

# RICHMOND SERVICE UPDATE

October 10, 2024



*San Francisco Bay Ferry*

# 2021 Service Changes

- In 2019, Richmond route launched with commute-only weekday service – 4 trips in each direction
- Ridership was strong in the first year: ~800 pax/day over 2019, well above projections
- Limited weekend pilot from August to October 2019 – inconclusive results
- Service suspended March 17, 2020
- Limited weekday service resumed June 2020 – minimal ridership during period
- Full resumption on July 1, 2021: more robust weekday service (26 weekday trips, year-round weekend service)

# Fare Changes

- As a part of Pandemic Recovery Program, Richmond saw the biggest fare drop (from \$7 each way on Clipper to \$4.50)
- Richmond fare is now \$4.70, matched with Zone 1 routes (Oakland, Alameda Seaplane, Harbor Bay)

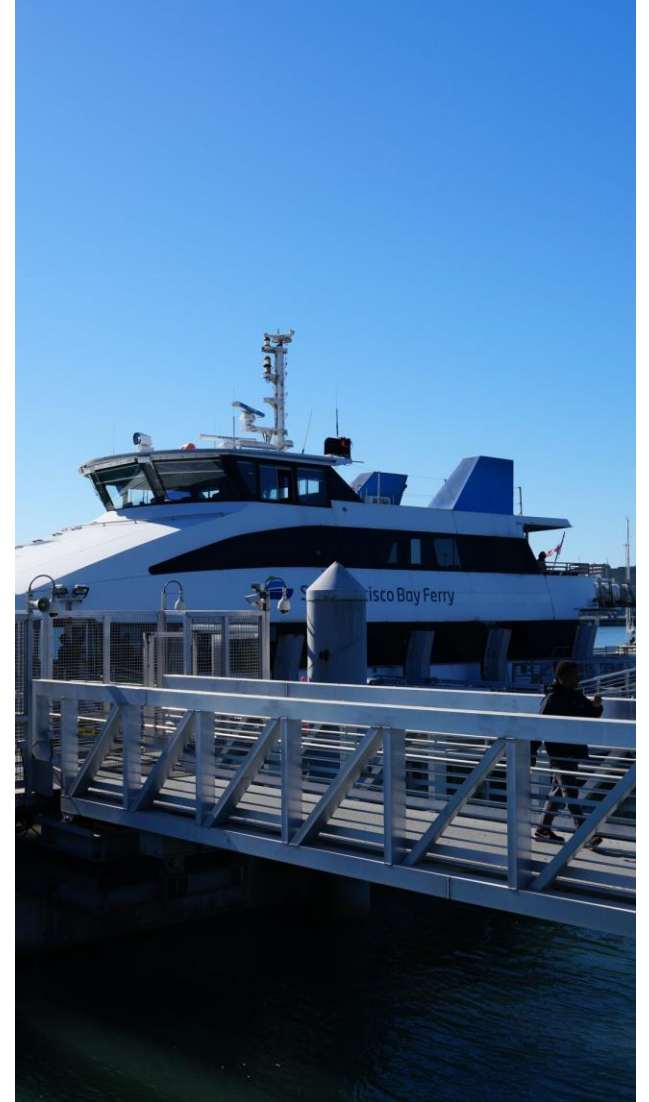


# Ridership Recovery

- Strongest recovery among all SF Bay Ferry routes at 119% on weekdays
  - 953 average daily riders over past 12 months
  - Strong year-round base with 25% uptick in peak summer months
  - High performance attributable to numerous factors including service increase, relatively newness of route, pricing and marketing
- Weekend ridership has been slower to grow
  - 515 average daily riders over past 12 months
  - Highly seasonable
  - Schedule not particularly robust due to length of ride on 1-vessel service

# Opportunities

- Collaborative targeted marketing and promotions with CCTA
  - To be discussed later in agenda
- Potential changes to weekend schedule in Spring 2025
- Market research report results coming soon
- Partner coordination and marketing with terminal-adjacent businesses and organizations
- Potential pilot sports service



