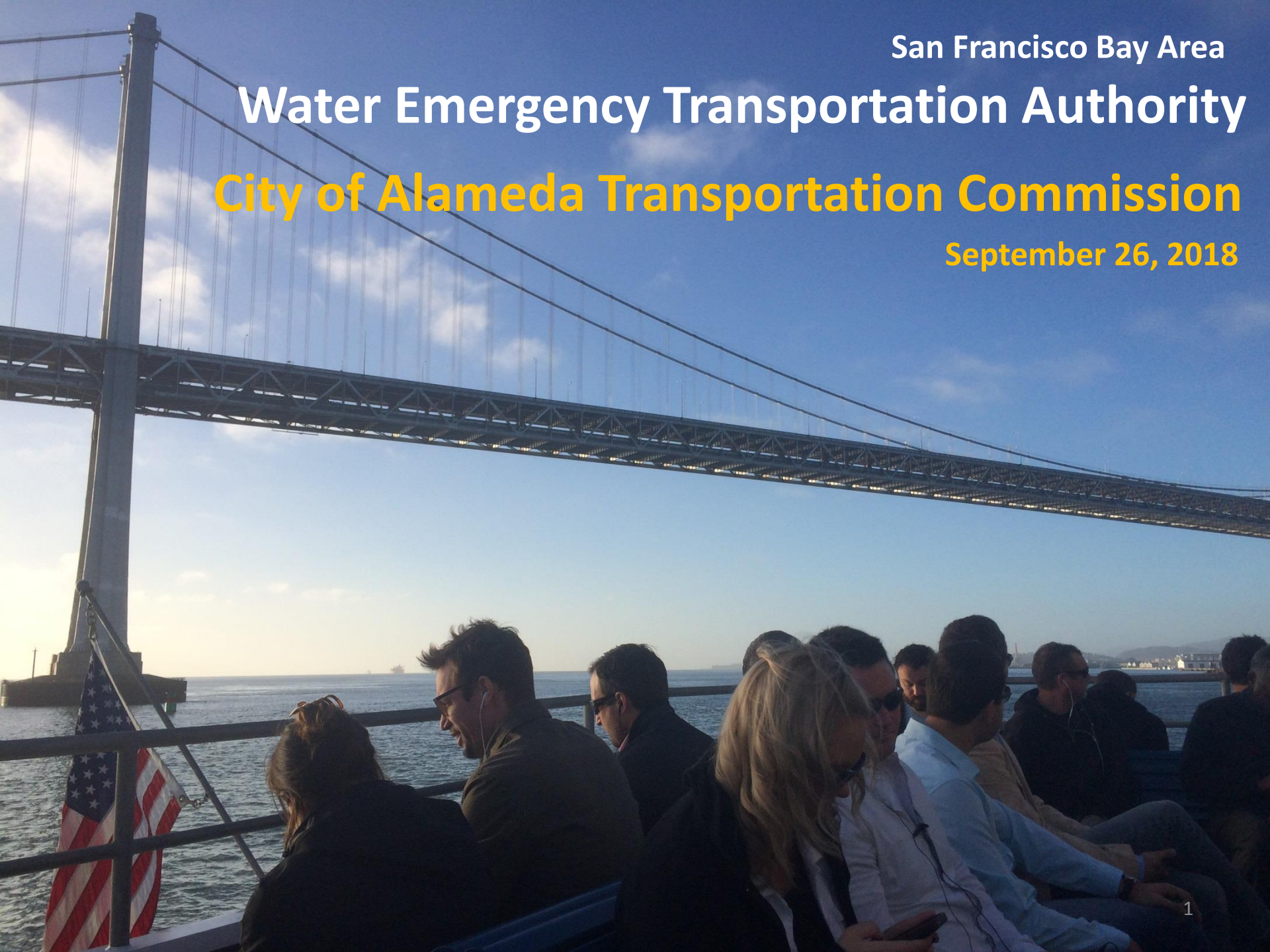


San Francisco Bay Area

Water Emergency Transportation Authority

City of Alameda Transportation Commission

September 26, 2018



Water Emergency Transportation Authority

Public Agency created by California State Legislature

- Consolidate municipal services
- Create and expand regional system
- Emergency response

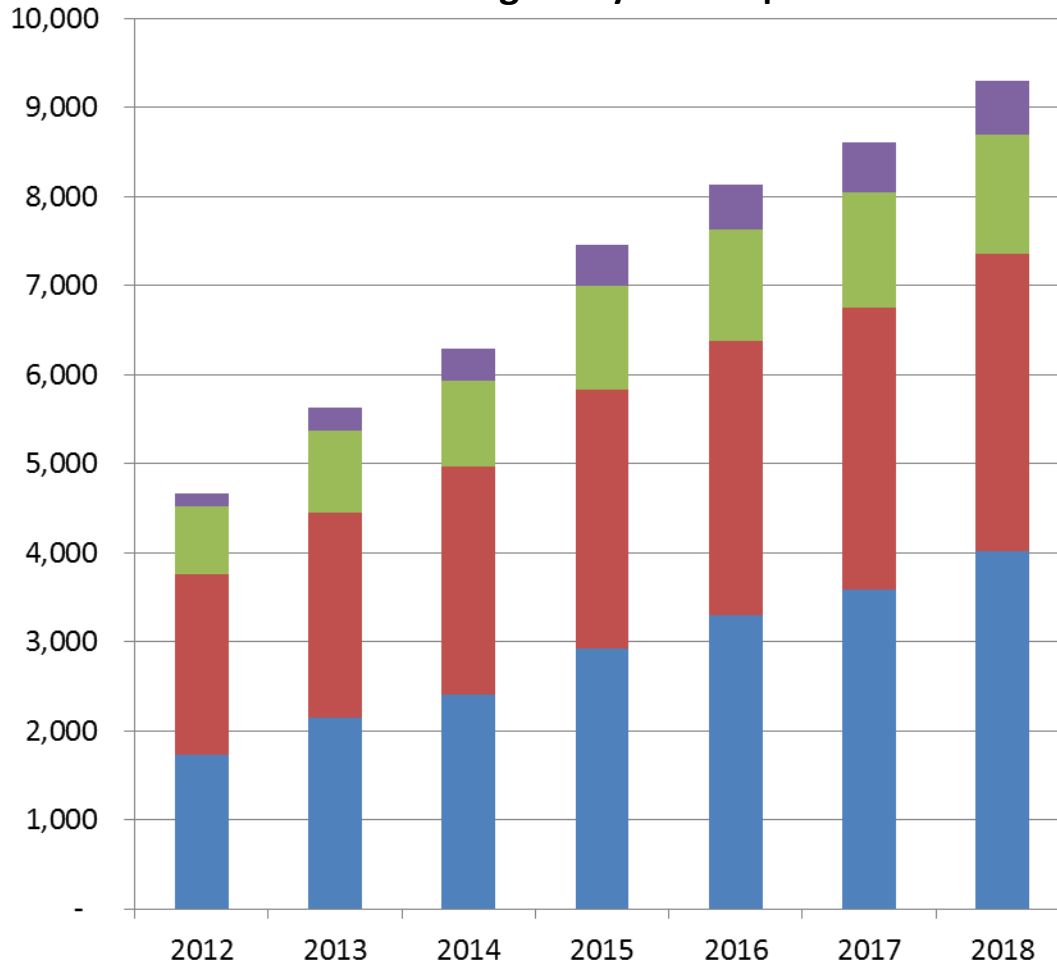


San Francisco Bay Ferry

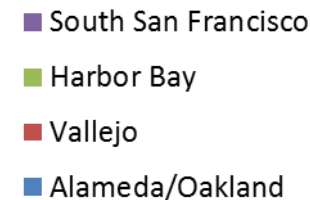


System Profile

Average Daily Ridership



- Four routes
- 3.4M annual passengers
- 13 vessels
- \$47.8M operating budget
- 74% farebox recovery ratio
- Ridership up 99% since 2012

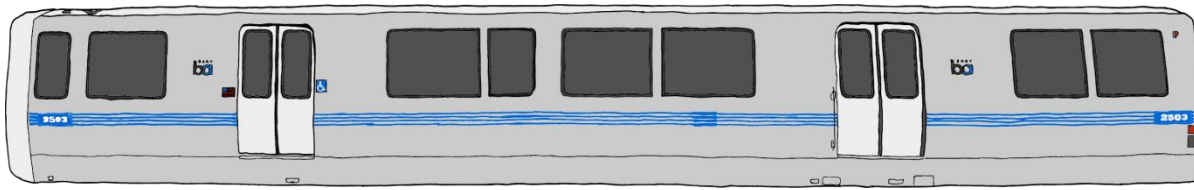


Peak Hour Ridership

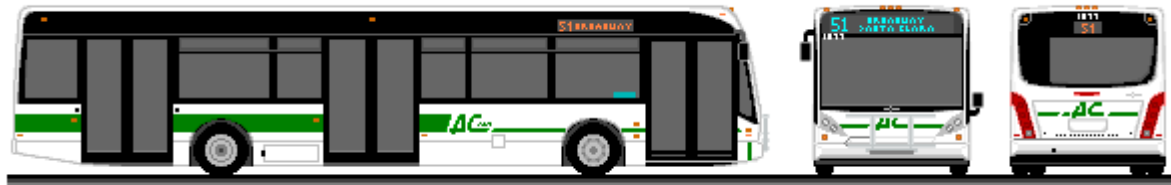
AM Peak Hour: 2,328

PM Peak Hour: 2,481

Equivalent to...



