

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Kevin Connolly, Planning & Development Manager
Michael Gougherty, Senior Planner/Project Manager
Arthi Krubanandh, Transportation Planner

SUBJECT: Authorize Release of Draft Fiscal Year 2022 Pandemic Recovery Program for Public Comment

Recommendation

Authorize the Executive Director to release the draft Fiscal Year 2022 Pandemic Recovery Program for public comment.

Background

In February 2021, the Board adopted thirteen core principles for the Fiscal Year (FY) 2022 Pandemic Recovery Program. The essences of the core principles are:

- Enhancing equity and access to ferry service for Bay Area riders and expanding access for transit-dependent riders.
- Phasing in increased service levels and competitive fares that are comparable to regional transit options, incentivizing demand, and supporting the region's economic recovery.

Discussion

The proposed FY 2022 Pandemic Recovery Program includes a service plan accompanied by a fare structure that is specifically designed to appeal to a broader Bay Area travel market. The service plan strives to strike a balance between making the most efficient use of resources while expanding service outside of peak periods to meet demand for ferry service throughout the day. The fare structure reduces fares throughout the WETA system for a one-year period to generate ridership and attract riders back to the ferry. Fares will automatically revert to pre-pandemic levels without any intervention from the Board starting in July 2022.

Service Plan

WETA services prior to the pandemic were designed to address significant demand for peak period commuters into and out of San Francisco. Midday and weekend services were not as robust and were oriented around recreational travelers such as families coming to the Ferry Building or Pier 41 on summer weekends.

Two factors heavily influenced the design of ferry service pre-pandemic. First, constrained operating revenues due to limited bridge toll funding and a heavy reliance on farebox revenues resulted in service being programmed to meet the highest periods of demand, rather than consistent service throughout the day. By offering service that required a comparatively high farebox return, WETA services also tended to be more expensive than other transit services in the Bay Bridge corridor. As a result, WETA services tended to be tailored to the needs of office workers in San Francisco as opposed to a broader cross-section of travelers (students, non-office workers, general travel) that makes up the ridership at other transit systems.

A second influence on WETA service design came from the limited number of vessels in WETA's fleet. Because WETA experienced such explosive growth dating back to 2014, WETA was unable to add vessels to the fleet fast enough to stay ahead of surging demand. Maintaining reliable transit service requires adequate spare vessel capacity to ensure redundancy in times when vessels are out of service. With limited vessels, WETA chose to offer service in periods of highest demand - traditional commute periods - and offer comparatively little service in off-peak or late-night periods of the day.

WETA ferry service has been successful in the past several years partly as a result of its flexibility to respond to changes in demand. A smaller, more nimble service operating without restrictions such as roadway or rail capacity limits is more able to make adjustments as the market changes. As demand has increased in the peak periods, WETA was able to add more departures during impacted time periods such as 4 - 6 pm. However, especially in the last three years prior to the pandemic, ferry ridership trends began to shift to travel outside of the traditional peak periods - with more commuters riding ferries between 9 - 10 am and 3 - 4 pm. These ridership trends mirrored general workplace developments where employees were working from home more and going to an office only during the middle part of the day.

An overview of the service plan for services is summarized in ***Attachment A***.

More midday, late night service

The Pandemic Recovery Program is attempting to broaden the appeal of ferry services to a wider range of travelers in the Bay Area. Reducing the fare is one way of appealing to a broader range of travelers, but a lower fare is only part of the reason people may choose the ferry. In restarting ferry service, WETA is intending to balance trips throughout the day and shift away from the pre-pandemic model of service offered mostly (or exclusively) in the traditional peak periods. Workers and commuters will no doubt still want to travel in the traditional commute hours, however, many workplaces are adjusting schedules and are dividing the workday into phases to better accommodate employees in a transitional year. In addition, many essential workers and non-office workers do not work traditional 8 - 5 shifts and require service during the midday or in the evening.

