



Terry Taplin  
Councilmember District 2

## **SUPPLEMENTAL AGENDA MATERIAL**

### **for Supplemental Packet 2**

**Meeting Date:**       **October 26, 2021**

**Item Number:**       **37**

**Item Description: Letter to Senate Budget Committee Chair Sen. Skinner  
Regarding Berkeley Pier**

**Submitted by:**       **Councilmember Taplin**

- Letter has been updated with more detail on scope of fiscal needs at Pier.
- Assembly Budget Chair Ting added as addressee.



BERKELEY CITY COUNCILMEMBER  
**TERRY TAPLÍN**  
DISTRICT 2

CONSENT CALENDAR  
Oct. 12, 2021

To: Honorable Mayor and Members of the City Council

From: Councilmember Taplin, Mayor Arreguín (co-sponsor), Councilmember  
Robinson (co-sponsor), Councilmember Kesarwani (co-sponsor)

Subject: Letter to Senate Budget Committee Chair Sen. Skinner Regarding Berkeley Pier

RECOMMENDATION

Send a letter to Budget Chairs State Senator Nancy Skinner (D-Berkeley) and  
Assemblymember Phil Ting (D-San Francisco), Chair of the Senate Budget Committee,  
requesting state budget allocations for urgent infrastructure needs at the Berkeley  
Municipal Pier.

FINANCIAL IMPLICATIONS

None.

CURRENT SITUATION AND ITS EFFECTS

The Marina Fund is projected to exhaust all reserves in FY2022, and its operating deficit will increase to an annual \$800,000. The Berkeley Marina contains over \$200 million in infrastructure assets, with an estimated \$113 million needed in repairs, including a severely dilapidated pier. The Marina Fund has never had a permanent revenue source for capital improvements, and significant deficits have been documented as early as 1999.<sup>1</sup> Funding for infrastructure replacement has been provided in piecemeal fashion through an assortment of grants, loans, the Marina Fund when possible, and more recently, Measure T1 funds. The Berkeley Marina Area Specific Plan (BMASP) project is now underway to plan a revitalization of the area.

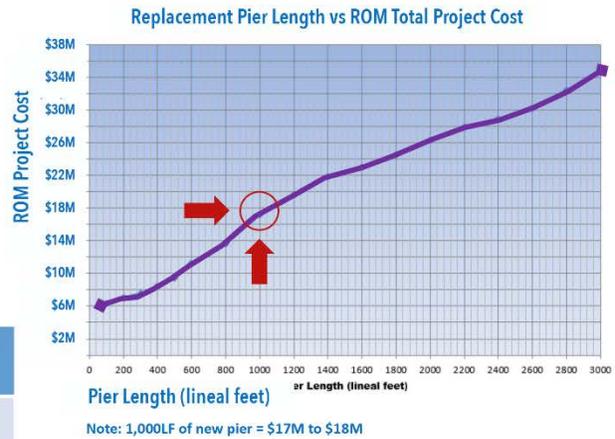
The City of Berkeley and Water Emergency Transportation Authority (WETA)'s Pier & Ferry Feasibility Study<sup>2</sup> estimates a \$32-44 million replacement cost of the pier for a full 70-year lifespan. Currently, proposed concepts in the Berkeley Municipal Pier-Ferry Project include a replacement pier of only one-third to one-half of the full 3000 lineal foot length of the existing pier. The currently recommended \$17.5 million covers the cost of 1,000 feet, but \$35 million would cover the cost of the full 3000 lineal feet.

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<sup>1</sup> [https://www.cityofberkeley.info/uploadedFiles/Clerk/Level\\_3\\_-\\_General/Marina%20Fund%20Update%20041218.pdf](https://www.cityofberkeley.info/uploadedFiles/Clerk/Level_3_-_General/Marina%20Fund%20Update%20041218.pdf)

<sup>2</sup> [https://www.cityofberkeley.info/uploadedFiles/Parks\\_Rec\\_Waterfront/Level\\_3\\_-\\_General/Public%202021-08-010-Pier-Ferry\\_W2.pdf](https://www.cityofberkeley.info/uploadedFiles/Parks_Rec_Waterfront/Level_3_-_General/Public%202021-08-010-Pier-Ferry_W2.pdf)

## Pier Structural Assessment – Project History



Renovation Options	Estimated Project Costs* (3,000 LF Pier)	Repair Interval   Longevity	Life Cycle Costs
1. Rehabilitation	\$22–\$48M	10 yrs   10–15 yrs	\$2M/yr
2. Seismic Strengthening	\$41–\$65M	10–15 yrs   30–50 yrs	\$1M/yr
3. Replacement	\$32–\$44M	20+ yrs   70 yrs	\$0.5M/yr

\* Escalated to Year 2023

← Recommended Option



Source: Berkeley/WETA Pier & Ferry Feasibility Study – Community Workshop #2 slides

According to Parks and Waterfront Commission Chairperson Gordon Wozniak, there is a desperate need for \$8 million to dredge the entrance to the main harbor, where boats often run aground at low tide; and the South Sailing Basin, which turns into a mud flat at low tide. With a total funding of \$35 million, the City would have two options: (1) replace the entire 3,000 ft pier, or (2) replace 2,000 ft of the existing pier and dredge both the entrance to the main harbor and the South Sailing Basin.

