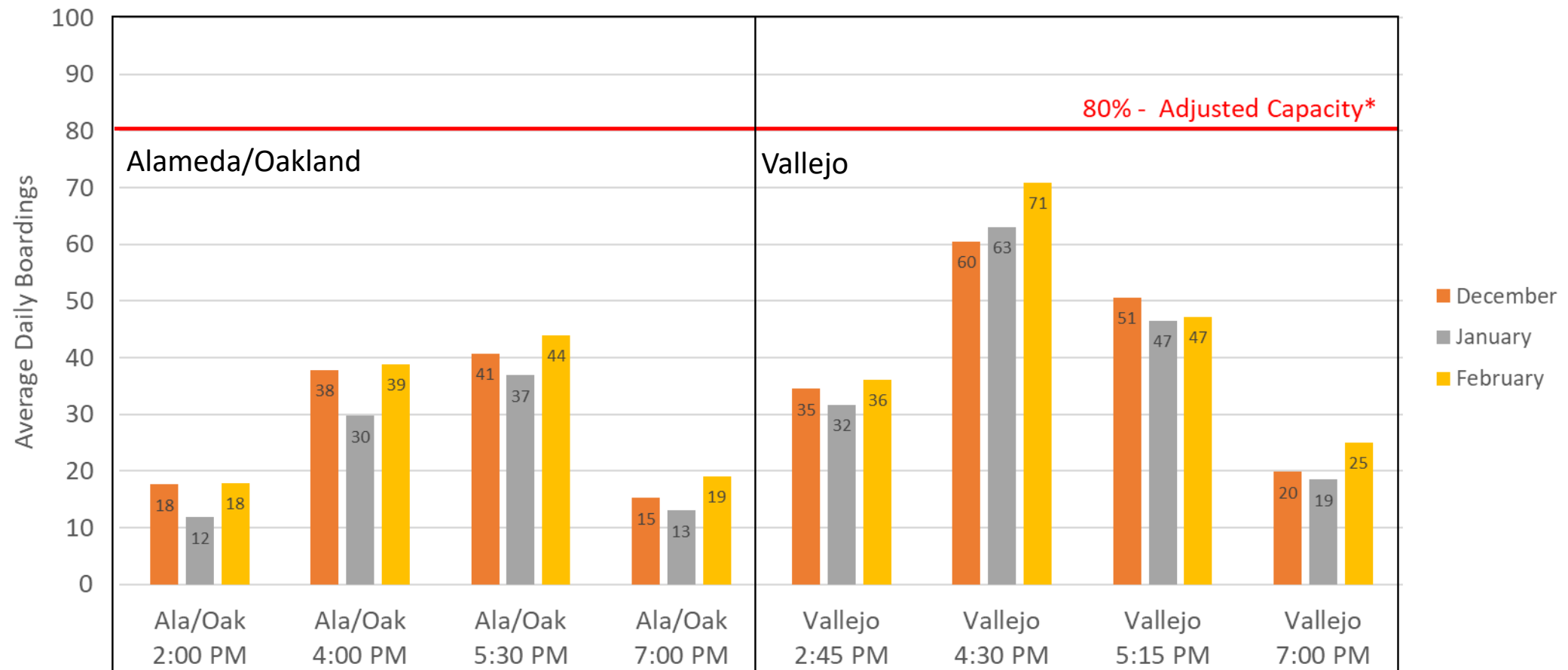


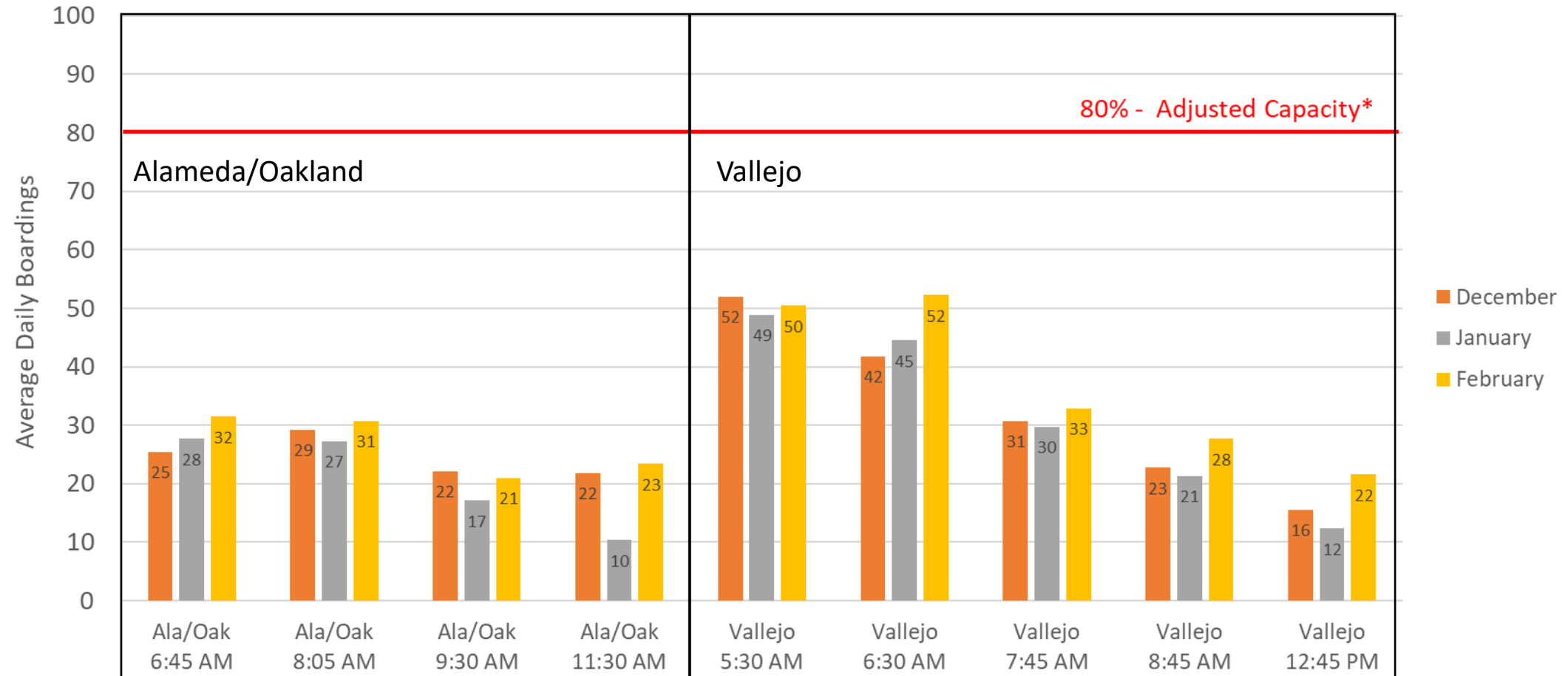


## From Downtown San Francisco December 2020 - February 2021



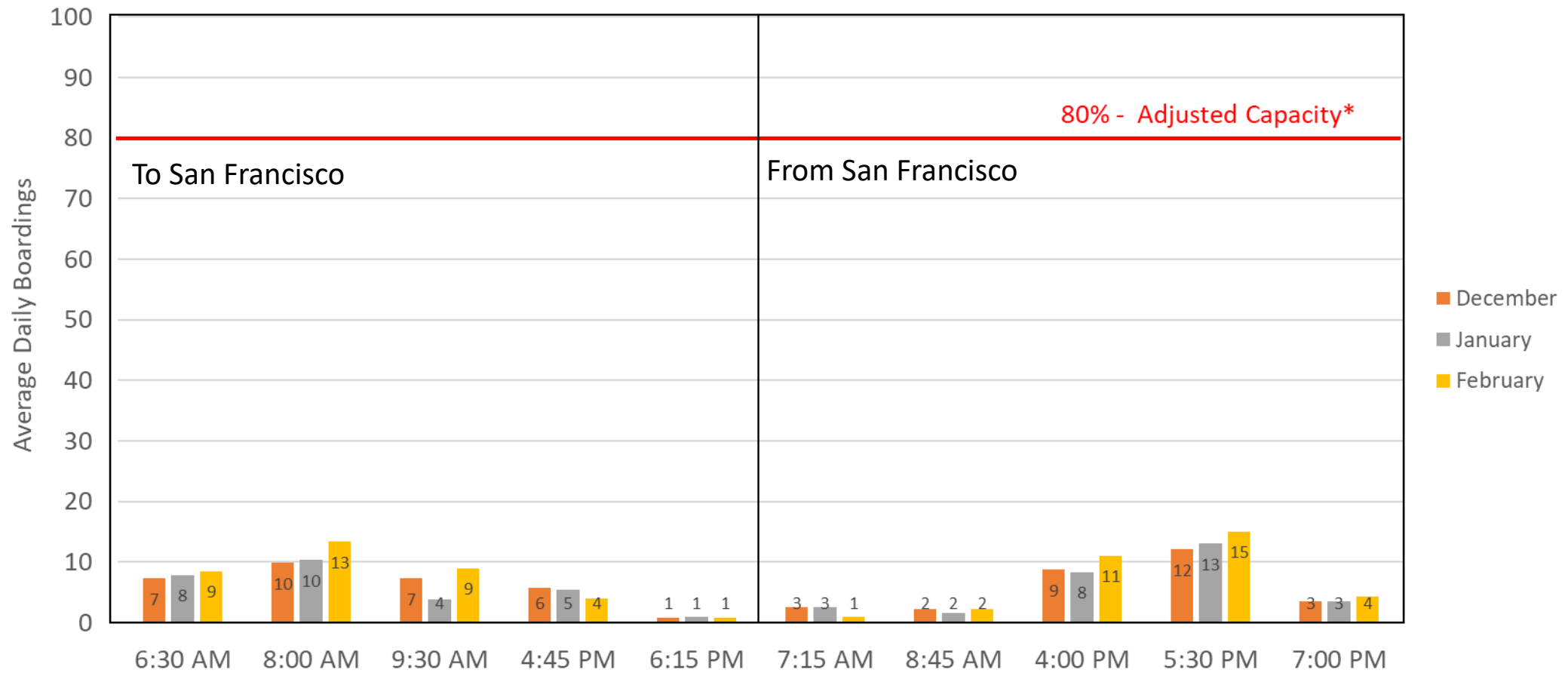
\*Assumes the vessels will be limited to about (but not exactly) 25% capacity, due to social distancing requirements