In the Pandemic Service Plan, service during the peak – defined as 6 - 9 am and 4 - 7 pm - will increase slightly (10 - 15 percent) due to enhancements in the Richmond service and the start of Seaplane Lagoon service. Elsewhere, peak service will be the same or slightly less than pre-pandemic levels to start the year in recognition of the likelihood of reduced demand. Midday service systemwide is proposed to increase significantly, as much as 75 percent greater than pre-pandemic levels. Formerly commute-only services such as Richmond and Harbor Bay will now see midday – defined as 9 am to 4 pm – service. Finally, late night service will more than double over pre-pandemic levels in an effort to attract non-office commuters to WETA services.

Restart of service

The question of when to restart ferry service is another important consideration when appealing to people returning to workplaces and other activities once a vaccine is widely distributed. For the Pandemic Recovery Program, WETA is proposing to restart most services at full staffing levels in July or August 2021. Estimates of wide vaccine penetration for the population range from mid-summer to early fall. Staff feels that it is important have ferry services in place as people return to work. This may cause low levels of ridership in the initial months, but it will help people plan their commute when they do come back to the workplace.

Vallejo and Richmond services are proposed to be enhanced over their current levels in July 2021 with the hope that additional service will attract more riders to these two services. Vallejo currently operates with two vessels and staff is proposing to add a third vessel into regular service while increasing midday trips. WETA's partner agencies in Contra Costa County are committed to investing in the Richmond ferry service and attracting more riders to the ferry. Richmond was a top performer pre-pandemic, having exceeded ridership forecasts. Richmond is also a growth opportunity in attracting a broader range of riders beyond traditional office workers. As a result, staff is proposing to double Richmond's current service levels with additional offerings in the midday and evening.

In working with partners at AC Transit, staff is targeting a restart of Alameda and Oakland services for August to better align with planned new bus service. This is a significant and positive development for Alameda commuters as bus service to WETA terminals has been limited or non-existent since 2010. Staff would like to recognize AC Transit staff for being creative and willing to work cooperatively in designing the best service for the region.

The Seaplane Lagoon Terminal in Alameda was scheduled to begin operations in August 2020 after several years of planning and construction. After a year of pandemic delay, service is ready to start at the terminal in August 2021. It is important to remember that new service at Seaplane Lagoon is one component of a three-part plan to overhaul ferry service for Oakland and Alameda. As a result of shifting commute-period ferry service to Seaplane Lagoon, Oakland ferry riders will see a travel time reduction of up to 20 minutes per trip making for a faster trip to San Francisco, and Alameda residents and specifically bicyclists will have a new commute option to Oakland that does not exist today. With the welcome news that AC Transit is planning to serve Seaplane Lagoon by bus, the Pandemic Recovery Program is a second chance to initiate service and achieve the multiple goals of the project.

In discussions with representatives from Genentech in South San Francisco, it is clear that the large majority of employees will not be returning to work until fall of 2021 at the earliest. As a result, staff proposes to defer restart of South San Francisco ferry service until October 2021, with the option of restarting earlier or later depending on the return-to-work schedules of the Oyster Point employers.

Special event services

Prior to the pandemic, WETA had elected to discontinue direct pre-game service to Oracle Park on weeknights. This decision was partly driven by a drop in ridership over three baseball seasons. More significant was the change in game time start to 6:45 pm. All of WETA's available vessels are in operation at 6:45 pm covering the commute market. Baseball fans headed to the game on weeknights will be able to take regular ferry service to the Downtown San Francisco Ferry Terminal. Post-game service direct from Oracle Park was intended to still be offered pre-pandemic. The baseball season is expected to start in April with limited or no fans attending home games. Staff proposes to restart baseball service at the pre-pandemic service levels once full capacity is allowed at Oracle Park.

Golden State Warriors games are expected to begin on schedule in mid-October and staff is assuming that the population of basketball fans will be widely vaccinated at that time. As a result, service to Chase Center via the temporary terminal at Pier 48 1/2 from Oakland and Alameda is expected to resume for the 2021 - 2022 season. In its inaugural season, the Chase Center ferry service outperformed ridership expectations.

