

The Berkeley Pier-Ferry Planning Project FREQUENTLY ASKED QUESTIONS (FAQs)

(Updated 08/05/21)

Introduction

Through the first half of 2021, we have conducted a community process for the Berkeley Pier-Ferry Planning Project that has involved several focus groups, one large community meeting on January 27, 2021, a Council worksession on February 16, 2021¹, several discussions at the Parks and Waterfront Commission, an on-line public questionnaire, and communications submitted to the project email² and to the City Council. The project team is currently assembling a set of preliminary concepts and options for a potential new ferry service at the Berkeley Marina that is feasible from an engineering, operations, and safety point of view, as well as minimizing impacts to the recreation visitors and environmental habitat at the Berkeley Waterfront. The project team has incorporated the community feedback received thus far to prepare these concepts, which will be presented for community feedback at Community Meeting #2 on Tuesday, August 10, 2021, 6:30pm – 8:00pm, via zoom meeting. For details about the meeting, please visit the project website at: www.cityofberkeley.info/parks/pier. The presentations from the Community Workshop will be posted on the project website shortly after the meeting. Below are responses to frequently asked questions (FAQs).

General questions

Q1: Has a decision already been made that ferry service will be brought to Berkeley? If not, who will make the final determination?

A1: At present, only the Planning Study has been authorized and funded by the Berkeley City Council and the WETA Board of Directors. The results of the Planning Study will be presented to the City Council towards the end of 2021, and to the WETA Board of Directors in the first quarter of 2022. Each board will be asked to consider staff recommendations regarding the feasibility of the project. If the project is determined feasible, the two agencies will approve an amendment to the MOU for the Design Phase, which will involve approximately two to three years of technical design and engineering, as well as a public process to receive community feedback.

Q2: When and how did ferries historically serve the City of Berkeley and why was service stopped?

A2: In the nineteenth century, a small number of piers/wharfs existed at the Berkeley Waterfront, and people could ferry to San Francisco. In 1926, the Golden Gate Ferry Company, Inc. constructed the current pier structure with a railroad track to provide pedestrians and autos access to ferries to San Francisco. In 1937, after the Bay Bridge opened to auto traffic, the ferry service stopped and the City acquired the Pier, which was operated as a recreation facility for the public until the summer of 2015, when significant structural problems were discovered and the Pier was closed. Starting in 2017/18, two independent private small-scale ferry service providers have operated during the work week at the Berkeley Waterfront: Tideline and Prop SF. See Question 7 for more information.

Q3: What is the plan for the unused, derelict portion of the existing Berkeley Pier?

A3: The unused/derelict portion of the existing pier is known as “the Berkeley Ruins” and extends about 3 miles beyond the current 3,000 feet long Municipal Pier. While the main focus of the current Planning

¹ See Council worksession report:

https://www.cityofberkeley.info/Clerk/City_Council/2021/02_Feb/Documents/2021-02-16_WS_Item_02_Berkeley_Marina_Area_Specific_Plan_pdf.aspx

See Council worksession presentation:

[https://www.cityofberkeley.info/Clerk/City_Council/2021/02_Feb/Documents/2021-02-16_\(WS\)_Presentations_Item_2_Pres_PRW_pdf.aspx](https://www.cityofberkeley.info/Clerk/City_Council/2021/02_Feb/Documents/2021-02-16_(WS)_Presentations_Item_2_Pres_PRW_pdf.aspx)

² The project email is: pier@cityofberkeley.info

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Study is on a new pier, the Study will look at the possibility of removing a portion of the Ruins at the gap between the existing Pier and the Ruins to enhance boating access, and the possibility of new bird roosting habitats at the Ruins, contingent upon funding and feasibility.

Q4: Why are we considering a ferry? Can't we just focus on the pier? Why are the City of Berkeley and WETA considering the construction of a ferry terminal in the Berkeley Marina?

