

# South San Francisco Ferry Service

## Status Report

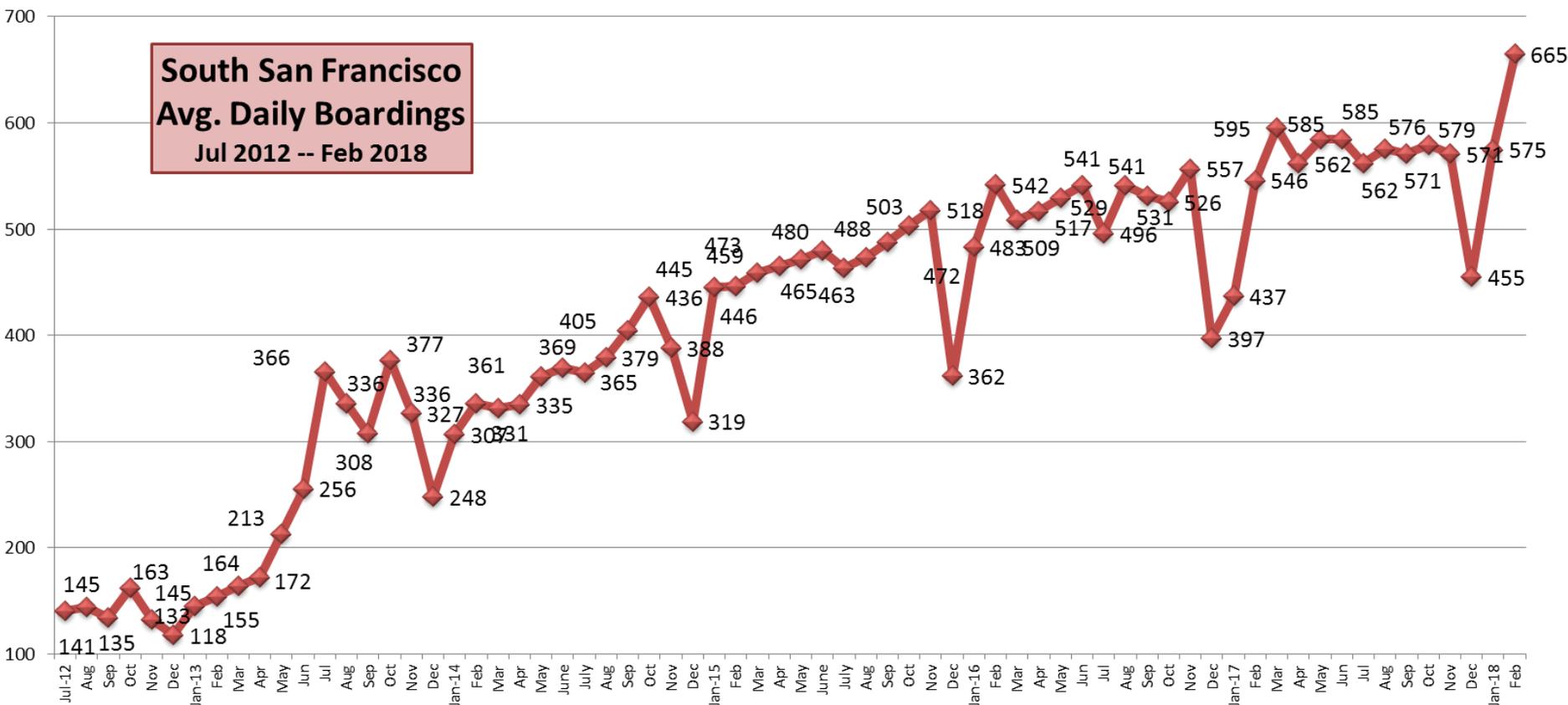
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May 2018