Estimated annual operating expenses

As mentioned above, the FY 2022 service plan is undergoing refinement and will incorporate the input of the general public prior to finalizing schedules and costs. However, based on the

number of vessels in service and the assumed start times for each service, staff estimates the operating expenses will range from \$42 to 48 million for FY 2022. As a point of comparison, the pre-pandemic budget for ferry operations was \$51.5 million for FY 2021. A final estimate of operating expenses will be presented to the Board along with the overall WETA budget in May 2021.

FY 2022 Fare Structure

The proposed fare changes for the FY 2022 Pandemic Recovery Program are based upon the core principles adopted by the Board in February 2021. The proposed fare structure would take effect on July 1, 2021 and coincide with the suspension of current WETA fares through June 30, 2022. Upon termination of the Pandemic Recovery Program on July 1, 2022, current WETA fares would be reinstated unless the program is extended or the Board takes action to adopt new fares.

A brief summary of the proposed fare changes is provided below; complete fare structures for each service are provided in **Attachment B**.

- ***Lower Clipper Fares For All Transbay Routes*** – Adult single-trip Clipper fares will be modified as follows:
 - Alameda/Oakland, Seaplane Lagoon, Richmond, and Harbor Bay will all be \$4.50. (current fares: Alameda/Oakland: \$5.40; Richmond: \$7.00; Harbor Bay: \$5.60)
 - South San Francisco - \$6.75 (current fare: \$8.10)
 - Vallejo - \$9.00 (replaces Vallejo Monthly Pass) (current fare: \$11.30)
- ***Hopthru Fare Adjustment*** – Mobile electronic ticketing fares (Hopthru) will be aligned with Clipper fares instead of cash (paper ticket) fares.
- ***Discounted Fares Offered For Paper And Electronic Fare Media*** – A 50 percent discount on Youth, Senior, and Disabled fares will be available for Clipper fares in addition to paper ticket fares.
- ***Clipper START Fares Adjustment*** – Clipper START fares will be set as a 50 percent discount off the Adult single-trip Clipper fare rather than the paper ticket fare.
- ***Short Hop Fare Adjustment*** – Short hop fares for trips between Alameda Main Street-Oakland, Mare Island-Vallejo, and Pier 41-Downtown San Francisco will be set to \$2.25 for Adult single-trip Clipper fares.
- ***Special Event Fares Changes*** – current Vallejo and Alameda/Oakland special event fares for Oracle Park and Chase Center will remain unchanged. The Vallejo special event adult fare will remain \$15.90. Alameda/Oakland's special event fare will remain \$9.60.

Title VI Compliance

Development of the FY 2022 Pandemic Recovery Program is consistent with Federal Transit Administration's (FTA) Circular 4702.1B, "Title VI Requirements and Guidelines for Federal Transit Administration Recipients." When conducting outreach to the public, WETA will follow its Title VI Limited English Proficiency Plan, which identifies the languages of limited English proficient persons in WETA's service area, as well as the agency's process to solicit public comments. Consistent with these policies, information will be provided to the public in English, Spanish, and Chinese languages to ensure that public input is sought and considered from all people in WETA's service area.

Outreach Plan

Staff has proposed an outreach plan for Bay Area commuters and the general public regarding the launch of the Pandemic Recovery Program. Elements of the Outreach Plan will include:

- Detailed information about the proposal on the San Francisco Bay Ferry website in English, Spanish, and Chinese.
- Virtual Open house event – A virtual open house event will be conducted in March. During the event, attendees will receive an overview of the proposed program that will be followed by the opportunity to ask questions and provide input.
- Media outreach to boost awareness of the proposed program.
- Social media messaging.
- Signage on all vessels and at the Vallejo Ferry Ticket Office.
- Access to a translator, if requested, for the virtual open house will be provided to serve Chinese and Spanish-speaking communities.
- Outreach to community-based organizations, City Council and County organizations, as well as the California State Bay Area Caucus.