# **RM3 5-Year Operating Plan Update**

# Updated Assumptions for FY25-FY29 Plan

- Cost escalation 3% year over year
- Ridership growth on existing routes: 7% in FY26, 5% in FY27, 3% in following years
- Future pilot projects budget: reduced to \$2.5 million from over \$4 million in FY26
- Tier 1 of 2050 Service Vision
  - Treasure Island (January 2026)
  - Mission Bay (FY27)
  - Berkeley-SF (FY29)
  - RWC-Oakland (FY30)
- Phase 1 & 2 of REEF Program will be delivered
- Current service levels maintained through 5-year horizon of 5YOP

# Expenditures

<b>Operating Expenditures</b>	<b>FY25 (budgeted)</b>	<b>FY26</b>	<b>FY27</b>	<b>FY28</b>	<b>FY29</b>
Harbor Bay	\$ 5,693,772	\$ 5,864,585	\$ 6,040,523	\$ 4,977,391	\$ 5,126,712
Alameda Seaplane	\$ 7,187,472	\$ 7,403,096	\$ 6,862,670	\$ 6,283,156	\$ 6,471,650
Oakland/Alameda	\$ 13,347,128	\$ 13,747,542	\$ 14,159,968	\$ 11,667,814	\$ 12,017,848
Richmond	\$ 10,755,060	\$ 11,077,712	\$ 11,410,043	\$ 11,752,344	\$ 10,894,423
SSF	\$ 5,296,577	\$ 5,455,474	\$ 5,619,139	\$ 5,787,713	\$ 5,961,344
Vallejo	\$ 23,449,402	\$ 24,152,884	\$ 24,877,471	\$ 25,623,795	\$ 26,392,509
Treasure Island	\$ -	\$ 2,856,324	\$ 5,882,408	\$ 6,058,881	\$ 6,240,647
Mission Bay	\$ -	\$ -	\$ 4,047,900	\$ 4,169,337	\$ 4,294,417
Berkeley	\$ -	\$ -	\$ -	\$ -	\$ 5,929,235
Redwood City	\$ -	\$ -	\$ -	\$ -	\$ -
Planning & Administration	\$ 5,545,703	\$ 5,712,074	\$ 5,883,436	\$ 6,059,939	\$ 6,241,738
Pilots	\$ 3,473,724	\$ 2,500,000	\$ 2,575,000	\$ 2,652,250	\$ 2,731,818
<b>Annual Operating Expenses</b>	<b>\$ 74,748,838</b>	<b>\$ 78,769,691</b>	<b>\$ 87,358,558</b>	<b>\$ 85,032,619</b>	<b>\$ 92,302,341</b>

- FY24 came in under budget, estimates in 5YOP based on new baseline of FY25
- Electrification cost savings in FY27 (1/2 Seaplane), FY28 (1/2 Seaplane, Harbor Bay, Oakland), FY29 (1/2 Richmond)



# Revenues

<b>Operating Revenues</b>	FY25 (budgeted)	FY26	FY27	FY28	FY29
Fare Revenue	\$ 14,065,234	\$ 15,983,165	\$ 18,159,683	\$ 19,529,343	\$ 22,772,300
Federal COVID Relief Funds					
RM2 - Operating & Admin	\$ 15,866,227	\$ 15,615,525	\$ 15,615,525	\$ 15,615,525	\$ 15,615,525
RM1	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000
Local - Contra Costa Measure J	\$ 3,807,450	\$ 3,990,809	\$ 4,110,533	\$ 4,233,849	\$ 4,360,864
STA Operating Assistance	\$ 3,224,988	\$ 2,958,905	\$ 3,047,672	\$ 3,139,102	\$ 3,233,275
Local - Alameda Property Tax and Assessment	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
Treasure Island Service (TIMMA TBD)	\$ -	\$ 2,374,454	\$ 4,826,394	\$ 4,699,262	\$ 4,560,159
Other (Demonstration)	\$ 2,545,000	\$ 1,250,000	\$ 1,287,500	\$ 1,326,125	\$ 1,365,909
RM3 - Operating & Admin/Demonstration	\$ 34,489,938	\$ 35,846,835	\$ 39,561,251	\$ 35,739,412	\$ 39,644,309
<b>Total Annual Operating Revenues</b>	<b>\$ 74,748,837</b>	<b>\$ 78,769,691</b>	<b>\$ 87,358,558</b>	<b>\$ 85,032,619</b>	<b>\$ 92,302,341</b>
<b>RM3 Annual Operating Allocation</b>	<b>\$ 25,700,000</b>	<b>\$ 35,000,000</b>	<b>\$ 35,000,000</b>	<b>\$ 35,000,000</b>	<b>\$ 35,000,000</b>

