

February 2017

San Francisco Bay Area
Water Emergency
Transportation Authority

Strategic Plan
Regional Measure 3

12 Vessels
7 Terminals
4 Routes
Peak Capacity
of 1,802
7,583 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
\$144 Million
Operating Budget

WETA Strategic Plan

- Bay Bridge corridor
- Current ridership boom
- New boats
- Core system projects
- Strategic Plan projects
 - Enhancement
 - Expansion
- San Francisco 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**

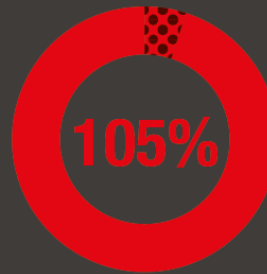
2,700  AC Transit & WestCAT bus

25,000  BART

1,300  WETA ferry

2015

37k Capacity



39k Demand

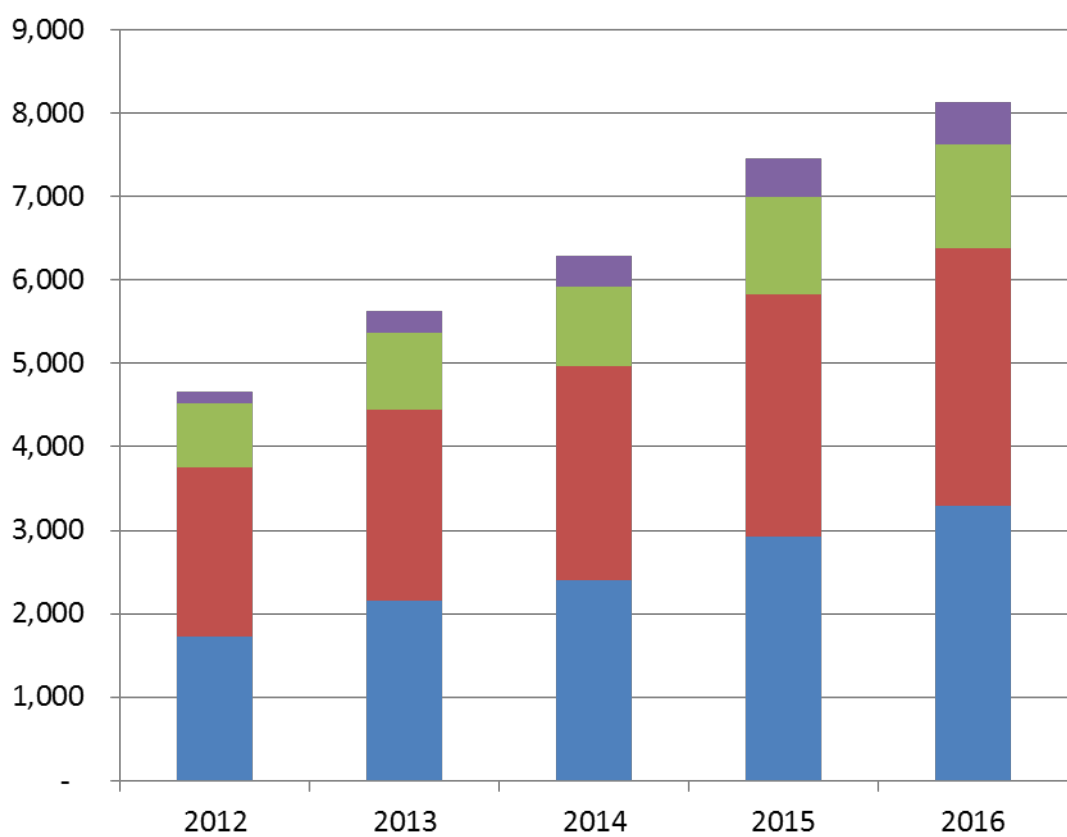
2016 WETA Update*

AM Peak Hour: 2,127

PM Peak Hour: 2,079

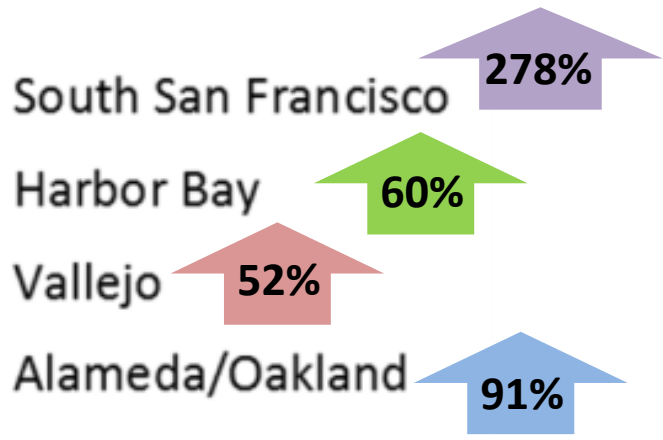
() August 2016 peak hour
ridership for AOSF, Harbor
Bay, Vallejo, South SF
services*