Next Steps

Pending Board approval, the following steps will be taken:

- March 4, 2021: Begin outreach process and receive public comments on the proposed program. The usual 30-day public comment period will be shortened to 29 days to accommodate the Board meeting schedule.
- April 1, 2021: Hold public hearing for final program proposal; present final fare program to Board for approval.
- May - June 2021: Coordinate with WETA vendors and Clipper staff to prepare for implementation of the new program.
- July 2021: Begin implementation of the new program.

Fiscal Impact

There is no fiscal impact associated with this item.

END

Attachment A – Service Schedules

Attachment B – Route Specific Fare Structures

**ATTACHMENT A
Pandemic Service Plan Summary**

The table below provides an overview of the changes anticipated with the new Pandemic Recovery Service Plan. Staff is still doing the detail work necessary to develop precise schedules and crewing bids. The outreach to former riders and the general public will be a valuable input as staff refines schedules and designs services to best meet the needs of new and old riders of the system.

Oakland to San Francisco

Time Period	Pre-pandemic Trips	2021 Proposed	Notes
Peak (6 - 9 am, 4 - 7 pm)	12	8-10	<ul style="list-style-type: none"> • 20-minute travel time improvement • Direct service to SF, no Alameda stop • Shift from peak to off-peak trips
Midday (9 am – 4 pm)	7	7-8	
Late night (after 7 pm)	1	1-2	

Vallejo to San Francisco

Time Period	Pre-pandemic Trips	2021 Proposed	Notes
Peak (6 - 9 am, 4 - 7 pm)	10	6-7	<ul style="list-style-type: none"> • Enhanced from 2 to 3 vessels • Shift from peak to off-peak trips
Midday (9 am – 4 pm)	5	4-6	
Late night (after 7 pm)	1	1-2	

Alameda Main Street to San Francisco

Time Period	Pre-pandemic Trips	2021 Proposed	Notes
Peak (6 - 9 am, 4 - 7 pm)	12	4-6	<ul style="list-style-type: none"> • AM peak trips shifted to Seaplane Lagoon • PM peak trips to service midday riders • Midday, weekend service for Alameda • More off-peak trips
Midday (9 am – 4 pm)	7	7-9	
Late night (after 7 pm)	1	1-2	

Seaplane Lagoon to San Francisco

Time Period	Pre-pandemic Trips	2021 Proposed	Notes
Peak (6 - 9 am, 4 - 7 pm)	N/A	6-7	<ul style="list-style-type: none"> • More midday trips at Alameda Main Street • 20-minute trip to SF, enhanced capacity • Supports housing development (800 units)
Midday (9 am – 4 pm)	N/A	2-3	
Late night (after 7 pm)	N/A	2-3	

Alameda Main Street to Oakland

Time Period	Pre-pandemic Trips	2021 Proposed	Notes
Peak (6 - 9 am, 4 - 7 pm)	N/A	4-7	<ul style="list-style-type: none"> • New commute option • Utilizing South City crews • Deferred start to fall 2021 or later
Midday (9 am – 4 pm)	5	0	
Late night (after 7 pm)	N/A	0	

Harbor Bay to San Francisco

Time Period	Pre-pandemic Trips	2021 Proposed	Notes
Peak (6 - 9 am, 4 - 7 pm)	9	6-7	<ul style="list-style-type: none"> • More midday trips • Hourly peak service • Reduction in late night service based on ridership
Midday (9 am – 4 pm)	0	3-4	
Late night (after 7 pm)	0	0	

Richmond to San Francisco

Time Period	Pre-pandemic Trips	2021 Proposed	Notes
Peak (6 - 9 am, 4 - 7 pm)	8	9-10	<ul style="list-style-type: none"> • Service enhancement, all periods • Substantial disadvantaged population • Supportive funding partner
Midday (9 am – 4 pm)	0	3-4	
Late night (after 7 pm)	0	1-2	

Oakland/Alameda to South San Francisco

Time Period	Pre-pandemic Trips	2021 Proposed	Notes
Peak (6 - 9 am, 4 - 7 pm)	6	4-6	<ul style="list-style-type: none"> • Deferred start to fall 2021 or later • Shift to earlier trips in peak periods • Close coordination with employers required
Midday (9 am – 4 pm)	0	0	
Late night (after 7 pm)	0	0	