- FY25 federal COVID relief funds fully spent
- RM2 and RM3 operating funds fully received in FY26
- Annual ridership growth 7% (FY25), 5% (FY26), 3% (FY27-29)
- Starting in FY26, agency's annual operating needs exceed \$35 million for RM3 funds

# Reserve Account FY24 vs. FY25

<i>RM3 Expenditure Plan (FY24)</i>	FY24	FY25	FY26	FY27	FY28
RM3 transfer to reserve	\$12,909,792	\$0	\$4,927,427	\$2,931,386	\$1,198,604
Operating reserve account	\$60,047,971	\$72,957,763	\$72,957,763	\$77,885,190	\$80,816,576

<i>RM3 Expenditure Plan (FY25)</i>	FY24	FY25	FY26	FY27	FY28	FY29
RM3 transfer to reserve	\$ 19,911,275	\$ (8,789,938)	\$ (846,835)	\$ (4,561,251)	\$ (739,412)	\$ (4,644,309)
Operating reserve account	\$ 64,947,971	\$ 84,859,246	\$ 76,069,308	\$ 75,222,473	\$ 70,661,222	\$ 69,921,810

- Lower operating costs than expected, strong interest earnings in FY24
- Lower RM3 allocation from MTC bridge tolls formula than expected in FY25
- Greater reliance on RM3 reserve account to balance budget

# RM3 Runway Scenarios

	Existing System + Expansion Projects
Runway year*	FY34
Runway year w/o electrification savings	FY31
Runway year at 4% escalation	FY32

*\*final fully funded year*

- Significant runway impacts from compounding impact of increased FY25 operating costs
- Runway analysis from previous year—FY37 for Existing System + Expansion Projects

# Extending the Runway

1. Limit annual operating expenditure of \$35 million in RM3 funds over long-term
2. Seek new non-RM3 funding sources for existing and expansion services, ensure existing sources are fully provided
3. Service adjustments on underperforming routes
  - a. Begin identifying and vetting opportunities in near-term
  - b. Potential implementation in FY26 and FY27

# RM3 Performance Measures

- Farebox recovery:
  - Not to exceed comparable express bus farebox recovery requirements  
OR
  - Demonstrated growth in farebox recovery rate year-over-year
- Customer experience:
  - OTP 85%
  - Cancellation rate under 5%
  - Customer satisfaction 85% (SFBF annual survey)
- Regional Coordination:
  - Fares remain consistent with comparable regional transit operators
  - Service plans and schedules adjusted pursuant to regional initiatives to foster schedule coordination among Bay Area transit operators

# RM3 Performance Measures

- Holistic review including equity considerations as a “plus factor” before the WETA Board recommends corrective action
  - Clipper START/Bay Pass participation
  - Percentage of low-income riders
- WETA Board to make recommendations to MTC based on annual SFBF staff reports
- SFBF will have 5 years to meet proposed standards per MTC rules
- Potential corrective actions for not meeting performance targets include:
  - Extending time frame to meet performance measures
  - Revising performance measures
  - Developing new marketing programs
  - Reallocation of RM3 funds from underperforming routes



## **ADVANCING ENVIRONMENTAL EXCELLENCE**

with San Francisco Bay Area Water Emergency Transportation Authority

A voluntary environmental certification program for  
the maritime industry

# GREEN MARINE IS...



A **voluntary certification program** launched in 2007 to reduce the environmental footprint of maritime operations by:

