



West Contra Costa Transportation Advisory Committee Richmond Ferry Status Report

Water Emergency Transportation Authority
December 8, 2023

Richmond Ferry Service, 2019 v. 2023

2019

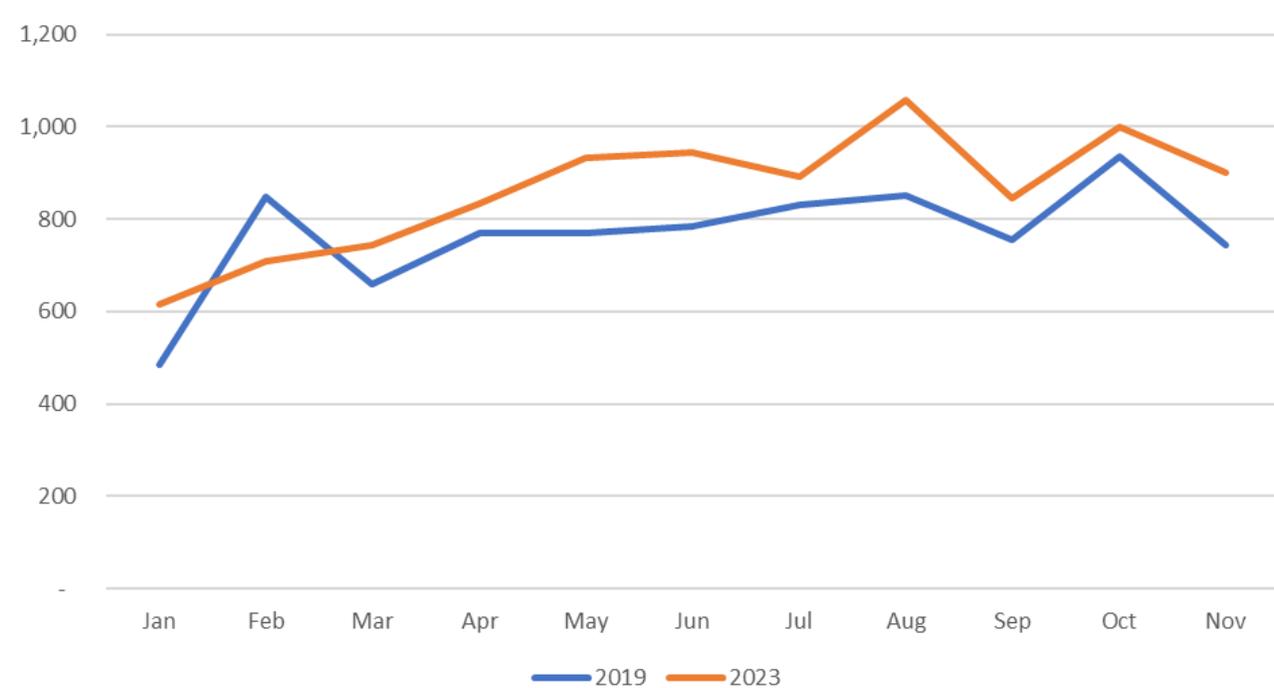
- Adult fare: \$9.00
- Ridership through Nov: 177,157
- Farebox Recovery: 34%
- WETA System Farebox: 64%
- Weekday trips: 12
- Weekend Trips: 0
- FY20 Budget: \$4.45 M
- Measure J Share: \$3.31 M

2023

- Adult fare: \$4.60
- Ridership through Nov: 198,885
- Farebox Recovery: 13%
- WETA System Farebox: 25%
- Weekday trips: 24
- Weekend Trips: 10
- FY24 Budget: \$10.22 M
- Measure J Share: \$3.76 M

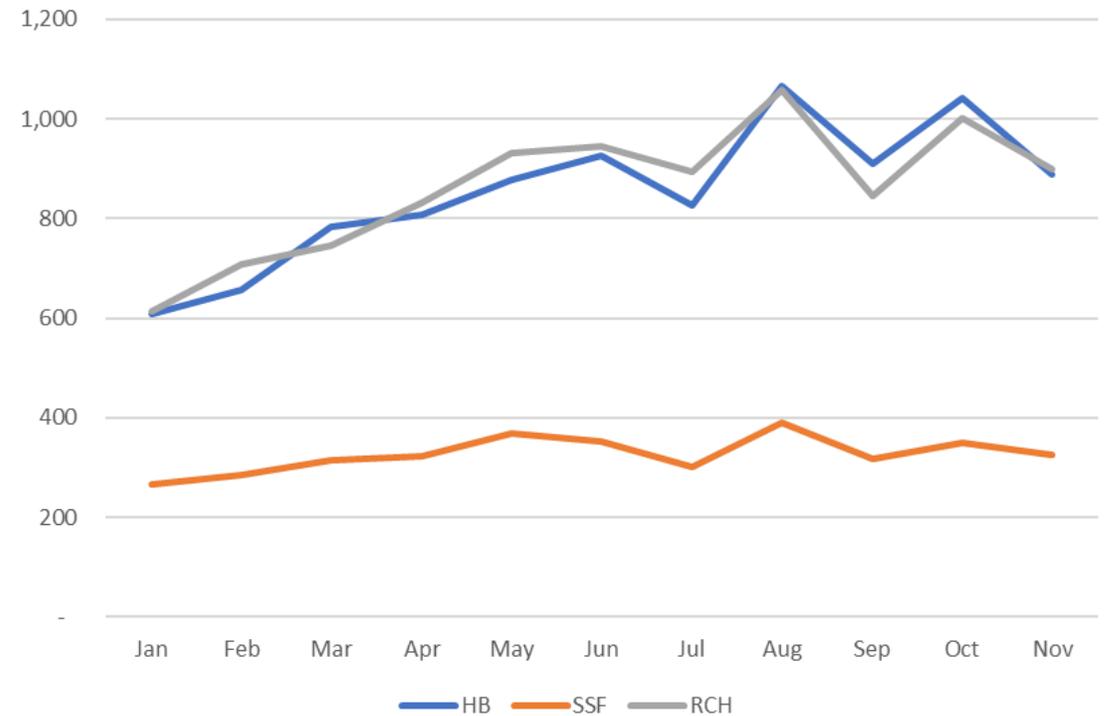
Richmond Ferry Service, Weekday Boardings