**Attachment B
Route Specific Fare Structures**

Proposed Alameda/Oakland - San Francisco Fare Structure

CURRENT		PROPOSED	
STANDARD FARES		STANDARD FARES – FY 2022	
Between Alameda/Oakland and San Francisco			
Adult	\$7.20	Adult	\$5.75
Adult (Clipper Only)	\$5.40	Adult (Clipper Only)	\$4.50
Adult (Clipper START)	\$3.60	Adult (Clipper START)	\$2.25
Youth (5-18 years)	-	Youth (5-18 years)	\$2.75
Youth (5-18 years) (Clipper Only)	\$3.60	Youth (5-18 years) (Clipper Only)	\$2.25
Seniors (65+), Disabled	-	Seniors (65+), Disabled	\$2.75
Seniors (65+), Disabled (Clipper Only)	\$3.60	Seniors (65+), Disabled (Clipper Only)	\$2.25
Children under 5	FREE	Children under 5	FREE
DISCOUNT FARE PRODUCTS		DISCOUNT FARE PRODUCTS	
School groups*	\$2.40	School groups*	\$1.75

*School/Group Fares by Advanced Reservation only

Proposed Vallejo – San Francisco Ferry Building Fare Structure

CURRENT		PROPOSED	
STANDARD FARES		STANDARD FARES – FY 2022	
Adult	\$15.10	Adult	\$11.25
Adult (Clipper Only)	\$11.30	Adult (Clipper Only)	\$9.00
Adult (Clipper START)	\$7.50	Adult (Clipper START)	\$4.50
Youth (5-18 years)	-	Youth (5-18 years)	\$5.50
Youth (5-18 years) (Clipper Only)	\$7.50	Youth (5-18 years) (Clipper Only)	\$4.50
Seniors (65+), Disabled	-	Seniors (65+), Disabled	\$5.50
Seniors (65+), Disabled (Clipper Only)	\$7.50	Seniors (65+), Disabled (Clipper Only)	\$4.50
Children under 5	FREE	Children under 5	FREE
DISCOUNT FARE PRODUCTS		DISCOUNT FARE PRODUCTS	
School groups*	\$5.00	School groups*	\$3.50
Monthly Pass	\$388	Monthly Pass	\$388

*School/Group Fares by Advanced Reservation only

Proposed Harbor Bay – San Francisco Ferry Building Fare Structure

CURRENT		PROPOSED	
STANDARD FARES		STANDARD FARES – FY 2022	
Adult	\$7.50	Adult	\$5.75
Adult (Clipper Only)	\$5.60	Adult (Clipper Only)	\$4.50
Adult (Clipper START)	\$3.70	Adult (Clipper START)	\$2.25
Youth (5-18 years)	-	Youth (5-18 years)	\$2.75
Youth (5-18 years) (Clipper Only)	\$3.70	Youth (5-18 years) (Clipper Only)	\$2.25
Seniors (65+), Disabled	-	Seniors (65+), Disabled	\$2.75
Seniors (65+), Disabled (Clipper Only)	\$3.70	Seniors (65+), Disabled (Clipper Only)	\$2.25
Children under 5	FREE	Children under 5	FREE
DISCOUNT FARE PRODUCTS		DISCOUNT FARE PRODUCTS	
School groups*	\$2.50	School groups*	\$1.75

*School/Group Fares by Advanced Reservation only

Proposed Harbor Bay - South San Francisco Fare Structure

CURRENT		PROPOSED	
STANDARD FARES		STANDARD FARES – FY 2022	
Adult	\$9.40	Adult	\$5.75
Adult (Clipper Only)	\$8.10	Adult (Clipper Only)	\$4.50
Adult (Clipper START)	\$4.70	Adult (Clipper START)	\$2.25
Youth (5-18 years)	-	Youth (5-18 years)	\$2.75
Youth (5-18 years) (Clipper Only)	\$4.70	Youth (5-18 years) (Clipper Only)	\$2.25
Seniors (65+), Disabled	-	Seniors (65+), Disabled	\$2.75
Seniors (65+), Disabled (Clipper Only)	\$4.70	Seniors (65+), Disabled (Clipper Only)	\$2.25
Children under 5	FREE	Children under 5	FREE
DISCOUNT FARE PRODUCTS		DISCOUNT FARE PRODUCTS	
School groups*	\$3.10	School groups*	\$1.75