- exceeding regulatory compliance
- promoting a culture of continual improvement



A **benchmarking tool** to measure performance

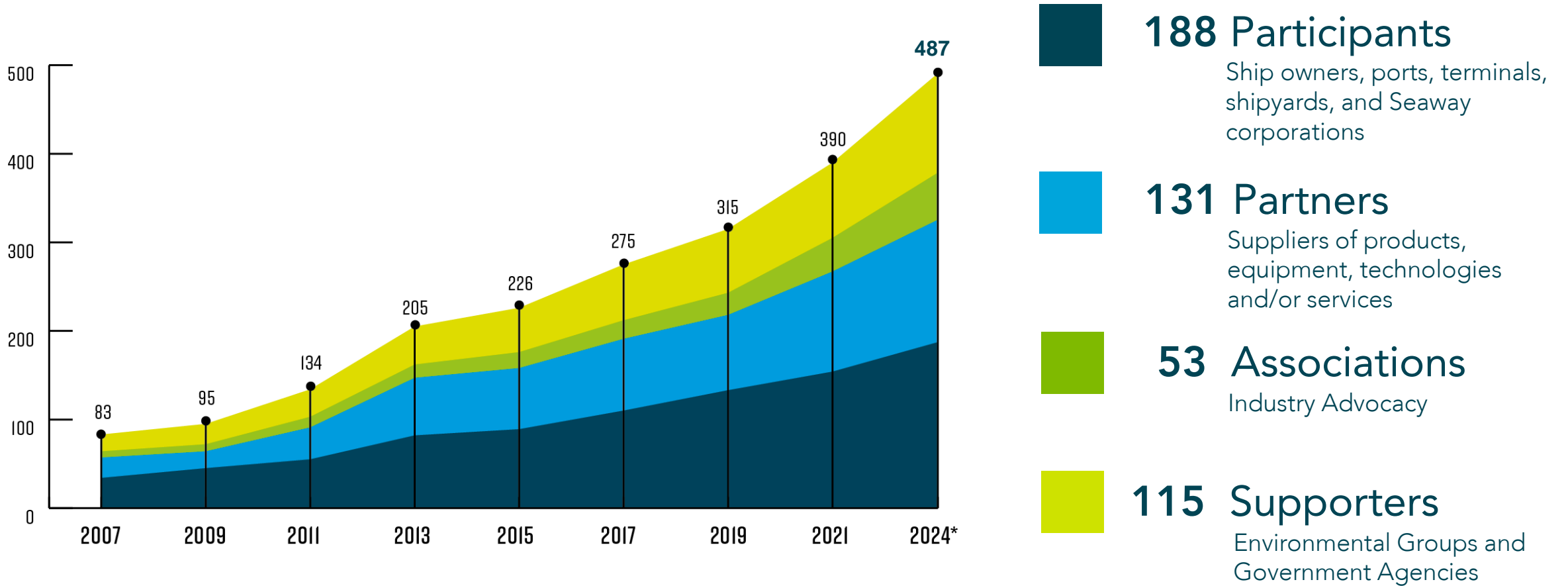


A **partnership** initiative among stakeholders





# MEMBERSHIP GROWTH



*Members List As of September 6, 2024*



# PERFORMANCE INDICATORS

The program's **broad scope** addresses environmental issues related to air, water and soil quality, as well as advancing social engagement through better community relations and biodiversity protection.



AQUATIC ECOSYSTEMS



AQUATIC INVASIVE SPECIES



COMMUNITY IMPACTS



COMMUNITY RELATIONS



DRY BULK HANDLING AND STORAGE



ENVIRONMENTAL LEADERSHIP



GREENHOUSE GAS EMISSIONS



OILY DISCHARGE



POLLUTANT AIR EMISSIONS NO<sub>x</sub>



POLLUTANT AIR EMISSIONS SO<sub>x</sub> & PM



SHIP RECYCLING



SPILL PREVENTION & STORMWATER MANAGEMENT



UNDERWATER NOISE



WASTE MANAGEMENT

Legend:



# CERTIFICATION PROCESS



## ANNUAL SELF-EVALUATION



Online **Smart Guide** tool for participants and verifiers  
Due March 15

## EXTERNAL VERIFICATION



Verification every 2 years by an accredited external verifier  
Due Early May

## PUBLICATION OF THE RESULTS



Annual Performance Report released at **GreenTech**  
In June

## CONTINUAL IMPROVEMENT



To **become** certified: achieve at least one level 2 in the 1<sup>st</sup> year;  
To **maintain** certification: continual improvement of one level each year until all applicable indicators  $\geq$  level 2