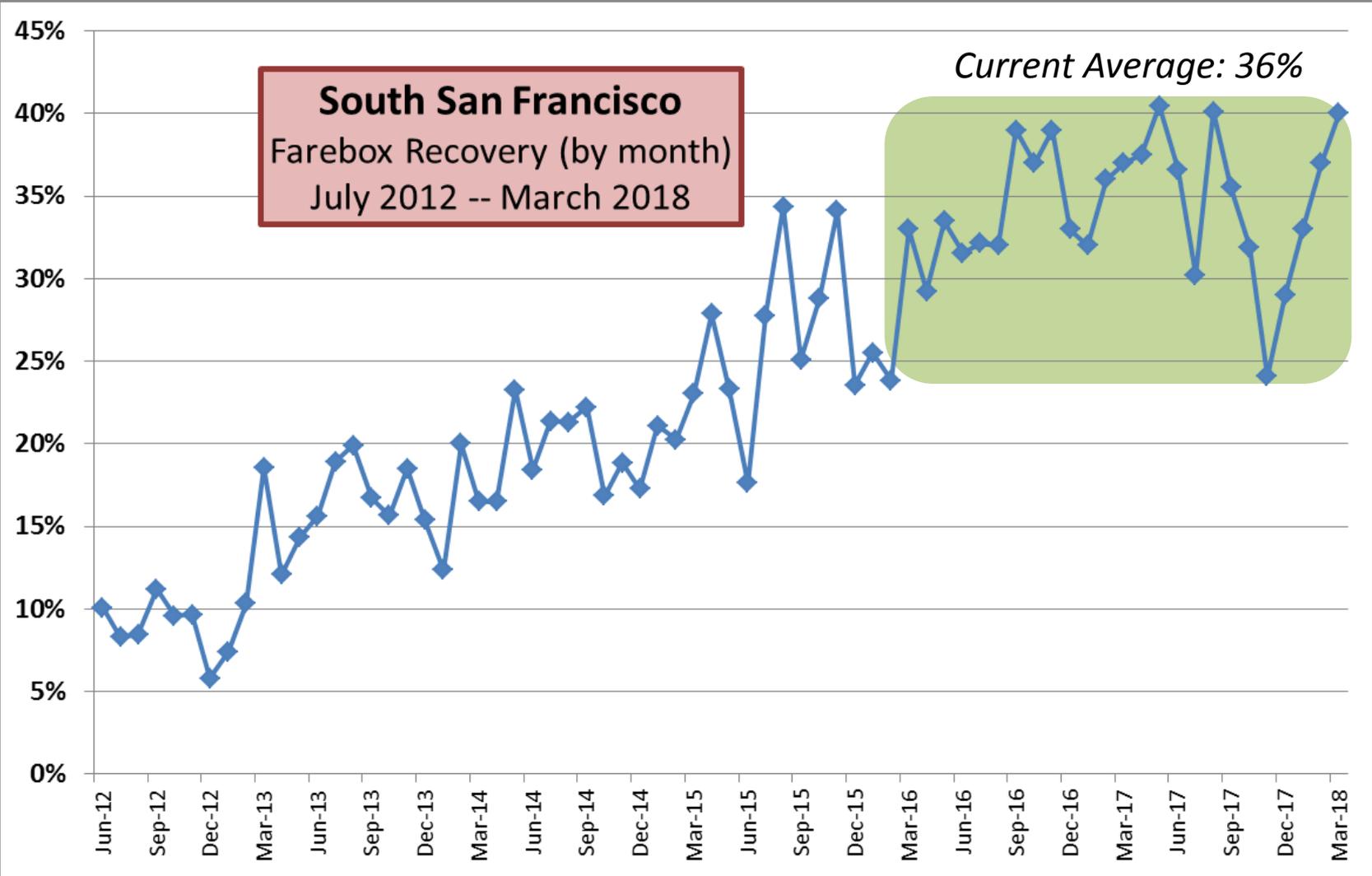


**WATER EMERGENCY  
TRANSPORTATION AUTHORITY**

**Average Daily Ridership, South San Francisco Ferry Service**



### Average Monthly Farebox Recovery



## Regional Measure 2 Program: Performance Criteria

- Project has two years of ramp up and must reach threshold farebox recovery by the third year

Service Type	Ferry	Rail	Bus
Peak Service	40%	35%	30%
All Day Service	30%	25%	20%
Owl Service	N/A	N/A	10%

