

MEMORANDUM

May 5, 2016

TO: MEMBERS, PORT COMMISSION
Hon. Willie Adams, President
Hon. Kimberly Brandon, Vice President
Hon. Leslie Katz
Hon. Eleni Kounalakis
Hon. Doreen Woo Ho

FROM: Elaine Forbes
Interim Executive Director

SUBJECT: Informational Presentation on Study and Options for Mission Bay Ferry Landing Project

DIRECTOR'S RECOMMENDATION: Informational Only

Executive Summary

The purpose of this presentation is to provide an introduction to the proposed Mission Bay Ferry Landing project in advance of requesting authorization for solicitation of architectural and engineering services which is planned for June 14, 2016.

The Mission Bay Ferry Landing will provide critical Transbay and regional ferry service to and from the fastest growing southern waterfront neighborhood of San Francisco, the financial district and the East and North Bays. The Ferry Landing is essential transportation infrastructure to alleviate current land transportation overcrowding, and provide transportation resiliency in the event of an earthquake, BART or Bay Bridge failure or other unplanned event. The Ferry Landing Project will provide capability to berth two ferry boats simultaneously and will likely include a nearby water taxi landing, to provide regional access to the new UCSF Mission Bay hospital, campus and related life sciences community, the Golden State Warriors arena, the surrounding neighborhoods of Mission Bay, Dogpatch, Potrero Hill and the Central Waterfront, and future developments.

The Ferry Landing project scope of work includes: geotechnical analysis, topographic and hydrographic surveys, dredging plans, and design and construction of ferry float, water taxi landing, fixed ramps, gangways, covered ferry landing walkway, fixed platform, gate structures, corrosion protection system for all structures, and utility plans.

It is estimated that the ferry landing will need to handle up to 10,000 passengers per day.

The project team will consist of representatives from the following agencies: Port of San Francisco, Office of Economic and Workforce Development (OEWD), Water Emergency Transportation Authority (WETA), Golden Gate Bridge, Highway and Transportation District (GGBHTD) and consulting A/E design team which Port staff plans to solicit next month after Port Commission approval.

Strategic Objective

The Project supports four strategic objectives of the Port including:

1. **Livability:** Proactively work with transportation agency partners to ensure an integrated transportation plans that include programs to ease traffic congestion along the waterfront; promote walking and alternative transportation; increase accessibility to local recreation, businesses, school, hospitals, and jobs; and expand public transit, pedestrian and bicycles access and service, including water taxis and ferries; and

Promote living wage jobs at Port businesses, increase the proportion of funds spent by the Port with local business enterprises (LBE's) and micro-LBEs and meet future mandates for local hire in all current and future construction projects; and

Provide water transit options in the event of an earthquake, BART or Bay Bridge failure or other unplanned event and provides a Transbay connection to and from UCSF Medical Center and its planned Richmond campus expansion

2. **Sustainability** – As an alternative mode of public transportation, ferry service will save fuel, reduce congestion, and reduce our carbon footprint.
3. **Economic Vitality** - Expand the system of active water berths for transportation vessels. Increased accessibility provides increased economic opportunities and drives community growth.

Background

The vast majority of new development in San Francisco is planned within the southern waterfront and transportation infrastructure needs to be expanded to respond to this growth. The 1998 Mission Bay Master Plan conceived of a Ferry Landing in Mission Bay when this former redevelopment project area reached full buildout, now anticipated to occur in 2018. The Port hired COWI Marine (COWI) to prepare this report, and COWI produced a report titled, "Mission Bay Ferry Terminal Planning Study", dated March 2016. COWI conducted technical research, analysis, and coordinated closely with Port of San Francisco, WETA, BAE Systems (BAE), and other project stakeholders. The report identified four (4) alternative ferry landing locations and a water taxi landing. The alternative locations for the Ferry Landing include: Alternative A – Agua Vista Park 16th

Street location (“16th Street”), Alternative B – South Street Location (between Pier 64 and Pier 54), Alternative C – Pier 54 South Side Location, and Alternative D – Pier 54 North Side Location. For each alternative location, COWI reviewed hydrodynamic conditions (i.e. wave analysis), dredging requirements, access to nearby public transportation, vehicle drop off stations, and other landside transportation.

Alternative A - Agua Vista Park (“16th Street”) site has the best wave climate of the various alternatives because BAE drydock shelters it from wind induced waves, eliminating the need for a breakwater system. Alternative A is within a block of the planned Golden State Warriors Arena, the 46-acre, 550-bed UCSF Mission Bay campus, the T-Third and future Central Subway light rail line and the planned transit priority line on 16th Street. One disadvantage for the Alternative A is its close proximity to the BAE San Francisco Ship Repair facility. BAE will need to maneuver vessels in or out of their facility, 5 to 10 times a month, and one of these vessels may delay ferry service. Additional dredging of Pier 64 is likely needed to provide ferry access from the north/northwest and to alleviate any navigational conflict with BAE. Staff recommends Alternative A as the preferred landing site.