Average Daily Ridership

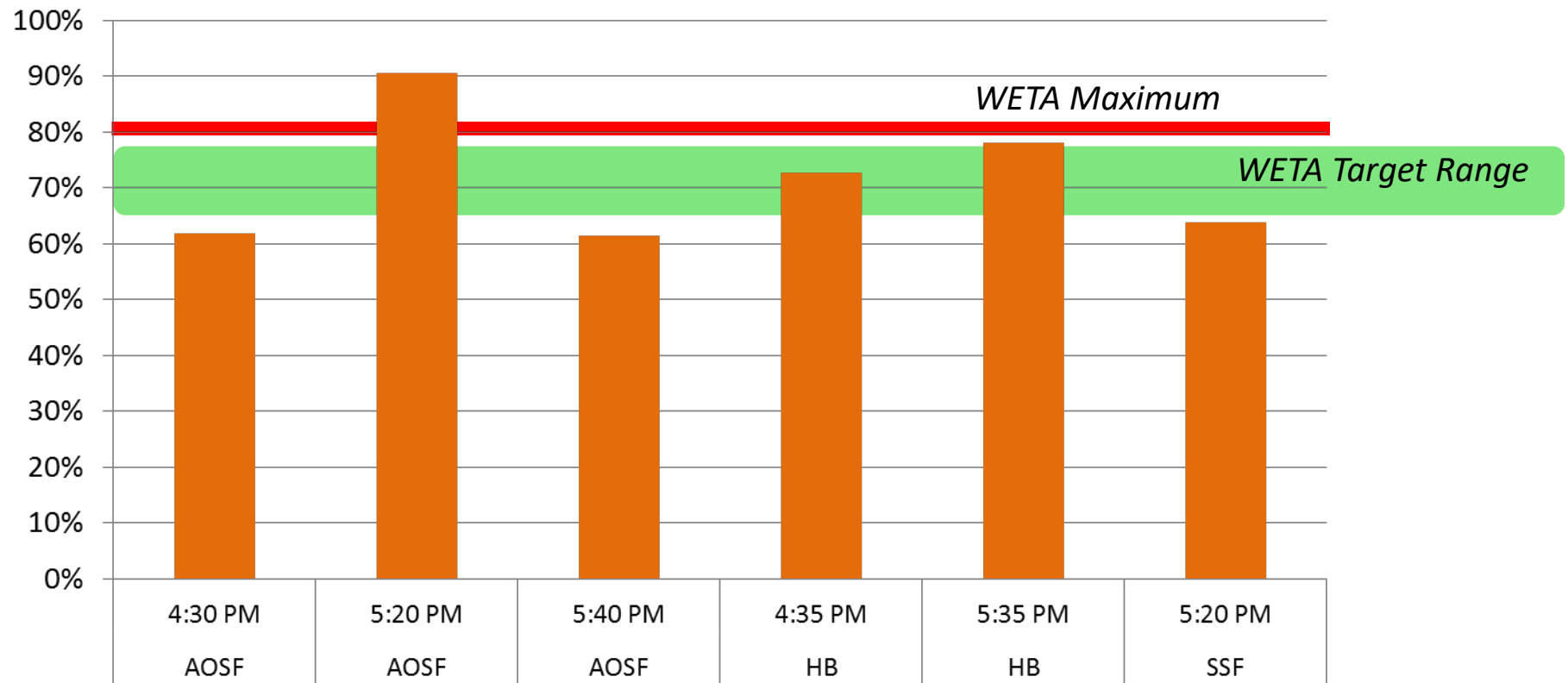


System ridership up 74% since 2012

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

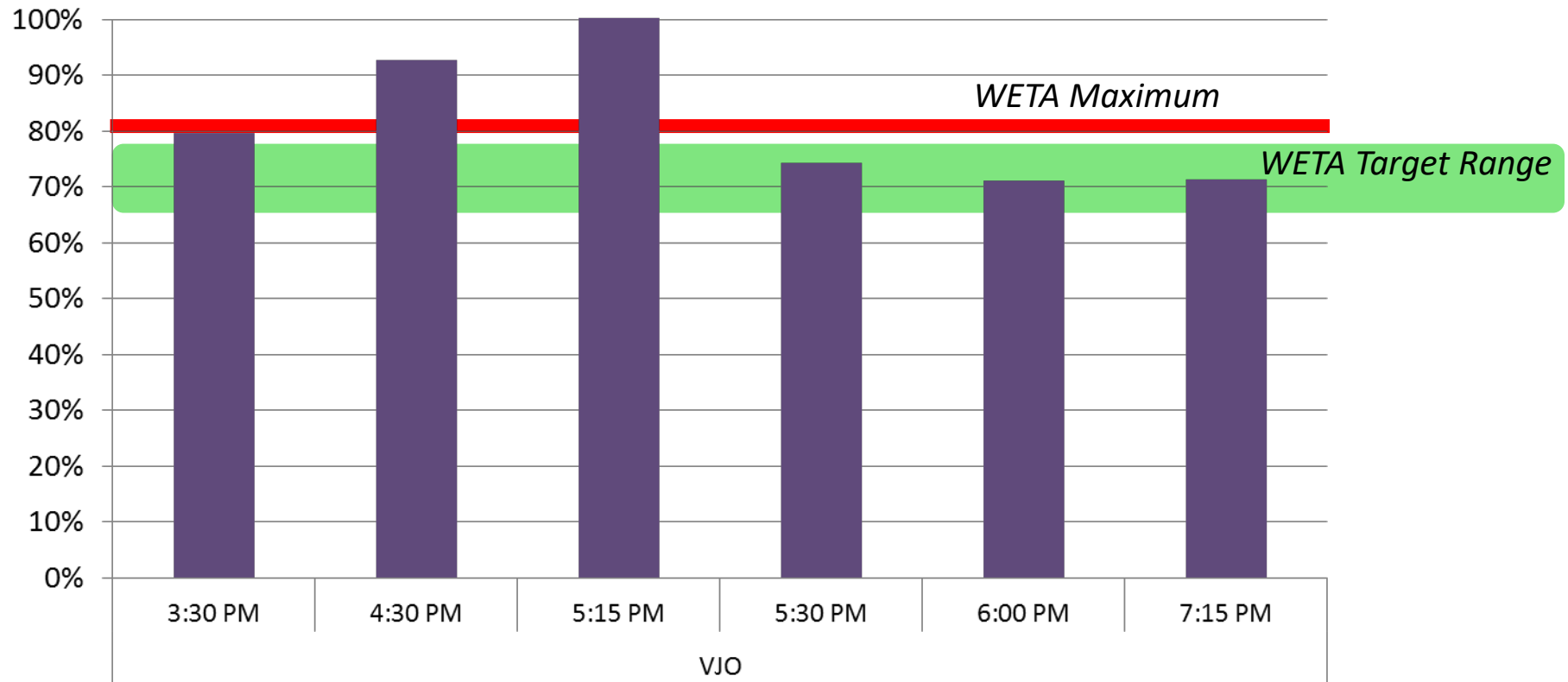


Central Bay: Alameda, Oakland, Harbor Bay, South SF



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

North Bay: Vallejo



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

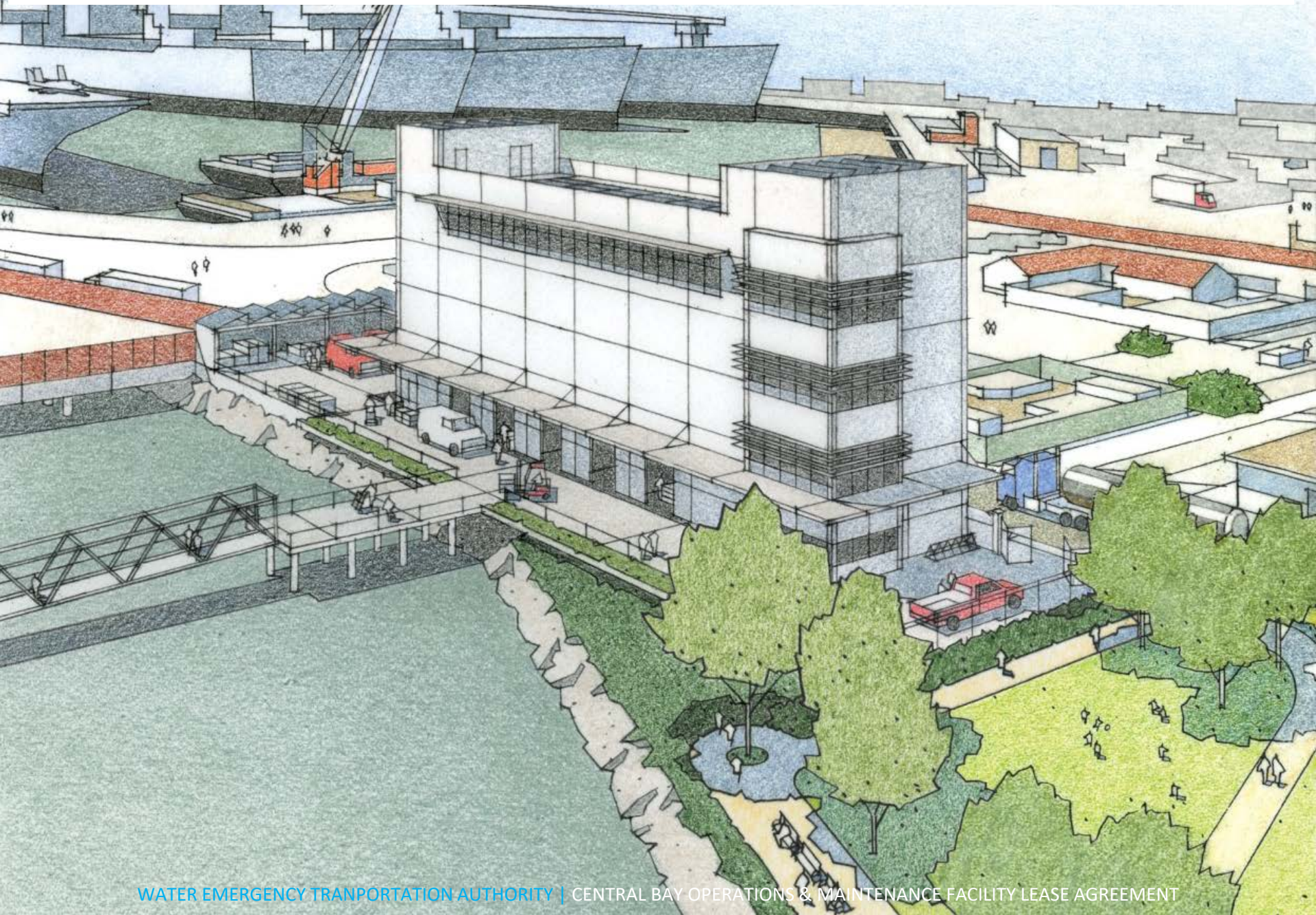
Vessel Investments

- 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



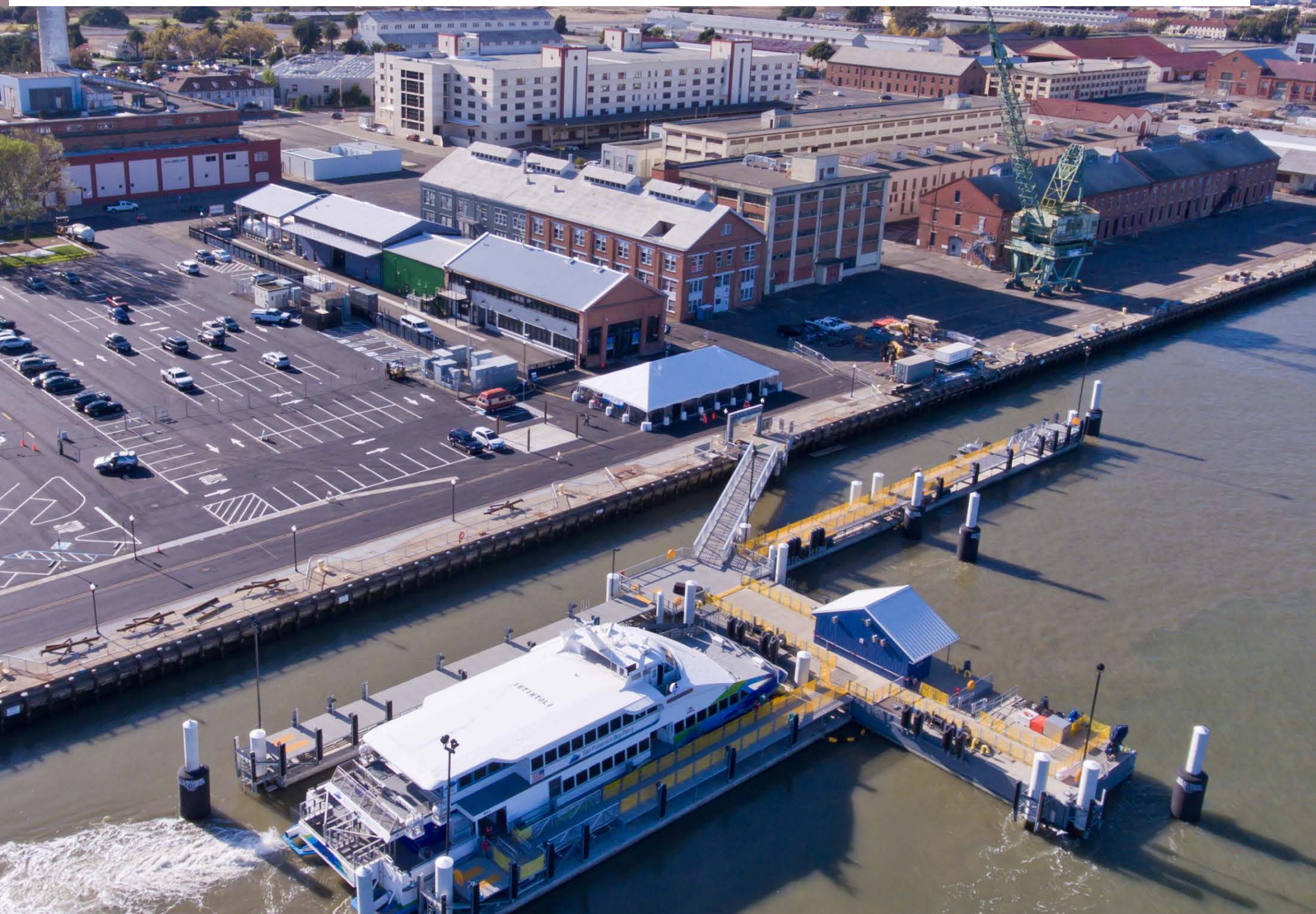
Hydrus sea trial, January 26, 2017

Ron Cowan Central Bay Operations & Maintenance Facility



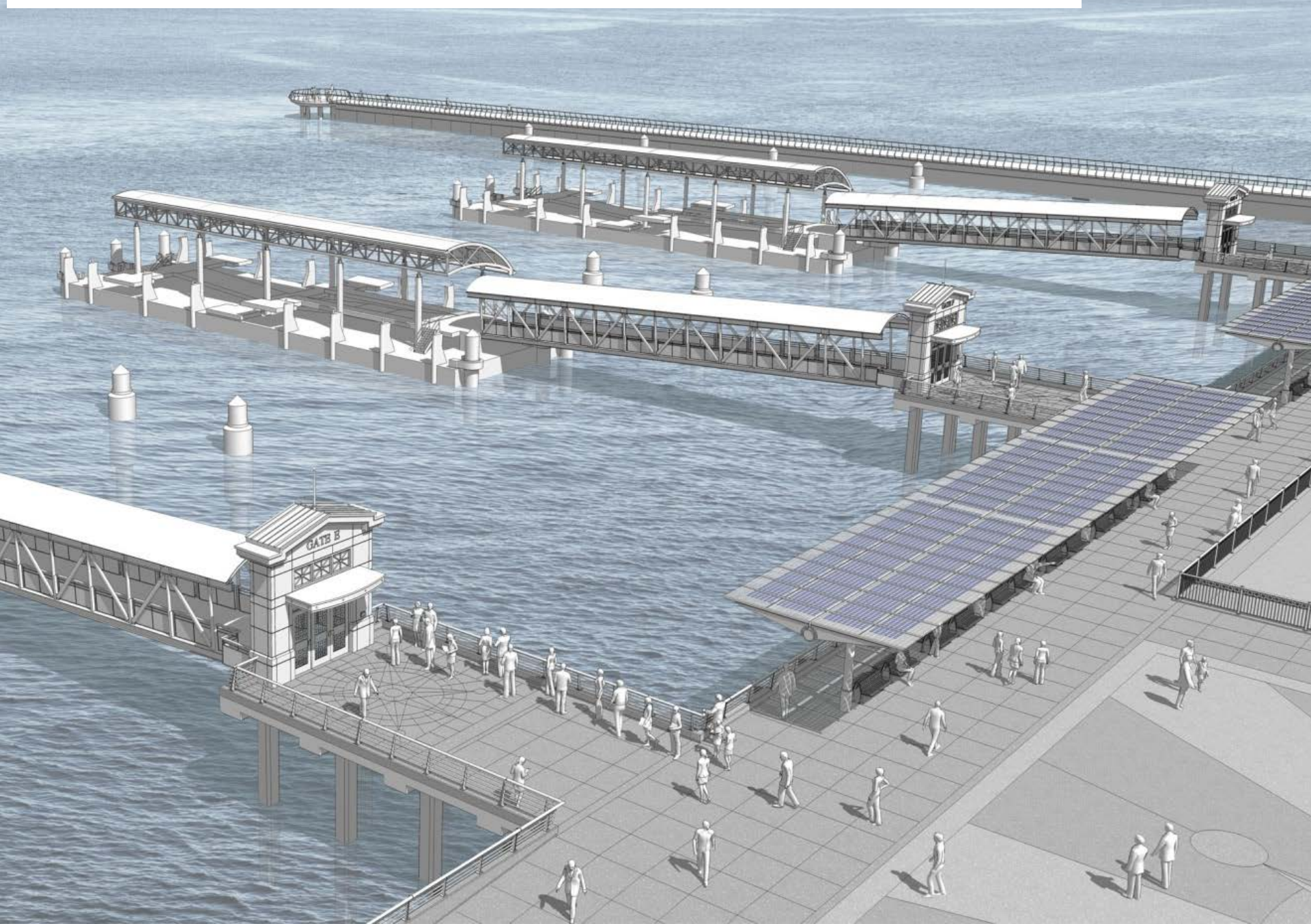
North Bay Operations & Maintenance Facility

WATER EMERGENCY
TRANSPORTATION AUTHORITY



Downtown Ferry Terminal Expansion

WATER EMERGENCY
TRANSPORTATION AUTHORITY



Expanded Service



15 / 30 Routes

Vallejo - SF

Oakland / Alameda - SF - Mission Bay

30 / 60 Routes

Richmond - SF

Berkeley - SF

Alameda Point - Mission Bay - SF

Harbor Bay - Mission Bay - SF

Vallejo

Peak 15 min

Off-Peak 30 min

Richmond

Peak 30 min

Off-Peak 60 min

Berkeley

Peak 30 min

Off-Peak 60 min

Oakland / Alameda

Peak 15 min

Off-Peak 30 min

Mission Bay

Peak 15 min

Off-Peak 30 min

Alameda Point / Seaplane

Peak 30 min

Off-Peak 60 min

Harbor Bay Island