## CERTIFICATION



# ANNUAL PERFORMANCE REPORT



## 2023 Performance Report

SHIP OWNERS	AIR EMISSIONS GHG	AIR EMISSIONS NOx	AIR EMISSIONS SOx AND PM	AQUATIC INVASIVE SPECIES	DILLY DISCHARGE	SHIP RECYCLING	UNDERWATER NOISE	WASTE MANAGEMENT
Alaska Marine Highway System	2	2	2	3	2	2	3	3
Algoma Central Corporation	5	3	4	5	5	4	5	4
American Steamship Company	1	1	1	2	1	1	n/a	1
Atlantic Towing Limited	3	3	4	3	3	2	3	4
Bay Ferries Limited	2	2	2	n/a	2	2	2	2
British Columbia Ferry Services Inc.	2	3	3	n/a	2	1	4	2
Canada Steamship Lines	5	4	4	5	5	4	5	5
Canformav Limited	3	3	3	5	4	2	2	5
Catherwood Towing*	2	2	2	n/a	2	1	2	1
Coastal Shipping Ltd.	4	3	3	5	3	3	3	2
Crosières AML	3	3	3	n/a	4	1	3	3
CSL International	3	3	4	5	4	5	4	5
CTMA Group	2	3	3	3	2	1	3	3
Federal Fleet Services	3	3	2	5	2	5	4	5
Fednav Limited	5	5	4	5	4	5	5	5
FRS Clipper	2	2	2	2	2	1	2	1
Grand River Navigation	1	1	1	2	1	1	n/a	1
Great Lakes Towing Company	2	2	2	n/a	3	2	n/a	2
Groupe Desgagnés - Transport Desgagnés Inc.	5	5	5	5	5	5	5	5
Horizon Maritime Services Ltd	5	3	3	4	5	3	4	3
Interlake Steamship Company	3	3	2	4	2	2	n/a	2
Laurentian Pilotage Authority	2	2	2	n/a	3	2	4	5
Lower Lakes Towing Ltd	2	3	4	4	2	2	2	2
Marine Atlantic Inc.	4	3	3	n/a	3	3	3	4
Marine Towing of Tampa	3	3	3	3	4	1	3	4
McAsphalt Marine Transportation Ltd.	3	3	4	5	3	2	2	3
McKeil Marine Limited	3	3	3	3	2	1	2	3
NEAS	3	3	3	4	3	2	5	3
North Arm Transportation Ltd.	3	3	3	n/a	3	1	3	4
Northumberland Ferries Limited	2	2	2	n/a	2	2	2	2
Ocean Choice International	2	2	2	2	2	2	2	2
Ocean Group - Marine Works and Dredging	2	3	2	n/a	2	1	1	1
Ocean Group - Ocean Towing and Marine Transportation	2	4	4	n/a	3	1	2	3
Oceanex	3	4	4	4	5	2	4	5
Ontario Ministry of Transportation	2	2	2	n/a	2	2	n/a	2
Owen Sound Transportation Company	2	2	2	n/a	2	2	n/a	2
Picton Terminals (tugboats)	2	2	2	2	2	2	n/a	3
Puget Sound Pilots	2	2	3	n/a	2	1	3	2
Reformar	3	3	3	3	3	2	2	3
Saarn Towing Canada Inc.	2	3	4	n/a	3	2	4	2
Seaspan Marine Transportation	4	5	5	n/a	3	1	5	4
Shaver Transportation Company	2	3	2	2	2	1	2	2
Shepler's Mackinac Island Ferry	2	3	2	n/a	2	1	n/a	2
Société des traversiers du Québec	2	3	3	n/a	3	2	2	2
TOTE	2	3	5	2	2	1	3	3
Viking Expeditions	5	5	5	5	5	5	5	5
Washington State Ferries	3	3	4	n/a	2	2	5	3

n/a: non applicable \* New participant whose results have not yet been verified.