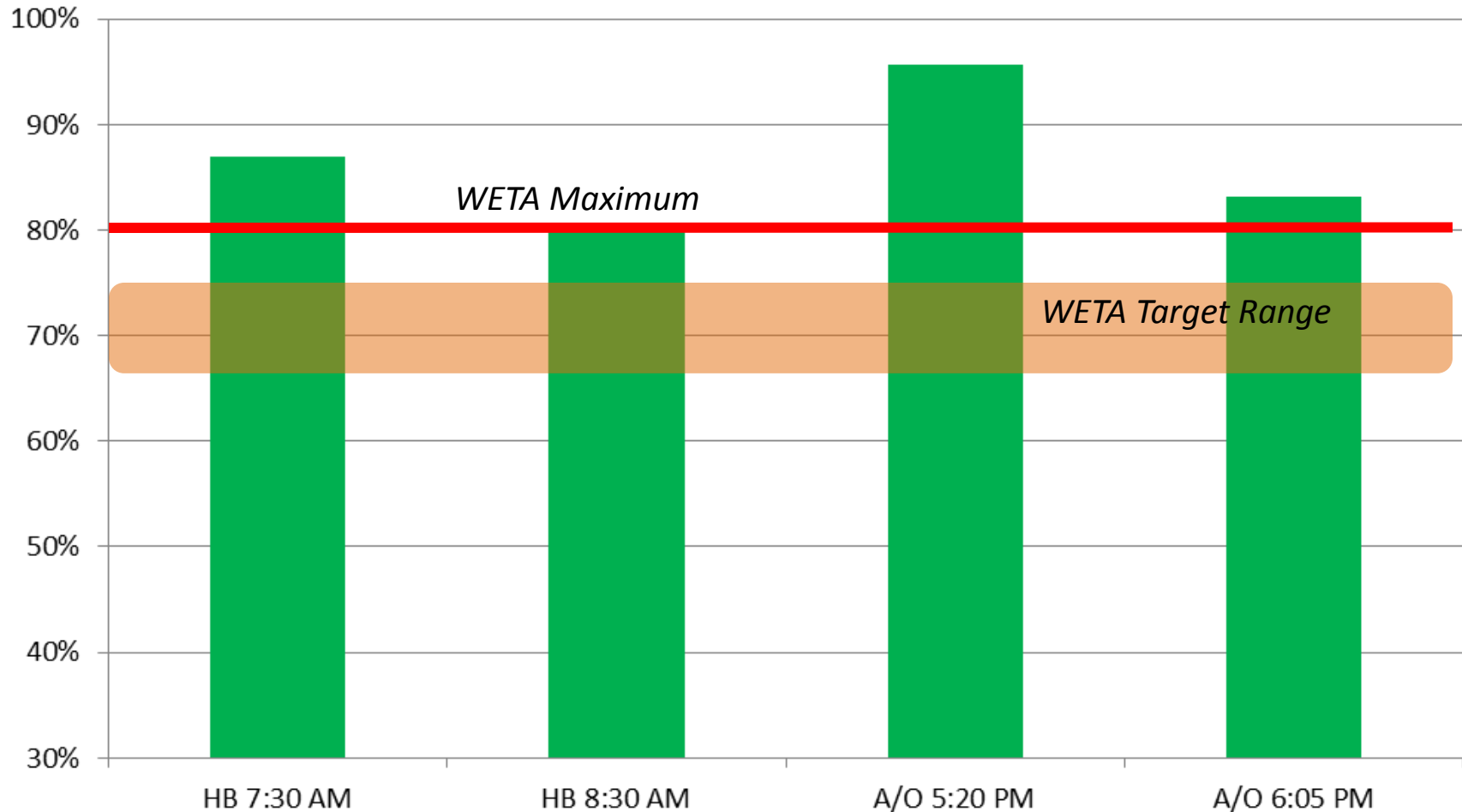
3 BART Trains



49 Transbay Buses

Growing pains


Vessels becoming more congested on all services



August 2018 PM Peak Trip Utilization

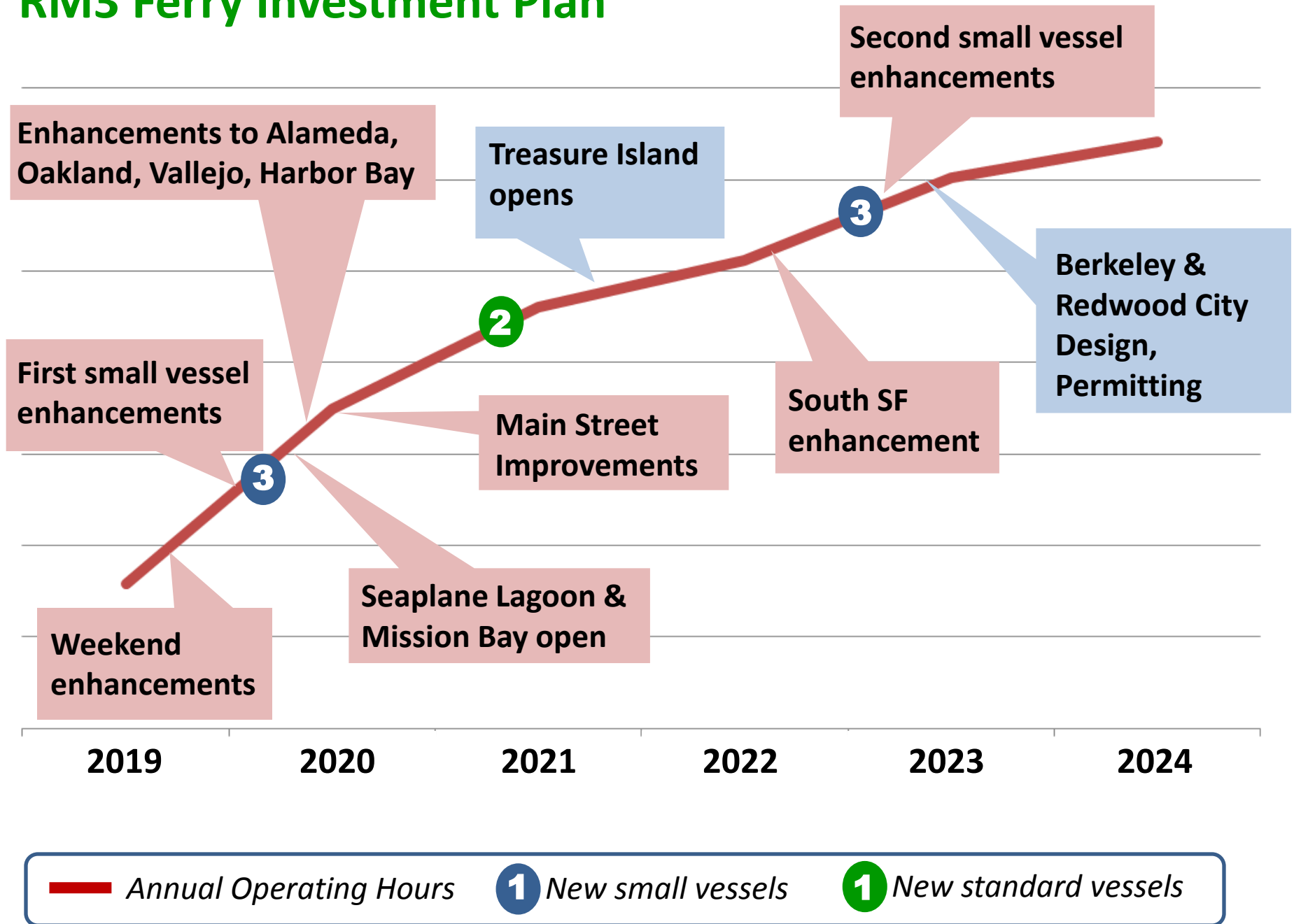


REGIONAL MEASURE 3

- 
- \$1-3 toll bridge toll increase approved in June 2018 by Bay Area voters to fund regional congestion-relief projects
 - \$4.2b in revenue for regional transportation improvements
 - \$300m capital, \$35m/year operating funds for WETA
 - WETA Board priorities
 - Enhance existing ferry services
 - Add key expansion terminals
 - Create fiscal stability
 - Pursue implementation-ready projects
 - Measure at risk due to pending litigation