## To Downtown San Francisco December 2020 - February 2021

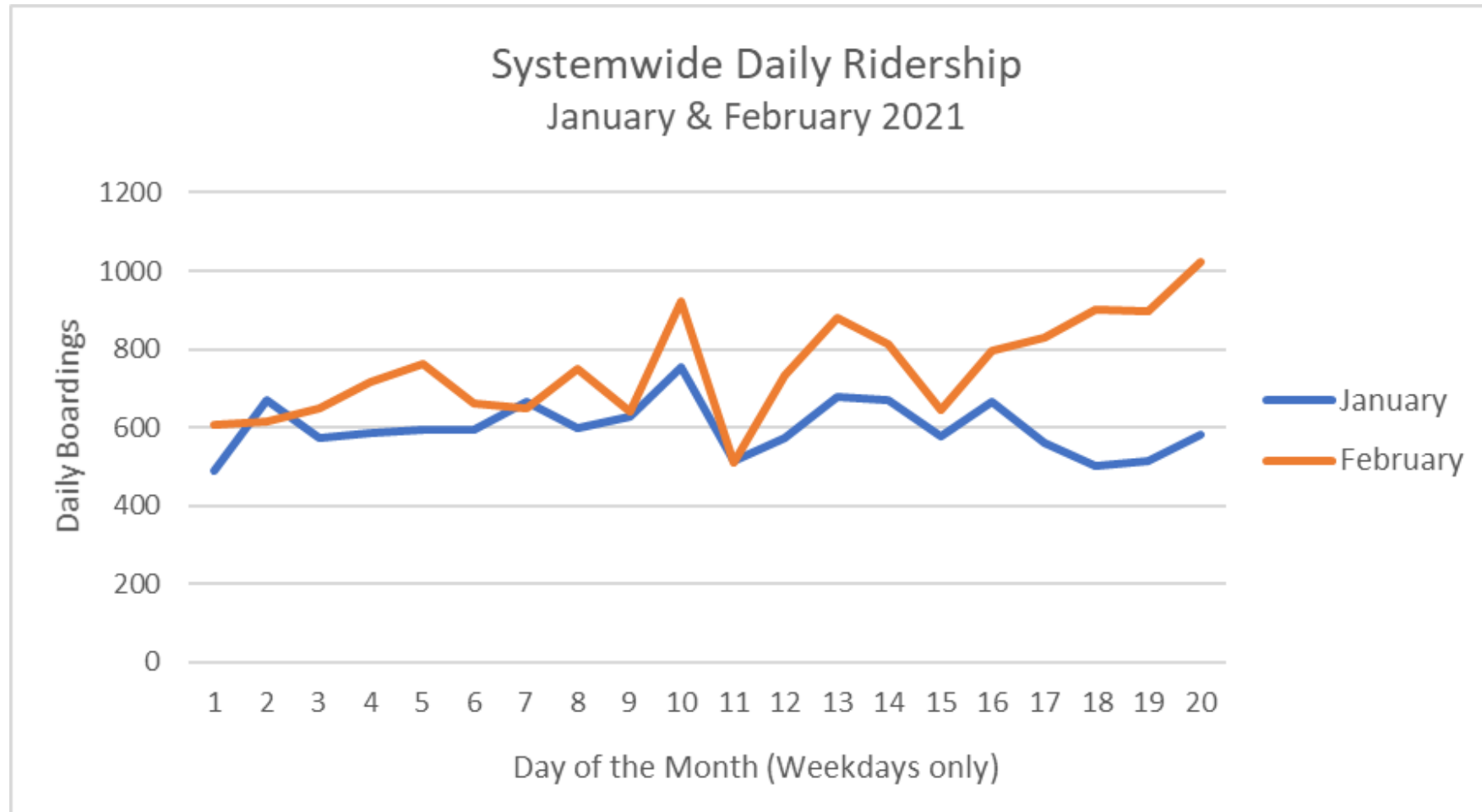


\*Assumes the vessels will be limited to about (but not exactly) 25% capacity, due to social distancing requirements

## Richmond Service November 2020 - January 2021



\*Assumes the vessels will be limited to about (but not exactly) 25% capacity, due to social distancing requirements





# Pandemic Recovery Program Proposal

WETA Board of Directors



March 4, 2021



## *Adopted by WETA Board, February 2021*

1. Proceed with service increases to reflect continued return-to-work and widespread restart of the economy.
2. Set fares to be competitive with comparable regional transit options.
3. Work with other transit operators in the Bay Bridge corridor to explore coordinated fare strategies.
4. Develop programs and initiatives to reinforce the goals of the Clipper START program.
5. Enhance service outside of traditional peak periods to make system more relevant for transit dependent riders.
6. Develop service schedules that could ultimately be expanded to achieve 15- and 30-minute frequencies.
7. Adapt fare products, fare media, and fare payment processes to reflect shifts in work schedules, travel patterns, and passenger expectations.
8. Prioritize ridership growth and acknowledge that systemwide and route-specific farebox recovery targets are unlikely to be met during recovery.
9. Improve connectivity to local bus and feeder services, expand transfer incentives, and coordinate schedules.
10. Explore pilot programs and trial initiatives to encourage ridership among a wider cross section of riders.
11. Deliver more for less by maximizing efficiency of crews, service design, and deployment of vessels.
12. Be flexible and continually monitor performance to adjust and modify as demand shifts over time.
13. Commit to transparent communication with WETA riders, stakeholders, peer transit operators, and the general public.

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13. Commit to transparent communication with WETA riders, stakeholders, peer transit operators, and the general public.

- Board action
  - Authorize outreach for Pandemic Recovery Program Service, Fares
- Takeaways
  - Suspension of current fare structure
  - Temporary fare decrease, simplification
  - Restarting ferry service
  - Adjusting service to offer more non-peak trips
- Goals
  - Faithful to 13-point core principles
  - Attract people to system
  - Broaden reach & appeal of ferry
  - Strive for greater equity
  - Meet challenge of this moment





## New York Times Editorial Board, Jan. 21, 2021

*“At first blush, it may seem logical to calibrate service to current ridership.... In the context of the pandemic, that reasoning is small-minded and shortsighted... Service cuts punish those who need public transit the most... Service cuts also are self-perpetuating. People who can’t count on transit will tend to reshape their lives in ways that do not require transit. As the availability of transit contracts, people will tend to use it less, which leads to further cuts in service.”*

KEOLIS

HOME NEWS

You are here : News / Fall Commuter Rail Schedule Changes Provide New Transit Options for Riders

### FALL COMMUTER RAIL SCHEDULE CHANGES PROVIDE NEW TRANSIT OPTIONS FOR RIDERS

Effective November 2, the day across most lines

BOSTON – October 9, 2020  
operating partner for Commuter Rail to better serve riders on Monday, November 2, new options, evenly distributed across Boston during off-peak hours



**Caltrain extends 2020 Go Pass through March, to sell 2021 pass at discount**

HOME | MANAGEMENT

### Metrolink introduces new loyalty and rewards program for riders

The program makes it more affordable for people to make taking the train a part of their everyday lifestyle.

From — Metrolink

Oct 15th, 2020

FEATURED

From the Daily Journal archives

### Caltrain begins new schedule to help essential workers

Bay City News Service Dec 14, 2020 0

CITYLAB

### Why Los Angeles Might Make Transit Free

As ridership falls during the pandemic, L.A.'s Metro is considering eliminating bus and train fares. But critics fear the budget and service cuts that might also be en route.

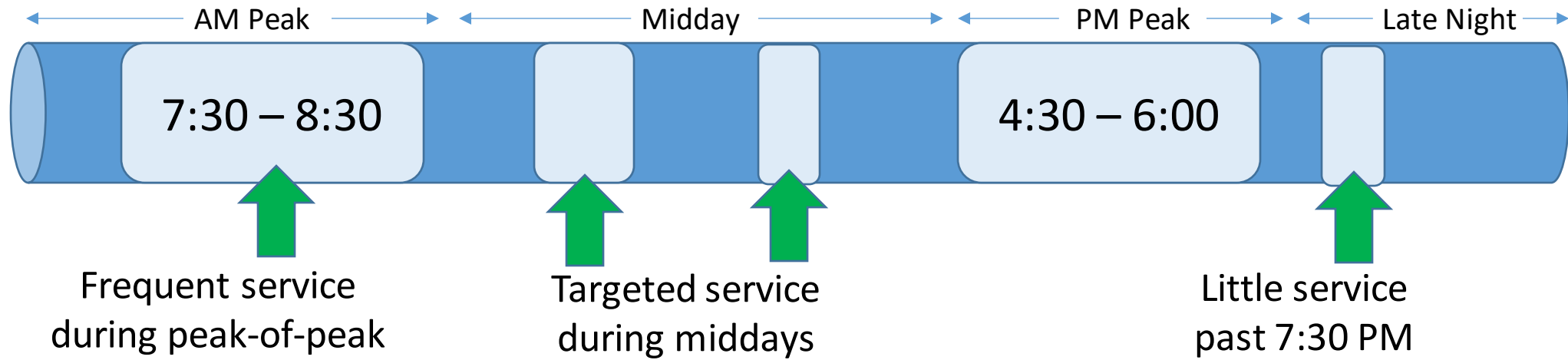
By [Laura Bliss](#)