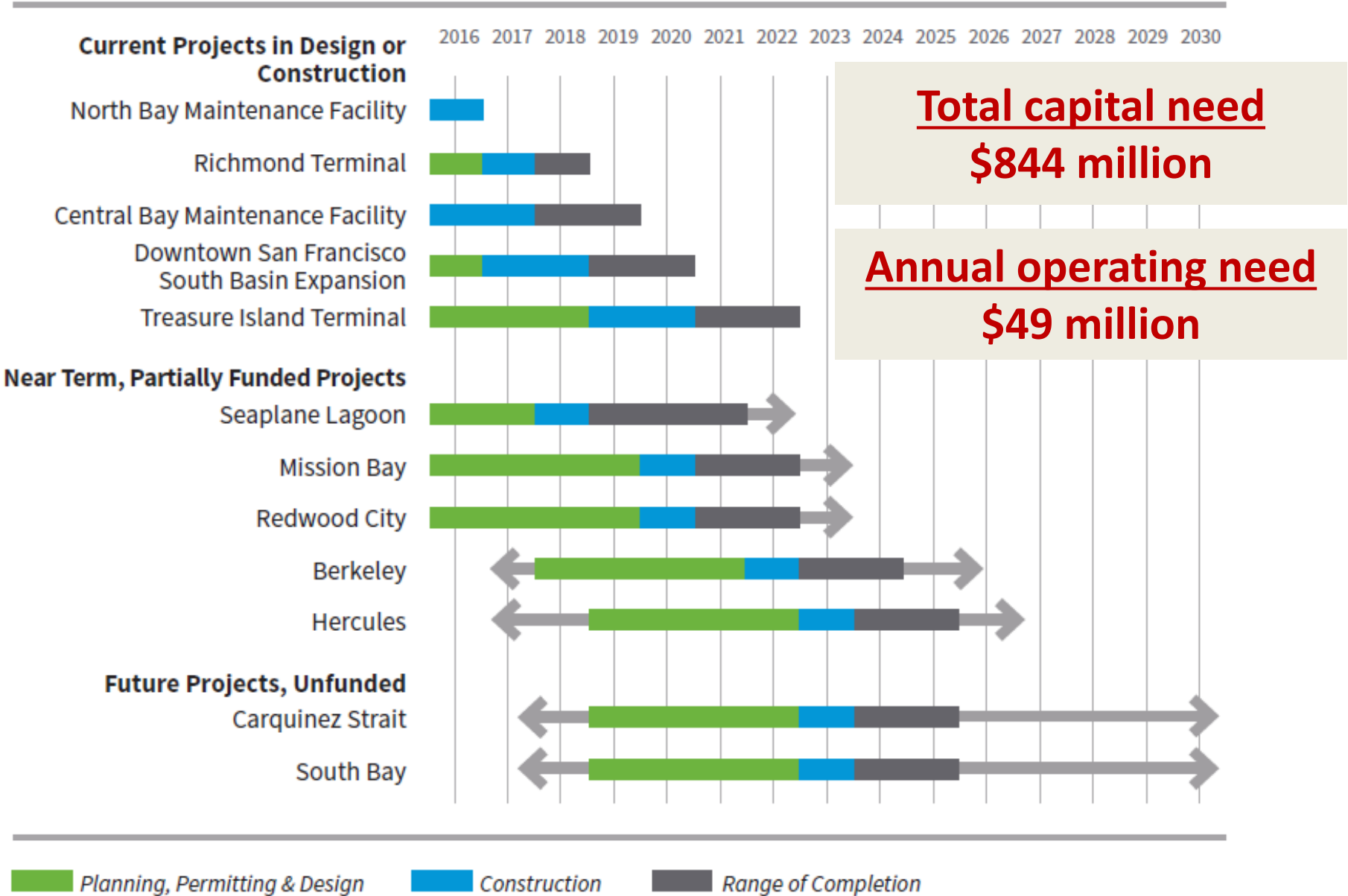
Peak 30 min

Off-Peak 60 min

WETA 15 - 30 Plan

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

Completion Timetable (Estimated Range)



San Francisco Service Operations

Annual operating need = \$21 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
Vallejo	40	15	\$ 34	\$ 17	\$ 8.5	\$ 8.5
Harbor Bay	60	30	\$ 6	\$ 3	\$ 1.5	\$ 1.5
<i>Enhancement Subtotal</i>			\$ 60	\$ 30	\$ 15	\$ 15
Richmond		30	\$ 8	\$ 4	\$ 2	\$ 2
Treasure Island		30	\$ 8	\$ 4	\$ 4	-
Berkeley		30	\$ 8	\$ 4	-	\$ 4
<i>Expansion Subtotal</i>			\$ 24	\$ 12	\$ 6	\$ 6
Total			\$ 84	\$ 42	\$ 21	\$ 21



San Francisco Service Vessels

Vessel need = \$163 million



Vessels	Current Fleet	Enhanced Fleet	New Vessels Required	Total Cost	Committed Funding	Needed Funding
Alameda/Oakland	3	6	3	\$ 54	\$ 36	\$ 18
Vallejo	4.5	7	3	\$ 59	\$ -	\$ 59
Harbor Bay	2	3	1	\$ 18	\$ -	\$ 18
<i>Enhancement Subtotal</i>	<i>10</i>	<i>16</i>	<i>7</i>	<i>\$ 131</i>	<i>\$ 36</i>	<i>\$ 95</i>
Richmond		3	3	\$ 71	\$ 47	\$ 24
Treasure Island		2	2	\$ 36	\$ 36	\$ -
Berkeley		3	3	\$ 45	\$ -	\$ 45
<i>Expansion Subtotal</i>		<i>8</i>	<i>8</i>	<i>152</i>	<i>83</i>	<i>69</i>
Total	10	24	14	282	119	163

Note: Treasure Island assumption was 2 central bay diesel vessels, currently being reconsidered as two electric vessels at lower cost. Funding uncertain for 1st vessel.