REGIONAL MEASURE 3

RM3 Ferry Investment Plan

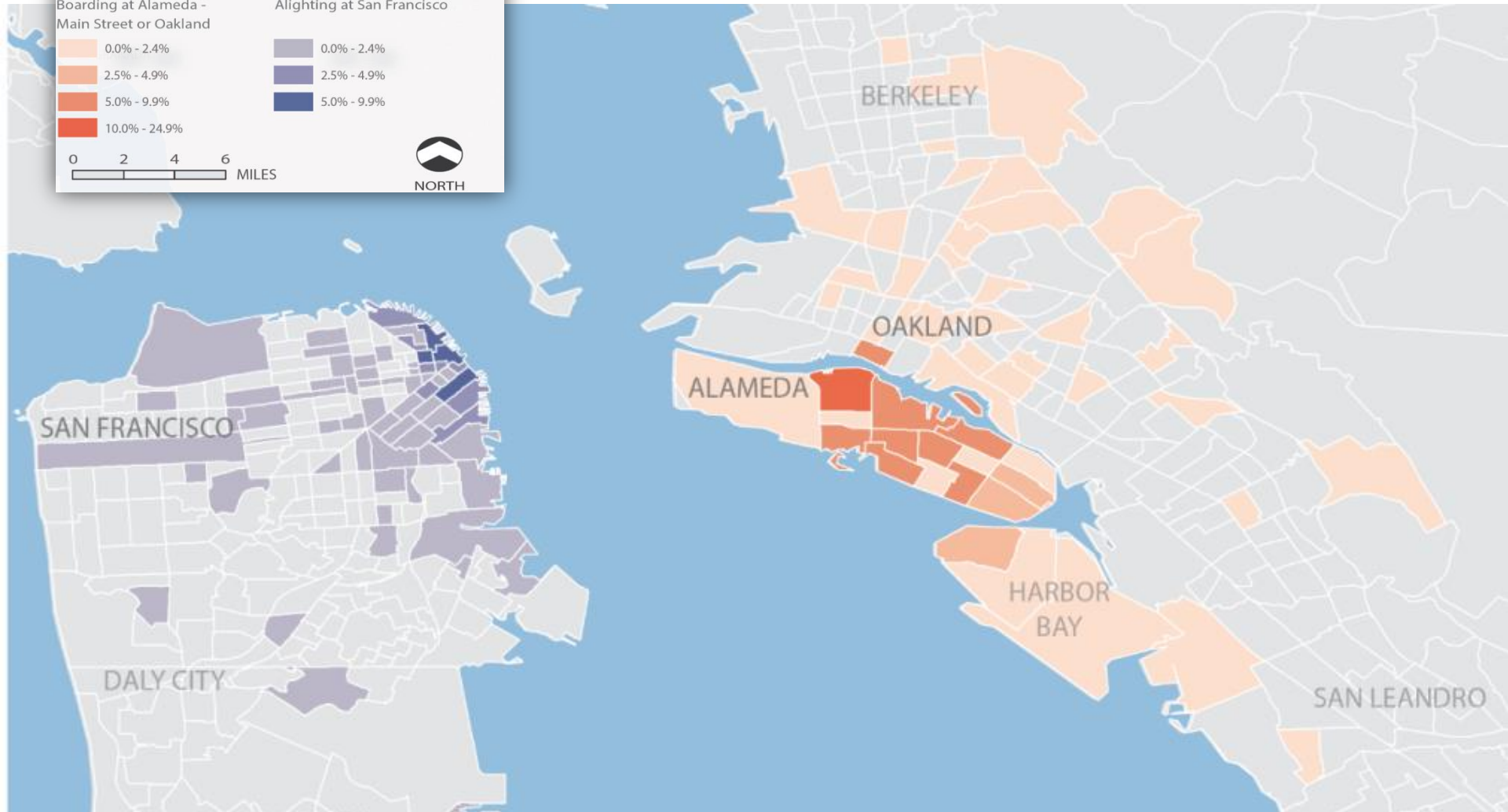
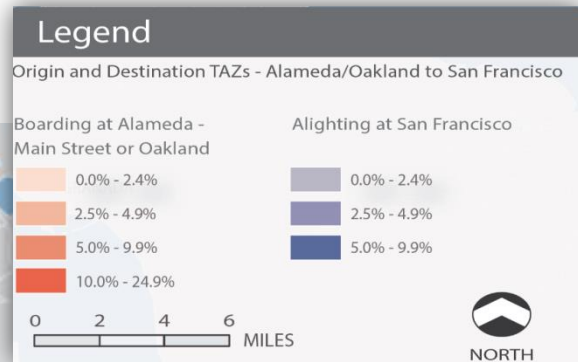


RM3 Ferry Investment Plan

Capital Investment	Year of Delivery	2018 Estimate (millions)	Estimated partner investment
WETA Share of Seaplane Terminal	2020	\$2	\$20
Three small vessels	2020	\$7-\$8	--
WETA Share of Mission Bay Ferry Landing	2020	\$10	\$27
Two WETA Standard Vessels	2021	\$28	--
Main Street Replacement, Reconfiguration	2021	\$7	\$1
Possible Treasure Island startup	2021	\$0	\$27
Berkeley Terminal Design Development	2023	\$2	\$3
Redwood City Terminal Design Development	2023	\$2	\$7
Three small vessels	2024	\$7-\$8	--
Total		\$59	\$92

