**FERRY RIDERSHIP DEMAND**

**FINDINGS:**
- In approximately **2033**, ridership is anticipated to be restored to the 2019 pre-COVID level
- By **2040**, ridership could increase by 62% to 74%

**FORECAST:**
- Used the countywide travel demand model
- Considered COVID pandemic impacts
- Tested three work-from-home scenarios (11.5%, 25%, and 42%)

**FERRY PARKING DEMAND FORECAST**

- **2025 FORECAST**
  - Low: 1,050
  - High: 1,150
- **2030 FORECAST**
  - Low: 1,600
  - High: 1,800
- **2040 FORECAST**
  - Low: 3,900
  - High: 3,700

**FERRY SERVICE AND PARKING DEMAND**

- Parking forecast is based on the future ridership forecast and current mode of access
- Average vehicle occupancy rate of 1.12 is assumed
- Higher bike, transit, and walk mode splits could reduce parking demand
- Added parking supply would accommodate more midday demand, which was constrained by parking spot availability before the pandemic

**FERRY SERVICE FORECAST**

<table>
<thead>
<tr>
<th>YEAR</th>
<th>DAILY CROSSINGS</th>
<th>HOURLY CROSSINGS PER DIRECTION (PEAK HOURS)</th>
<th>HOURLY CROSSINGS PER DIRECTION (OFF-PEAK HOURS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>40 to 42</td>
<td>2 to 3</td>
<td>1 to 2</td>
</tr>
<tr>
<td>5-Year (2025)</td>
<td>34 to 36</td>
<td>1 to 2</td>
<td>1 to 2</td>
</tr>
<tr>
<td>10-Year (2030)</td>
<td>40 to 42</td>
<td>2 to 3</td>
<td>1 to 2</td>
</tr>
<tr>
<td>20-Year (2040)</td>
<td>54 to 56</td>
<td>2 to 4</td>
<td>1 to 2</td>
</tr>
</tbody>
</table>

Note: Nonrevenue crossings or special event crossings are not included.
Most special event ferry services depart Larkspur Terminal around 4:00 p.m. on weekdays or on weekends.

Ferries serve Giants home games and select special events at Oracle Park.

2024 Ferry Service for San Francisco Giants:

- **BASEBALL GAMES**: 82
- **1 PRE-SEASON**
- **81 REGULAR SEASON**
LARKSPUR FERRY SERVICE EXPANSION AND PARKING STUDY

ENVIRONMENTAL PROCESS

California Environmental Quality Act (CEQA) Review
- Technical analyses and environmental document for Larkspur Ferry expansion
  - Ferry service review will evaluate the aquatic impacts of additional ferry service
  - CEQA review will evaluate parking structure concepts for both parking lots
- When federal funding is secured: National Environmental Policy Act (NEPA) review
  - NEPA review will build on CEQA review

CEQA Approach – Possible Programmatic and Tiered Environmental Document
- Programmatic CEQA environmental document for long-term demand forecasts; project-level environmental impact report for immediate parking need and increased ferry vessel trips
- Programmatic CEQA will address cumulative impacts and allows tiering on original CEQA document at later stages

San Francisco Bay Conservation and Development Commission (BCDC) Jurisdiction
- Jurisdiction is 100 feet from shoreline
- Parking structure approach is greater than 100 feet from shoreline

2024 UPCOMING ACTIVITIES

Environmental Review

Q3 2024
- Scoping meeting anticipated
- Conduct technical studies
ENVIRONMENTAL STUDIES
Main Parking Lot and North Parking Lot Sites

Larkspur Ferry Future Demand Forecast

- **20-Year (2040) Forecast**
  Expected to nearly double 2019 ridership and parking patronage

- **Parking Structures on Main and North Parking Lots**
  Both may be required to meet 2040 demand

Programmatic and Tiered (CEQA) Environmental Clearance

- **To address** the Purpose and Need statement (20-year demand forecast)
- **Environmental Study** of both parking lots
- **Focused EIR on Project** to meet nearer-term demand forecast
- **Programmatic EIR on Project** to meet 20-year (2040) demand forecast

CEQA = California Environmental Quality Act