Funding capital improvements at the Marina Pier is a Strategic Plan Priority Project, advancing our goal to provide state-of-the-art, well-maintained infrastructure, amenities, and facilities.

### BACKGROUND

In May 2021, Governor Gavin Newsom announced a historic \$76 billion state budget surplus, and paired it with federal aid in the SB 129 budget revision, dubbed the “California Comeback Plan.”<sup>3</sup> The budget bill, brought by Senate Budget Committee Chair Sen. Nancy Skinner, received only one line-item veto.<sup>4</sup> It contained major capital expenditures, such as \$6 billion to expand hotel acquisition through Project Homekey.

California’s large budget surplus was the result of its progressive tax structure and strong economic conditions in the face of the COVID-19 pandemic. As vaccination increases and local businesses begin reopening, it is not unreasonable to presume that

<sup>3</sup> <https://www.gov.ca.gov/2021/07/12/california-roars-back-governor-newsom-signs-100-billion-california-comeback-plan-to-accelerate-states-recovery-and-tackle-persistent-challenges/>

<sup>4</sup> <https://www.gov.ca.gov/wp-content/uploads/2021/07/SB-129-Line-Item-Veto.pdf>

this pattern may repeat itself next year. Given the Berkeley Marina's central location in the Bay Area metropolitan area, near-future plans for ferry service, and the City's many critical infrastructure needs—including an estimated \$1 billion in unfunded liabilities—the State of California must commit to allocating surplus revenues to meet one-time infrastructure replacement costs while the City develops long-term plans for operating revenues.

Replacing the full 3,000-foot pier will also ensure that the Marina can be a major source of revenue from recreational activities.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

None.

CONTACT PERSON

Councilmember Terry Taplin      Council District 2      510-981-7120

Attachments:

1: Letter

October 26, 2021

The Honorable Nancy Skinner  
Chair, Senate Budget Committee  
California State Capitol, Room 5094  
Sacramento, CA 95814

The Honorable Phil Ting  
Chair, Assembly Budget Committee  
California State Capitol, Room 6026  
Sacramento, CA 95814

Re: 2022 Budget Request from the City of Berkeley Related to Infrastructure  
Improvements at the Berkeley Marina and Pier

Dear Senate Budget Chair Skinner and Assembly Budget Chair Ting:

On behalf of the City of Berkeley, we want to thank you both, as leaders of the Bay Area  
Caucus, for your long-standing support for open space and the environment throughout  
the region and for investing in our communities' job base and capital improvement  
projects.

As you know, the Berkeley Marina is a beloved recreational area with more than 100  
acres of open space and seven miles of trails that delight dog owners, birdwatchers,  
sailors, windsurfers, bicyclists, kite flyers, and anyone seeking to enjoy fresh air and  
expansive views of the bay. Nearly 100 years ago, the Berkeley Marina served as a  
municipal wharf and the pier offered auto ferry service to San Francisco. More recently,  
in 1991, a landfill was completely sealed and transformed into what is now known as  
Cesar Chavez Park.

The City of Berkeley now seeks to build on the historic role that the marina has played as  
both a beloved recreational area as well as a transportation hub by bringing a high-  
capacity commercial ferry to the Berkeley Marina. A high-capacity commercial ferry would  
offer our region an alternative form of transportation during peak commute times, but is  
also a matter of public safety in the event of a major earthquake that damages our  
roadways and/or Bay Area Rapid Transit tunnels and railways. Over the next decade, we  
plan to continue our ongoing partnership with the San Francisco Bay Area Water  
Emergency Transportation Authority to bring a ferry to the Berkeley Marina and restore  
our damaged pier to serve as a ferry terminal and a place for recreational fishing and  
taking in the bay view.

To realize our long-term vision for the Berkeley waterfront, we have invested over \$26  
million in local funds, grants, and a \$5.5 million state loan in recent years. With these  
resources, we are making critical capital investments, including repaving of failing streets,

replacing two full docks and a number of finger docks and pilings, making emergency electrical upgrades, and upgrading six restrooms, among other vital infrastructure improvements. We are also using a portion of these funds to plan for the future by investing in a Marina Area Specific Planning Study, a Pier-Ferry Feasibility Study, and a Marina Sea Level Rise Assessment Study.

Despite our significant investment, however, we still face more than \$100 million in unfunded infrastructure needs at the Berkeley Marina and Pier. We are committed to serving as a responsible steward of the land granted to us in trust, and believe there is tremendous potential for the Berkeley Marina to become a regional recreation and transportation hub.