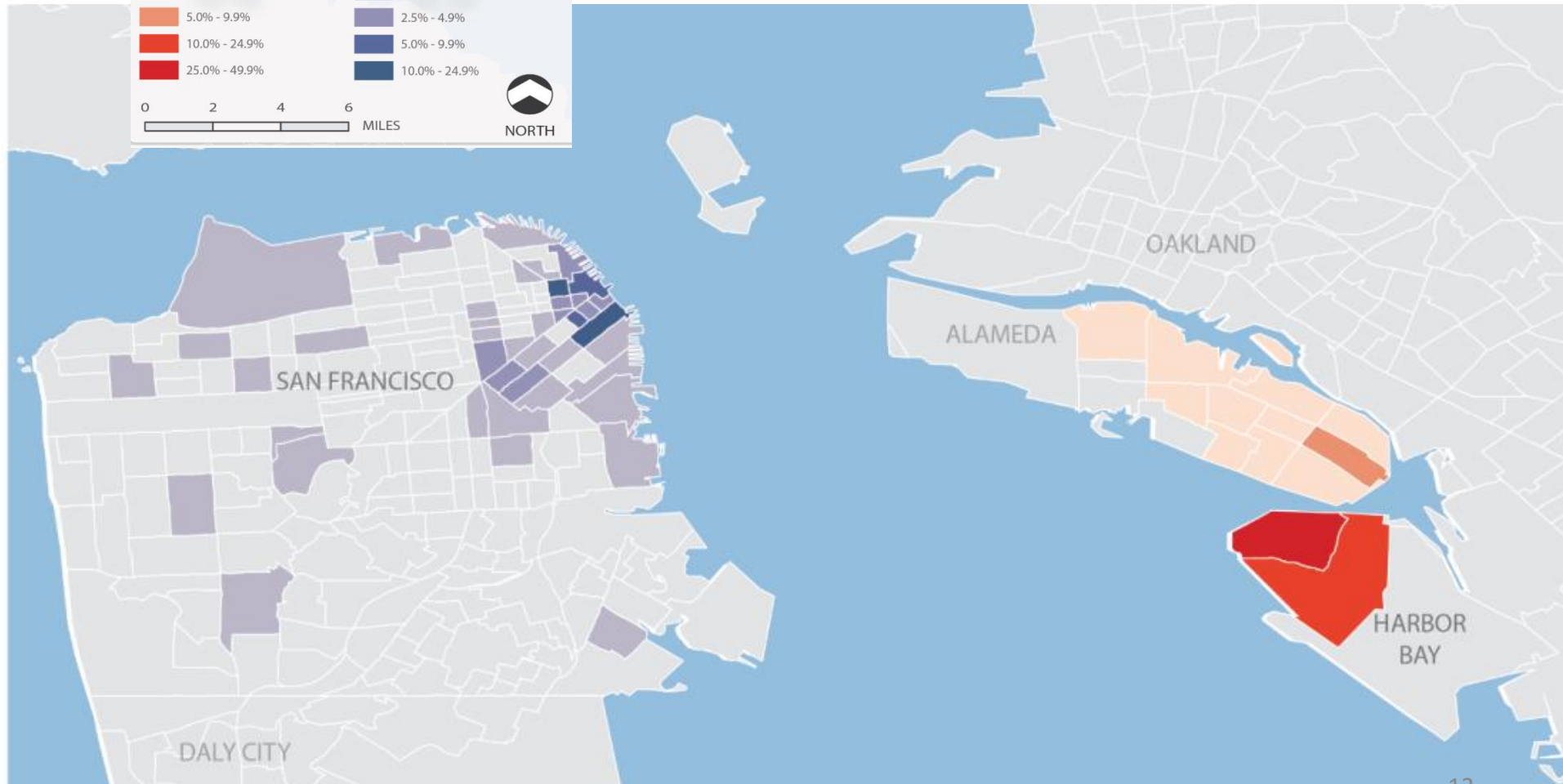
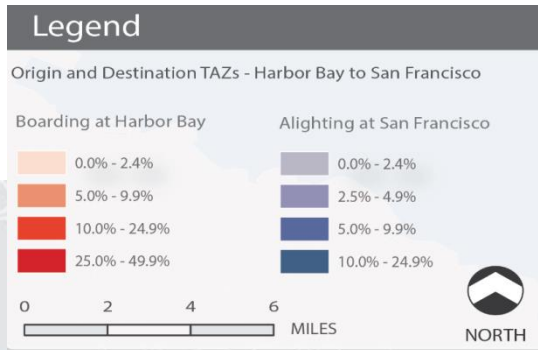
Origins/Destinations