A4: Since the Pier was closed in July 2015, the City has been working to re-open a recreational public pier at the Berkeley Waterfront. The existing Pier, however, has several major challenges. It was originally designed to support a train system and automobiles using large structural elements consisting of support pilings and heavy surface decking. Many of these structural elements are currently in poor condition and can barely hold up their own weight, let alone withstand a seismic event. Replacing these large elements or replacing the old structure with a smaller lighter pier would be very expensive, with estimates ranging from \$20 million to \$55 million³.

In February of 2016, the Water Emergency Transportation Authority (WETA) approved their [Strategic Plan](#)⁴ that identified a network of sixteen potential locations for expanded ferry service throughout the Bay Area region, including the Berkeley Marina, to help provide alternative transportation for passengers and emergency response. In 2018, WETA staff initiated discussions with City staff regarding the possibility of new ferry service at the Berkeley Waterfront. During those initial discussions, WETA and City staff realized that it could be cost-effective to investigate a single pier that would provide two uses – ferry service and public recreation. In 2019, WETA and the City Council authorized a Memorandum of Understanding Agreement (MOU) to jointly fund a planning study on the feasibility of a dual-purpose pier. To build the new pier, WETA could cover the cost of the ferry portion (including all design, permitting and construction), and the City could cover the cost of the recreation portion (construction only). Without a ferry component, the City would have to cover the entire cost of a recreational pier, which could be over \$20 million (see the City's Pier Structural Assessment Study, page 77 in footnote 4 below). For details regarding the history and contents of the MOU, see the Council Report authorizing the MOU on March 12, 2019 below⁵.

Q5: How does the Ferry Planning Study relate to the Berkeley Marina Area Specific Plan?

A5: The City is currently running two planning projects: the Berkeley Marina Area Specific Plan (BMASP) and the Pier- Ferry Planning Study. The two projects are being highly coordinated and integrated with each other by the same City staff from Parks, Recreation & Waterfront and Planning. The Berkeley Marina Area Specific Plan (BMASP) Project is a two-plus year planning project that will provide an overarching programmatic framework within which specific projects can be undertaken to improve the financial sustainability of the Marina area while promoting recreational use and environmental stewardship. The concepts in the final BMASP might not be implemented for another five to ten years depending on the complexity of the solutions that would bring financial sustainability to the Marina.

³ See Pier Structural Assessment:

https://www.cityofberkeley.info/uploadedFiles/Parks_Rec_Waterfront/Level_3_-_General/Berkeley%20Pier%20Structural%20Assessment%20DRAFT.pdf

⁴<https://weta.sanfranciscobayferry.com/sites/default/files/weta/strategicplan/WETAstrategicPlanFinal.pdf>

⁵ See Council Report for the WETA MOU at:

https://www.cityofberkeley.info/Clerk/City_Council/2019/03_Mar/Documents/2019-03-12_Item_09_Memorandum_of_Understanding.aspx

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The proposed Pier-Ferry project, if approved by City and WETA, is a seven year project with an anticipated completion of 2027. The City's General Plan, the City's Climate Action Plan, and the City's Local Hazard Mitigation Plan call for ferry service at the Berkeley Waterfront to provide alternative transportation and emergency response, and the BMASP takes this into account. The specific project-based study for the proposed Pier-Ferry project is not only consistent with BMASP planning guidelines, it serves as an important example of the City process needed to evaluate and implement a specific project within the BMASP context.

Over the next nine months, the BMASP will be evaluating an array of potential options to meet the goals of the BMASP. The Pier-Ferry study will provide a detailed analysis and community process for a new activity at the Waterfront that involves infrastructure capital improvements, potential financial benefits, and an environmental review of any impacts to the existing recreational and the environmental elements of the Waterfront.