Proposed South San Francisco - Alameda/Oakland Fare Structure

CURRENT		PROPOSED	
STANDARD FARES		STANDARD FARES – FY 2022	
Adult	\$9.40	Adult	\$8.50
Adult (Clipper Only)	\$8.10	Adult (Clipper Only)	\$6.75
Adult (Clipper START)	\$4.70	Adult (Clipper START)	\$3.25
Youth (5-18 years)	-	Youth (5-18 years)	\$4.25
Youth (5-18 years) (Clipper Only)	\$4.70	Youth (5-18 years) (Clipper Only)	\$3.25
Seniors (65+), Disabled	-	Seniors (65+), Disabled	\$4.25
Seniors (65+), Disabled (Clipper Only)	\$4.70	Seniors (65+), Disabled (Clipper Only)	\$3.25
Children under 5	FREE	Children under 5	FREE
DISCOUNT FARE PRODUCTS		DISCOUNT FARE PRODUCTS	
School groups*	\$3.10	School groups*	\$2.75

*School/Group Fares by Advanced Reservation only

Proposed South San Francisco – San Francisco Ferry Building Fare Structure

CURRENT		PROPOSED	
STANDARD FARES		STANDARD FARES – FY 2022	
Adult	-	Adult	\$5.75
Adult (Clipper Only)	-	Adult (Clipper Only)	\$4.50
Adult (Clipper START)	-	Adult (Clipper START)	\$2.25
Youth (5-18 years)	-	Youth (5-18 years)	\$2.75
Youth (5-18 years) (Clipper Only)	-	Youth (5-18 years) (Clipper Only)	\$2.25
Seniors (65+), Disabled	-	Seniors (65+), Disabled	\$2.75
Seniors (65+), Disabled (Clipper Only)	-	Seniors (65+), Disabled (Clipper Only)	\$2.25
Children under 5	-	Children under 5	FREE
DISCOUNT FARE PRODUCTS		DISCOUNT FARE PRODUCTS	
School groups*	-	School groups*	\$1.75

*School/Group Fares by Advanced Reservation only

Proposed Richmond – San Francisco Ferry Building Fare Structure

CURRENT		PROPOSED	
STANDARD FARES		STANDARD FARES – FY 2022	
Adult	\$9.30	Adult	\$5.75
Adult (Clipper Only)	\$7.00	Adult (Clipper Only)	\$4.50
Adult (Clipper START)	\$4.60	Adult (Clipper START)	\$2.25
Youth (5-18 years)	\$4.60	Youth (5-18 years)	\$2.75
Youth (5-18 years) (Clipper Only)		Youth (5-18 years) (Clipper Only)	\$2.25
Seniors (65+), Disabled	\$4.60	Seniors (65+), Disabled	\$2.75
Seniors (65+), Disabled (Clipper Only)		Seniors (65+), Disabled (Clipper Only)	\$2.25
Children under 5	FREE	Children under 5	FREE
DISCOUNT FARE PRODUCTS		DISCOUNT FARE PRODUCTS	
School groups*	\$3.10	School groups*	\$1.75

*School/Group Fares by Advanced Reservation only

Proposed Seaplane Lagoon – San Francisco Ferry Building Fare Structure

CURRENT		PROPOSED	
STANDARD FARES		STANDARD FARES – FY 2022	
Adult	-	Adult	\$5.75
Adult (Clipper Only)	-	Adult (Clipper Only)	\$4.50
Adult (Clipper START)	-	Adult (Clipper START)	\$2.25
Youth (5-18 years)	-	Youth (5-18 years)	\$2.75
Youth (5-18 years) (Clipper Only)	-	Youth (5-18 years) (Clipper Only)	\$2.25
Seniors (65+), Disabled	-	Seniors (65+), Disabled	\$2.75
Seniors (65+), Disabled (Clipper Only)	-	Seniors (65+), Disabled (Clipper Only)	\$2.25
Children under 5	-	Children under 5	FREE
DISCOUNT FARE PRODUCTS		DISCOUNT FARE PRODUCTS	
School groups	-	School groups*	\$1.75