Alameda/Oakland Route

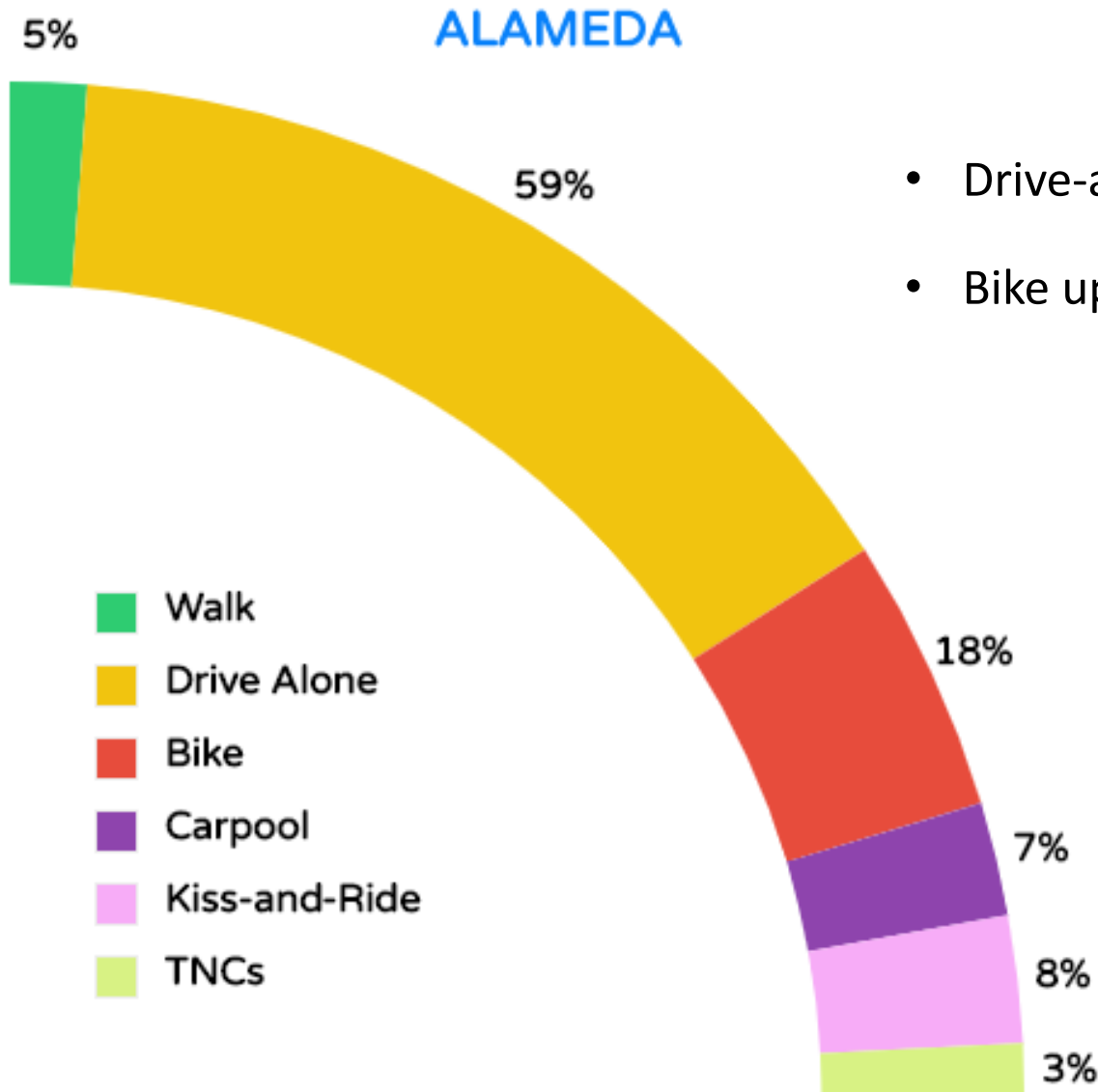


Origins/Destinations

Harbor Bay Route

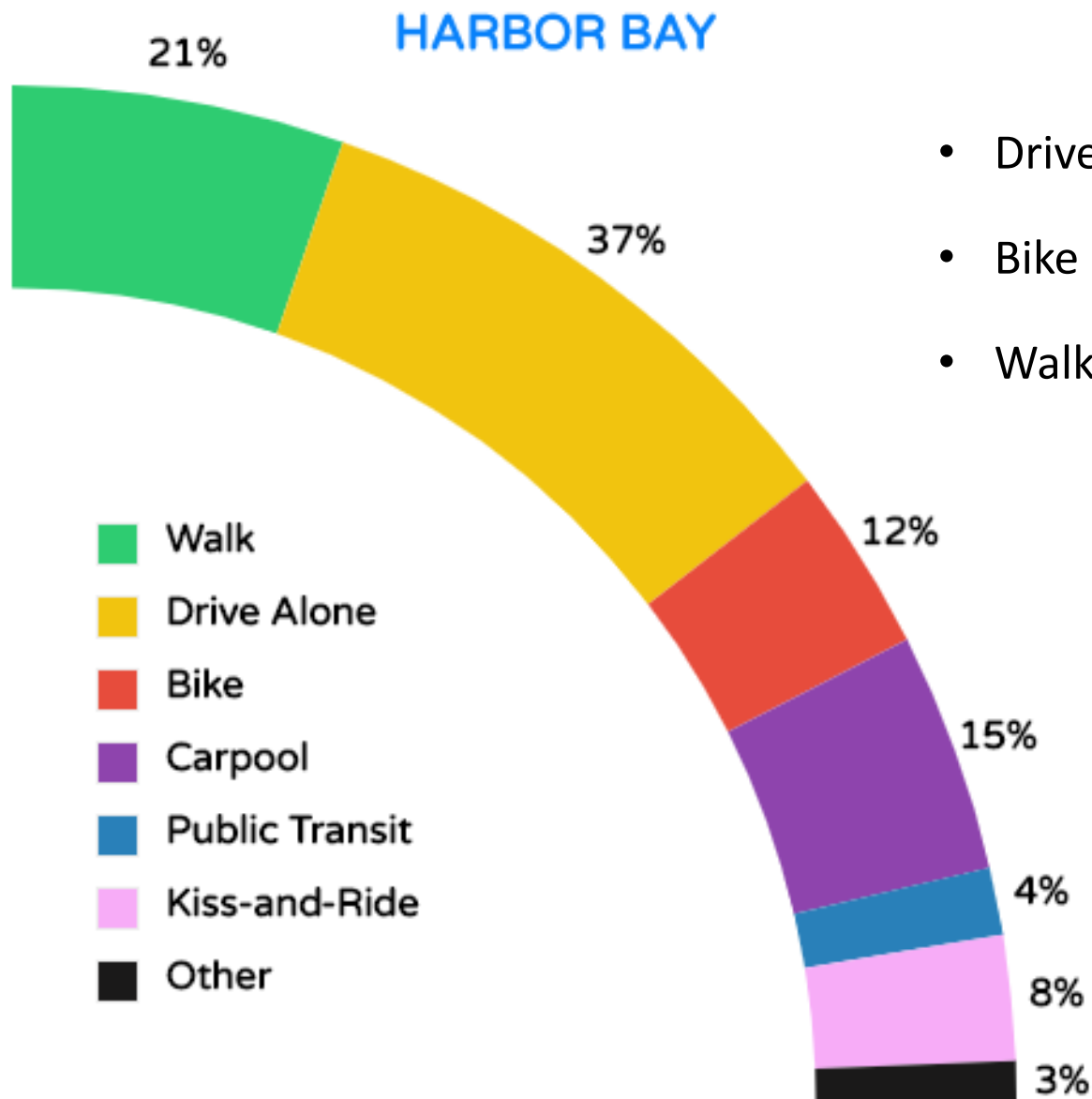


Main Street Customer Access

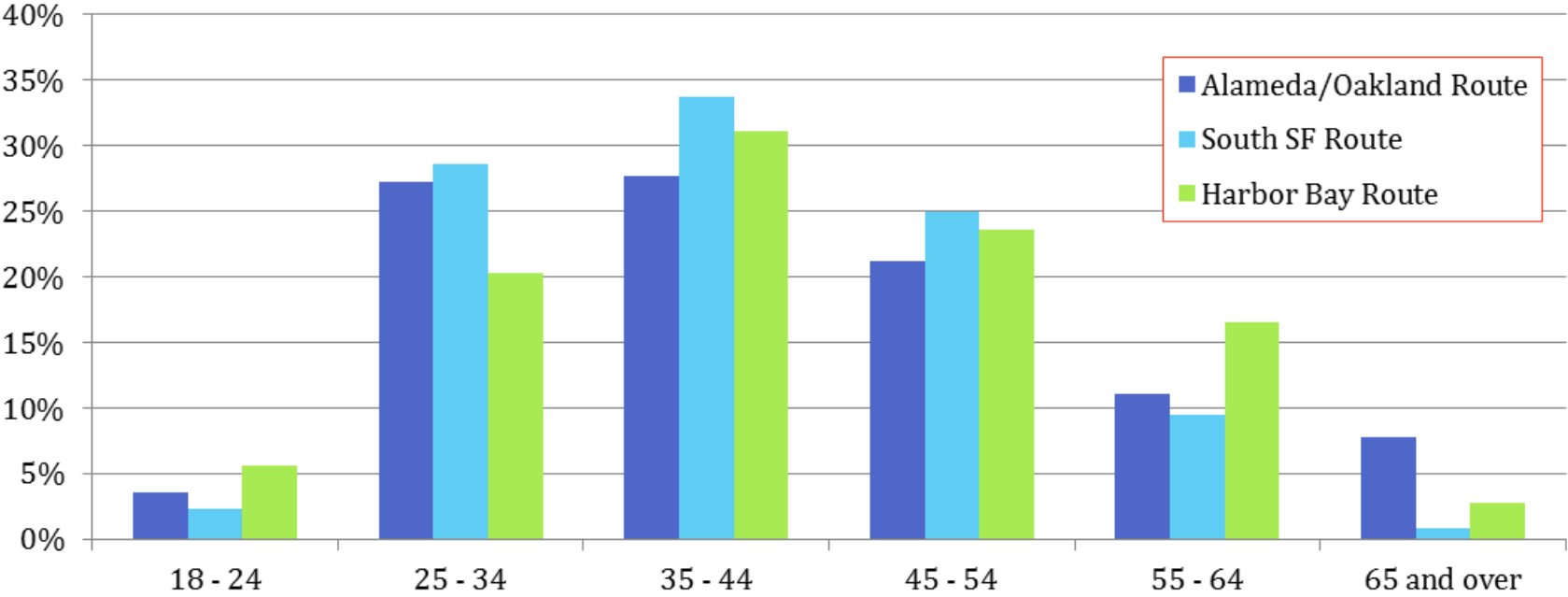


- Drive-alone down from 66% in 2014
- Bike up from 11% in 2014