The two projects are being highly coordinated and integrated with each other by the same City staff from Parks, Recreation & Waterfront and Planning. For example, the preliminary concepts currently being developed for the Pier-Ferry project for Community Meeting #2 have incorporated numerous ideas generated by the BMASP community process to-date in a way that does not preclude new ideas for the BMASP (e.g., potential new restaurants, hotel, food truck events, outdoor performance spaces, etc.)

There has been strong public interest in restoring the Pier since its closure in 2015, and the City began the initial Pier Structural Assessment in 2016-17 to identify options and costs⁶. As with all projects anticipated by the BMASP, the Pier-Ferry project must go through a comprehensive project-level environmental review, as required by state and federal environmental regulations.

Q6: Will the ferry help the Marina fund in terms of revenue?

A6: The operating cost of the proposed new ferry service at the Berkeley Waterfront will be funded by a combination of passenger fares and funding from WETA, including Regional Measure 3 (RM3), a bridge toll increase approved by voters in 2018. No funds will be required from the City to subsidize operation of the ferry service. The City may have future operation and maintenance responsibilities for landside amenities that are built as part of this project but not required to operate the ferry service. We anticipate an indirect but very important financial benefit to the Marina Fund in two ways: first, ferry passengers could increase the customer base at the commercial tenants at the Waterfront (businesses, restaurants, and hotel) who would make larger lease payments to the City, since payments are based on a percent of business gross revenues. A second benefit is that an increase in steady foot traffic at the Waterfront brings more eyes to the area (natural surveillance), which leads to an improved perception of safety, which leads to a further increase in overall visitors.

Q7: Is Tideline/Prop SF Small Scale Ferry service adequate to meet City needs? What has been the historical ridership of the existing, small-scale ferry service?

A7: The WETA Strategic Plan of 2016 predicts up to 1,500 passengers per day in Berkeley. Starting in 2017/18, two independent private small-scale ferry service providers have operated during the work week at the Berkeley Waterfront: Tideline and Prop SF. Tideline runs 2-3 round trips per day to San Francisco and Prop SF runs 2-3 round trips South San Francisco for commuters to large employers. All together, these providers handle about 70-150 passengers a day (pre-Covid) and charge market rate fares. A WETA-scale service would be operated by a public agency, provide more passenger capacity, and offer subsidized fares that are competitive with other transit modes.

⁶ See **Current Studies** at the project website: <https://www.cityofberkeley.info/parks/pier>

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Q8: If a new pier is built, where is the likely location and alignment/shape?

A8: The proposed dual-purpose pier would be located at, or just south of the existing Municipal Pier. The alignment and shape of a new pier depends on a number of safety and engineering variables, as well as community feedback, including the following: prevailing winds, waves, and storms; room for ferry turnaround; dredging costs; proximity to landside parking and drop-off zones; and the need to reduce conflicts with existing boaters and other recreational users. Several concepts for the proposed new pier will be presented at the Community Workshop #2 for community feedback on August 10, 2021 via Zoom meeting. For details about the meeting, please visit the project website at:

www.cityofberkeley.info/parks/pier.

Q9: What is being done to remove the homeless encampments near the entry to the Waterfront?

A9: The encampment at West Frontage Road and University Ave is technically located on Caltrans property. We understand that there are encampments like this at numerous locations at highway overpasses and intersections in urban areas throughout California. This is a complex issue and the City is currently part of a regional effort to develop potential solutions. The City of Berkeley and Alameda County have offered shelter and/or hotel rooms to everyone living in the encampments at I-80 and University. On July 30, Caltrans posted notice at the encampment just east of I-80 and University informing people living there that they would have to move by August 9. Caltrans plans to fence that area so that it remains clear. Caltrans plans to post notice on the west side of the I-80/University encampments on August 6 with requirement that the area be vacated by August 19. They will then fence that portion. For further information, contact 311.

Q10: What efforts are being made to prevent or reduce automobile break-ins?