Weekday Avg. Daily Boardings, 2019 v. 2023



- Ridership higher today, but service level is double pre-pandemic

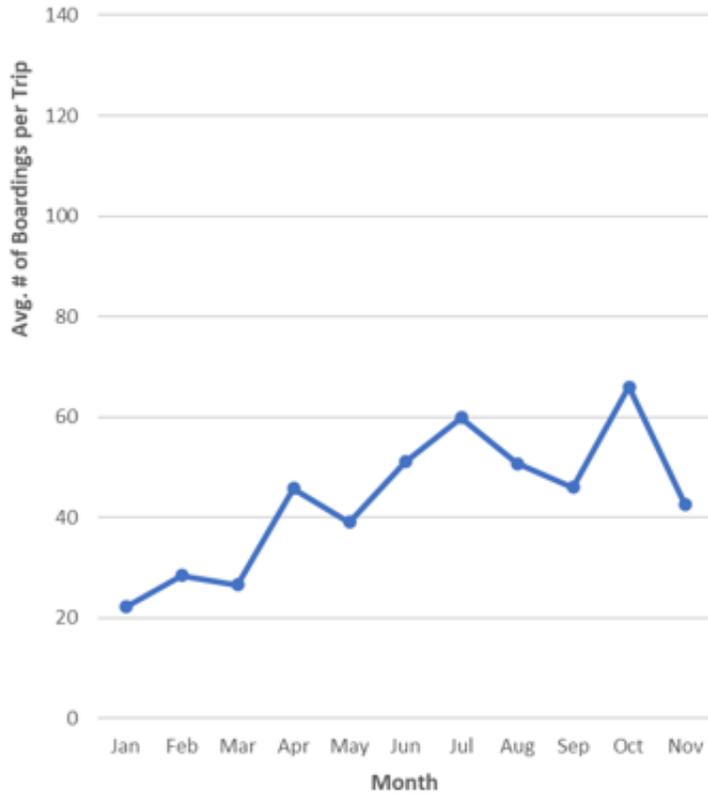
Weekday Avg. Daily Boardings, 2023



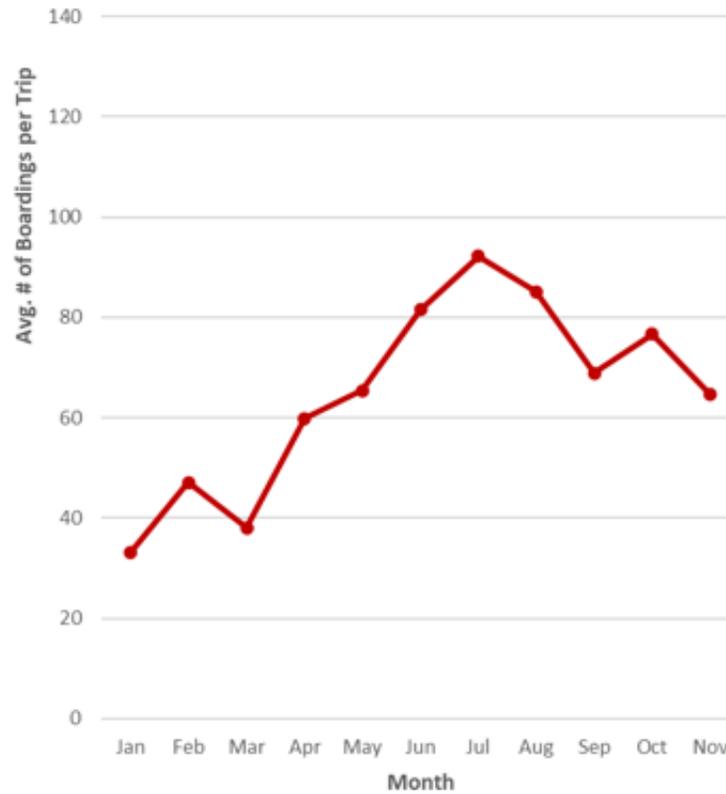
- Richmond ridership tracking closely to Harbor Bay service