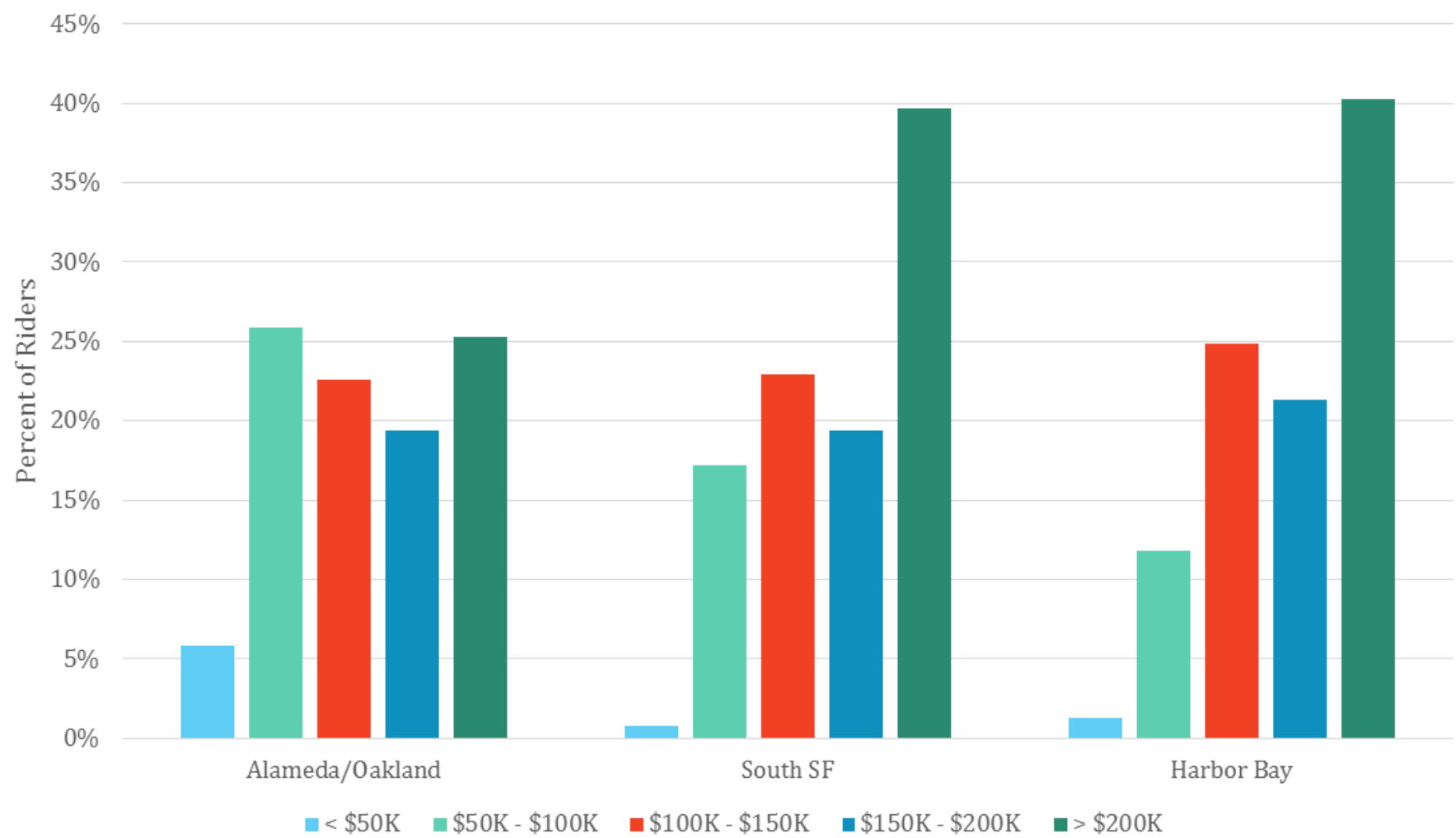
Harbor Bay Customer Access



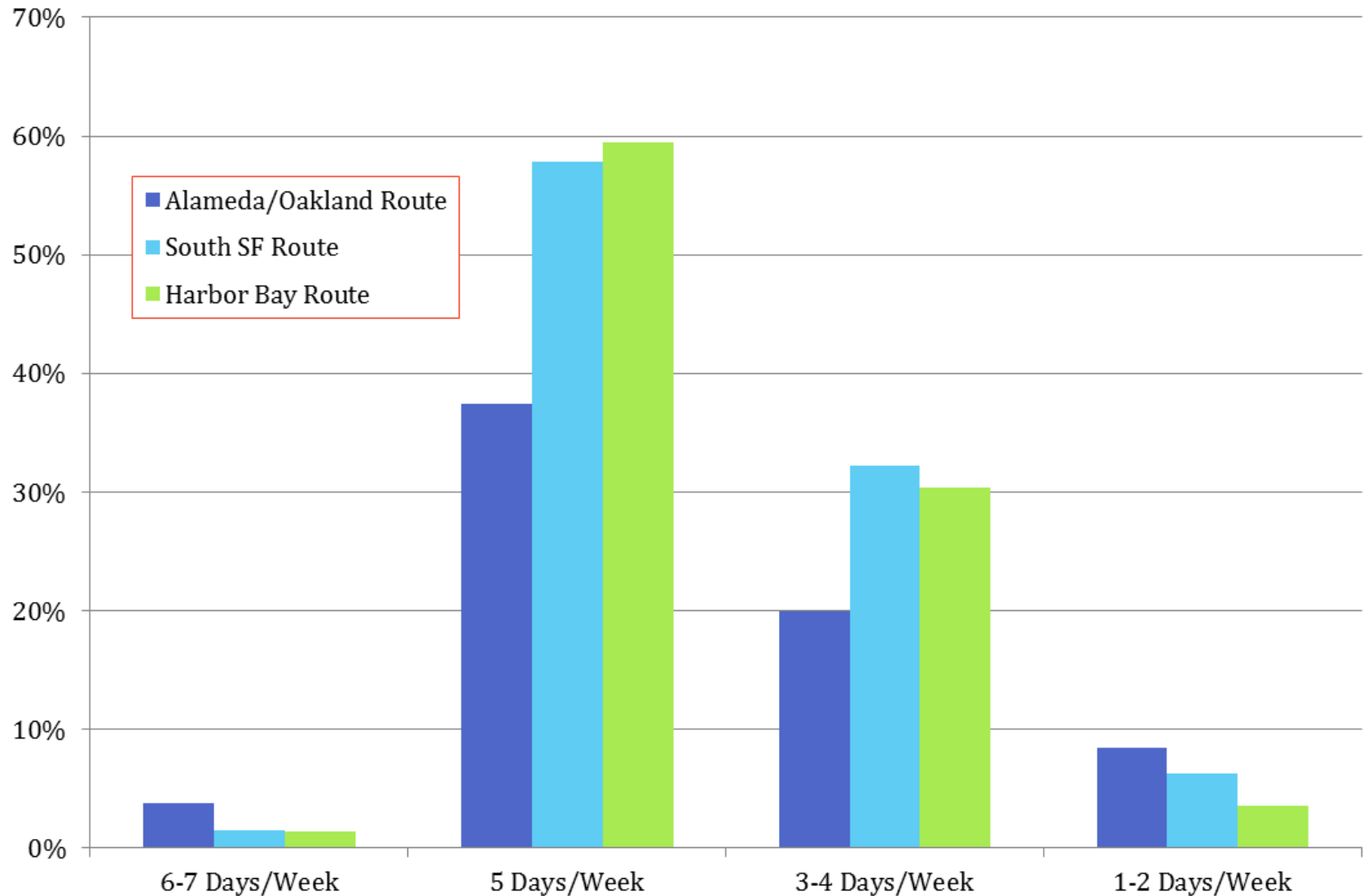
- Drive-alone down from 48% in 2014
- Bike up from 7% in 2014
- Walk down from 33% in 2014



Income Distribution

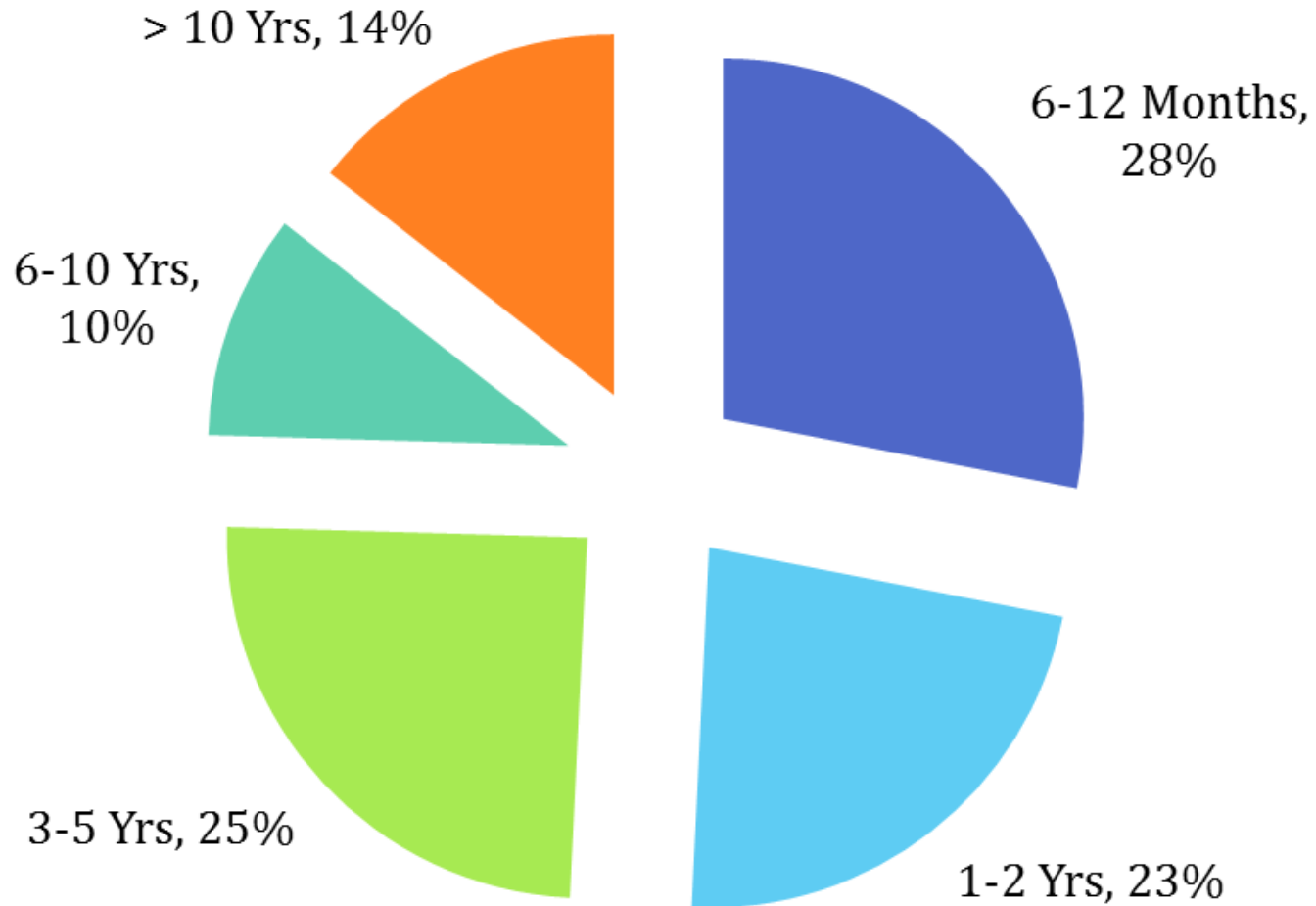


How many days per week do you ride?