A10: In 2021, the City completed the installation of eight surveillance cameras throughout the Berkeley Waterfront that are part of the City's approach to reduce crime. In addition, the City's Police Department will relocate the Traffic Enforcement Division to the Berkeley Waterfront. We anticipate these efforts will help reduce crime in the short-term. Over the long-term, a re-vitalized Berkeley Waterfront, with improved recreation facilities, additional businesses and special events, and potential new ferry customers, will bring a lot more eyes to the Waterfront, which also helps reduce crime.

Q11: Will farmer's markets, musical events, or other special uses be planned as part of a new pier?

A11: These ideas have come up during the community process, and we have incorporated them into the preliminary concepts that will be presented at Community Meeting #2 on August 10, 2021 for community feedback. For details about the meeting, please visit the project website at:

www.cityofberkeley.info/parks/pier.

Q12: Will Windsurfer, kayaker, and swimmer access to the HS Lordships/199 Seawall Cove be ruled out by the ferry terminal?

A12: No. The project seeks to not only preserve current recreational access to the Bay, but to enhance that access through construction of the pier and other amenities.

Q13: Will Bay recreational access between HS Lordships and the existed pier be impacted by ferry service? Will shoreline fishing between Hs Lordships and the existing pier be impacted?

A13: The preliminary concepts for the proposed new dual-use ferry and recreation pier have attempted to minimize any impacts to these uses and will be shared at Community Meeting #2 for community feedback on Tuesday, August 10, 2021, 6:30pm via zoom. For details about the meeting, please visit the project website at: www.cityofberkeley.info/parks/pier.

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Q14: What entity would own and operate the pier?

A14: WETA will operate and maintain the portion of the pier related to ferry service, and the City will operate and maintain the portion of the pier related to recreation. The ownership aspects of the pier will be defined as part of future agreements if the project is determined feasible.

Ferry Operations

Q15. What entity would operate a ferry service?

A15. The ferry service would be operated by the San Francisco Bay Area Water Emergency Transportation Authority (WETA). WETA is a regional public transit agency tasked with planning, operating and expanding public ferry service on the San Francisco Bay and with coordinating the water transit response to regional emergencies. Under the brand name “San Francisco Bay Ferry”, WETA currently operates a fleet of 16 high speed passenger-only ferry vessels that serves the cities of Alameda, Oakland, Richmond, San Francisco, South San Francisco, and Vallejo. All WETA services are open to the public. WETA is one of two distinct public agencies that operate public ferry service in the Bay Area. The other is the Golden Gate Bridge Highway and Transportation District (Golden Gate Ferries) that operates public ferry services between downtown San Francisco and destinations in Marin County, including Tiburon, Larkspur, and Sausalito.

Q16: What is the “E” in WETA?

A16: The “E” in WETA stands for Emergency. WETA is tasked with coordinating the water transit response to regional emergencies such as earthquakes, bridge failures, BART tube failures, civil unrest, etc. The WETA system is designed and built to provide services during evacuation scenarios as well as supplying affected areas with supplies and first responders if other critical infrastructure is impacted or inaccessible.

Q17: Are there plans to bring the ferry into the Marina inner harbor? Why is the ferry study only studying the existing pier location? Why can't the ferry be inside the Marina?

A17: The inner harbor of the Marina has several limitations that impact the viability of potential new WETA-scale ferry service. On the landside, there is not sufficient space for bus stops, parking spaces, drop-off spots, and bicycle and pedestrian paths. On the waterside, there is not sufficient space for new ferry boarding floats and ferry turnarounds without a significant reconfiguration and possible elimination of the existing dock slips. In addition, the speed limit of 5 mph within the inner harbor would greatly increase the vessel trip time. Given these limitations, the scope of the Planning Study has been focused to consider locations for a proposed new ferry service along Seawall Drive, where the opportunity exists for WETA and the City to jointly rebuild the existing pier.

Q18. What is the Berkeley Ferry Service Business Plan?