September 1, 2020, 9:37 AM PDT

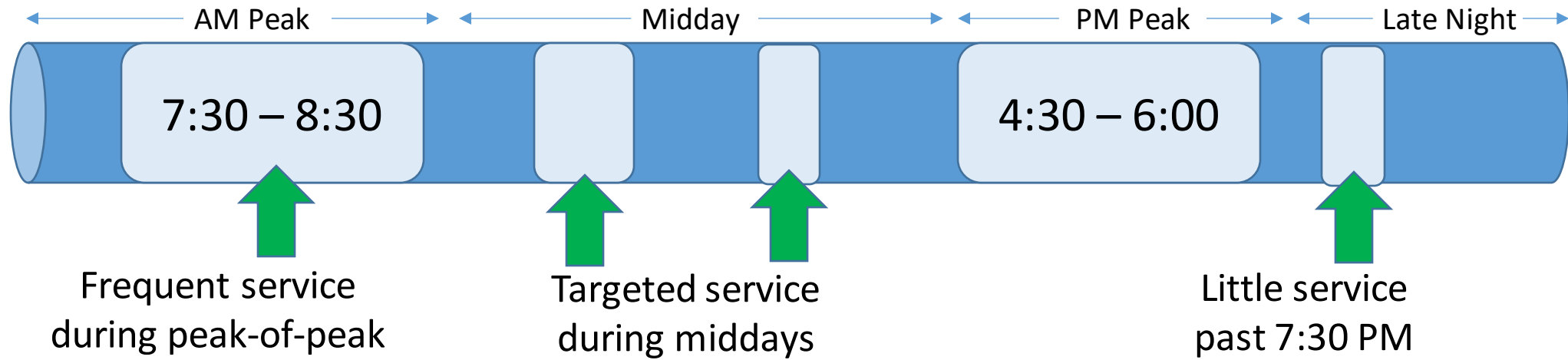


# One-year Service Recovery Program

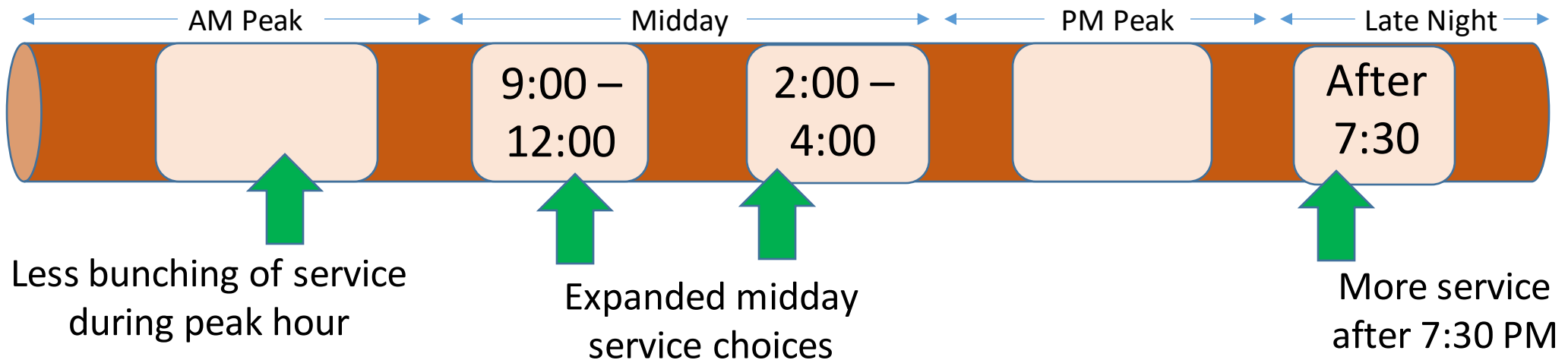
### *Historic approach*



## Historic approach



## Pandemic Recovery approach





## Service Cost

- High level cost estimate
  - \$42-\$48 million
  - Pre-pandemic planned service: \$51 million
- Cost will be refined after incorporating input from riders, public
- Maintains employment for all crews pre-pandemic
- Assumes 11 vessels, 22 crews in service
  - Pre-pandemic: 12 vessels, 24 crews
- Defers start of South San Francisco until fall
- Abbreviated weekend season in 2021
  - Full weekend season in 2022



## Service Summary

### Vallejo to SF

| Prepandemic |         | 2021 Proposed |
|-------------|---------|---------------|
| 10          | peak    | 7-8           |
| 5           | midday  | 4-6           |
| 1           | evening | 1-2           |

- Three vessels in service, up from two today
- Midday enhancement

### Oakland/Alameda to South SF

| Prepandemic |         | 2021 Proposed |
|-------------|---------|---------------|
| 6           | peak    | 4-6           |
| 0           | midday  | 0             |
| 0           | evening | 0             |

- Shift to earlier departure times
- Deferring start to October

### Harbor Bay to SF

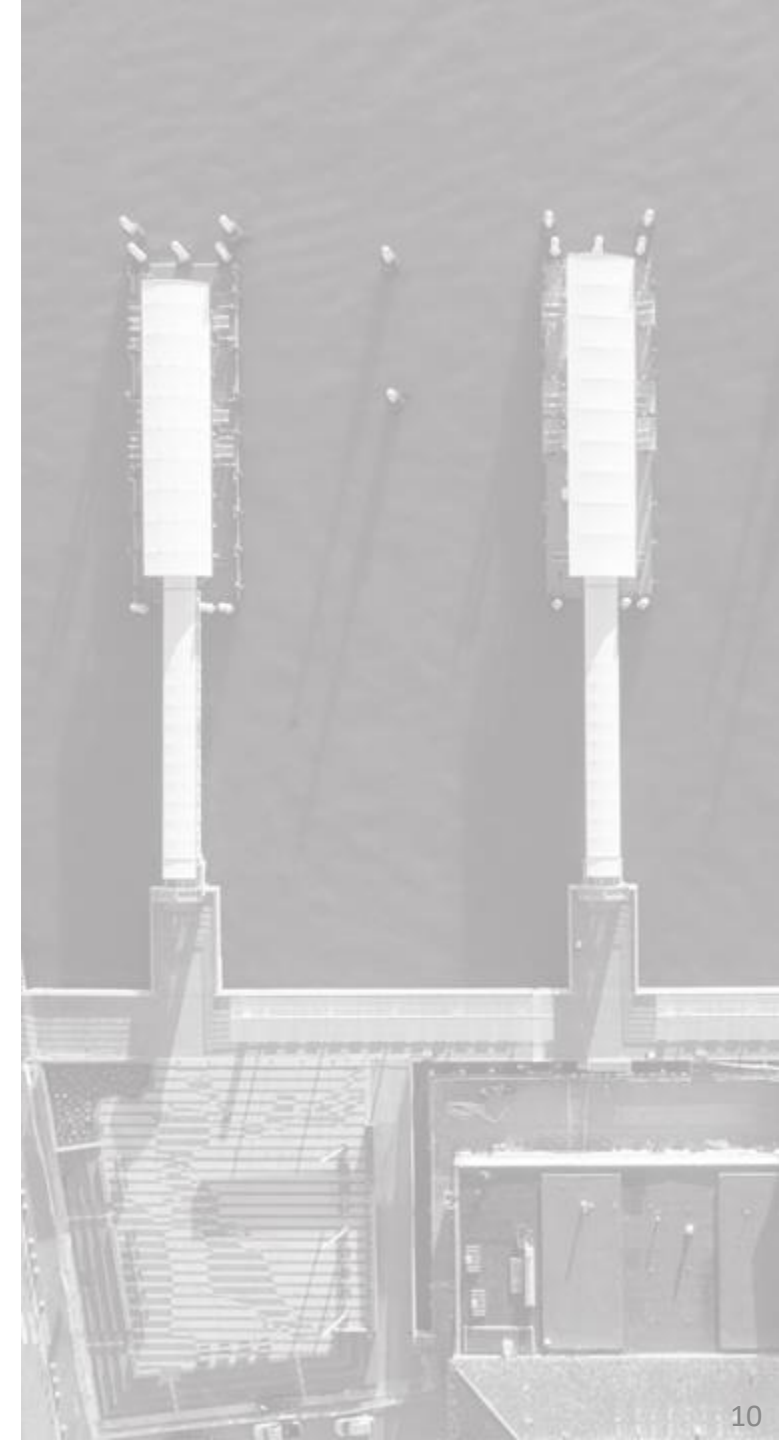
| Prepandemic |         | 2021 Proposed |
|-------------|---------|---------------|
| 9           | peak    | 6-7           |
| 0           | midday  | 3-4           |
| 1           | evening | 0             |

- Less peak service
- Introducing midday service

### Richmond to SF

| Prepandemic |         | 2021 Proposed |
|-------------|---------|---------------|
| 8           | peak    | 9-10          |
| 0           | midday  | 3-4           |
| 0           | evening | 1-2           |

- Two dedicated vessels
- Service enhancements all periods



## Service Summary – Seaplane Shift

### Oakland to SF

| Prepandemic |         | 2021 Proposed |
|-------------|---------|---------------|
| 12          | peak    | 8-10          |
| 7           | midday  | 7-9           |
| 1           | evening | 1-2           |

- 20-minute travel time improvement
- Capacity improvement
- Midday enhancement

### Seaplane Lagoon to SF

| Prepandemic |         | 2021 Proposed |
|-------------|---------|---------------|
|             | peak    | 6-7           |
| N/A         | midday  | 2-3           |
|             | evening | 2-3           |

