



# *Recommended Approval of Seaplane Lagoon Ferry Terminal Plan and Memorandum of Understanding with WETA*

City Council  
April 5, 2016



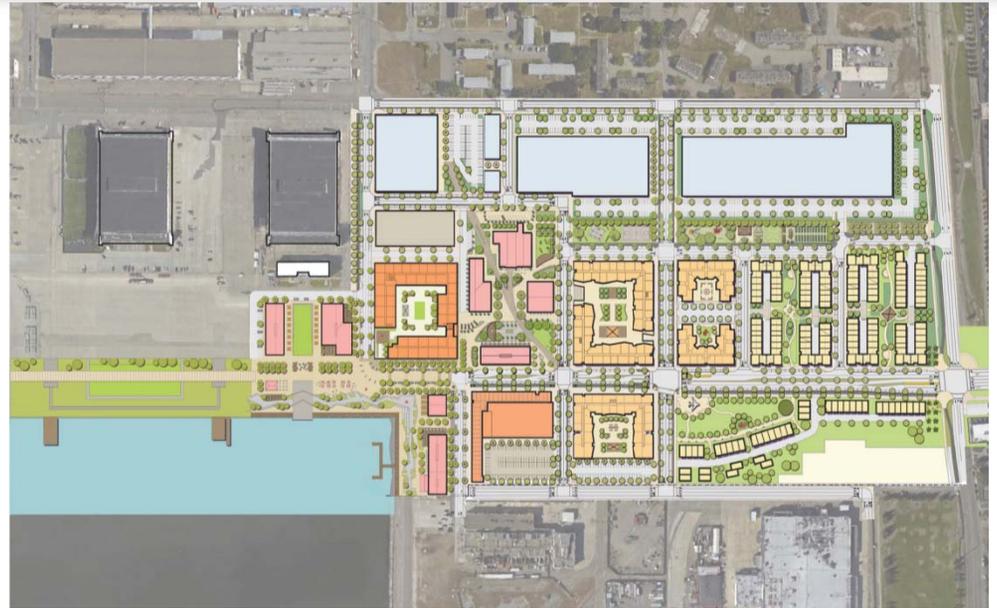
# Recommended Approvals

1. Approve Seaplane Lagoon Ferry Terminal Plan
2. Approve Memorandum of Understanding with the Water Emergency Transportation Authority (WETA)
3. Adopt Addendum to Alameda Point FEIR



# Background

- Alameda Point Partners (APP) DDA approved 6/16/15
- WETA System Expansion Policy
- APP \$10 million upfront contribution towards new ferry terminal at Seaplane Lagoon



# Seaplane Lagoon (SPL) Ferry Terminal

- **Benefits**
  - Creates a transit hub in the heart of Alameda Point
  - Attracts major commercial users
  - Minimizes peak-hour vehicle trips
  - Allows WETA to easily coordinate Main Street and SPL service as one West-End service
  - Increases service in the Transbay corridor
  - Crucial to APP business plan



# SPL Ferry Terminal Location

- At terminus of Pacific Avenue
- Within closest walking distance of Enterprise District
- Minimizes conflict of other uses
- Maximizes space for recreational uses
- Avoids dredging



# SPL Ferry Service

- One dedicated vessel
- Commute-oriented
- Minimum of 3 peak departures 6-9 AM from SPL and 2 reverse peak departures from SF
- Minimum of 3 peak departures 4-8 PM from SF and 2 reverse peak departures from SPL
- No weekend or mid-day service initially
- Commencement targeted for 2020



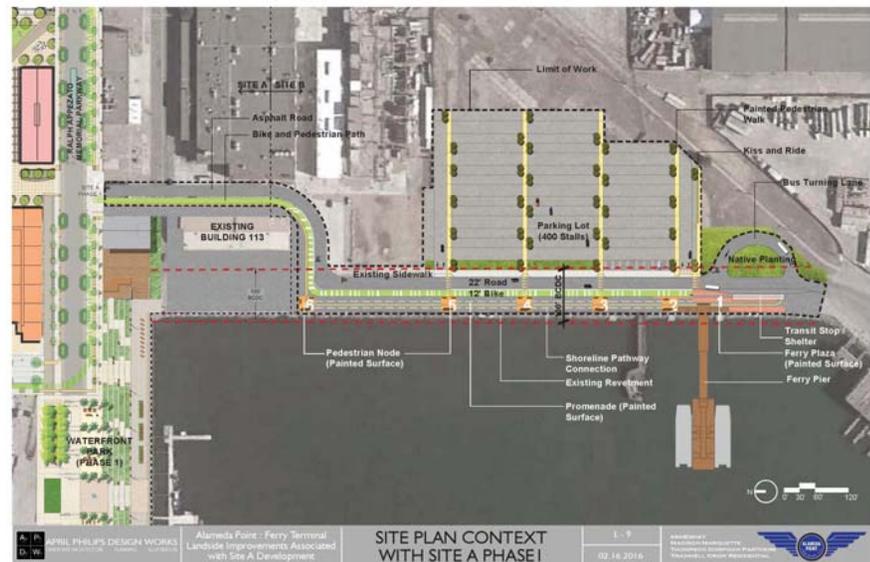
# SPL Ferry Terminal Improvements

## Waterside (permanent):

- Abutment and pier
- Gangway
- Boarding float
- Sea-level rise adaptations

## Landside (interim):

- Shoreline modifications
- 400 space parking lot
- Bike access routes/bike parking
- Transit stop/passenger drop off area
- Roadway striping
- Public access path connecting Site A
- Does not interfere with Site B plan



# SPL Ferry Terminal Implementation

	2016				2017				2018				2019				2020	
	Q1	Q2	Q3	Q4	Q1	Q2												
<b>Design</b>	■	■		■	■													
<b>Permitting</b>			■	■	■	■	■											
<b>Construction</b>											■	■			■	■		
<b>Start Operations</b>																	■	■

# Uses of Funds

Use of Funds	Estimated Cost	
Terminal Waterside Costs <sup>(a)</sup>	\$13,000,000	
Terminal Landside Costs <sup>(b)</sup>	\$ 4,300,000	
Design/Permitting Fees <sup>(c)</sup>	\$ 900,000	
Total Improvements	\$18,200,000	
Vessel Procurement <sup>(d)</sup>	\$16,000,000	
Annual Operating Subsidy <sup>(e)</sup>	\$ 1,800,000	

# Potential Sources of Funding

- Alameda Point Partners (\$10M)
- TIGER grant (DOT)
- Other regional funding (e.g. ACTC, MTC)
- RM3
- Bridge toll
- Gas tax

SLIDE #9 \* Staff is submitting a federal TIGER grant application which includes the \$18.2 M for the ferry

# WETA MOU

- Framework for future ferry terminal and new ferry service at Seaplane Lagoon
- Current ferry terminal and parking maintained at Main Street
- Prioritizes new service at Seaplane Lagoon in response to existing and projected ridership demand
- City retains ownership and responsibility for operation and maintenance of landside assets
- WETA retains ownership and operates waterside assets (pilings, piers, docks and floats)
- City and WETA agree to support each other's efforts to secure funding

# Recommendation

1. Approve Seaplane Lagoon Ferry Terminal Plan
2. Approve Memorandum of Understanding with WETA
3. Adopt Addendum to Alameda Point FEIR