A18. The Berkeley Ferry Service Business Plan is being prepared by WETA in consultation with the City to comprehensively define the project service plan, including destinations served, vessel type and size, and the approximate frequency, days, and hours of service operation. The Business Plan will define fares, operating costs and funding sources available to WETA to support the service. The Business Plan will also characterize equity goals for the service and economic development opportunities related to the project. The Business Plan is entirely funded by WETA and will be completed in the same timeframe as the Planning Study to feed into the overall process of determining project feasibility.

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Q19: How long will it take to ride the ferry from Berkeley to San Francisco?

A19: The anticipated trip time from Berkeley to San Francisco is about 25-30 minutes (dock to dock), which is competitive with driving and other regional transit options from Berkeley.

Q20: What destinations will the Berkeley ferry serve?

A20: The regional ferry system constructed by WETA is inherently flexible, as no physical right-of-way is required to connect one terminal to another. WETA's current plan is that potential ferry service in Berkeley will serve Downtown San Francisco as the primary destination. The Berkeley Ferry Service Business Plan will consider other destinations for regular and special event service, such as Oracle Park, Chase Center, South San Francisco, Mission Bay, South San Francisco, Redwood City and potential North Bay destinations, as well as define the approximate frequency and service days and hours of operation.

Q21: What time of day and how often will there be ferries coming in and out of the terminal? What is the maximum planned daily ridership of the ferry service?

A21: WETA is currently developing a Berkeley Ferry Service Business Plan that will further define the service plan, including the destinations, approximate frequency, and service days and hours of operation for the proposed Berkeley ferry service. A minimum level of service would include three round trips during each commute period, pursuant to WETA's System Expansion Policy⁷. A more robust service featuring midday, late evening, and weekend trips would be similar to the level of service currently provided by WETA for its Vallejo and Oakland/Alameda routes.

WETA's 2016 Strategic Plan Study predicts that up to 1,500 passengers per day will use the ferry service in Berkeley by the year 2035. The Business Plan will update this ridership projection based on the specific service plan proposed and will take into account the short and potential long-term impacts of the COVID-19 pandemic on future travel patterns and travel demand.

Q22: Will bicycles be allowed on the ferry? Will bicycle lockers be provided at the pier?

A22: Bicycles (and e-Bikes) are allowed on WETA ferries. Exact numbers are determined based on specific vessel design and input from the U.S. Coast Guard. Bicycle lockers are part of the proposed landside improvements at the potential new pier.

Q23: Will ferry service accept the Clipper Card for payment?

A23: Yes. Clipper Cards (both physical cards and on the mobile application) will be accepted for payment.

Q24: How much will it cost to ride the ferry?

A24: The current Adult Clipper fare for similar WETA services is \$4.50 per trip, and discount fares for youth, senior, and disabled groups is \$2.50. In 2021, WETA decreased fares as part of its Pandemic Recovery Program, which aims to attract ridership by broadening the ferry's appeal and affordability while promoting a more equitable means of public transportation. Fares specific to the Berkeley Ferry Service will be studied as part of the Berkeley Ferry Service Business Plan. A full listing of WETA fares can be seen here: <https://sanfranciscobayferry.com/new-ferry-fares-july-2021>

Q25: How many passengers will each vessel carry?

A25: WETA anticipates buying new electric vessels to operate the Berkeley ferry service. The capacity of these vessels will be determined as a function of travel demand and service design and could range in

⁷ [System Expansion Policy | Water Emergency Transportation Authority \(sanfranciscobayferry.com\)](#)

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size from 75 to 300 passengers. More information will be available in the Berkeley Ferry Service Business Plan. Current WETA vessels can carry 225-445 passengers.

Q26: Is the ferry an efficient mode of transportation when compared to BART, HOV, Buses, etc? Are ferries an effective transportation investment?

A26: In general, on an operating cost basis, ferries are more expensive than buses, but carry more passengers per vessel. Relative to rail, ferries are less expensive, but carry fewer passengers per vessel.

