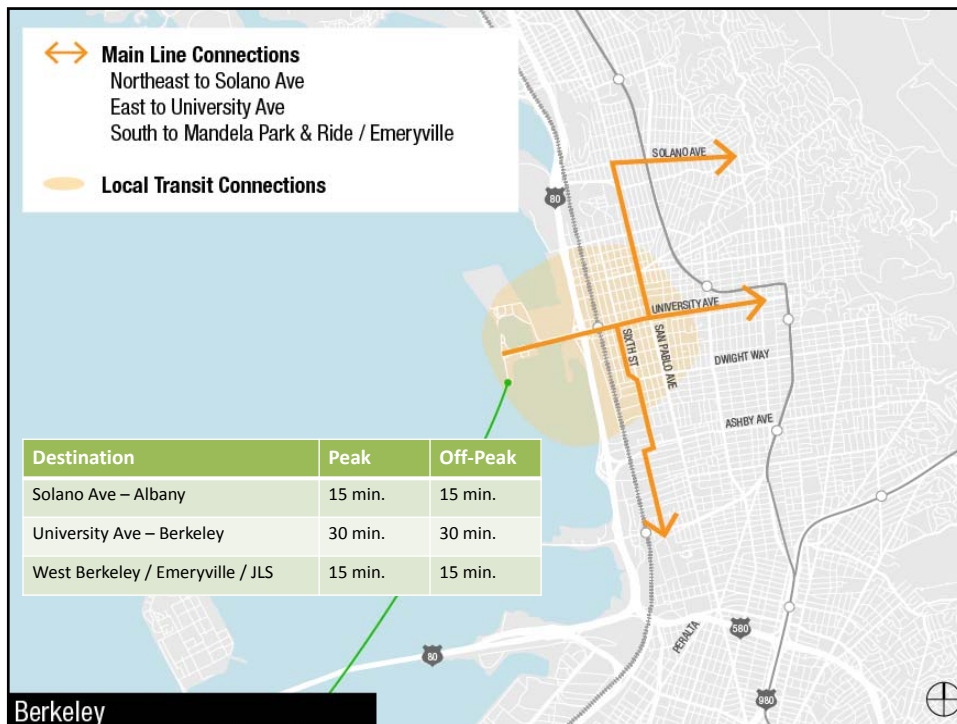
- Located near Hs. Lordships Restaurant, south of the Pier
- Requires significant dredging
- Shared parking
- Location and terminal design still needs to be finalized
- Estimated \$35 million capital cost for terminal, \$40 million for vessels

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Overall Development Plan

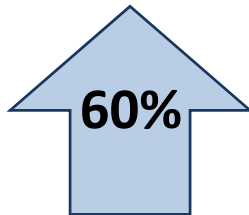
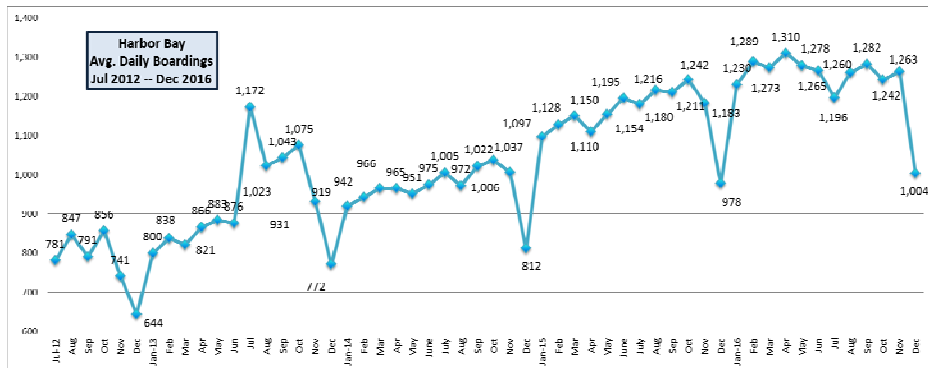


WATER EMERGENCY TRANSPORTATION AUTHORITY |



Harbor Bay

WATER EMERGENCY
TRANSPORTATION AUTHORITY

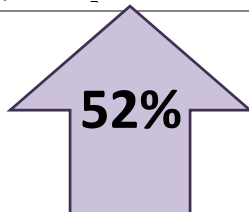
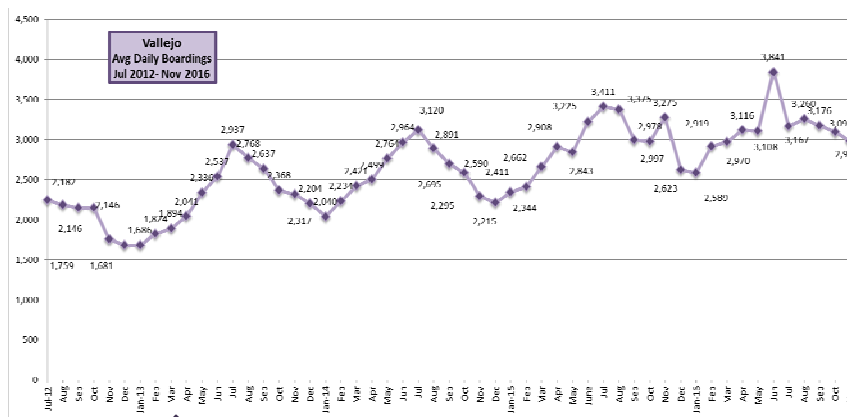