Green Marine's Annual Performance Report presents the latest results achieved by participants, along with an in-depth analysis of year-over-year improvements in their environmental sustainability.

To read the 2023 Annual Performance Report and view past reports:

[green-marine.org/certification/results](https://green-marine.org/certification/results)



# FERRY FORUM

Informal discussion forum on environmental matters:



Initiated in April 2022, Quarterly meetings



Co-chaired by Kevin Bartoy, Washington State Ferries, and Vincent Coquen, Brittany Ferries; facilitated by Green Marine



Open to all ferry-operating participants of Green Marine and Green Marine Europe (21)



Agenda set by the Ferry Forum members on different topics of interest



# BENEFITS FOR PARTICIPANTS



Green Marine offers an **action plan** to assess and improve your environmental performance .



## RELEVANCE

Program criteria specific to ship owners, port authorities, terminal operators, and shipyards; that address their **priority environmental issues**.



## MEASUREMENT AND VERIFICATION

Annual, peer-to-peer benchmarking based on a common standard and concrete actions; External verification bolsters the program's **rigour and credibility**



## RECOGNITION AND VISIBILITY

Maintaining **social acceptability** and enhancing reputational capital; A suite of **communication tools** to amplify engagement with stakeholders.



## COMMUNITY PARTICIPATION

The program is developed in **partnership with an extensive network** of environmental groups, government agencies and academic experts.



## TRANSPARENCY

All program criteria, certification requirements, and **participants' results published**, which contributes to a high level of trust.



## ADDED VALUE

A **cost-effective way** to initiate a sustainable development process validated by a third party; Backed by 15+ years of experience and growth.





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# ONBOARD PASSENGER SURVEY RESULTS

October 10, 2024



*San Francisco Bay Ferry*



# ONBOARD SURVEY

- **How?**

- Consultant (Corey, Canapary & Galanis) developed survey questionnaire, built sampling plan to ensure rigor and undertook the data collection and analysis
- 1,747 respondents this year, sampled randomly on a cross-section of weekday and weekend trips

- **When?**

- Prior to 2020, this was done every three years (2011, 2014, 2017)
- Currently executing the survey every year due assess changes related to the Pandemic Recovery Program and the hybrid work paradigm shift

# ONBOARD SURVEY

- **Why? To learn these things:**
  - Who are our passengers?
  - Where do they travel to and from?
  - How do they get to and from our terminals?
  - Why do they choose the ferry?
  - What would they do without the ferry?
  - What do they think about the ferry?

We use the information gained to guide service priorities, marketing messages and advocacy work.

# KEY 2024 SURVEY TAKEAWAYS

- **Passenger satisfaction remains remarkably high**
  - 98% of respondents say they were satisfied with their experience
    - Down from peak of 99% in FY23
    - Prior years: 88% in 2017, 91% in 2014, 92% in 2011
  - 76% of respondents say they were “very satisfied” (same as FY23)
  - Lots of informative comments we’ll use to improve experience and leverage for marketing and storytelling purposes

# KEY 2024 SURVEY TAKEAWAYS

- **People ride to reduce stress and avoid traffic**

- 77% cited “reducing stress” as a main reason they choose the ferry
- 65% cited traffic avoidance
- Five reasons cited by 20-30% of passengers:
  - Better for the environment
  - Productive use of time (highly cited on South S.F.)
  - Less expensive (highly cited on Vallejo)
  - Easier/cheaper parking
  - Sightseeing
- Safety did not rate highly as a factor

# KEY 2024 SURVEY TAKEAWAYS

- **Income diversity continues to grow**
  - Share of passengers reporting less than \$100,000 in annual household income grew to 32% of riders, up from 29% in 2022
    - 33% of riders report AHI of \$100K to \$200K
    - 36% of riders report AHI > \$200K
  - Income levels are highly variable by route:
    - Vallejo: 44% < \$100K, 23% > \$200K
    - South S.F.: 10% < \$100K, 70% > \$200K