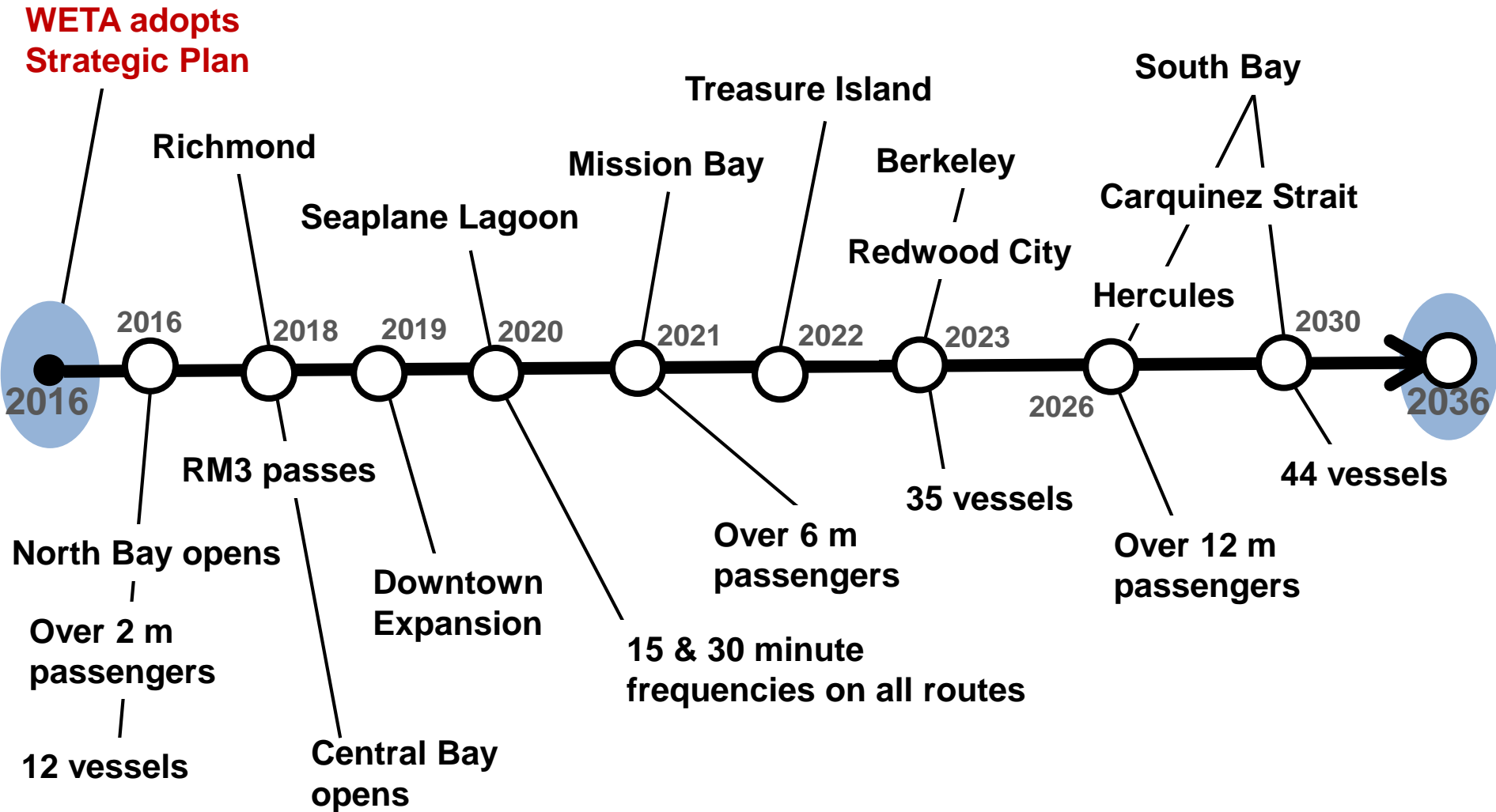
San Francisco Service Terminals

Terminal need = \$148 million

Terminals	Total Costs	Committed Funding	Needed Funding
Downtown South Basin	\$ 80	\$ 80	\$ -
Alameda Main Street	\$ 18	\$ -	\$ 18
Oakland	\$ 18	\$ -	\$ 18
<i>Enhancement Subtotal</i>	<i>\$ 116</i>	<i>\$ 80</i>	<i>\$ 36</i>
Downtown North Basin	\$ 30	\$ -	\$ 30
Seaplane Lagoon	\$ 18	\$ 10	\$ 8
Treasure Island	\$ 30	\$ 30	\$ -
Berkeley	\$ 35	\$ -	\$ 35
Mission Bay	\$ 46	\$ 7	\$ 39
<i>Expansion Subtotal</i>	<i>\$ 159</i>	<i>\$ 47</i>	<i>\$ 112</i>
Total	\$ 275	\$ 127	\$ 148



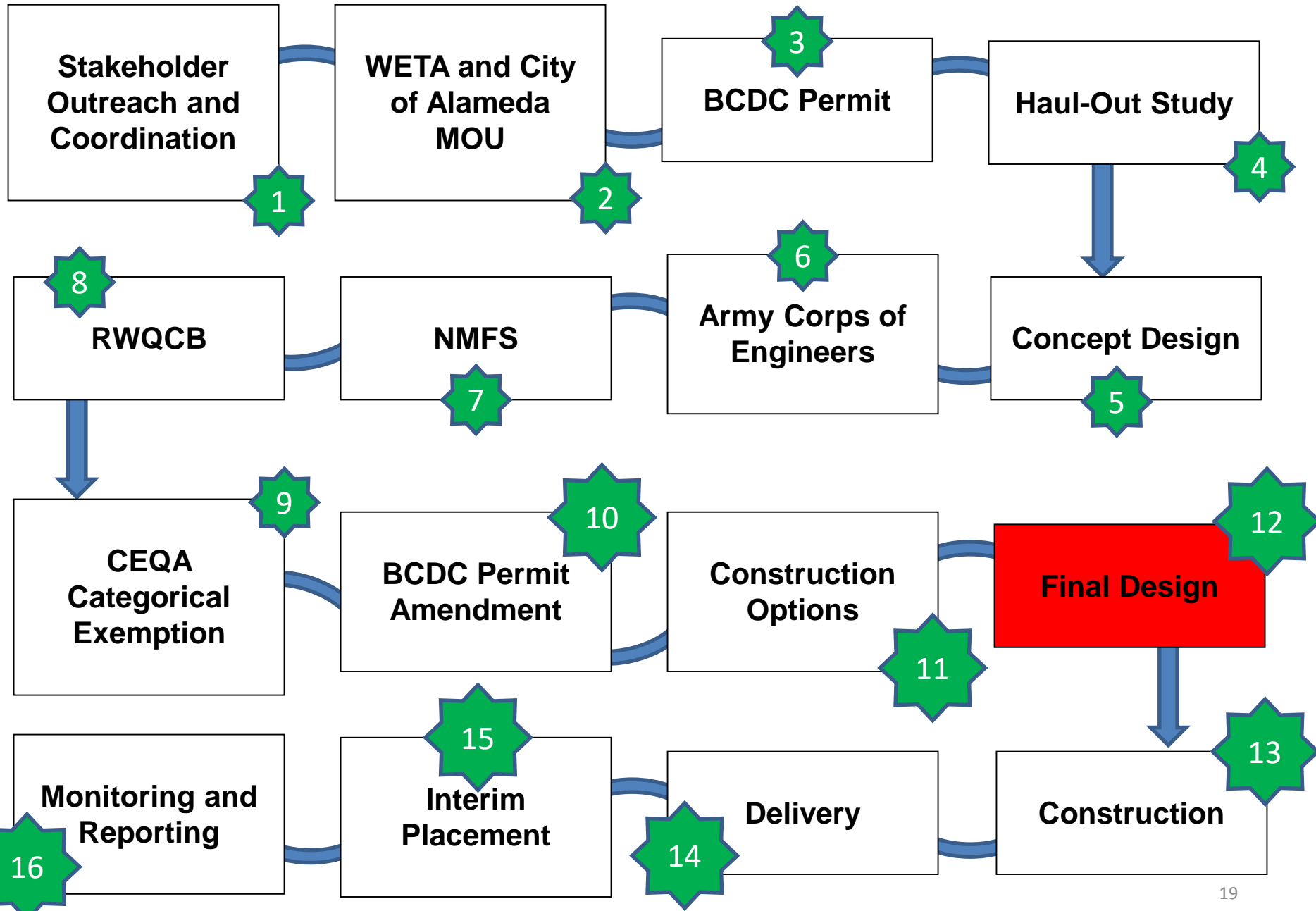
WETA Future



Harbor Seals!