- Services that do not meet above thresholds in Year 3 must complete a Corrective Action Plan and submit to MTC for approval
- Ferry services are evaluated as individual routes, and not part of a larger system or program of services

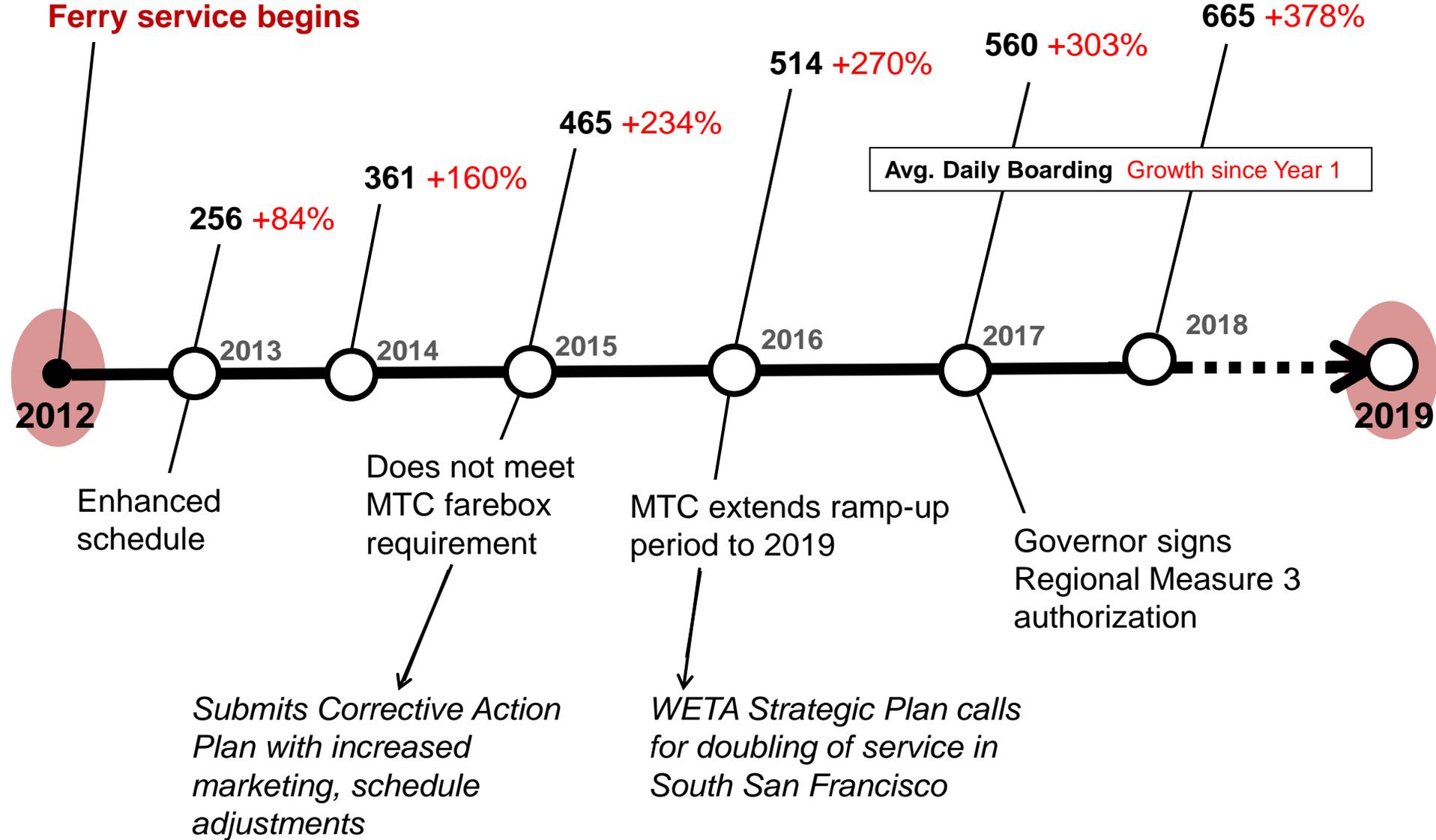
## WETA made an appeal in the Fall of 2015 to extend the deadline for Regional Measure 2 funding for South San Francisco Ferry