- New terminal
- Capacity improvement
- Possible peak feeder bus service

### Main Street to SF

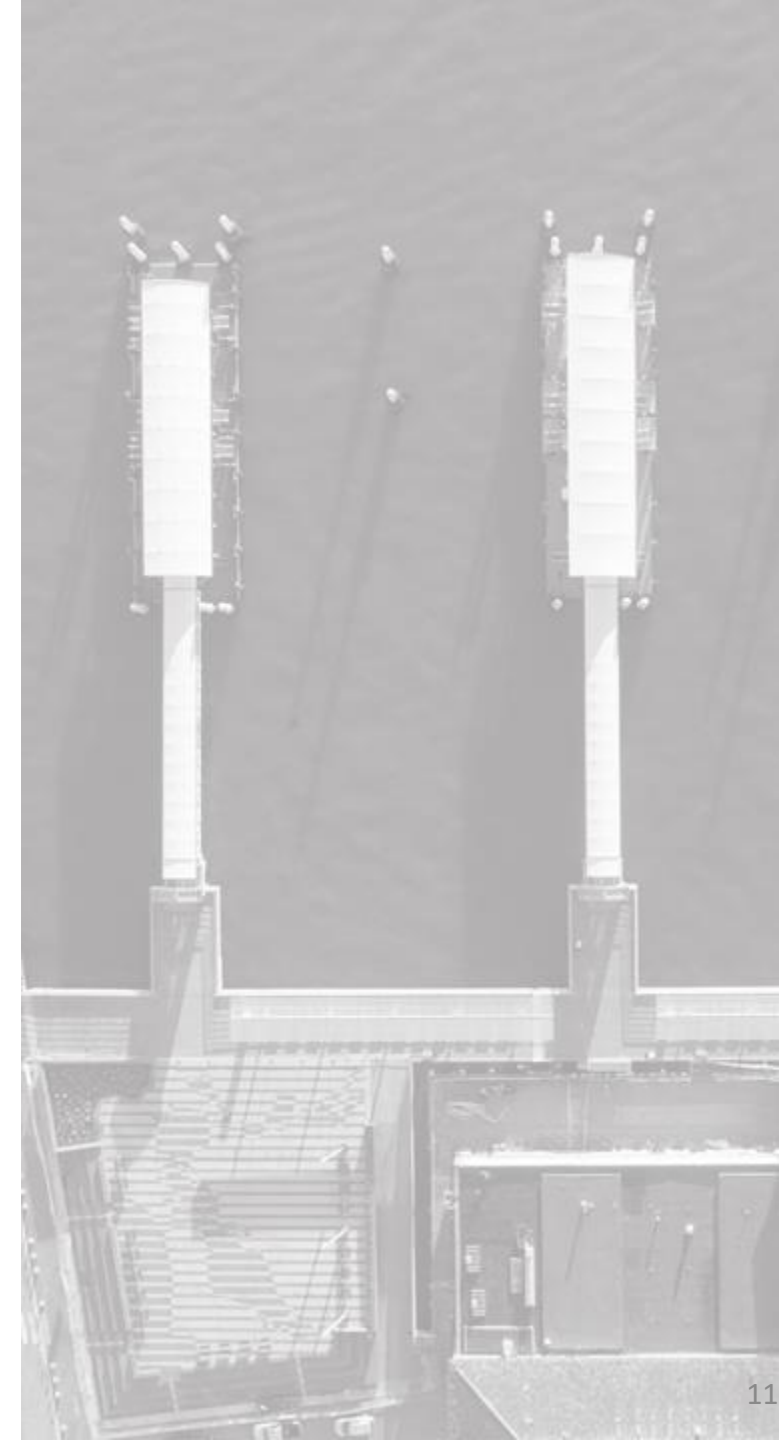
| Prepandemic |         | 2021 Proposed |
|-------------|---------|---------------|
| 12          | peak    | 4-6           |
| 7           | midday  | 7-9           |
| 1           | evening | 1-2           |

- Less AM peak service
- Peak AM to SF from Seaplane
- Midday, weekend service

### Main Street to Oakland

| Prepandemic |         | 2021 Proposed |
|-------------|---------|---------------|
|             | peak    | 4-6           |
| N/A         | midday  | 0             |
|             | evening | 1-2           |

- New option for Alameda residents
- Makes use of South San Francisco service







# One-year Fare Program



## Fare Summary

- Temporary suspension of current fares
  - Revert to existing fares in FY2023
  - Part of overall program to incentivize return to ferry
  - Effort to broaden appeal of ferry
  - Simplify fare structure, user friendly
  - Align fares to be competitive with other travel options
- Financial analysis taking place now:
  - Expectations modest for ridership, especially in first half of fiscal year
  - Other properties expecting multi-year recovery
  - Farebox recovery and farebox revenue likely modest under standard fare as well



## Fare Program Summary

- Lower Clipper Fares For All Transbay Routes → Average 20% reduction
- Hopthru App Fare Adjustment → Aligning mobile fares with Clipper fares
- Discounted Fares Offered For Paper And Electronic Fare Media → Aligning discount calculation from paper to Clipper fares
- Clipper START Fares Adjustment → Aligning discount calculation from paper to Clipper fares
- Short Hop Fare Adjustment → Short hop fares consistent with local transit fares
- Special Event Fares → No change to current special event fares

# Proposed Fare Table

|                           | Zone 1   | Zone 2 | Zone 3  | Short Hops |
|---------------------------|--|--------|---------|------------|
| Clipper/Hopthru           | \$4.50   | \$6.75 | \$9.00  | \$2.25     |
| Discount Clipper/Hopthru* | \$2.25   | \$3.25 | \$4.50  | \$1.00     |
| Paper Ticket              | \$5.75   | \$8.50 | \$11.25 | \$2.75     |
| Discount Paper Ticket^    | \$2.75   | \$4.25 | \$5.50  | \$1.25     |
| Children under 5          | FREE   | FREE   | FREE    | FREE       |
| Zone 1                    | Alameda/Oakland   Alameda Seaplane   Harbor Bay   Richmond |        |         |            |
| Zone 2                    | South San Francisco  |        |         |            |
| Zone 3                    | Vallejo  |        |         |            |
| Short Hops                | Alameda Short Hop   Mare Island Short Hop                  |        |         |            |

|                     | Current Fare<br>(Clipper Adult) | Proposed Fare<br>(Clipper Adult) | Percent<br>Reduction |
|---------------------|---------------------------------|----------------------------------|----------------------|
| Alameda/Oakland     | \$5.40                          | \$4.50                           | -17%                 |
| Harbor Bay          | \$5.60                          | \$4.50                           | -20%                 |
| Richmond            | \$7.00                          | \$4.50                           | -36%                 |
| South San Francisco | \$8.10                          | \$6.75                           | -17%                 |
| Vallejo             | \$11.30                         | \$9.00                           | -20%                 |
| Short Hops          | \$1.70                          | \$2.25                           | 32%                  |

## Vallejo monthly pass

*Suspended for FY2022 and replaced by equivalent Clipper fare, giving pass holders the benefit of a pass-level discount but the flexibility to apply that discount to less-frequent travel.  
Monthly pass will be reinstated in FY23 without Board action.*

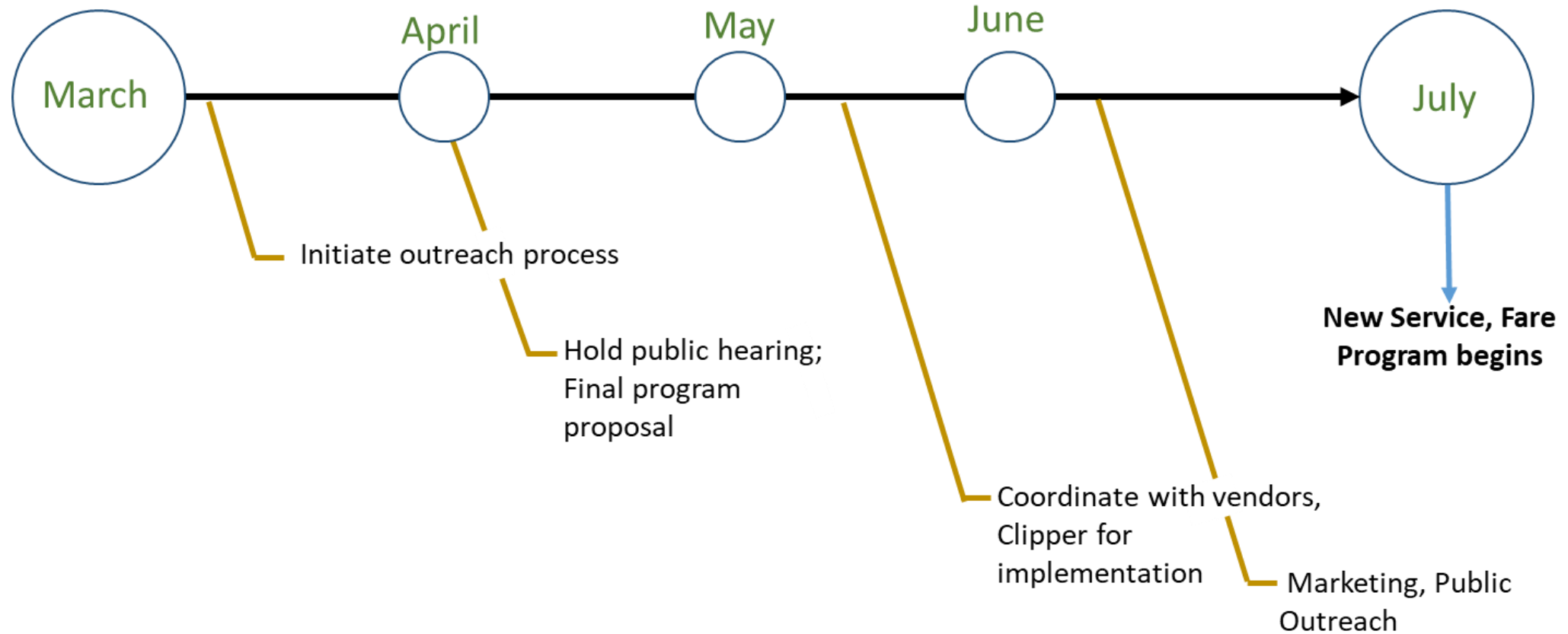


## Outreach Program

- Virtual Open House Event
  - March 16, 7 p.m.
- Media, Social Media campaign
- Coordination with public agency partners
- Community-based organizations
- Signage on WETA vessels, Bay Alerts
- Multiple languages



# Pandemic Recovery Program Schedule





An aerial photograph of the Berkeley harbor area, showing a large marina filled with sailboats, a rocky breakwater, and the city of Berkeley in the background. The entire image is covered with a semi-transparent blue overlay.

# **Berkeley Pier/Ferry Facility Planning Study**

**A joint project of the Water Emergency Transportation  
Authority and the City of Berkeley**

**WETA  
BOARD**

March 4, 2021



An aerial photograph of a coastal city and harbor, overlaid with a semi-transparent blue filter. The city is built on a hillside in the background, with a dense residential area. In the foreground, a large harbor is filled with numerous sailboats and yachts. A long pier extends into the water on the right side. The text "Study Update" is prominently displayed in the upper left quadrant.