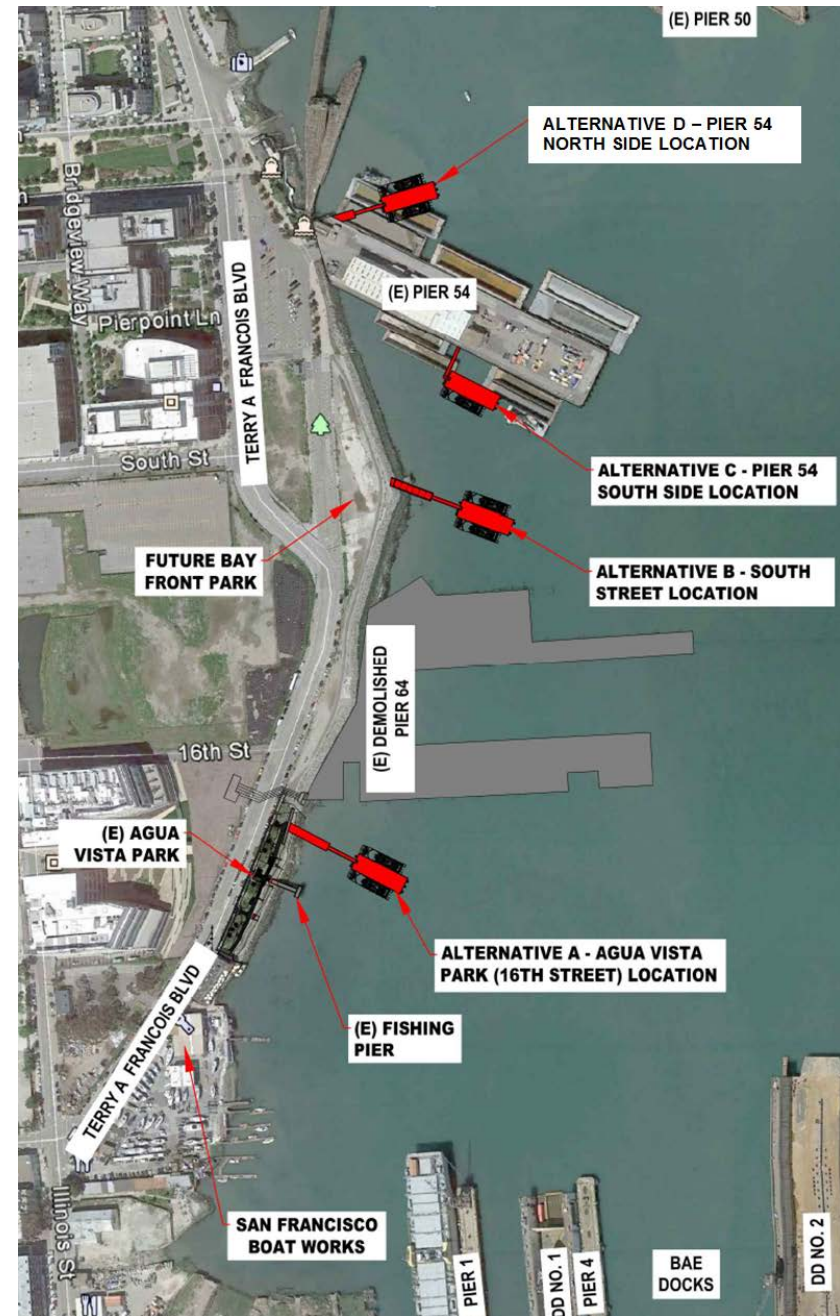
Haul-Out Implementation Process



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

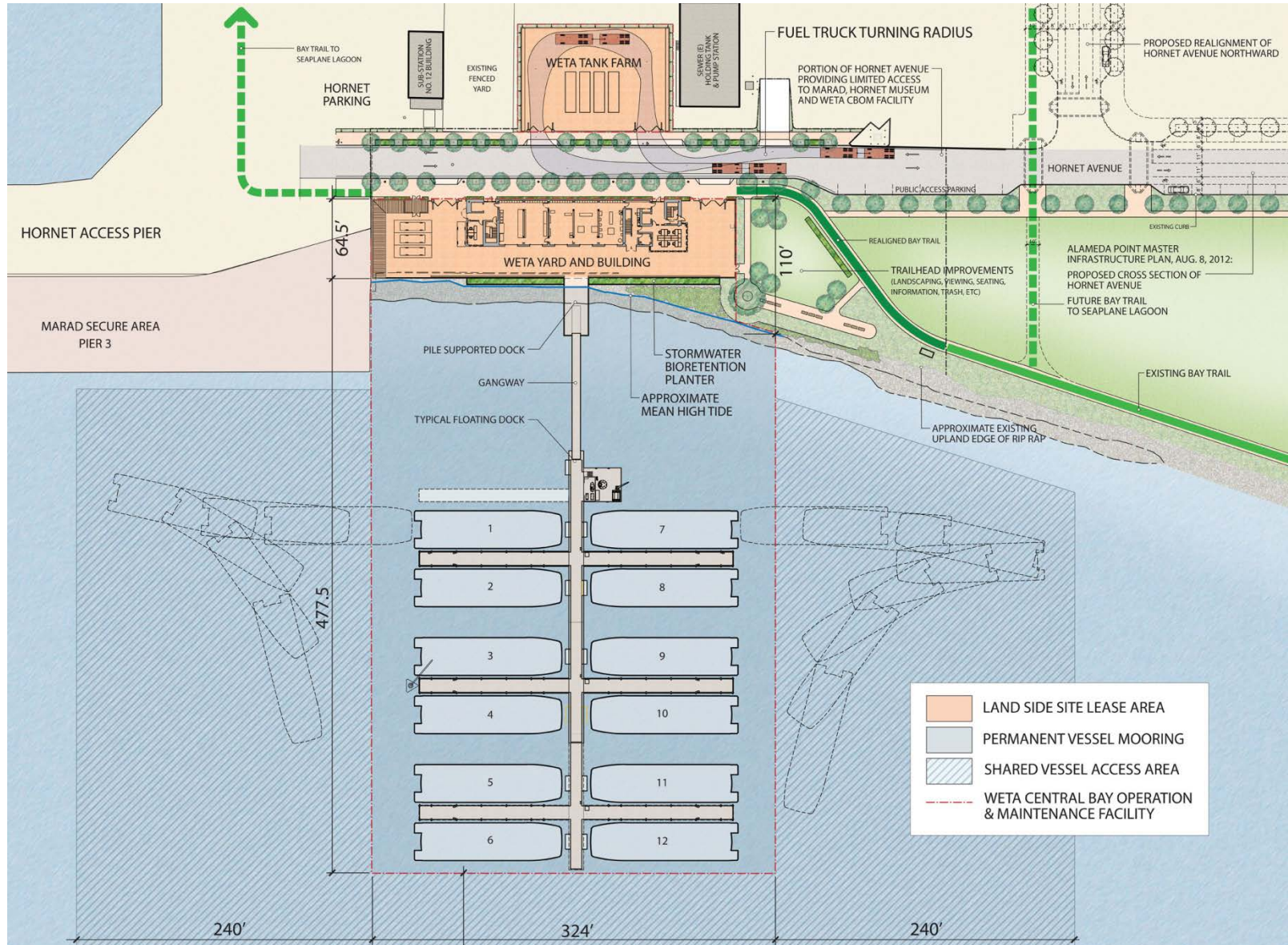


North Bay Operations & Maintenance Facility

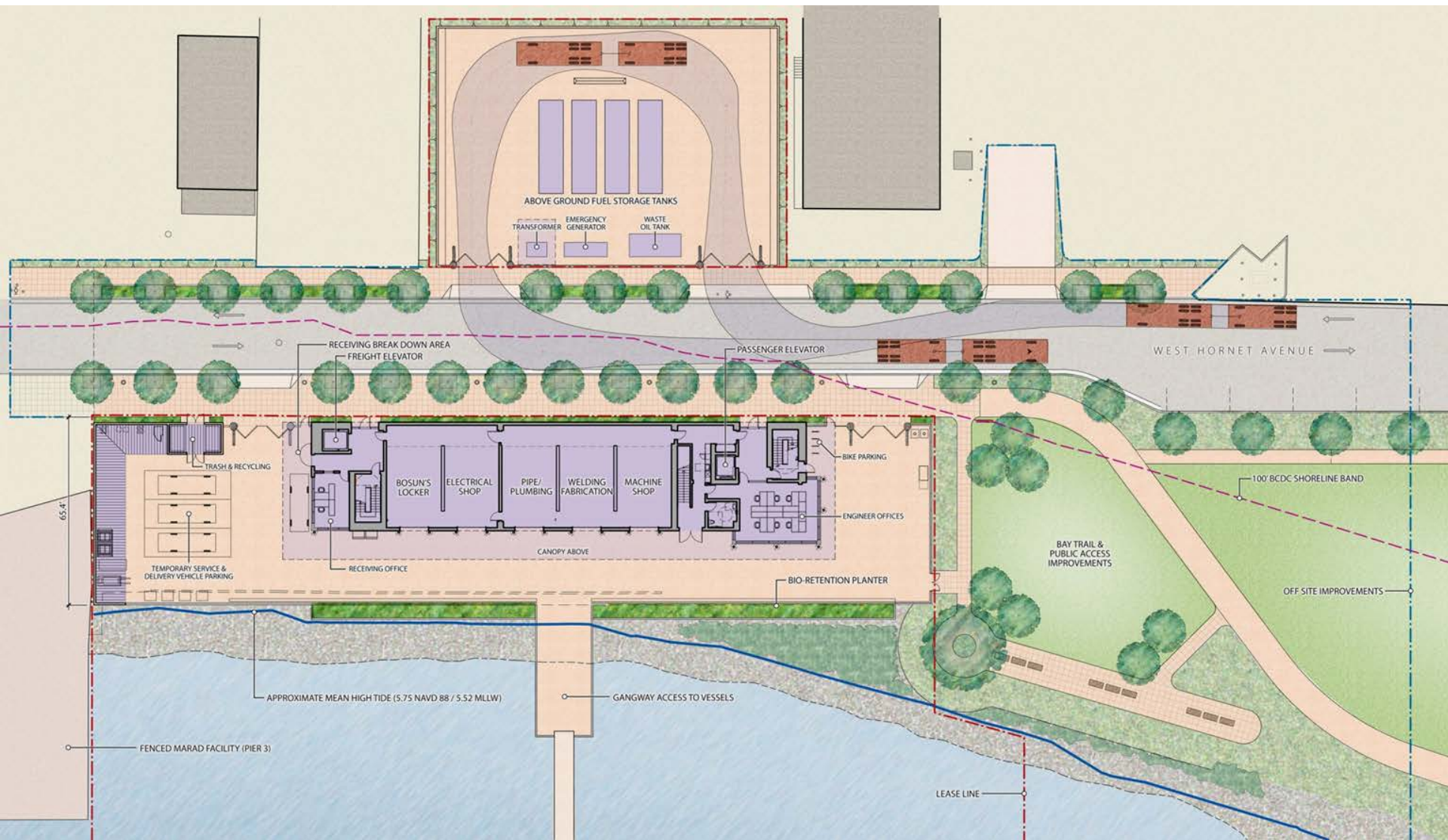
WATER EMERGENCY
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Overall Development Plan



Site Plan



January 2017

San Francisco Bay Area
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Strategic Plan