# ADDITIONAL TAKEAWAYS

- **Terminal access**

- Informing Access Policy and potential projects with municipalities
- Drive alone ranged from 40% (Oakland) to 58% (Vallejo) for East Bay terminal access
- Walk and bike ranged from 12% (Vallejo) to 50% (Harbor Bay)

- **Trip purpose**

- Work/school commute was 72% of weekday trips and 7% of weekend trips

- **Frequency**

- 42% ride 3+ days per week; additional 15% 1-2 times per week

# ADDITIONAL TAKEAWAYS

- **Ferry alternatives**

- Without the ferry as an option, 67% would use a car-based form of transportation for these trips (44% drive alone)
- 9% said the ferry was their only option
- 45% said BART or other rail transit would be their alternative

- **Origins**

- High diversity of home zip code for Oakland and Richmond routes
- Alameda Seaplane: 67% Island residents
- Harbor Bay: 63% Island or Bay Farm residents
- Vallejo: 37% Vallejo residents, 7% Benicia, 5% American Canyon

# SF Bay Ferry Terminal Access Policy

October 10, 2024



# Background

- Currently, the quality and type of first/last mile connections is uneven across the system
- Stakeholder feedback: access and landside conditions need improvement and more clarity

## *2050 Business Plan*

- Staff identified the need for an updated Terminal Access Policy via Business Plan outreach between 2021-present
  - Advisory groups
  - Public sector partner working groups
  - Public surveys
- Focus Area #4: Community Connections

## *2016 Strategic Plan*

- Previous Access Policy adopted in 2016 in advance of the 2016 SRTP
  - Geared toward expansion terminals
  - Focus on parking capacity and minimums
- 2016 Access Policy need further development to meet needs of the agency moving forward

# Purpose

- Incentivize and secure funding commitments from local jurisdictions for landside projects and programs.
- Establish agency-wide goals, priorities, and standards for how ferry riders access the San Francisco Bay Ferry system at origin terminals
  - Improve access to ferry service
  - Mode shift towards sustainable modes (walk, bike, transit)
  - Prioritize modes of access that grow the ridership base
- Lay groundwork for site-specific access and first/last mile plans
  - Competitive funding opportunities
  - Public participation and consensus building
  - Project partnerships for landside improvements

# Goals

- 1) **Ridership:** Support sustainable ridership growth.
- 2) **Fiscal Responsibility:** Cost-effective access projects with costs and benefits shared between project partners and stakeholders.
- 3) **Equity:** Prioritize access for vulnerable ferry riders—including transit dependents and non-car owners.
- 4) **Environmental Sustainability:** Reduce per capita VMT and emissions.
- 5) **Local Partnerships:** Partner locally so terminals meet the access and first/last mile needs of the communities they serve.
- 6) **Regional Priorities:** Align WETA's goals with regional priorities and initiatives.

# Key Deliverables

## 1. WETA Access Policy

- Staff-developed internally
- Sets goals for agency's access and first/last mile initiatives
- Target WETA Board adoption—November 2024

## 2. Site-Specific First/Last Mile Plans

- Developed for existing ferry terminals with partner cities and a planning consultant
- Vallejo, Oakland, Alameda (x3), Richmond, South SF
- Includes a robust public outreach process
- Identifies first/last mile improvements to be made in a project/program list
- Estimates capital and O&M costs and level of effort of implementation
- Adoption by local city governing bodies and WETA Board (Winter/Spring 2026)

# Policy #1 – Access Principles for Ferry Services

**San Francisco Bay Ferry will consider the following overarching goals for prioritizing investment in service expansion or enhancement projects in coordination with local partners.**

- a. Promote and support sustainable **ridership growth** through terminal access conditions.
- b. Prioritize the most **vulnerable ferry riders**—including those who are transit dependent or do not own a car.
- c. Develop robust **active transportation infrastructure** that promotes sustainable trips to origin ferry terminals and a safe and comfortable first/last mile experience regardless of mode.
- d. Reduce parking lot footprint for ferry terminals and **encourage non-single occupancy driving** trips—which includes carpool, rideshare, and pickups/drop offs.
- e. Realize **environmental benefits for local communities** with ferry service—including reduced point source emissions and congestion on local roads.