# Study Update

- Project Background
- Current Work
- Public & Community Feedback
- Next Steps

➤ Discussion & Questions

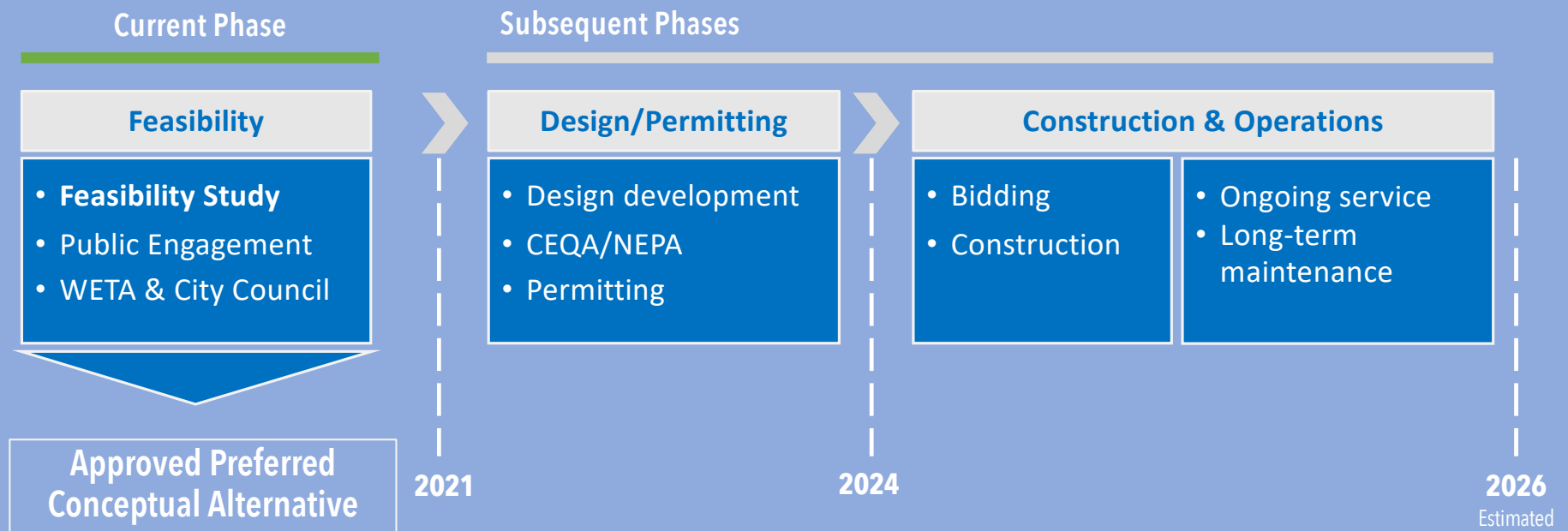


An aerial photograph of a coastal city and harbor, overlaid with a blue tint. The image shows a large marina filled with numerous sailboats in the foreground. Behind the marina is a city with dense residential and commercial buildings, extending up a hillside. A long, narrow strip of land or breakwater separates the marina from the open water. The text "Project Background" is centered over the image in a large, white, bold font.

# Project Background



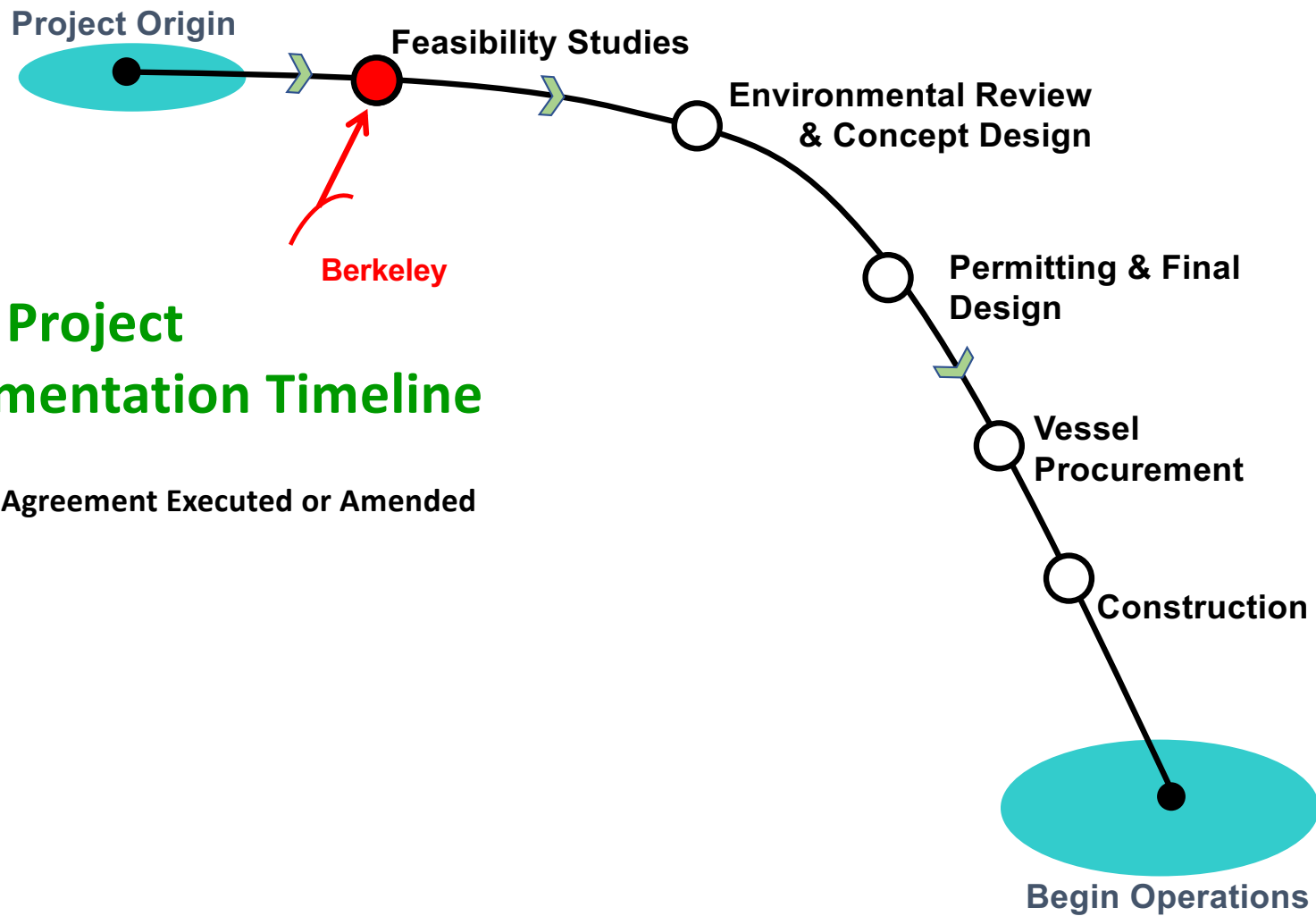
# Phases of the MOU



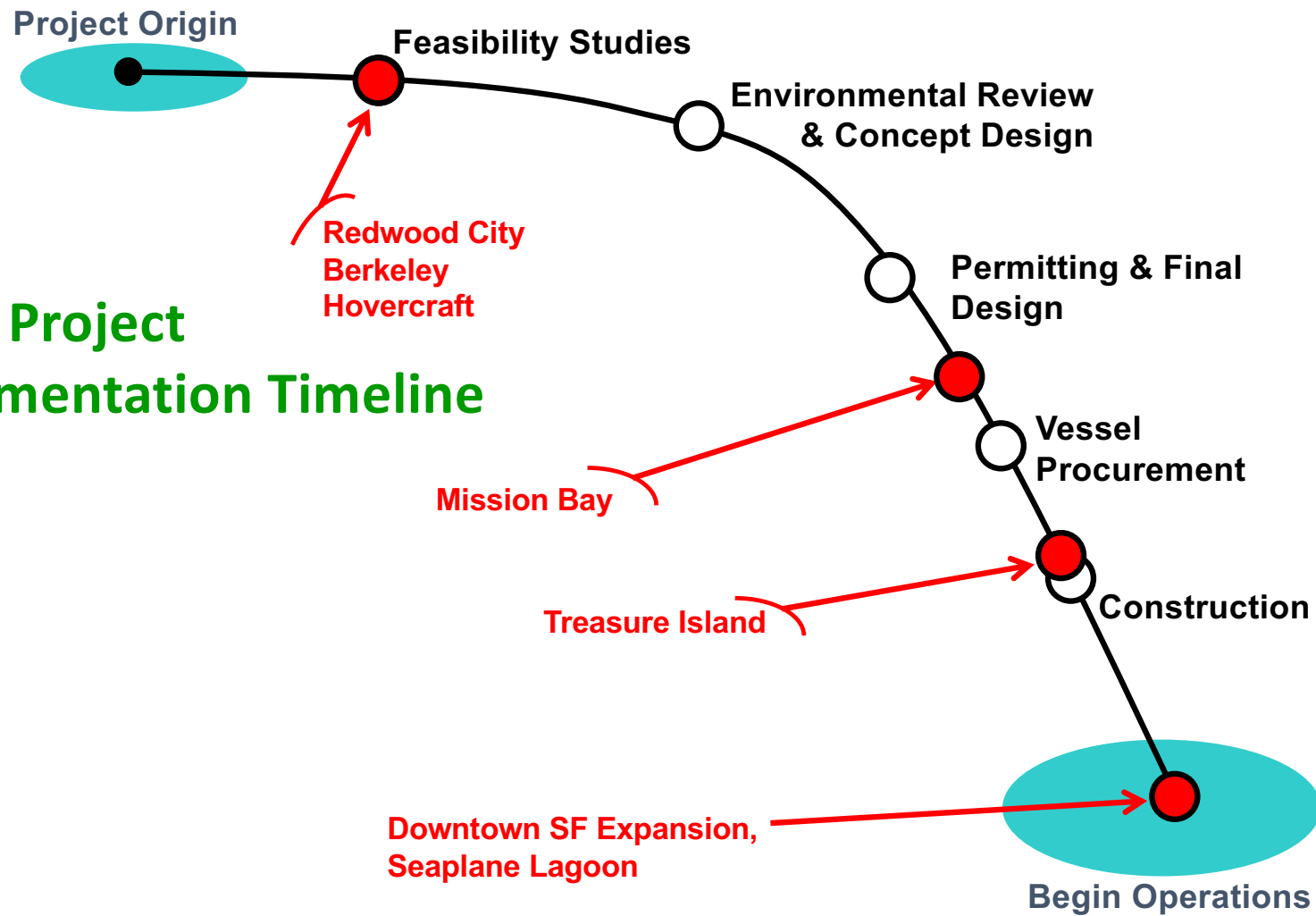
Note: MOU may be terminated at any phase upon mutual agreement.