*School/Group Fares by Advanced Reservation only

Proposed Short Hop Fare Structure

CURRENT		PROPOSED	
STANDARD FARES		STANDARD FARES – FY 2022	
Between Oakland and Alameda			
Adult	\$1.70	Adult	\$2.75
Adult (Clipper Only)	-	Adult (Clipper Only)	\$2.25
Adult (Clipper START)	\$0.80	Adult (Clipper START)	\$1.00
Youth (5-18 years)	-	Youth (5-18 years)	\$1.25
Youth (5-18 years) (Clipper Only)	\$0.80	Youth (5-18 years) (Clipper Only)	\$1.00
Seniors (65+), Disabled	-	Seniors (65+), Disabled	\$1.25
Seniors (65+), Disabled (Clipper Only)	\$0.80	Seniors (65+), Disabled (Clipper Only)	\$1.00
Between Vallejo and Mare Island			
Adult	\$1.70	Adult	\$2.75
Adult (Clipper Only)	-	Adult (Clipper Only)	\$2.25
Adult (Clipper START)	\$0.80	Adult (Clipper START)	\$1.00
Youth (5-18 years)	-	Youth (5-18 years)	\$1.25
Youth (5-18 years) (Clipper Only)	\$0.80	Youth (5-18 years) (Clipper Only)	\$1.00
Seniors (65+), Disabled	-	Seniors (65+), Disabled	\$1.25
Seniors (65+), Disabled (Clipper Only)	\$0.80	Seniors (65+), Disabled (Clipper Only)	\$1.00
Between San Francisco Ferry Building and Pier 41			
Adult	\$1.70	Adult	\$2.75
Adult (Clipper Only)	-	Adult (Clipper Only)	\$2.25
Adult (Clipper START)	\$0.80	Adult (Clipper START)	\$1.00
Youth (5-18 years)	-	Youth (5-18 years)	\$1.25
Youth (5-18 years) (Clipper Only)	\$0.80	Youth (5-18 years) (Clipper Only)	\$1.00
Seniors (65+), Disabled	-	Seniors (65+), Disabled	\$1.25
Seniors (65+), Disabled (Clipper Only)	\$0.80	Seniors (65+), Disabled (Clipper Only)	\$1.00

Proposed Special Events Fare Structure

CURRENT		PROPOSED	
STANDARD FARES		STANDARD FARES – FY 2022	
Between Oakland/Alameda and Oracle Park			
Adult	\$9.60	Adult	\$9.60
Youth (5-18 years)	\$7.20	Youth (5-18 years)	\$7.20
Seniors (65+), Disabled	\$7.20	Seniors (65+), Disabled	\$7.20
Children under 5 (when accompanied by an adult)	FREE	Children under 5 (when accompanied by an adult)	FREE
Between Vallejo and Oracle Park			
Adult	\$15.90	Adult	\$15.90
Youth (5-18 years)	\$11.80	Youth (5-18 years)	\$11.80
Seniors (65+), Disabled	\$11.80	Seniors (65+), Disabled	\$11.80
Children under 5 (when accompanied by an adult)	FREE	Children under 5 (when accompanied by an adult)	FREE
Between Oakland/Alameda and Chase Center			
Adult	\$9.60	Adult	\$9.60
Youth (5-18 years)	\$7.20	Youth (5-18 years)	\$7.20
Seniors (65+), Disabled	\$7.20	Seniors (65+), Disabled	\$7.20
Children under 5 (when accompanied by an adult)	FREE	Children under 5 (when accompanied by an adult)	FREE