# Policy #2 – Role of Local Jurisdictions

**Local jurisdictions will retain or shall assume responsibility for managing, operating, maintaining, owning, rehabilitating, constructing, and funding terminal access programs and improvements.**

- a. Oversee the **ownership and maintenance of landside terminal assets**, parking lots, bike storage, waiting areas, and public access amenities.
- b. Contribute **local funds** to support construction of new access improvements or landside facilities.
- c. Local jurisdictions will act as lead agency for landside access projects and improvements.
- d. Determine and set **local land use policy** – including zoning, density, and allowable uses.
- e. Determine and set **local transportation policy** – including Transportation Demand Management programs (TDM), parking fees, shuttle programs, local bus service, transit priority, and the pedestrian and bicycle network.

# Policy #3 – Role of SF Bay Ferry

**San Francisco Bay Ferry will partner with local jurisdictions to provide planning support for terminal access programs and improvements.**

- a. Provide **planning support** and lead **development of ferry terminal access plans**.
- b. Assist local jurisdictions in **securing competitive funding** for landside improvements.
- c. Conduct **advocacy and outreach** to local stakeholders and communities.
- d. Implement pilot programs and **innovative first/last mile initiatives** in partnership with local jurisdictions.

# Policy #4 – Emerging Technology & Pilots

**San Francisco Bay Ferry will actively partner with local jurisdictions to implement emerging technologies or innovative solutions for first/last mile connections on a demonstration project basis.**

- a. Explore **public-private partnerships** for first/last mile connections where traditional methods like fixed route transit are not feasible.
- b. Leverage **outside funding and expertise** from non-governmental organizations.
- c. Partner with local jurisdictions to conduct **pilot program evaluation** to determine feasibility in the long-term.



# Policy #5 – Performance Targets and Requirements

**San Francisco Bay Ferry shall monitor and consider terminal access performance measures and conditions as a factor in determining ferry service levels.**

- a. Target 50% or greater of trips to and from origin ferry terminals to be used by sustainable modes while continuing to grow ferry ridership.
- b. Target 50% or greater of driving trips to be non-drive alone—which includes carpool, rideshare, and pick up/drop off.
- c. Measure and evaluate SF Bay Ferry and local jurisdictions’ performance towards modal access goals below:

Access Mode	Goals
Walk	• Minimum Walk Score of 50 (“somewhat walkable”), target of 70+ (“very walkable”).
	• ADA accessible sidewalks within a one-mile radius of the ferry terminal.
	• Completion of a pedestrian safety analysis using SafeTREC that reports the previous 10 years of crash data in a one-mile radius around the ferry terminal, identifies common causes of fatal and severe crashes, and proposes mitigation measures to improve pedestrian safety.
Bike	• Minimum Bike Score of 50 (“somewhat bikeable”), target of 70+ (“very bikeable”).
	• Adequate bike storage on vessels for riders who choose to bring bikes on board.
	• Landside bike parking spaces equal to at least 30% of the average daily bike ridership on a given ferry route.
	• Completion of a bike facility inventory to identify gaps in the network in the vicinity of the terminal. Bike facilities should be contiguous and connect to the regional bike network, ideally with bike lanes physically separated from general purpose traffic.
Transit	• Coordinated bus schedules that align with ferry departures when bus headways are 30 minutes or greater.
	• On-time performance of at least 80% for connecting local transit.
Parking	• Parking lot maximum capacity: 250 spaces.
	• Average 85% parking usage. When occupancy exceeds 85%, use of parking fees to manage excess demand.
	• Approximately 10% of parking spaces allocated for publicly available electric vehicle charging.

# Consultant Scope

- **Site-Specific First/Last Mile Plans**

Task 0: Develop Scope, Schedule, Cost Estimate, Preliminary Data Collection & Surveying

Task 1: Identify Access Needs and Goals + Develop Project/Program List with Local Jurisdictions

Task 2: Public Priorities, Outreach and Engagement, Refine Project/Program List

Task 3: Identify Funding Needs, Level of Effort, Potential Implementation Timeline, and Major Obstacles

- **Final Board Action to Adopt First/Last Mile Plan(s)**

- WETA Board
- Local Boards and/or Councils