## WETA Project Implementation Timeline

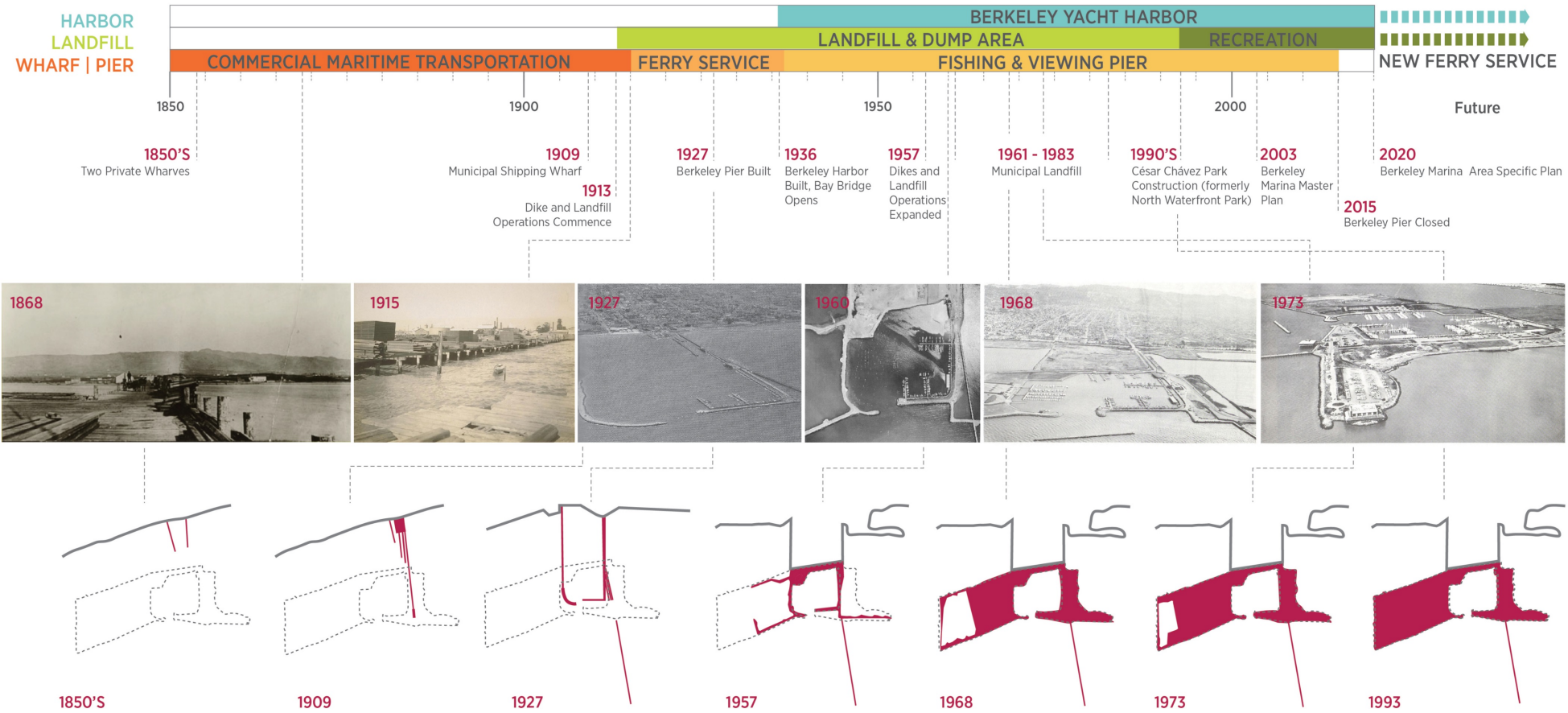
➤ Project Agreement Executed or Amended



## WETA Project Implementation Timeline



# History of Berkeley Marina



## Restoring Ferry Service — Supporting Plans

### City of Berkeley

#### Policy:

- ***City General Plan Updates (2001)***
- ***Climate Action Plan (2012)***: Sustainable transit
- ***Local Hazard Mitigation Plan (2019)***: High priority action for emergency response

#### Studies:

- ***Berkeley Municipal Pier Structural Assessment***
- ***Small-scale Ferry Transportation Feasibility Study on Waterside Improvements***

### Water Emergency Transportation Authority

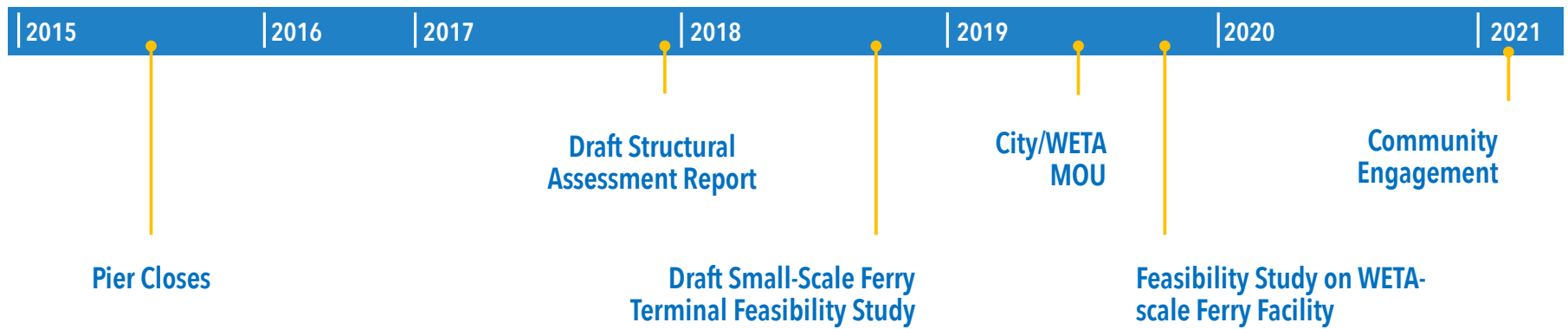
#### Policy:

- ***System Expansion Policy (2015)***: Standards & process for new ferry services.
- ***Strategic Plan (2016)***: Identifies Berkeley as a near-term project.
- ***Emergency Response Plan (2016)***: Sets WETA role in provision of emergency water transportation.
- ***Plan Bay Area 2050 (pending)***: Includes Berkeley ferry service as ‘Regionally Significant Project.’

#### Studies:

- ***MTC Core Capacity Transit Study (2018)***: Identifies Berkeley ferry service as key short-term project.

## Pier Structural Assessment — Project History

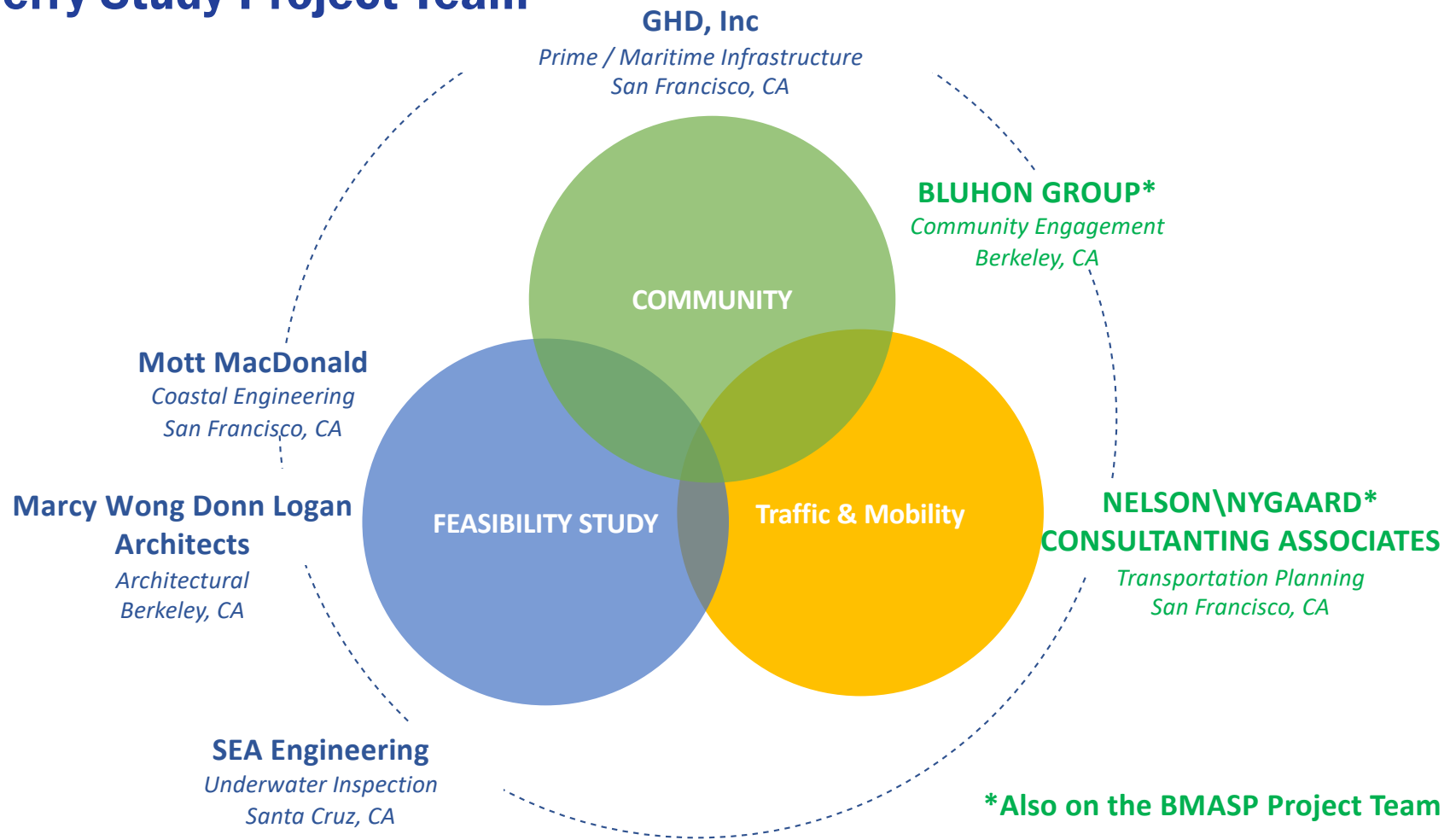




An aerial photograph of a coastal city and harbor, overlaid with a blue tint. The image shows a large harbor filled with numerous sailboats and yachts. In the background, a densely populated city is visible, extending up a hillside. A long, straight pier or breakwater extends into the water on the right side. The text "Current Work" is centered over the harbor area in a white, bold, sans-serif font.