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2016

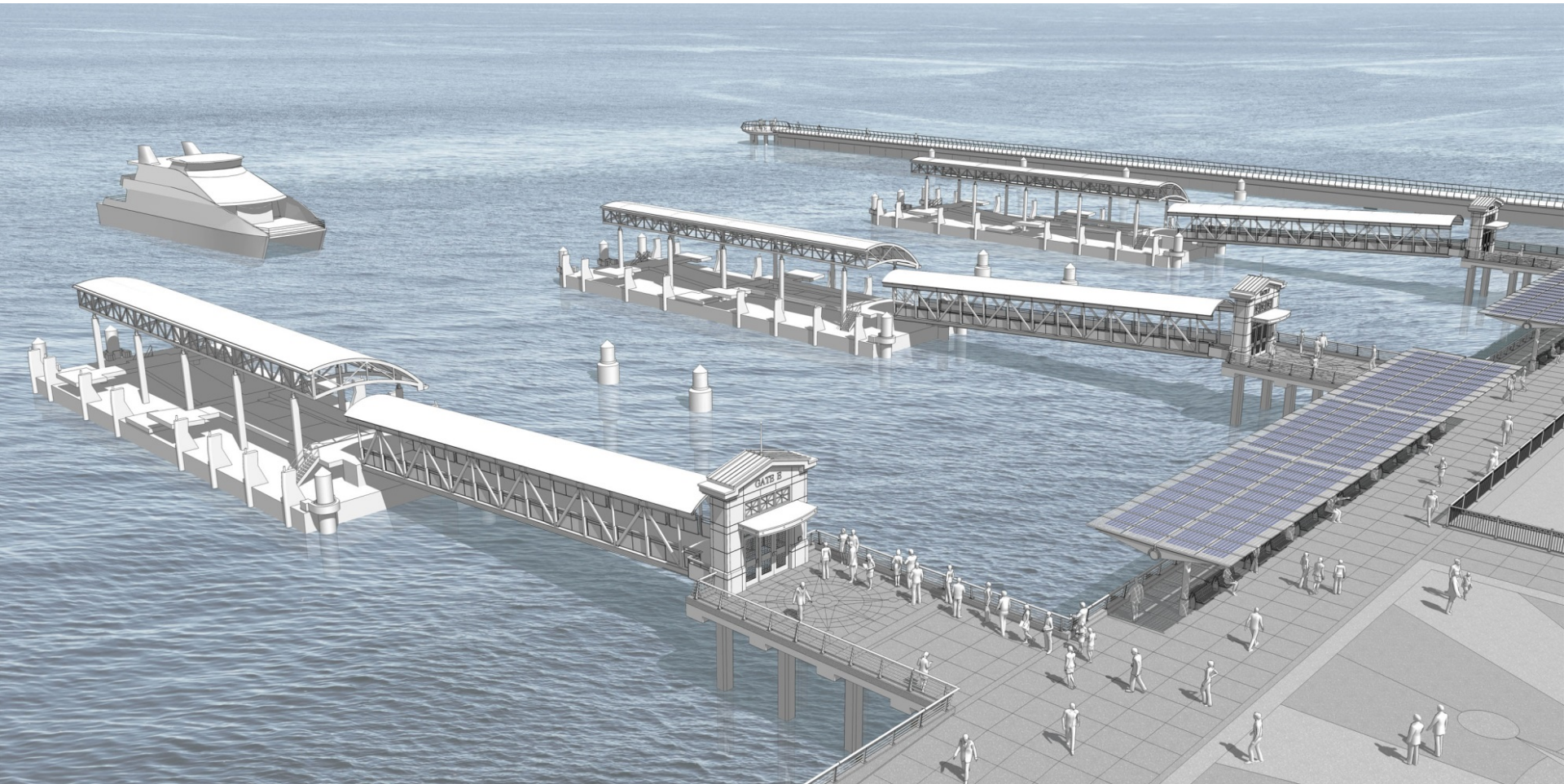
2035



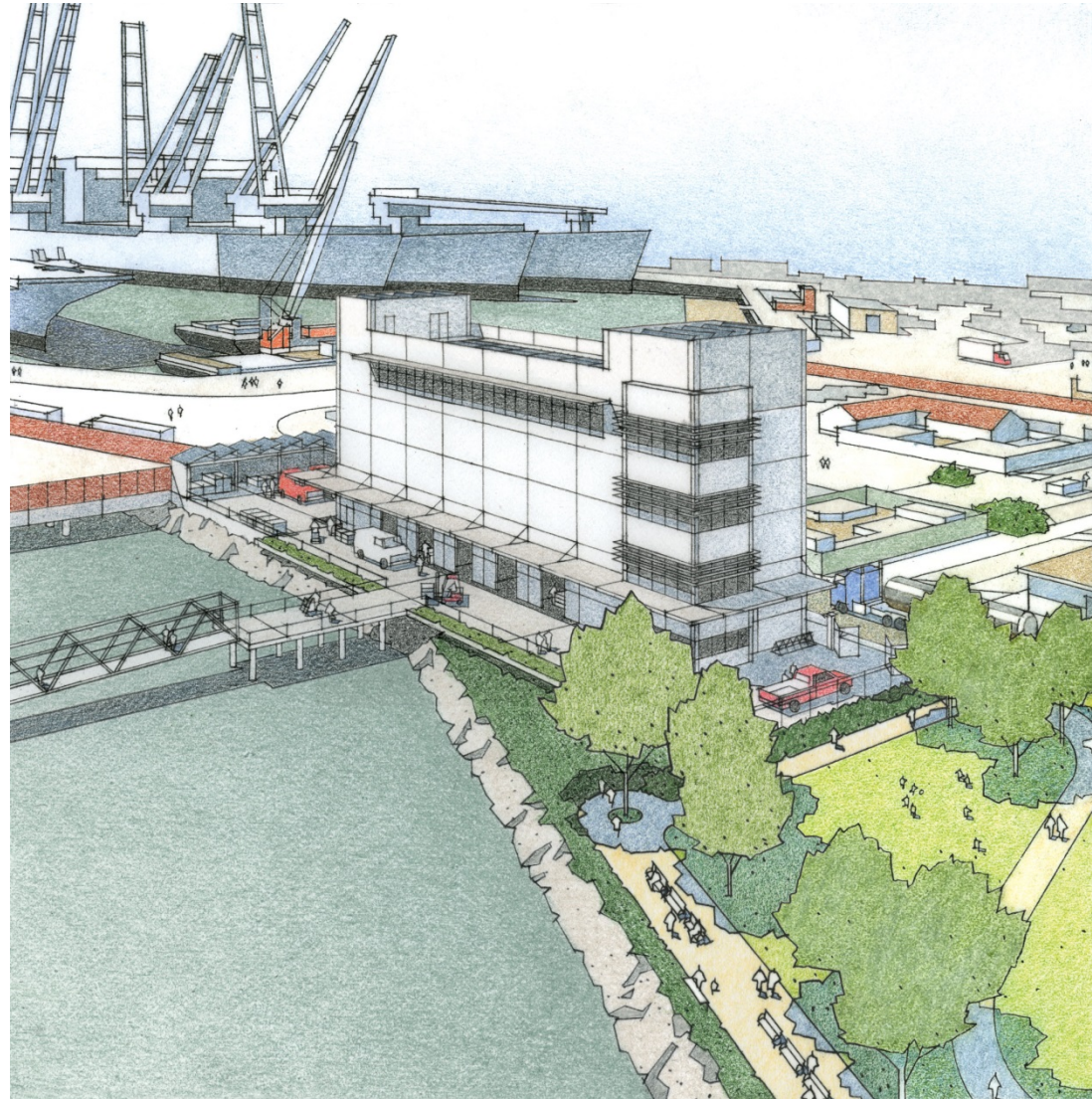
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Ron Cowan Central Bay Operations & Maintenance Facility



Harbor Bay Access Strategies

- Residential permit program (soon)
- Parking enforcement on Adelpian
- 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



15 / 30 Routes

Vallejo - SF

Oakland / Alameda - SF - Mission Bay

Vallejo

Peak 15 min

Off-Peak 30 min

Oakland / Alameda

Peak 15 min

Off-Peak 30 min

Mission Bay

Peak 15 min

Off-Peak 30 min

Mission Bay

Alameda /
Main Street

Jack London
Square

WETA 15 - 30 Plan

- Enhance existing services to 15-minute frequencies
- Add Mission Bay Ferry Landing for secondary peak destination terminal

30 / 60 Routes

Richmond - SF

Berkeley - SF

Alameda Point - Mission Bay - SF

Harbor Bay - Mission Bay - SF

Richmond

Peak 30 min

Off-Peak 60 min

Berkeley

Peak 30 min

Off-Peak 60 min

Alameda Point /
Seaplane

Alameda Point / Seaplane

Peak 30 min

Off-Peak 60 min

Harbor Bay Island

Peak 30 min

Off-Peak 60 min

WETA 15 - 30 Plan

- Enhances commute service to 30-minute frequencies
- Adds Richmond, Berkeley, Seaplane Lagoon services