- Letters of support from South San Francisco ferry stakeholders
  - San Mateo Transportation Authority
  - SAMCEDA, Bay Area Council
  - Commute.org
  - City of South San Francisco
  - City of Alameda
  - Master's Mate's & Pilots
  - Supervisor Pine



# South San Francisco Ferry Service Timeline

Ferry service begins



# South San Francisco Development Pipeline

## UNDER CONSTRUCTION

<i>Project</i>	<i>Description</i>	<i>Developer</i>
The Cove at Oyster Point	884,300 s.f. R&D, Office 220-room Hotel 20,000 s.f. Retail	HCP Oyster Point III LLC
Genentech B-40	160,000 s.f. Office	
Gateway of the Pacific	451,485 s.f. Office, R&D	
Genesis South San Francisco North Tower	400,000 s.f. Office, R&D	
Merck Campus	281,670 s.f. Office, R&D	Alexandria
475 Eccles Blvd. Campus	262,287 s.f. Office, R&D	Biomed Realty Trust, Blackstone Group

**2.5 million square feet of Office, R&D space currently under construction**

Source: SF Business Times, October 2017

## APPROVED

<i>Project</i>	<i>Description</i>	<i>Developer</i>
Genentech Master Plan	2,600,000 s.f. Office, R&D	
Landing at Oyster Point, Phases 1 & 2	1,600,000 s.f. Office, R&D	
Balance of Gateway of the Pacific	1,200,000 s.f. Office, R&D	
249-279 East Grand Avenue	540,000 s.f. Office, R&D	Alexandria
494 Forbes Blvd.	326,000 Office, R&D	HCP Campuses