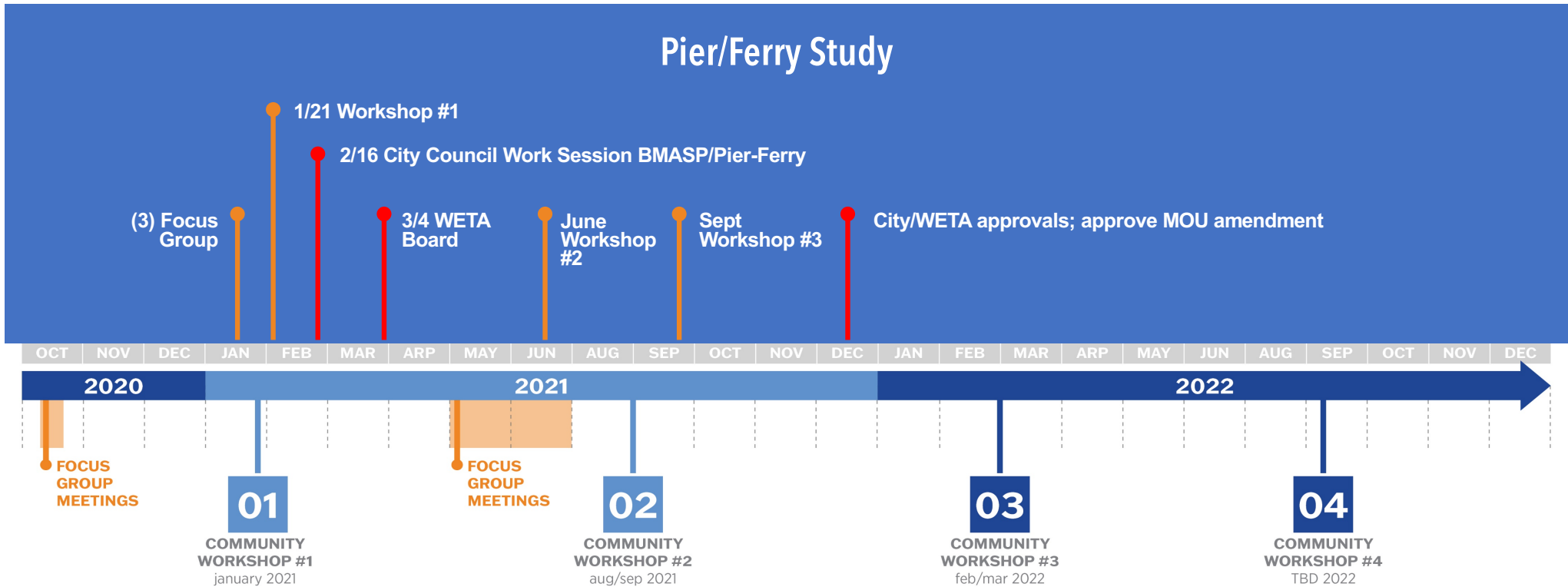
# Current Work

## Pier/Ferry Study Project Team





# Pier/Ferry Study & BMASP Public Outreach



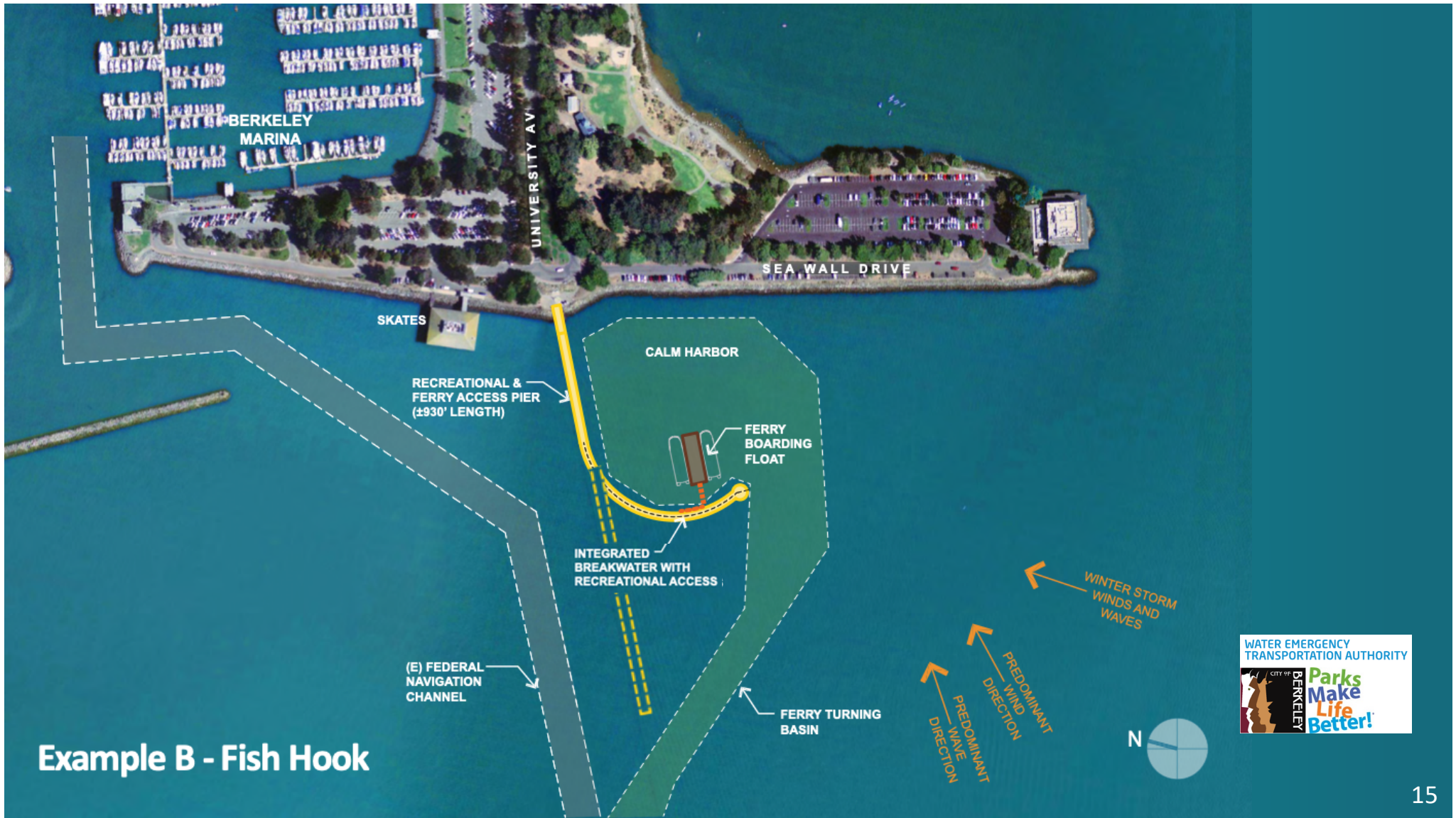
## Berkley Marina Area Specific Plan







Example A - Detached Breakwater



Example B - Fish Hook





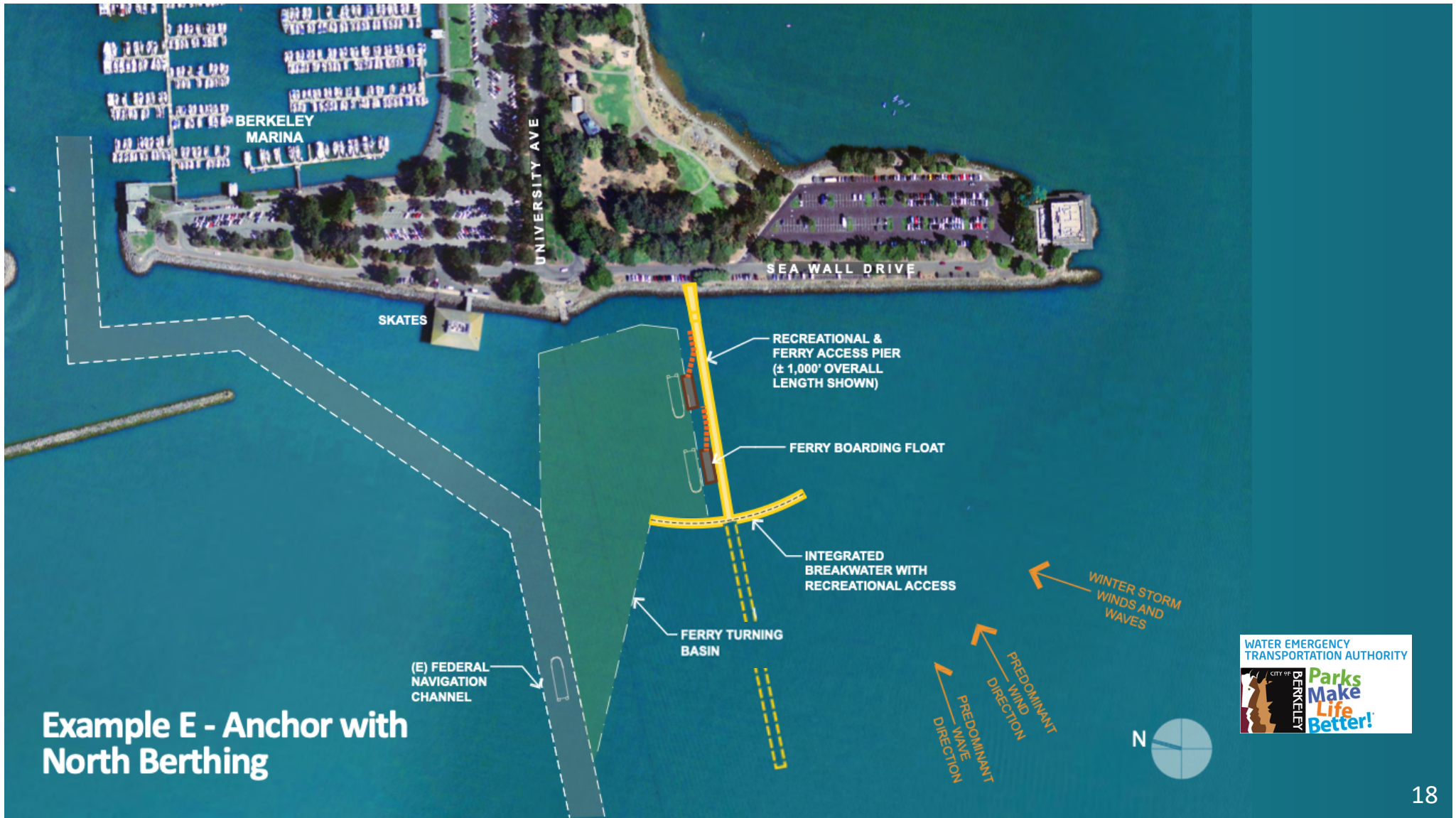


Example C - Northside Berthing with Extension



Example D -  
Southside Berthing





**Example E - Anchor with North Berthing**



# Parking & Mobility Considerations

## Initial Findings:

- City/WETA goal is to accommodate ferry service with 250 spaces.
- Parking management strategies could accommodate many spaces in existing lots.
- Initial target of 60% ferry riders to arrive by bike, walking, transit, carpooling and other shared travel modes.