Main Line Connections

Northeast to Solano Ave

East to University Ave

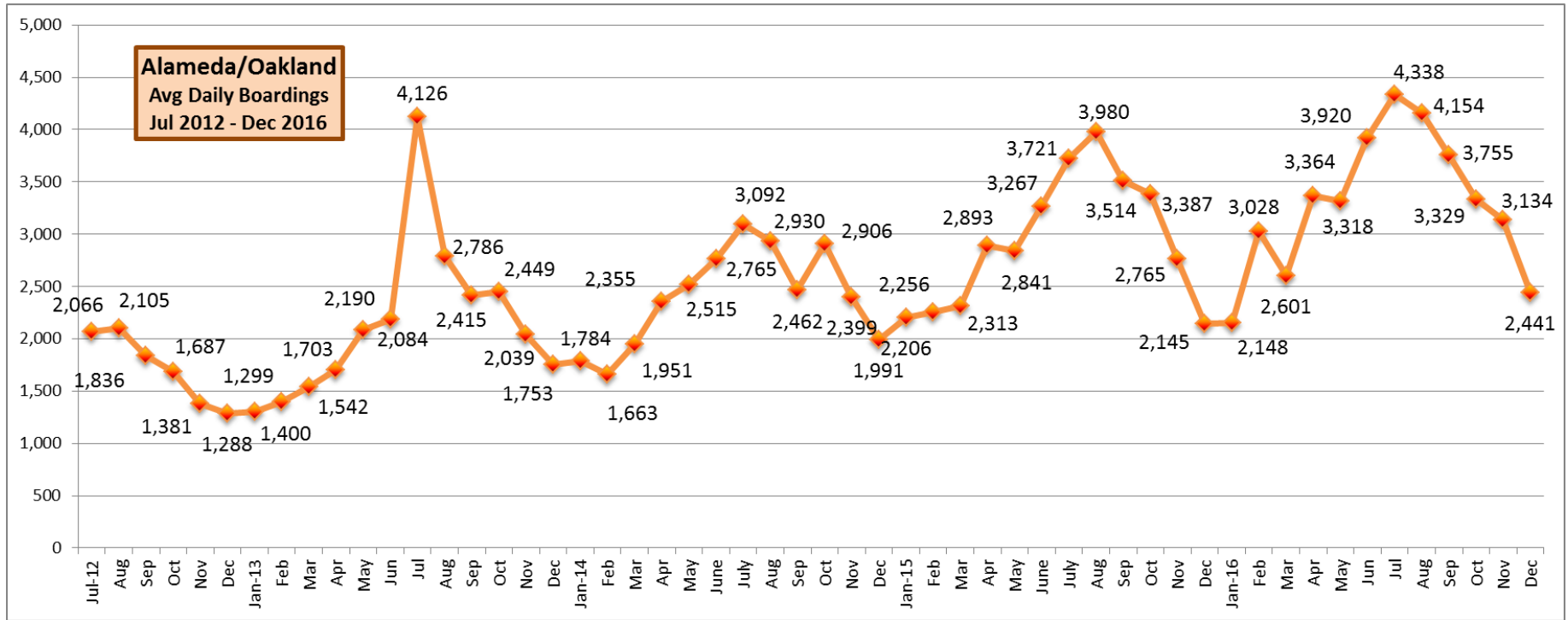
South to Mandela Park & Ride / Emeryville



Local Transit Connections

Destination	Peak	Off-Peak
Solano Ave – Albany	15 min.	15 min.
University Ave – Berkeley	30 min.	30 min.
West Berkeley / Emeryville / JLS	15 min.	15 min.

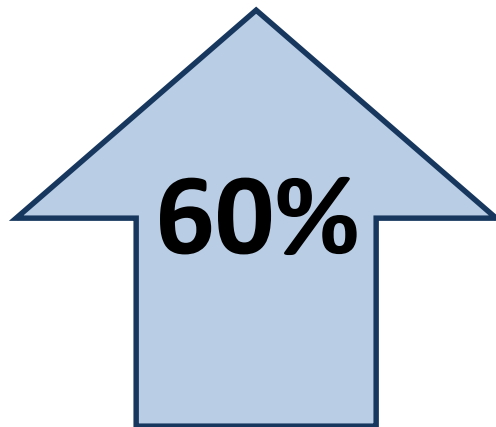
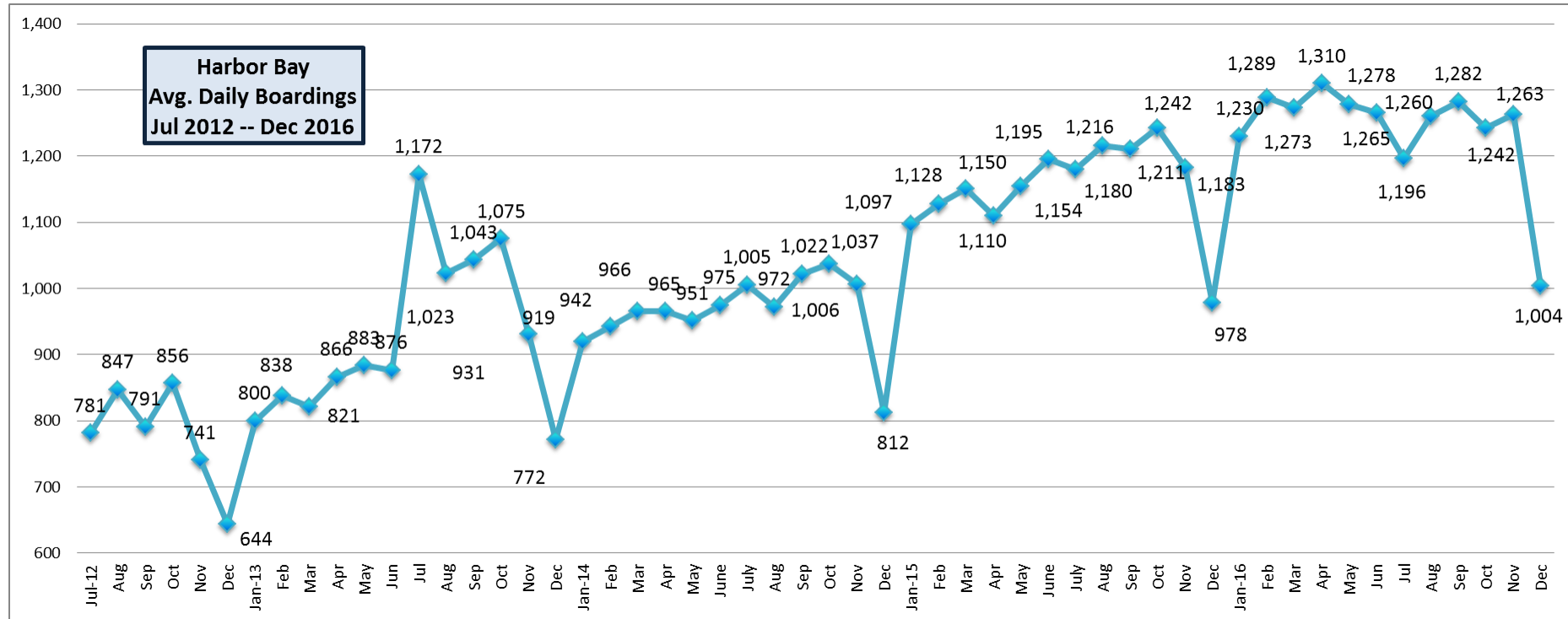