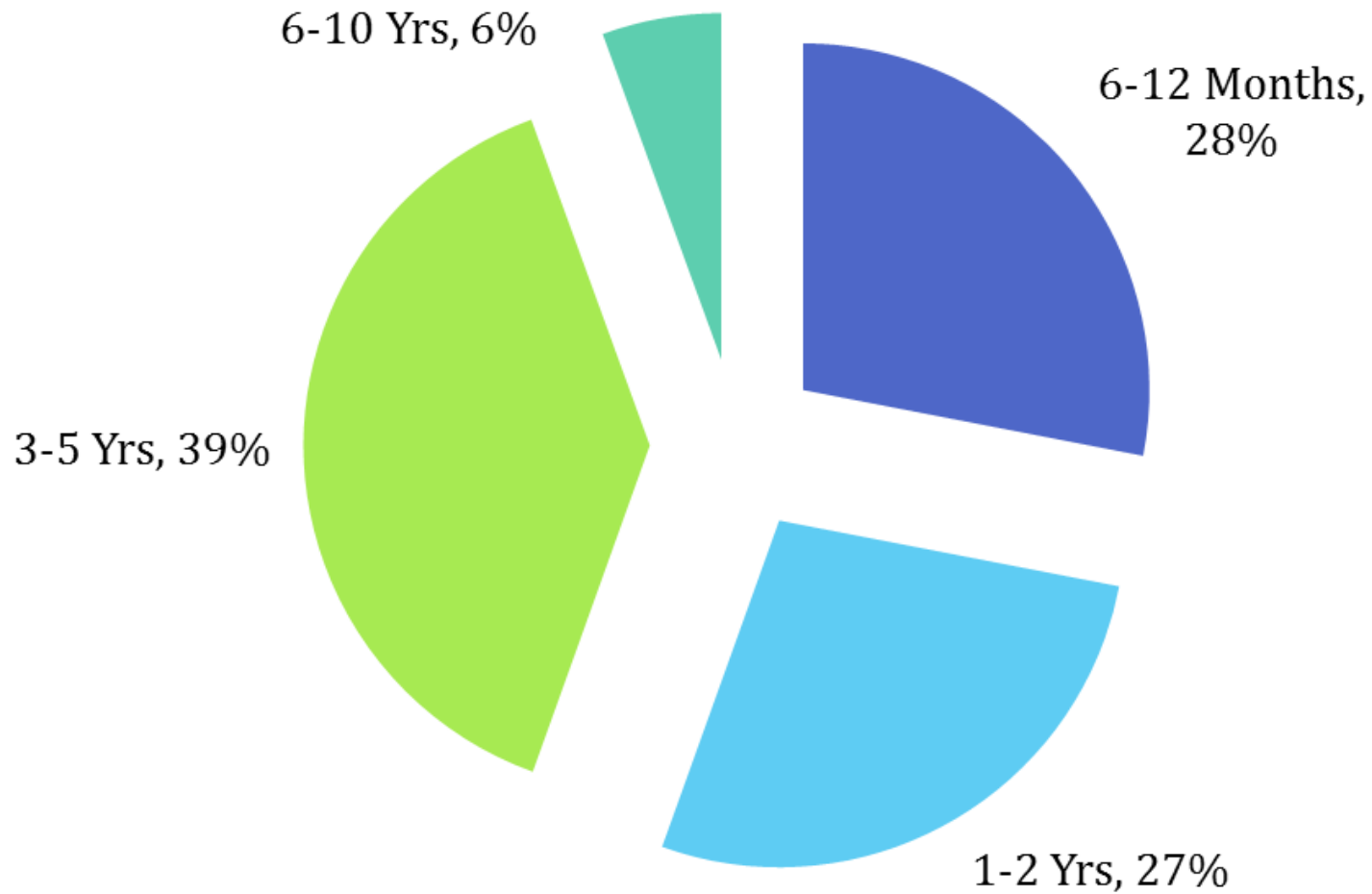
How long have you been riding?

Alameda/ Oakland



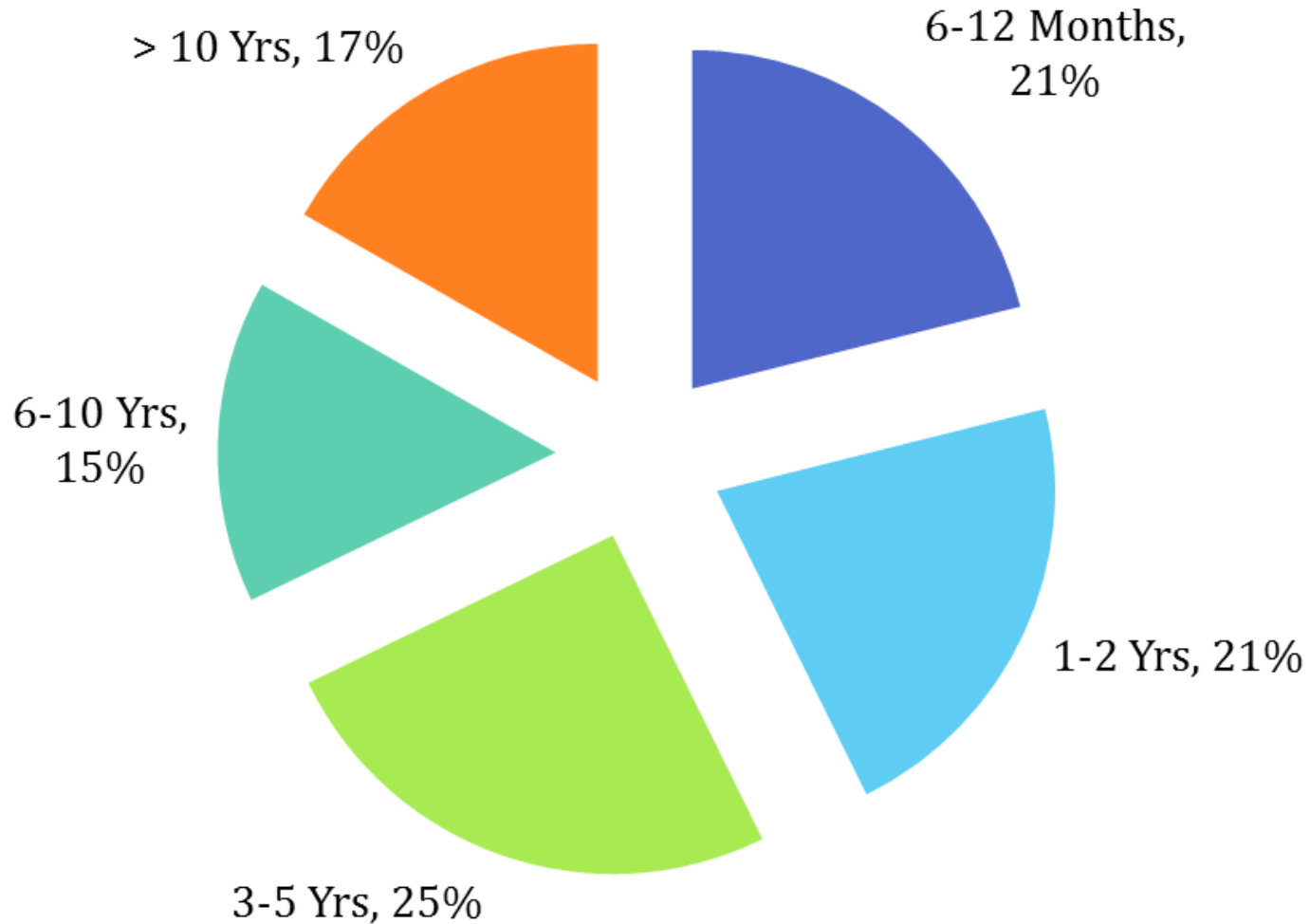
How long have you been riding?