- Up 60% since 2012
- 66% Farebox Recovery
- Spillover parking concerns
- Upcoming parking fees

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Vallejo

WATER EMERGENCY
TRANSPORTATION AUTHORITY

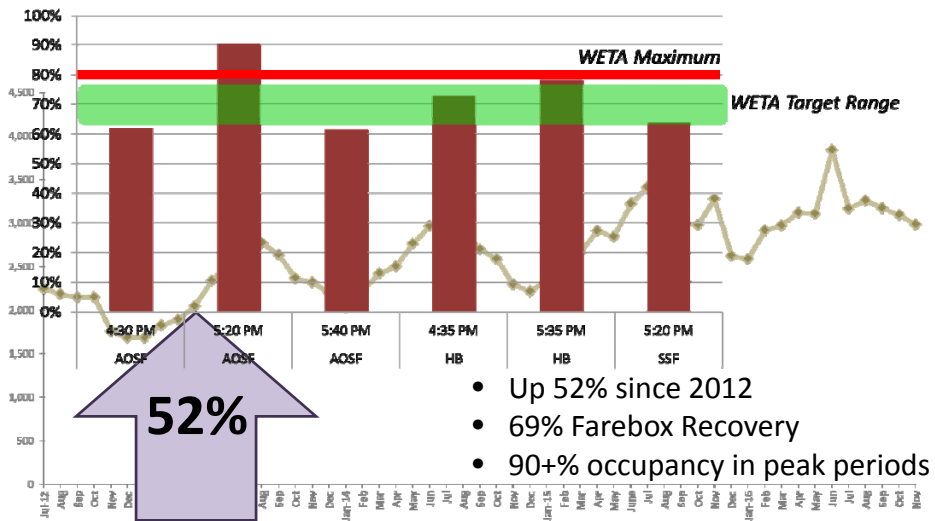


- Up 52% since 2012
- 69% Farebox Recovery
- 90+% occupancy in peak periods

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Vallejo

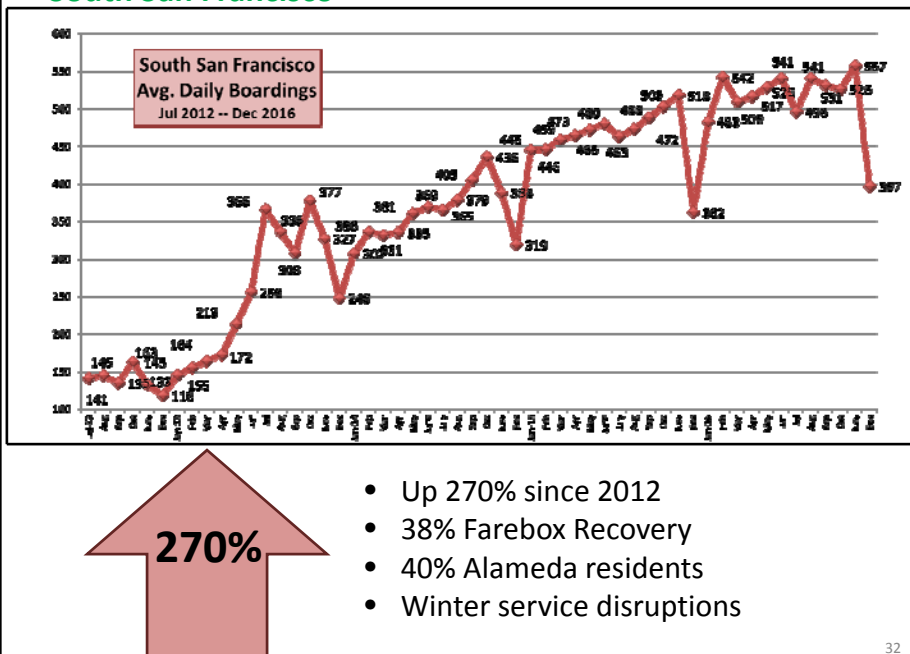
WATER EMERGENCY
TRANSPORTATION AUTHORITY



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South San Francisco

WATER EMERGENCY
TRANSPORTATION AUTHORITY

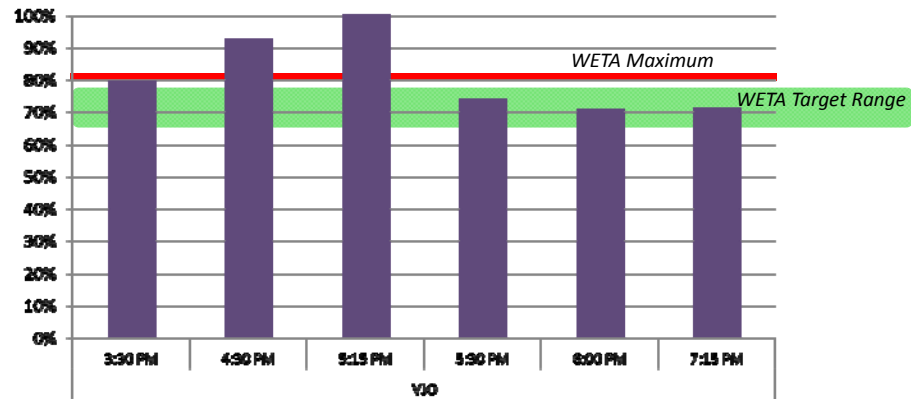


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August 2016 Peak Utilization

WATER EMERGENCY
TRANSPORTATION AUTHORITY

North Bay: Vallejo



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