Return of the Mosquito Fleet: Lessons from San Francisco
Background

• **2003:** Cascadia launches *Return of the Mosquito Fleet* with congressional, state and local leaders – NYC and SF ferry systems
• **2006:** Cascadia legislative tour of San Francisco pax ferries
• **2007:** San Francisco Water Emergency Transportation Authority (WETA) created by Legislature to supersede 1999 WTA
• **2009-2015:** Nichols Bros, Kvichak and Dakota Creek build WETA vessels with advanced environmental features
• **Fall 2017:** Cascadia **SF ferry resiliency** tour with state leaders
WETA/San Francisco

- **San Francisco Bay Area Water Emergency Transportation Authority (WETA)** created by California state Legislature in 2007 (Senate Bill 976) – formerly Water Transit Authority (1999)

- 1989 Loma Prieta earthquake: WETA now responsible for coordinating and providing ferry transportation in emergencies or disasters

- Golden Gate (SF to Sausalito/Tiburon/Larkspur) and San Francisco Bay Ferry systems - 16,000 passengers now with 35,000 planned

- 20 public ferries serve 8 cities – 44 vessels on 12 routes with 16 terminals (future)

- Operating funds from Regional Measure 2 - $1 (2004) toll increase on Bay Area bridges, fares, state and federal funding

- New service to Berkeley, Richmond, Redwood City – Cross-Bay **and** North South

- Private vessels authorized by Utilities Commission
WETA: Future expansion

**Funded**
- Richmond (2018)
- Treasure Island (2022)

**Partially Funded**
- Seaplane Lagoon
- Berkeley
- Redwood City
- Hercules

**Unfunded**
- Mission Bay
- Other South Bay
- Carquinez Straits
San Francisco Catastrophic Emergency Response
SF Ferry Building/Embarcadero elevated highway 1960
courtesy: Cascadia Courier
San Francisco Ferry Building – 2003 public private partnership and multi-modal hub
SF Ferry Building Expansion - 3 new gates
Colman Dock: WSF and King County Ferry District – Kitsap expansion from 2016 vote
Colman Dock/Terminal: future 2017-2023 - $320M
Return of Mosquito Fleet: 2017

• State should *add (WETA) resiliency* role for public and passenger ferries – Cascadia Subduction Zone – with front loading emergency vehicle access

• Update 2007 PSRC passenger ferry study – connect other counties (Jefferson/Island/San Juan). Congested I-5 corridor - north south feasible

• Change 2005 Transportation Innovative Partnership (TIPA) to allow public private partnership to expand Colman Dock (Port of San Francisco/Ferry Building)

• **Salish Crossing**: larger foot print with retail, multi-modal, housing in partnership with Port of Seattle and City of Seattle
Questions

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