**6.3 million square feet of Office, R&D space approved for development**

Source: SF Business Times, October 2017

May 2018

San Francisco Bay Area  
Water Emergency  
Transportation Authority

Strategic Plan

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

**Project Origin**



**Feasibility Studies**



**Project MOU**



**Environmental &  
Preliminary Design**



**Permitting/Design**



**Vessel  
Procurement**



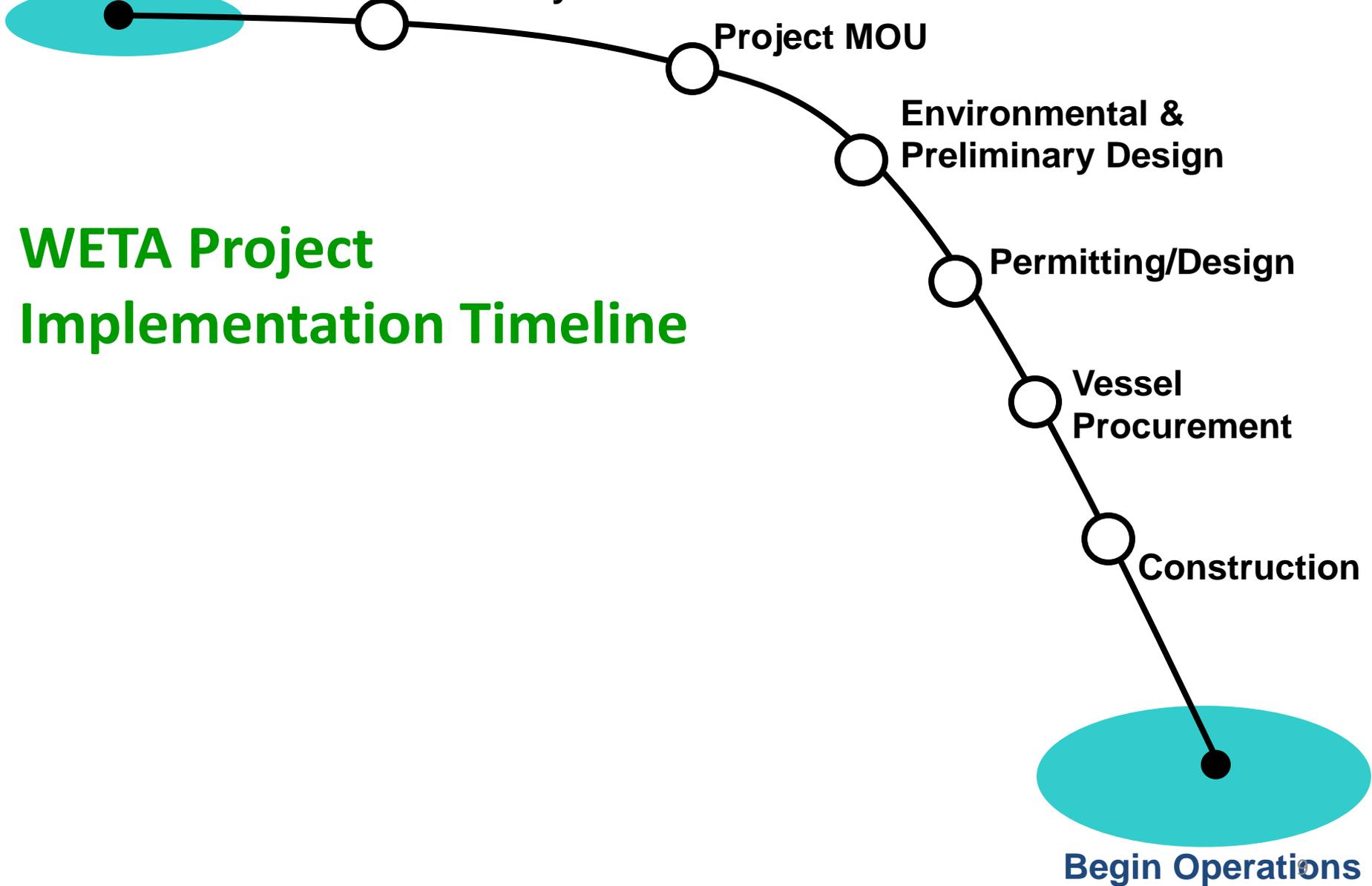
**Construction**



**Begin Operations**



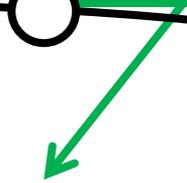
**WETA Project  
Implementation Timeline**



Project Origin



**Feasibility Studies**



**Demand**

- Ridership & Fare Revenue estimates

**Capital**

- Waterside, Landside facilities
- Environmental, permitting evaluation
- Conceptual Design

**Cost Estimates**

- Capital costs: terminal & vessels
- 10-year operating costs

Project MOU

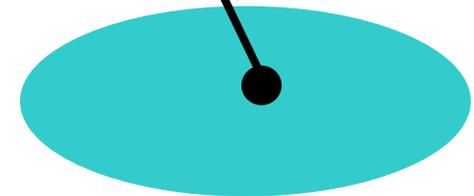
Environmental &  
Preliminary Design

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Vessel  
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**Begin Operations**



## System Expansion Components (2015)

### Policy Statements

- Defines WETA service
- Establishes minimum requirements
- Maintains service quality

### Evaluation Measures

- Creates quantitative standards
- Range of measures
- No passing/failing grade!

### Terminal Access Policies & Guidelines

- Parking, Pedestrian, Bicycle, Land Use
- Area of local partner jurisdiction
- No magic formula