Alternative B – South Street site is a viable location for the ferry landing provided a 350-foot fixed breakwater system east of the landing is constructed. Without the breakwater the wave conditions at the site, especially in the winter months, could frequently exceed operational limits for ferry service, resulting in increased downtime when compared to Alternative A.

Alternative C – Pier 54 South Side site is not a viable location for the ferry landing. The major disadvantage for the Alternative C location is that it requires a significant investment to seismically upgrade the entirety of Pier 54 to allow for construction of a new ferry landing. This location is also subjected to strong wave conditions resulting in potentially significant operational downtime. This option was removed from consideration early in the study.

Alternative D – The Pier 54 North Side site is a viable location for the ferry landing. The landing would be located at the northwest corner of Pier 54 requiring only a small portion of Pier 54 to be seismically isolated and upgraded. The interface between pedestrians accessing the ferry landing and vehicles accessing Pier 54 may be a disadvantage. Also the site is farther from the ‘epicenter’ of the Mission Bay Development, namely, 16th Street. The primary reason for Alternative D being the least expensive site is that it requires less dredging than Alternatives A and B.

COWI’s study also reviewed the feasibility for a water taxi facility at the new ferry landing. The water taxi location recommendation was based on review of existing water taxi services and facilities offered throughout the Bay and operational needs. Six different water taxi options were reviewed. Water taxi options include attaching it to the ferry landing, attaching it to an existing fishing pier located south of Pier 64, using the Pier 52 Boat Launch, and using the ferry landing as a water taxi landing simultaneously. The study recommends the option of having a water taxi landing independent from both the ferry vessel landing and fishing pier. This water taxi option is preferred for Alternative A and B. At Alternative A, the water taxi landing will provide additional

shelter from wind induced waves. Due to the fixed costs of seismically retrofitting Pier 54, if Alternative D is selected as the preferred ferry landing location, siting the water taxi landing nearby would be the most cost effective.

Although Alternate D is the least expensive alternative, COWI's study recommends Alternative A for the Mission Bay Ferry Landing (16th Street location) proximity to the existing public transportation and major businesses, and because the site does not require a breakwater. The planning study estimated a total project cost ranging from \$32.5 to \$42.7 million depending on the location selected, which includes construction and all soft costs for the ferry landing and water taxi landing.

Community Outreach

The Port and the Office of Economic and Workforce Development have conducted outreach through a number of venues on the planning for a Ferry Landing at Mission Bay. Outreach has included thorough discussions with the Port's Central Waterfront Advisory Group, with the Office of Community Investment and Infrastructure (OCII) Mission Bay Citizens Advisory Group, with executive and campus planning staff at UCSF, with the SF Giants, Golden State Warriors and Forest City and at public meetings held for the Mission Bay Bayfront Park (P22) schematic design development. The community overwhelmingly supports a new Ferry Landing at Mission Bay.

Climate Action

Ferry service will provide an additional mode of public transportation and will reduce our community's carbon footprint. The ferry landing and water taxi design will also incorporate anticipated sea level rise of 11 inches (+/- 4 inches) by 2050 and 36 inches (+/- 10 inches) by 2100. .

Funding

The project design is scheduled to be partially funded with Port Capital funds (\$3.47 million), as noted below.

Funding Source	Funding Year	Fund Amount
CPO 941-01	FY 2016-2017	\$1,500,000
CPO 941-01	FY 2017-2018	\$1,970,000

Port staff is actively pursuing funding opportunities for project design and construction phase of the project including State, Federal, Regional and City funding.

Schedule

The project schedule noted below is preliminary and will change as the permitting process progresses and exploration of opportunities to expedite construction occurs.

Port staff and the Office of Economic and Workforce Development will collaborate to streamline the schedule.

Date	Task
June 14, 2016	Request Authorization to Advertise Mission Bay Ferry Landing RFP
July 15, 2016	Issue Mission Bay Ferry Landing RFP
December, 2016	Design Commences
June, 2017	Permitting Commences
November, 2018	Design Completed
October, 2020	Permitting Completed
October, 2020	Construction Commences
September, 2022	Construction Completed

Summary

The Port of San Francisco hired COWI Marine for the Mission Bay Ferry Landing Study. The study included meetings with Port of San Francisco, WETA, and BAE and other project stakeholders, and the analysis included extensive research and technical review. COWI recommends the Alternative A ferry landing site (16th Street). The Port's goal is to develop ferry landing and water taxi landing facilities that maximize transportation efficiency in the Mission Bay area, are cost-effective, and do not have significant impact to existing navigation or ship repair operations, and have the lowest potential for adverse environmental impact.

Next Steps

The next step is for Port staff to prepare a Request for Proposals (RFP) for the design of the Mission Bay Ferry Landing. Staff is scheduled to request Port Commission's authorization to advertise for this RFP at the June 14, 2016 Port Commission meeting.

After the Port selects and contracts with the consultant design team, Port staff will work closely with the consultant and the project stakeholders in the refinement of the project scope, and preparation of the design drawings, and environmental permitting. Port Finance will continue to pursue additional project funding.

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Exhibits

1. Map of Alternative Ferry Landing Locations per COWI study
2. Map of Water Taxi Location per COWI study
3. Summary of Ferry Landing Location Options per COWI study