



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

City Council
April 5, 2016



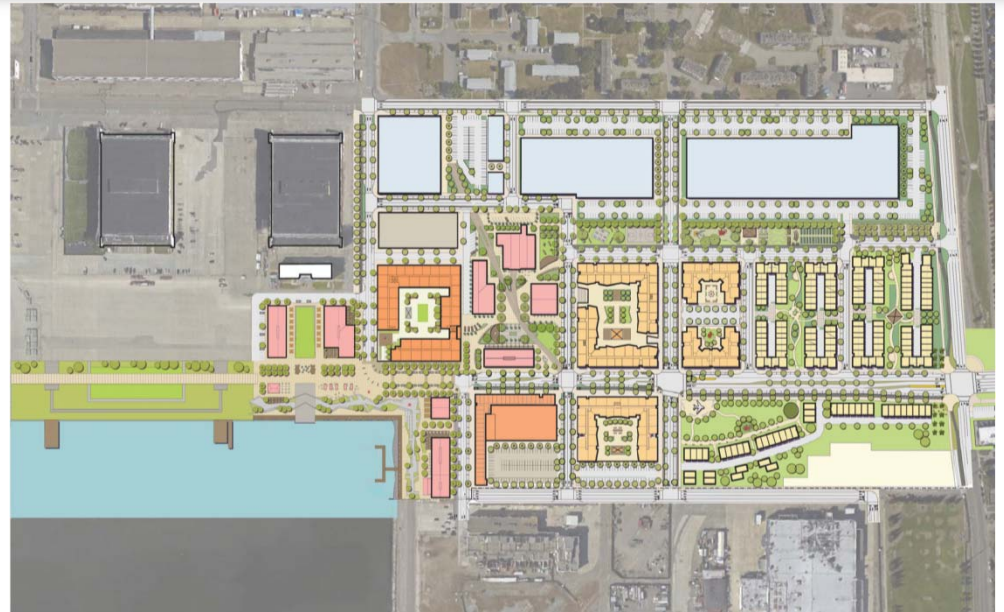
Recommended Approvals

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



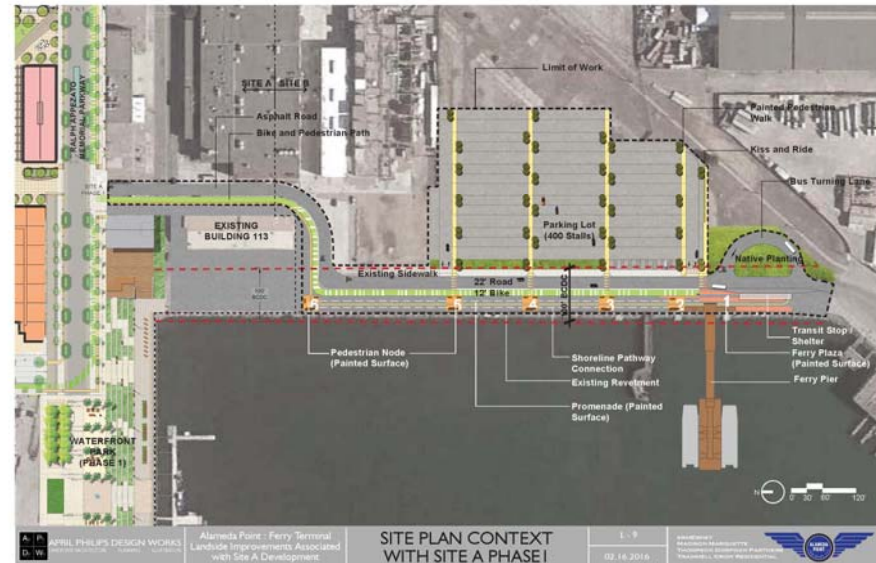
SPL Ferry Terminal Improvements

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	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
Design	■	■		■	■													
Permitting			■	■	■	■	■											
Construction										■	■			■	■			
Start Operations																	■	■

Uses of Funds

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

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2. Approve Memorandum of Understanding with WETA
3. Adopt Addendum to Alameda Point FEIR