The Metropolitan Transportation Commission's (MTC) Plan Bay Area 2050 process investigates which regional transportation projects should be advanced into the Bay Area's long-term plans based on a comprehensive evaluation of factors, including efficiency. Similar to previous regional transportation plans, Draft Plan Bay Area 2050 calls for "invest[ing] in new ferry service and in increases in frequency to existing service to complement investments in regional transit. Such investments include new ferry service to Berkeley, Redwood City, Treasure Island and Mission Bay, alongside frequency boosts across the Golden Gate and WETA systems."

On a capital cost basis, ferries are a relatively inexpensive and flexible investment, mainly because ferries do not require fixed guideways such as street lanes for buses and trackways for trains. The construction of ferry terminals in Richmond and Seaplane Lagoon in Alameda were efficient investments that provided regional transit improvements and served as catalysts for adjacent mixed-use development projects. Ferries are also agile and flexible. They can be deployed at most terminals in the system and interchanged amongst all WETA services, as day-to-day operating or emergency response needs dictate.

Landside Facilities & Access

Q27: How will passengers be able to access the ferry terminal?

A27: WETA and the City are committed to implementing a proactive and robust strategy to incentivize non-Single Occupancy Vehicle (SOV) access to the ferry terminal. In all preliminary concepts, the amount of parking (existing or new) dedicated to the ferry terminal has been capped at approximately 250-300 spaces. Demand for ferry parking will be managed by the City and could potentially involve a paid parking program that charges ferry riders to park, discourages spillover into non-ferry parking areas, and incentivizes carpooling. Other non-driving access modes that will be provided or enhanced as part of the project include AC Transit public bus; a special drop-off/pick-up zone for ride-share, taxis, and family vehicles; new local shuttles; and bicycle and pedestrian pathways.

Q28: What parking lots will be used for ferry riders, and how many ferry riders will park in each lot?

A28: Preliminary concepts for parking with several options are currently being completed and will be presented at Community Workshop #2 for community feedback. For details about the meeting, please visit the project website at: www.cityofberkeley.info/parks/pier.

Q29: Will the ferry bring lots of traffic to the Marina?

A29: The potential new ferry service will bring more trips to the Marina; however, the project is being designed to limit single occupancy vehicles trips to the proposed terminal and promote other non-driving access modes. See Question 27 above for the range of methods to access the ferry.

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Q30: What nearby facilities will likely be provided or improved as part of the ferry terminal project? Will food and drink venues be located at/on a new pier?

A30: The landside amenities are being developed in the conceptual design options. These concepts will be presented and discussed at Community Workshop #2. For details about the meeting, please visit the project website at: www.cityofberkeley.info/parks/pier.

Q31: Is public access to the Bay for small personal watercraft and swimming being considered as part of the project scope?

A31: Yes. The project seeks to not only preserve current recreational access to the Bay, but to enhance that access through construction of the pier and other amenities.

Q32: Will fishing be allowed on a new pier? Will there be designated areas and amenities provided?

A32: Yes, the project is being scoped to allow fishing on the new dual-purpose pier. Fishing cleaning tables, and windshelters with seating are being considered in the preliminary concepts.

Q33: What amenities, if any, are being considered to make the pier kid/family-friendly?

A33: The preliminary concepts will include restrooms, benches, interpretive environmental panels, drinking fountains, and other amenities either on or near the dual-use pier

Q34: Will a new restaurant for the HS Lordships (199 Seawall) space be ruled out by the ferry terminal? What portion of the parking lot at Hs Lordship's is associated with future use of the building?

A34: The City has been working to obtain a new long-term operator at 199 Seawall Drive (the former Lordships building). The parking needs of the new operator will be negotiated through the standard lease process. The preliminary concepts will show a flexible use parking lot that can accommodate several uses throughout the day, including ferry passengers as well as other recreation users.