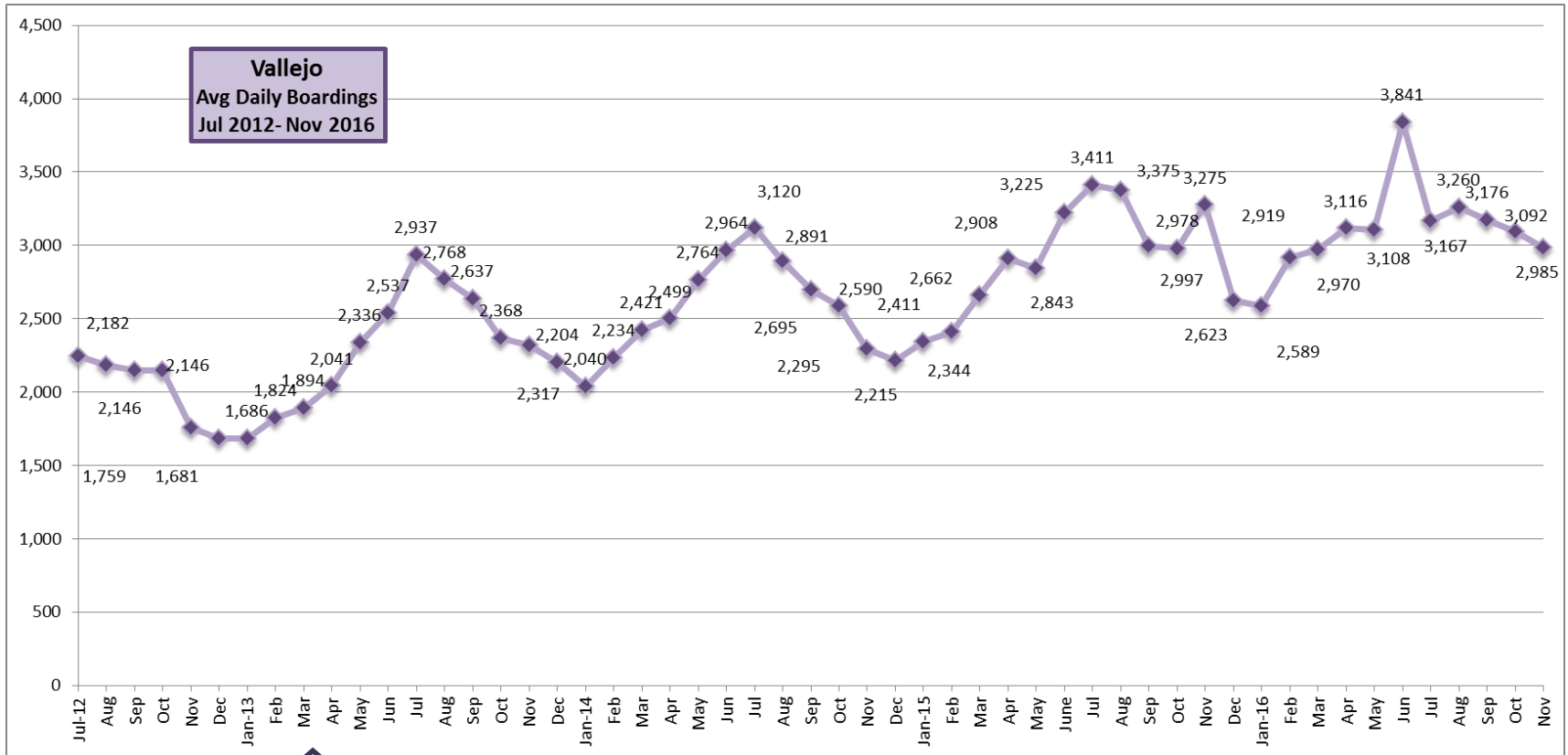
91%

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

Harbor Bay



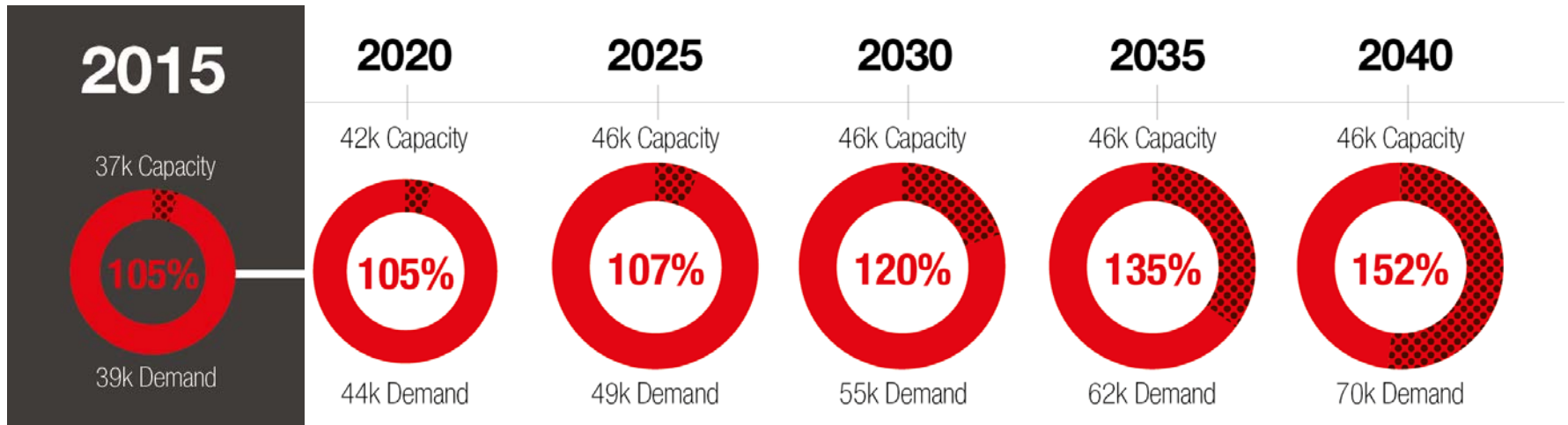
- Up 60% since 2012
- 66% Farebox Recovery
- Spillover parking concerns
- Upcoming parking fees

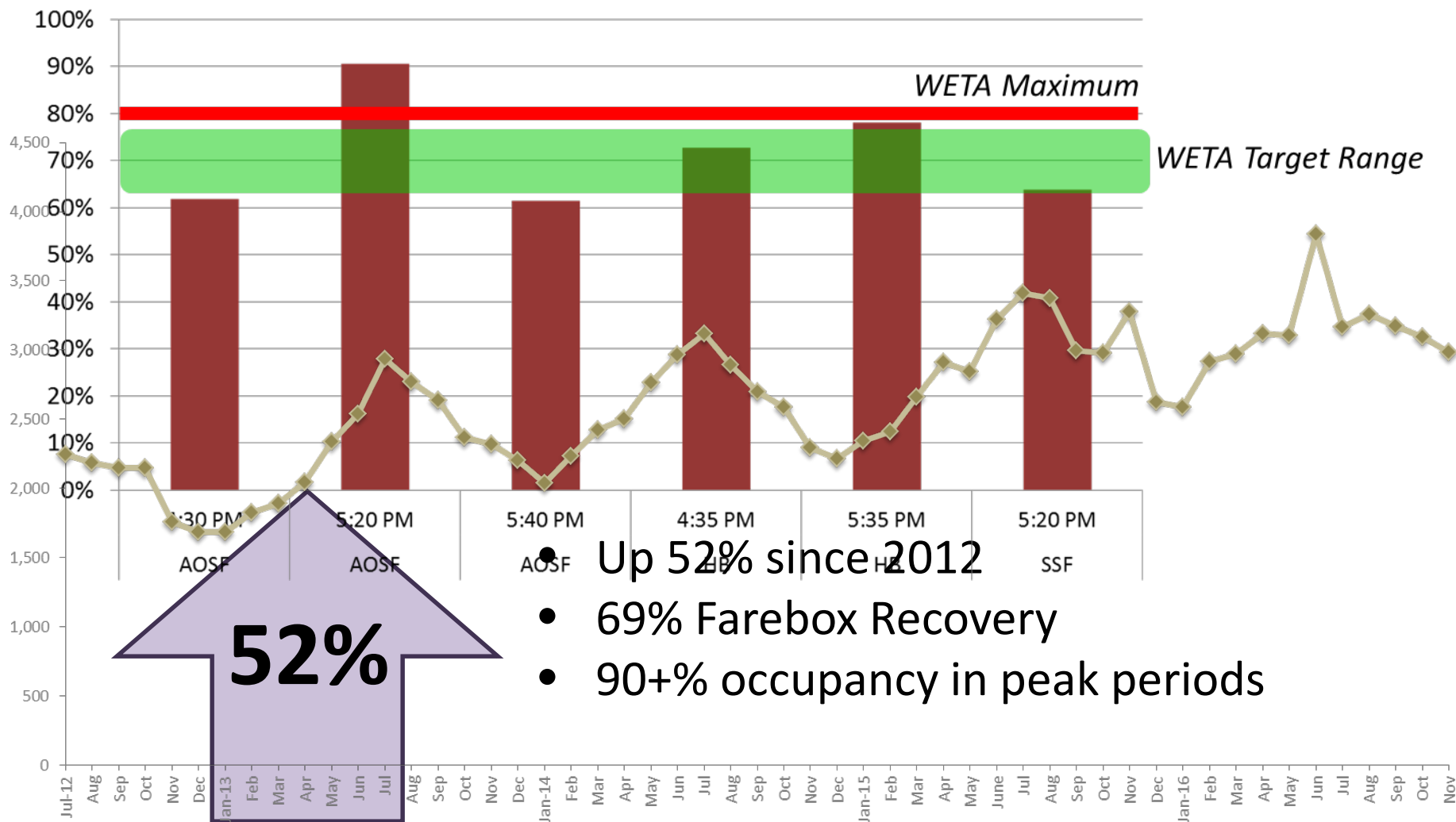


52%

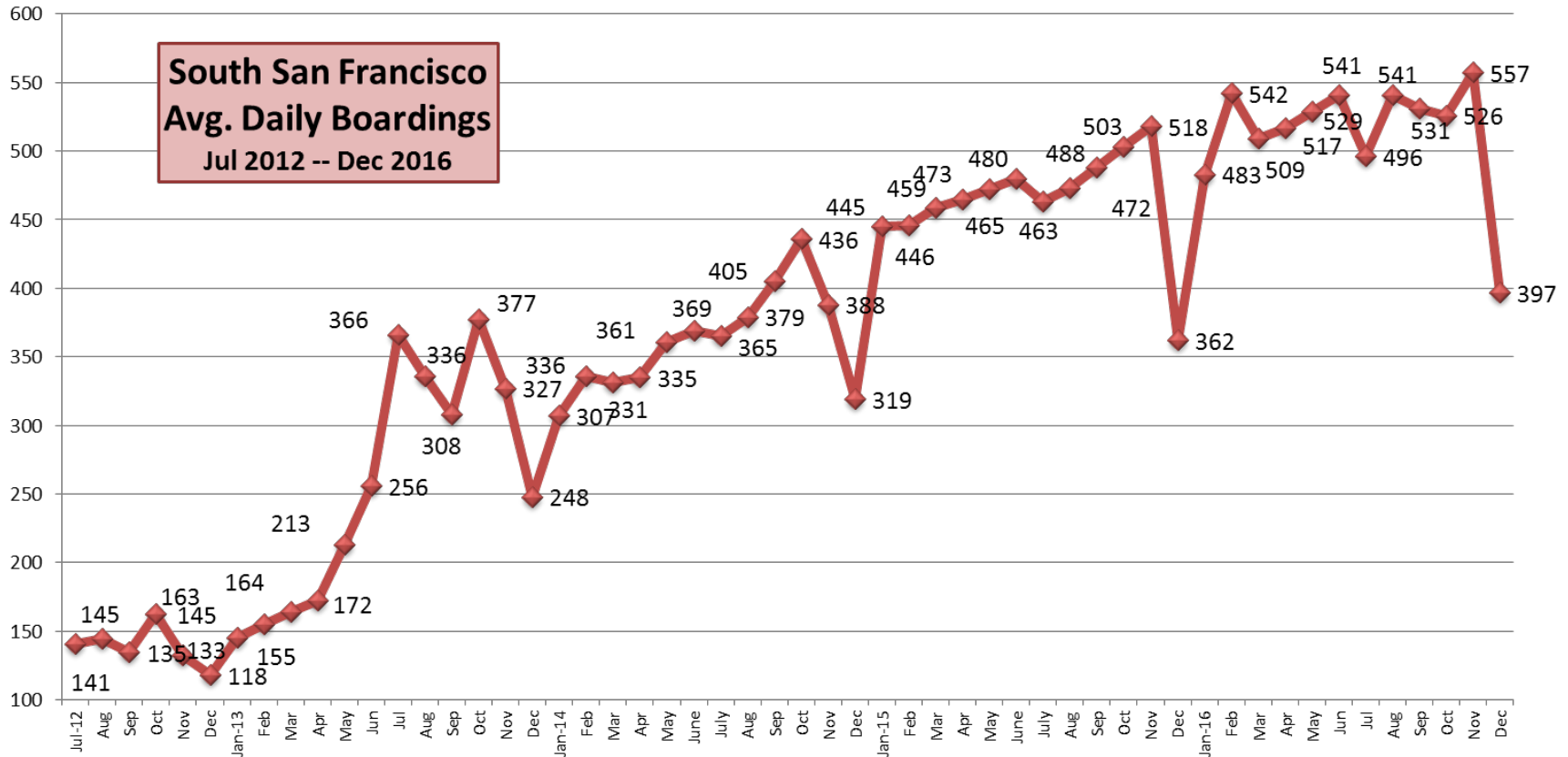
- Up 52% since 2012
- 69% Farebox Recovery
- 90+% occupancy in peak periods

Future Transbay Capacity and Demand





South San Francisco



270%

- Up 270% since 2012
- 38% Farebox Recovery
- 40% Alameda residents
- Winter service disruptions

Total capital need = \$844 million

Annual operating need = \$49 million

	Annual Operating		Vessels		Terminals	
	Committed Funding	Needed Funding	Committed Funding	Needed Funding	Committed Funding	Needed Funding
Enhancement	\$17	\$17	\$36	\$113	\$80	\$36
Expansion	\$6	\$18	\$83	\$275	\$99	\$143
Emerging	–	\$14	–	\$188	–	\$90
Total	\$23	\$49	\$119	\$575	\$179	\$269

Committed capital funds = \$298 million