## Expansion Policy – Quantitative Metrics (2015)

### 3) Farebox Recovery

Minimum

40%

Target

50% - 70%

Maximum

100%

### 4) Peak Hour Occupancy

Minimum

50%

Target

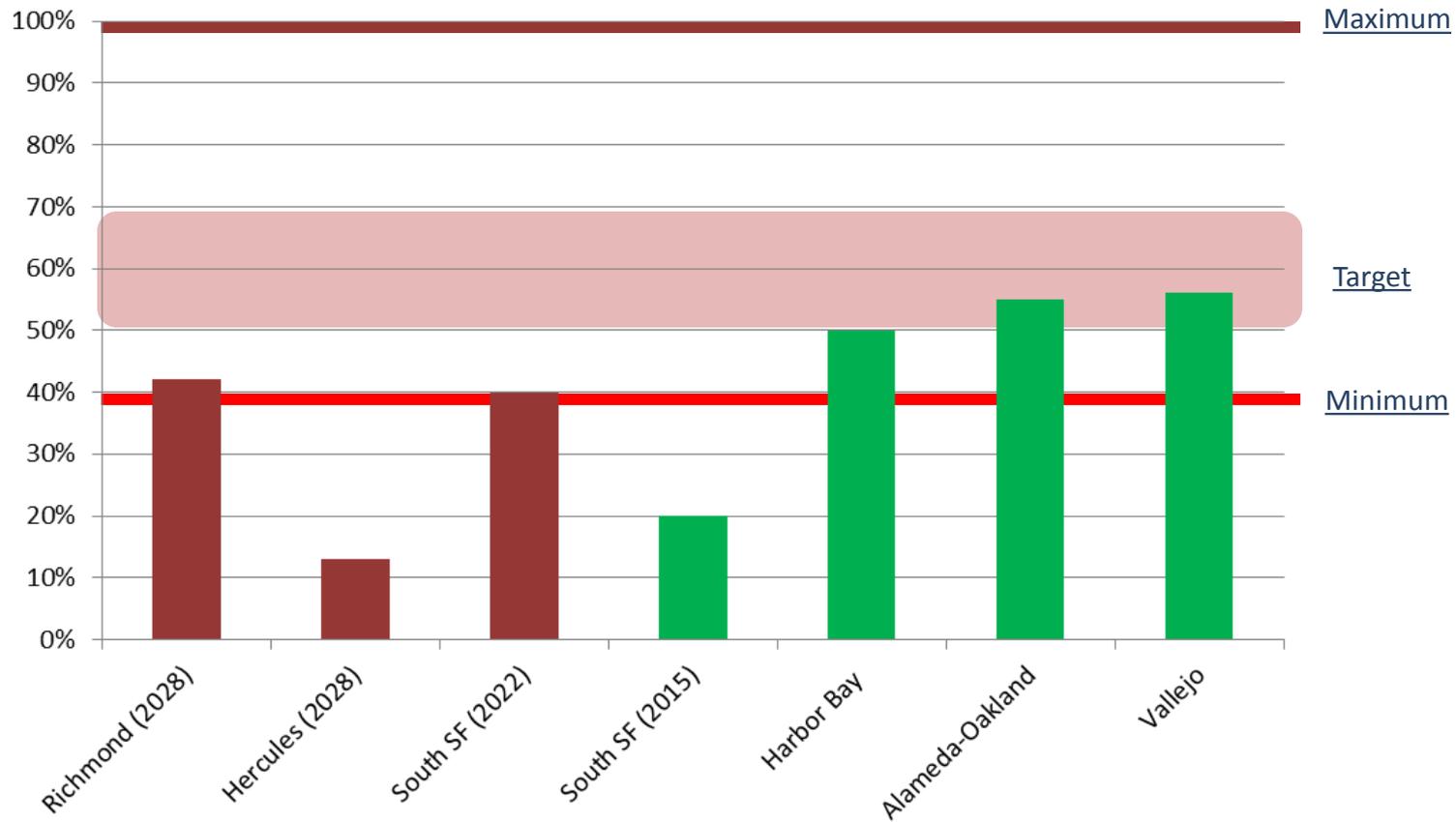
60% - 75%

Maximum

80%

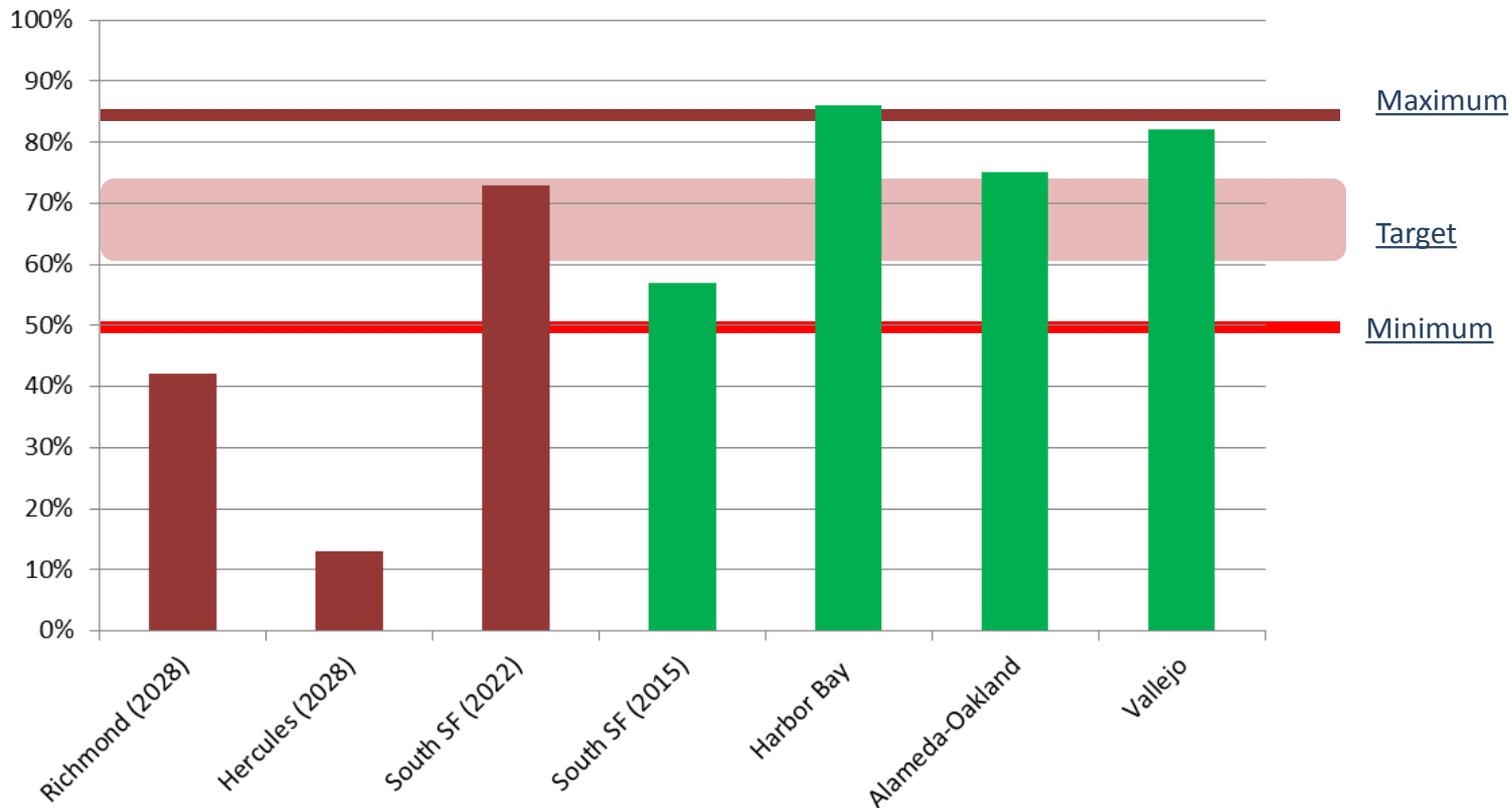
### Farebox Recovery

*Farebox recovery is defined as the portion of operating expenses covered by fare revenues. Farebox recovery measures ridership, operating expense and financial sustainability.*



## Peak Hour Occupancy

Defined as the combined peak direction occupancy level during the highest ridership hour of a commute service – indicates ridership demand and provides guidance for vessel deployment and service planning. High levels of peak hour occupancy indicate the possibility of leave-behinds or standees and would require corrective action.



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May 2018



**WATER EMERGENCY  
TRANSPORTATION AUTHORITY**