Q35: Would AC Transit service be enhanced as part of a new ferry service?

A35: Yes. A goal of the project is to provide timed, seamless connections between all ferries and AC Transit buses arriving and departing from the proposed terminal.

Q36: Will ferry passengers require parking spaces currently used by existing recreational users?

A36: The City and WETA are aware of the essential recreational value of the Berkeley Waterfront, and the many recreational users who come for boating, sailing, windsurfing, kayaking, swimming, fishing, wildlife viewing, sightseeing, picnicking, dog walking, restaurants, hotel, etc. The goal of the current planning study is to see if new ferry service is feasible and how it can be designed to have minimal impacts on recreational users. To-date, the community process for the project has involved several focus groups, workshops, presentations to Council and the Parks and Waterfront Commission, and an on-line questionnaire. The presentations and notes from these meetings thus far can be found on the City's project website at: www.cityofberkeley.info/parks/pier

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Q37: Will the ferry terminal project result in a reduction of existing park space?

A37: The issue of parking at the Berkeley Waterfront is complex. There are currently about 1,500 public parking spaces (as well as 500 non-public spaces that are in the leased properties of the hotel and the Marine Center Boat Yard) that serve a wide range of visitors throughout the Waterfront: recreational visitors (slip-holding boaters, windsurfers, kayakers, swimmers, fishing, wildlife viewing, and thousands of visitors to the public parks at Adventure Playground, Shorebird Park, and Cesar Chavez), as well as customers to the businesses, restaurants, and hotel. The demand for parking is highly variable throughout the day at the Waterfront. Non-motorized sailors want to park adjacent to the sailing clubs, slipholders want to park near their boats, users of Cesar Chavez Park want to park near the park on the north side of the Waterfront; and restaurant customers want to park next to the restaurants. For many of these uses, weekends tend to be much busier, and things are quieter during the week or on cloudy/rainy days. The current guideline from WETA is to plan for approximately 250-300 parking spaces for Berkeley ferry users during work week hours (Monday-Friday, 7am – 6pm). The preliminary concepts will show several options that minimize the impacts to current recreational users through the use of shared/managed parking. These landside options will be presented in detail at Community Meeting #2 to hear community feedback on Tuesday, August 10, 2021, 6:30pm (via zoom). For details about the meeting, please visit the project website at: www.cityofberkeley.info/parks/pier.

Q38: When will the bumpy side of University Avenue [eastbound lane] be repaved?

A38: On April 20, 2021, the City contracted with O.C. Jones, Inc. for the renovation of University Ave, Marina Blvd, and Spinnaker Way at the Marina Area. Construction will start in mid-August, 2021, and will be completed by end of 2021. Note that vehicle access to and from all parts of the Waterfront will be maintained throughout the project.

Environmental Questions

Q39: Will the ferries run on electricity or diesel fuel? Will the ferry be electric?

A39: The Planning Study and the WETA Ferry Service Business Plan are being prepared with the assumption that the ferry vessels will be electric.

Q40: Will ferry service negatively impact marine mammals or other aquatic species present at or near the Berkeley Marina? What mitigation measures would be taken to limit aquatic habitat impacts by ferry operations? Would ferry operations impact water clarity for fishing and open water swimming?

A40: For the construction phase, this project will be required to undergo rigorous environmental analysis and permitting through the California Environmental Quality Act and the National Environmental Policy Act. WETA has successfully delivered several major capital projects in the Bay Area that comply with strict environmental regulations and have met required mitigations (e.g., using wildlife monitors, underwater noise monitors, and removing bay fill). Examples of these projects include the Downtown San Francisco Ferry Terminal Expansion, North Bay Operations and Maintenance Facility on Mare Island, the Central Bay operations and Maintenance Facility on Alameda, the Richmond Ferry Terminal at Point Richmond, and the South San Francisco Ferry Terminal at Oyster Point.