We therefore respectfully request the state's support in the FY 2022-23 state budget for the following highest-priority unfunded capital improvement projects that will help to ensure the vitality and longevity of the Berkeley Marina for years to come.

1. Dredging Main Channel - \$6,000,000

Both the northern and southern entrances to the main Berkeley Marina need to be dredged. They were last partially dredged in 1989 by the Federal Emergency Management Agency after the Loma Prieta earthquake in order to allow for large ferry use. There are several spots where large boats cannot enter or exit during low tide.

2. Dock Piling Replacement - \$1,300,000

The Berkeley Marina has approximately 500 pilings. Approximately 50 percent are the original wood pilings, many of which have failed or are near failure. The City has identified \$1.2 million in City funding to replace the worst pilings, but is in need of additional funding to replace the remaining wood pilings.

3. Finger Dock Replacement - \$850,000

Various small docks next to each slip that are adjacent to each boat need to be replaced in docks K, L, M, N and O. While the main docks are in decent shape, many of the finger docks are failing.

4. J Dock Replacement - \$4,500,000

These docks are the oldest remaining unimproved docks since the initial construction in the 1960s. These docks will be converted from small boat slips to slips for medium and larger boats.

5. J and K Parking Lot - \$1,150,000

This parking lot is adjacent to the marina office, commercial fishing dock (K), a marina restaurant and the bait shop and has totally failed and needs complete replacement. This parking lot is the busiest marina parking lot and serves multiple public uses in the Berkeley waterfront.

6. Cesar Chavez Perimeter Path - \$1,000,000

This failing one-mile pathway needs to be widened to meet Bay Trail standards and there are several locations that do not meet current ADA standards.

7. Marina Office Piling Replacement - \$200,000

The twenty wood pilings which hold up the marina office/public restroom and related platform are near failure and need immediate replacement.

Thank you for your consideration and we look forward to working in partnership on these critical improvements.

The Honorable Nancy Skinner, Chair  
Standing Committee on Budget and Fiscal Review  
State Capitol, Room 5019  
Sacramento, CA 95814

October 12, 2021

Dear Senator Skinner:

As you may know, the City of Berkeley's Municipal Pier urgently needs replacement. However, the City and the Water Emergency Transportation Authority (WETA) lack sufficient funds for a full replacement to accommodate all recreational activities as well as plans for a new ferry. Therefore, we humbly request that the California State Senate consider an appropriation of at least \$17.5 million in the next budget to match the City's recommendation and fund a full replacement of the Marina Pier.

The City of Berkeley and WETA's Pier & Ferry Feasibility Study estimates a \$32-44 million replacement cost of the pier for a full 70-year lifespan. Currently, proposed concepts in the Berkeley Municipal Pier Ferry Project include a replacement pier of only one-third to one-half of the full 3000 lineal foot length of the existing pier. \$17.5 million covers the cost of 1,000 feet, but \$35 million would cover the cost of the full 3,000 lineal feet.

Additionally, there is a desperate need for \$8 million to dredge the entrance to the main harbor, where boats often run aground at low tide, and the South Sailing Basin, which turns into a mud flat at low tide. Even a State contribution of \$8 million would allow a 2,000 ft long replacement pier to be built, which would accommodate substantially more recreation and pedestrian usage. A longer pier that enables more recreational uses also increases potential revenue for the City.

In your capacity as Chair of the State Senate's Standing Committee on Budget and Fiscal Review, we ask you to consider allocating state funds for infrastructure

~~replacement at the Berkeley Pier. This would go a long way toward restoring a vital public resource in our community, while also guaranteeing future revenue potential and stability for the City's Marina Fund. Thank you very much for your tireless service for the people of Senate District 9.~~

Respectfully yours,

City Council, City of Berkeley  
2180 Milvia St  
Berkeley, CA 94704



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As you know, the Berkeley Marina is a beloved recreational area with more than 100 acres of open space and seven miles of trails that delight dog owners, birdwatchers, sailors, windsurfers, bicyclists, kite flyers, and anyone seeking to enjoy fresh air and expansive views of the bay. Nearly 100 years ago, the Berkeley Marina served as a municipal wharf and the pier offered auto ferry service to San Francisco. More recently, in 1991, a landfill was completely sealed and transformed into what is now known as Cesar Chavez Park.

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To realize our long-term vision for the Berkeley waterfront, we have invested over \$26 million in local funds, grants, and a \$5.5 million state loan in recent years. With these resources, we are making critical capital investments, including repaving of failing streets, replacing two full docks and a number of finger docks and pilings, making emergency electrical upgrades, and upgrading six restrooms, among other vital infrastructure improvements. We are also using a portion of these funds to plan for the future by investing in a Marina Area Specific Planning Study, a Pier-Ferry Feasibility Study, and a Marina Sea Level Rise Assessment Study.

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Berkeley City Council