

Washington State Transportation Commission

Bruce Agnew, Cascadia Center

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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

Royal Argosy: Cascadia Pax Ferry event 2003



Kvichak Ferry WETA San Francisco 2015



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

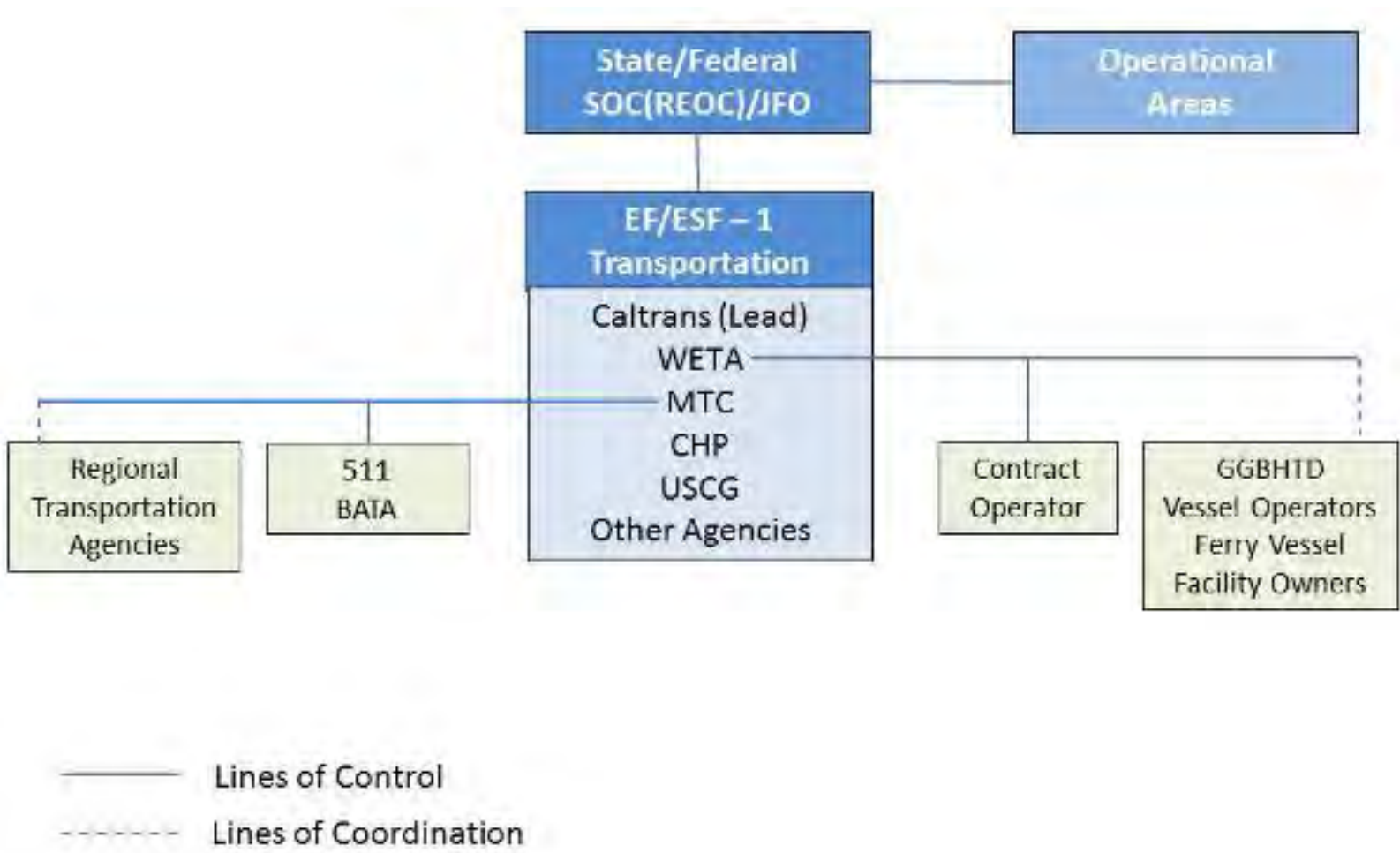
WETA (SF BAY Ferries) Route Map



WETA: Future expansion



San Francisco Catastrophic Emergency Response



SF Ferry Building/Embarcadero elevated highway 1960

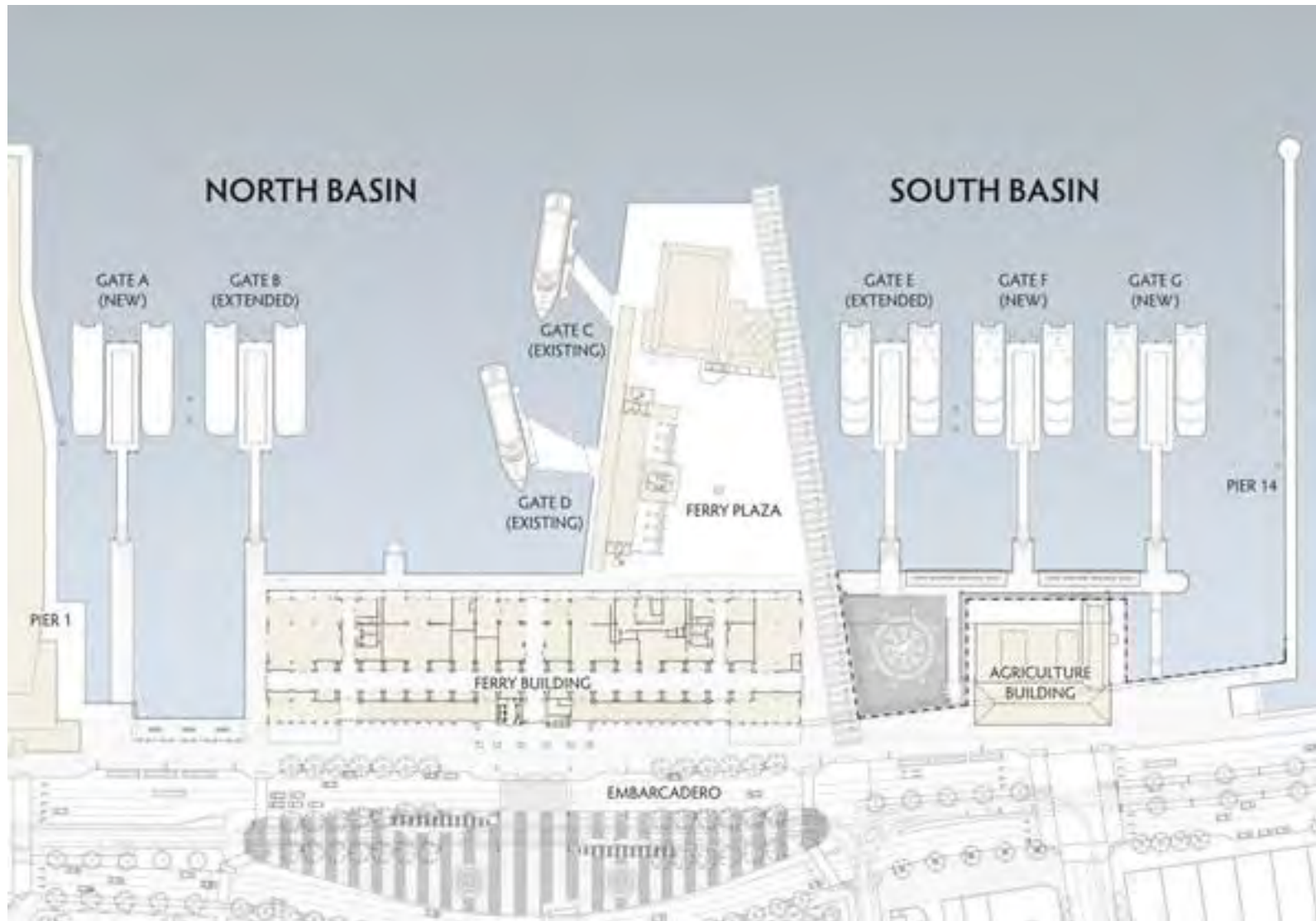
courtesy: Cascadia Courier



San Francisco Ferry Building – 2003 public private partnership and multi-modal hub