For the operations phase, WETA has been a leader in building a vessel fleet that minimizes particulate pollution by meeting the strict emission requirements set forth by the California Air Resources Board. WETA vessels are also designed to have low wake profiles to limit disruption on aquatic life as well as the Bay shoreline. WETA is currently in the process of transitioning the fleet to clean electric propulsion, which will further improve the environmental performance of WETA services. From a regional

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perspective, it should be noted that ferry traffic is relatively minimal compared to the heavy traffic of massive container ships coming in and out of the San Francisco Bay on a daily basis.

Q41: What is the impact of underwater noise from the ferries on marine wildlife? How will the ferry impact marine mammals and sea life? How will the ferry impact the environment and habitat?

A41: While ferry traffic is relatively minimal compared to the heavy traffic of massive container ships coming in and out of the San Francisco Bay on a daily basis, noise from any vessel can be a concern if it negatively impacts marine mammals. No studies to-date have identified a significant negative operating impact relating to noise from WETA ferries on marine mammals in the Bay. Future electric vessels procured by WETA for this project are anticipated to be even quieter than current WETA vessels. The concern of underwater noise will be studied in detail during future environmental review and permitting phases of this project.

Q42: Will there be any dredging needed for this project?

A42: Yes, dredging will be required for the project. The cost and amount of the dredging will depend on the final terminal/pier design and its proximity to the previously dredged channel (the “federal channel”). Minimizing the amount of dredging required is a significant design consideration in terms of identifying a preferred concept for this project.

Cost/Schedule Questions

Q43: How is this project being funded?

A43: The Planning Study and the Pier Assessment Study have been funded by the City of Berkeley’s Measure T1 Infrastructure Bond, the City’s Marina Fund, and WETA funds with a vision of a dual-purpose pier that would serve both ferry access and recreation. By December 2021, the Planning Study will identify Rough Order of Magnitude (ROM) costs for the next phases (design, construction, and operations/maintenance).

Q44: How much subsidy will be required to operate the ferry?

A44: The Farebox Recovery Ratio is the standard subsidy formula used to measure operating subsidy for a transit service, which is defined as the proportion of total operating expenses covered by fare revenues. Pre-Covid, WETA’s system had an average farebox recovery of 57%, which was significantly higher than the national average of around 12% for other transit systems. Since the pandemic began, WETA’s farebox recovery ratio, like all transit operators, has dropped significantly because of lost ridership. Note that a capital and operating subsidy for this ferry service will come from the Regional Measure Three (RM3) bridge toll increase approved by voters in 2018. The City of Berkeley will not contribute any funding toward ferry service operations.

Q45: What will the City of Berkeley’s financial liability be if the ferry service is not successful?

A45: The MOU allows the City to withdraw from the agreement at any time with no financial liability. If ferry service were to be unsuccessful after the new pier has been constructed, the City could obtain full ownership and responsibility for City purposes (e.g., recreation, emergency response). The specific terms will be developed during future agreements between WETA and the City, should the project be determined feasible.

**The Berkeley Pier-Ferry Planning Project
FREQUENTLY ASKED QUESTIONS (FAQs)**

(Updated 08/05/21)

Q46: How much funding will WETA contribute towards the replacement pier? How much will the City of Berkeley contribute?

A46: Subject to applicable laws and the Parties' ability to secure adequate funding, WETA will pay all costs associated with Project elements associated with public ferry service, including any needed dredging work, and the City will pay all costs associated with public access elements of the Project. For aspects of the Project that are required for both types of elements, WETA and City will implement a reasonable cost-sharing method.

Q47: What is the timeline for this study? If the project moves forward, when will construction and eventually operations begin?

A47: The current phase of the planning study will conclude by end of 2021. If both WETA Board and City Council approve the project in early 2022, they will be asked to approve the Design phase (design, permitting, and environmental clearance). Construction would potentially start in 2025. Operations would potentially start in 2027.

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