An aerial photograph of a coastal city and harbor, overlaid with a blue tint. The image shows a large marina filled with numerous sailboats in the foreground. Behind the marina is a city with dense residential and commercial buildings, extending up a hillside. A long, narrow breakwater or pier extends from the city into the water. The text "Public & Community Feedback" is centered over the image in a bold, white, sans-serif font.

# **Public & Community Feedback**

# Summary of Outreach Processes & Feedback

## Recently Completed Public Outreach

### Focus Group Meetings

Marina Stakeholders and Frequent Users  
*January 5, 6, & 7, 2021*

### Community Workshop #1

*January 21, 2021*

### City Council Worksession Presentation

*February 16, 2021*

### Launched Project Webpage

<https://www.cityofberkeley.info/parks/pier/>  
(Comments received at meetings are posted)

## Upcoming Events

### Launch Online Questionnaire

*March, 2021*

### Community Workshop #2

*June, 2021*

### Community Workshop #3

*September, 2021*

32 participants

## Focus Group Meetings

### Key Topics:

- What water- and land-based recreation uses, needs, and use patterns should be considered in a new multi-use pier design?
- Are there planning considerations to incorporate into the pier design?
- How would you access a potential future ferry and what destinations would you access?
- What challenges do you foresee for potential restoration of the pier for recreation and ferry?

68 participants

## Community Workshop #1

### Key Topics:

- Viability and practicality of creating ferry service at the Berkeley Marina
- Environmental impacts and Climate Change
- Appropriateness of the Berkeley Marina as a site for new ferry service
- Benefits and considerations for pier restoration
- Comments on the five Example configurations
- Location and Siting Considerations
- New insights or planning, design, use considerations



# Summary of Outreach Processes & Feedback

## what we heard so far – *Common Themes*

Ridership Forecast

Ecology &  
Environmental  
Sustainability

Preserve existing  
recreational use

Impact on parking

Commute option for  
the Community

Balance multi-use  
of new pier with  
amenities that the  
current pier once  
offered

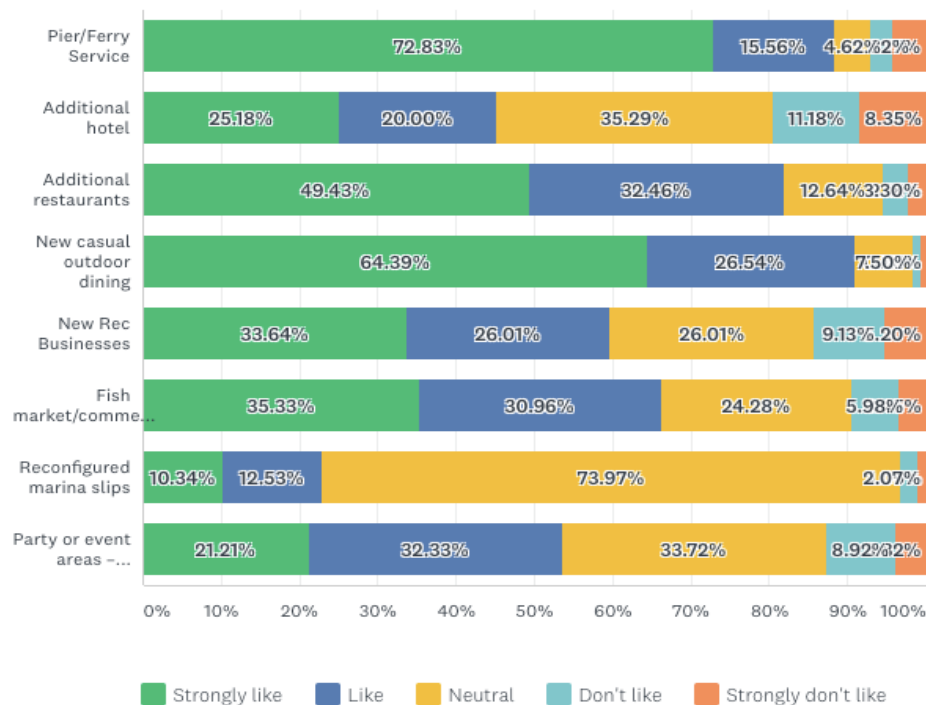
Enhance alternate  
modes of travel

A comprehensive list of comments gathered at the focus group and community workshop meetings can be found:  
<https://www.cityofberkeley.info/parks/pier/>

# Summary of Outreach Processes & Feedback

The community has suggested the following revenue-generating facilities for the Berkeley Waterfront. Indicate your support for the following.

Answered: 903



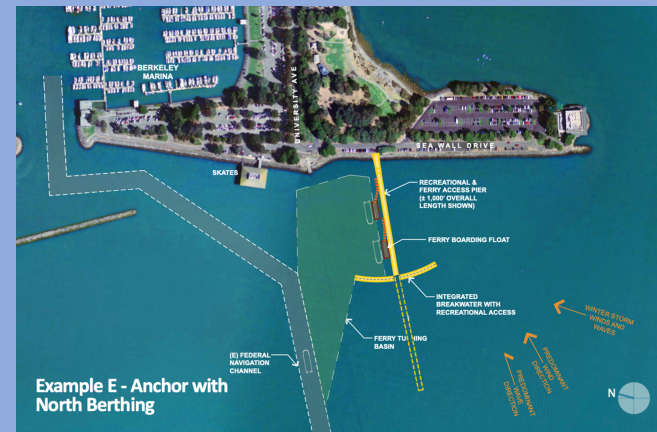
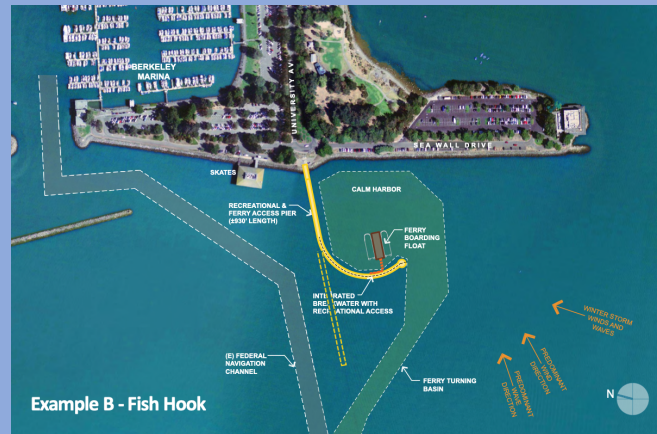
- BMASP Online Questionnaire Preliminary Data  
<https://www.cityofberkeley.info/BMASP/>
- BMASP Online Questionnaire will conclude on 3/12/21
- An online questionnaire focus on the elements of the multi-use pier will be launched by end of March
- Continue to seek public input via future Community Workshops



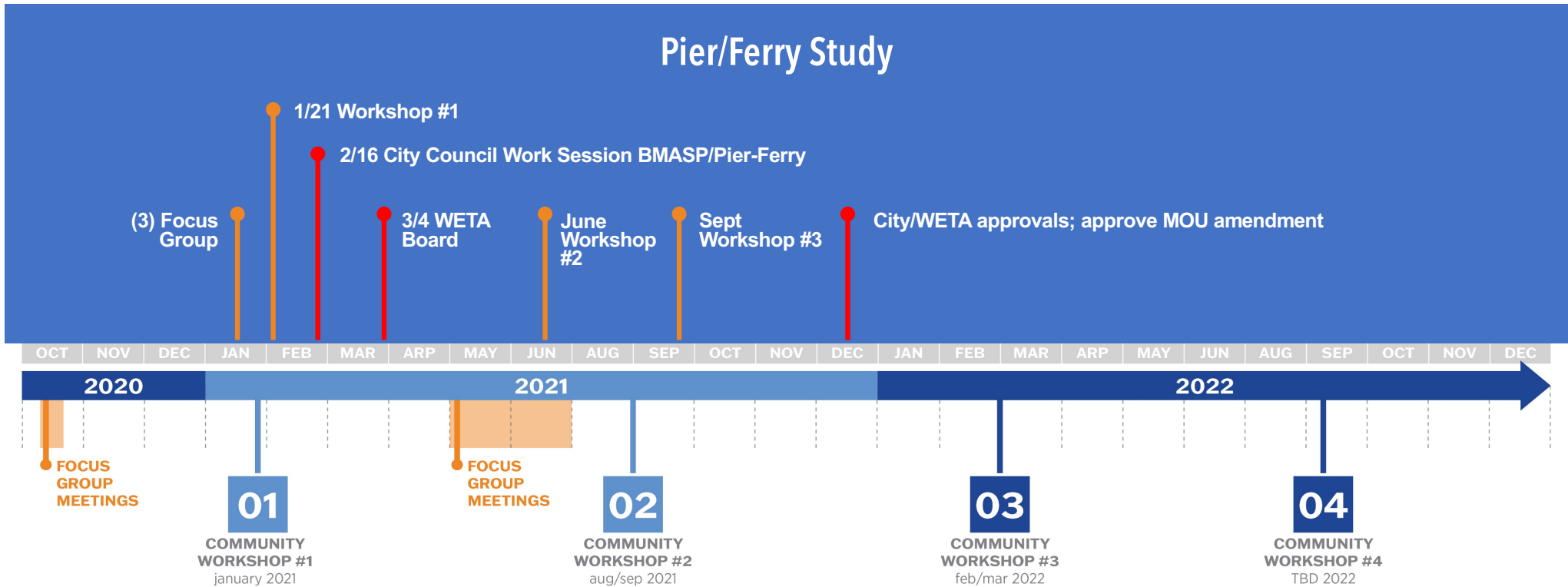
# Next Steps



# Develop Preferred Project Alternative



# Pier/Ferry Study & BMASP Public Outreach



## Berkley Marina Area Specific Plan





# Discussion & Questions