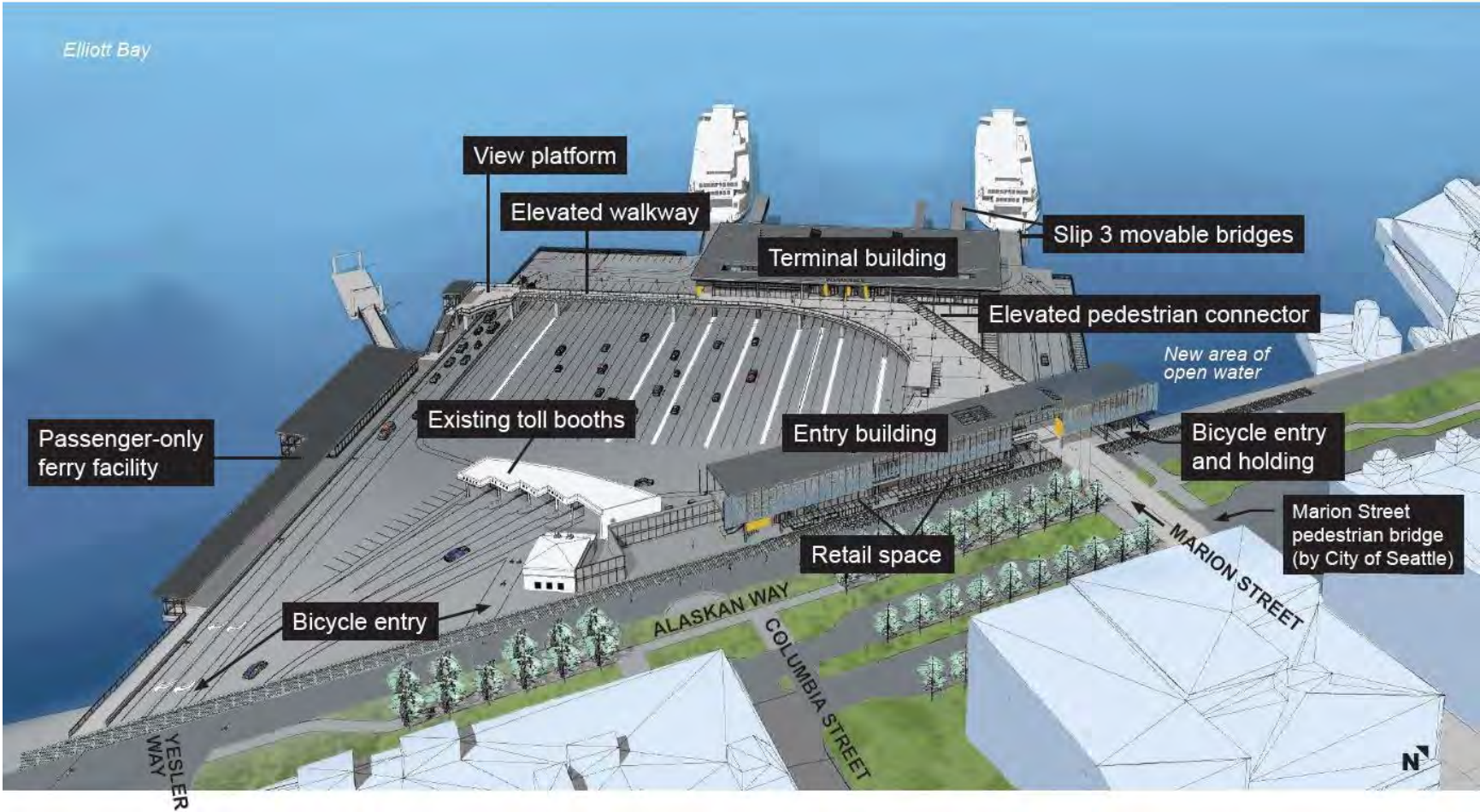
SF Ferry Building Expansion- 3 new gates



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

- Bruce Agnew - 206-228-4011 bagnew@discovery.org