South San Francisco

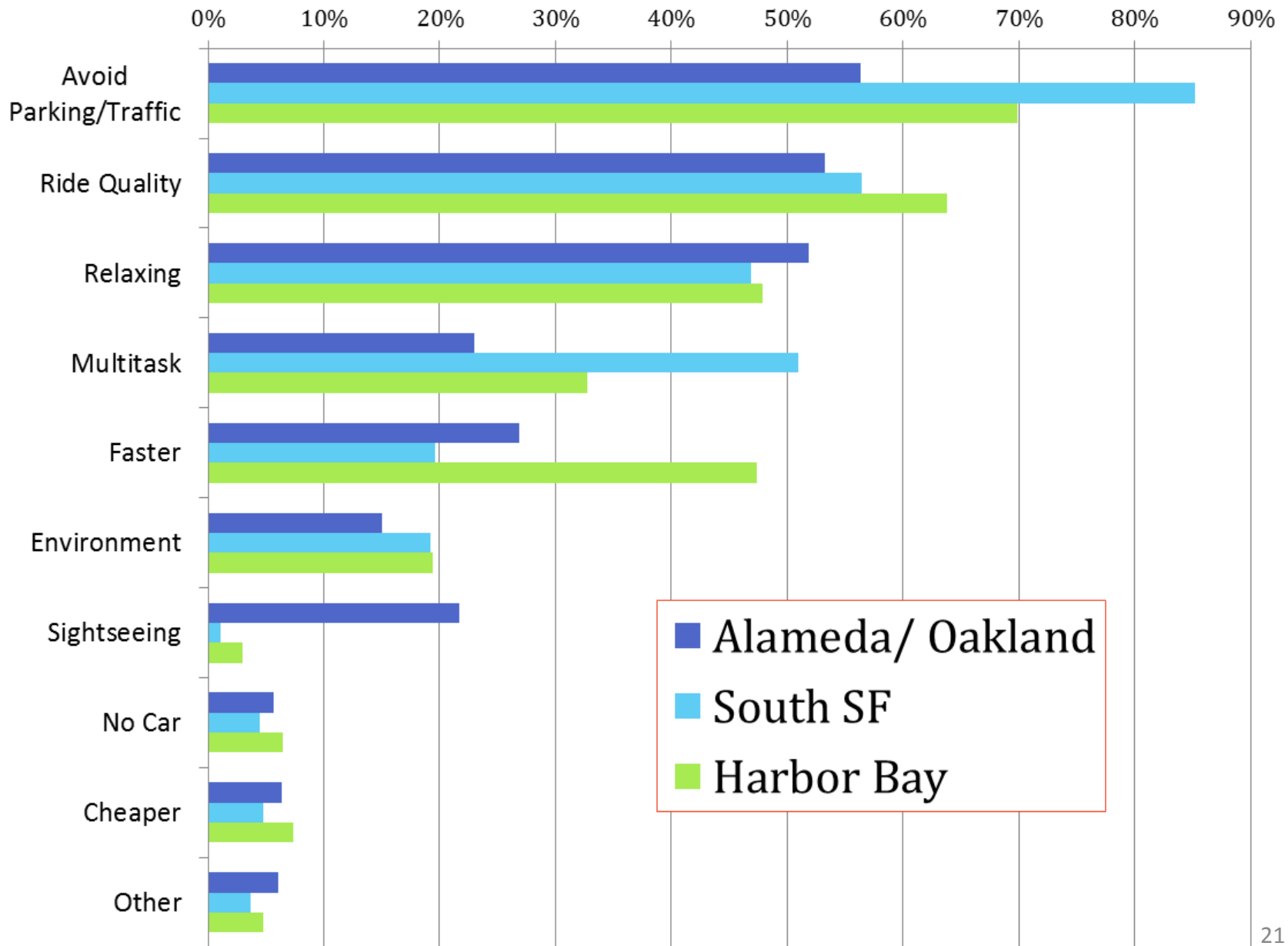


How long have you been riding?

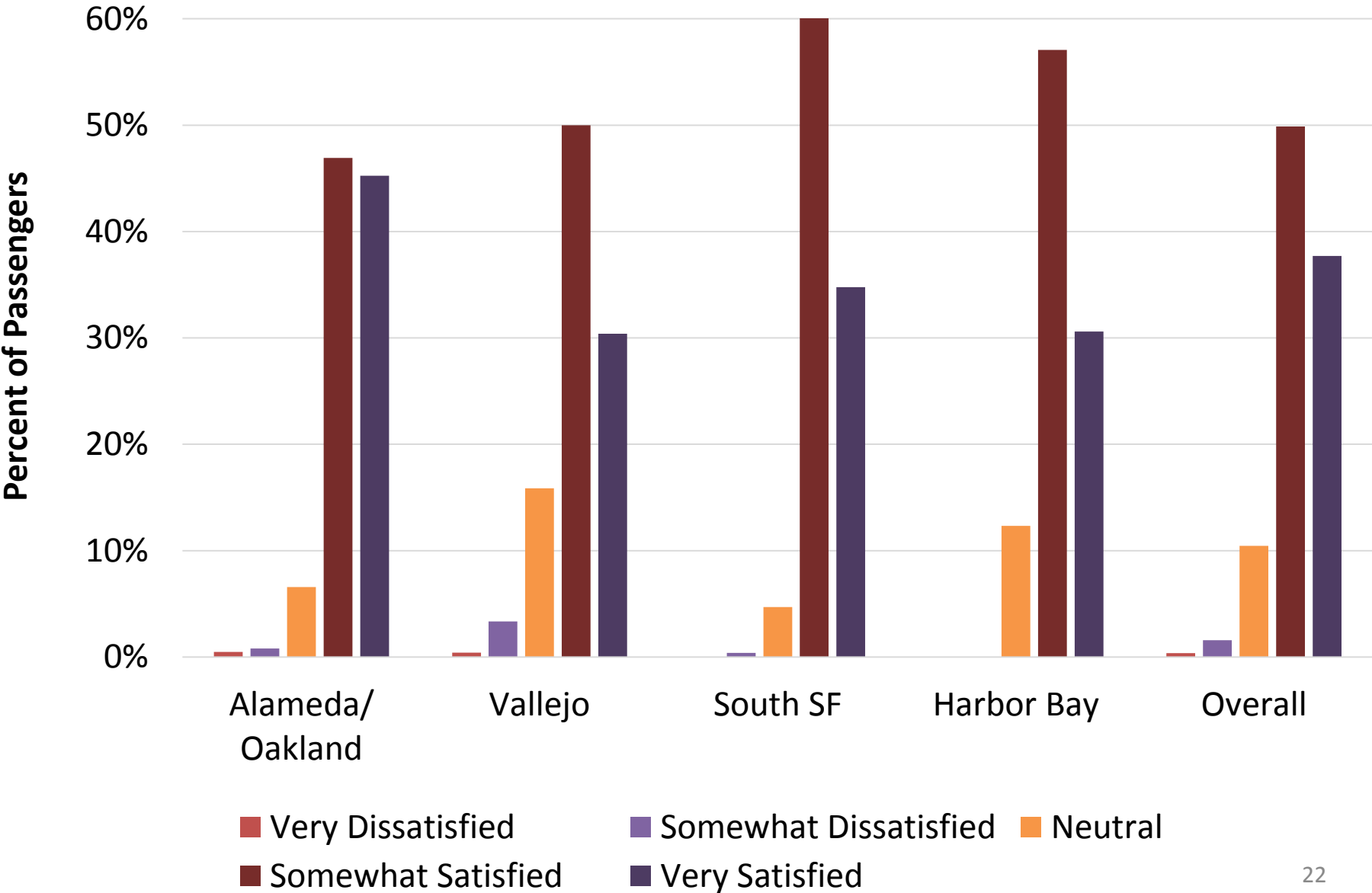
Harbor Bay



Why do you ride the ferry?



Overall Satisfaction Ratings



- Insufficient off-peak service
- Fully occupied parking lot at the Harbor Bay terminal
- Insufficient transit access at Alameda, Harbor Bay, and Vallejo terminals
- Burdensome fare payment system:
 - Inability to add fares to a Clipper card at terminals
 - Long lines to buy tickets onboard
 - No mobile ticketing app
- Confusing or insufficient signage at terminals
- Lack of updates for service delays and cancellations
- Slow and irregular onboard Wi-Fi service

- Friendly and helpful onboard crews
- Appreciation for new boats (Cetus and Hydrus)
- Excitement for more new boats
- Reliability and on-time performance of the ferries
- Improvement in commute quality after switching over to ferry
- Option to buy snacks and drinks onboard

Questions