Richmond Ferry Service, Weekend Boardings

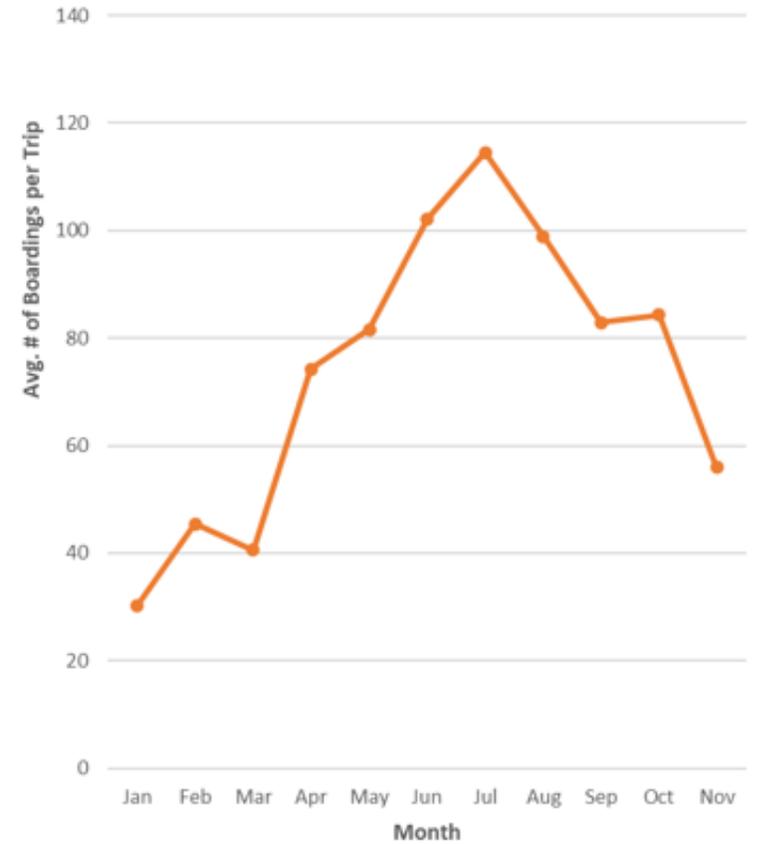
2023 Rich Weekend Ridership



2023 Oak/Ala Weekend Ridership



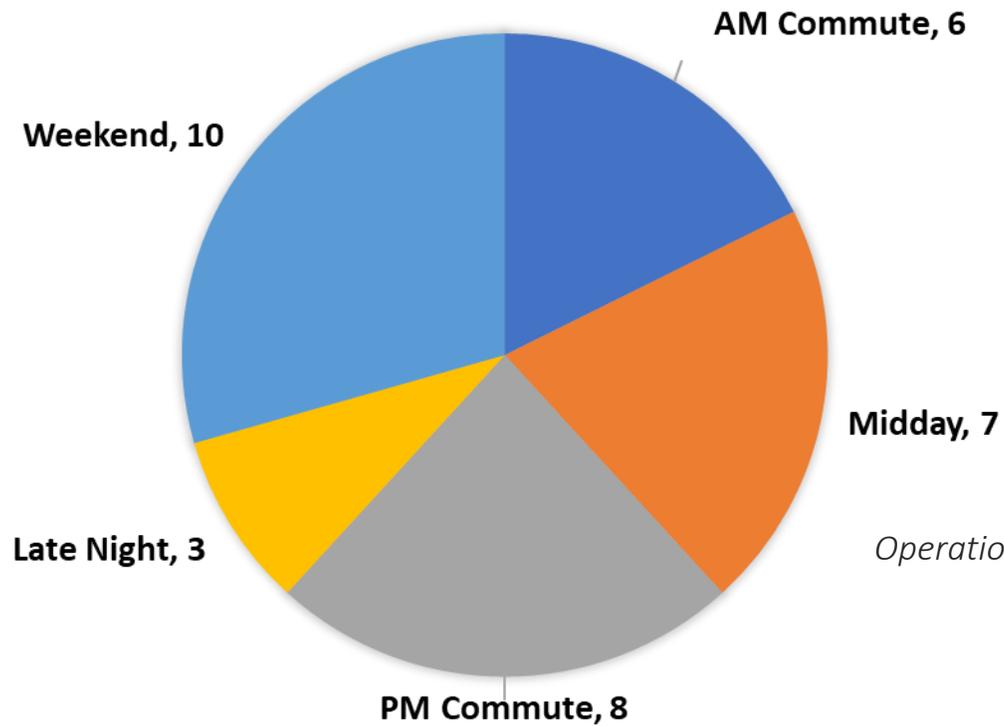
2023 Vallejo Weekend Ridership



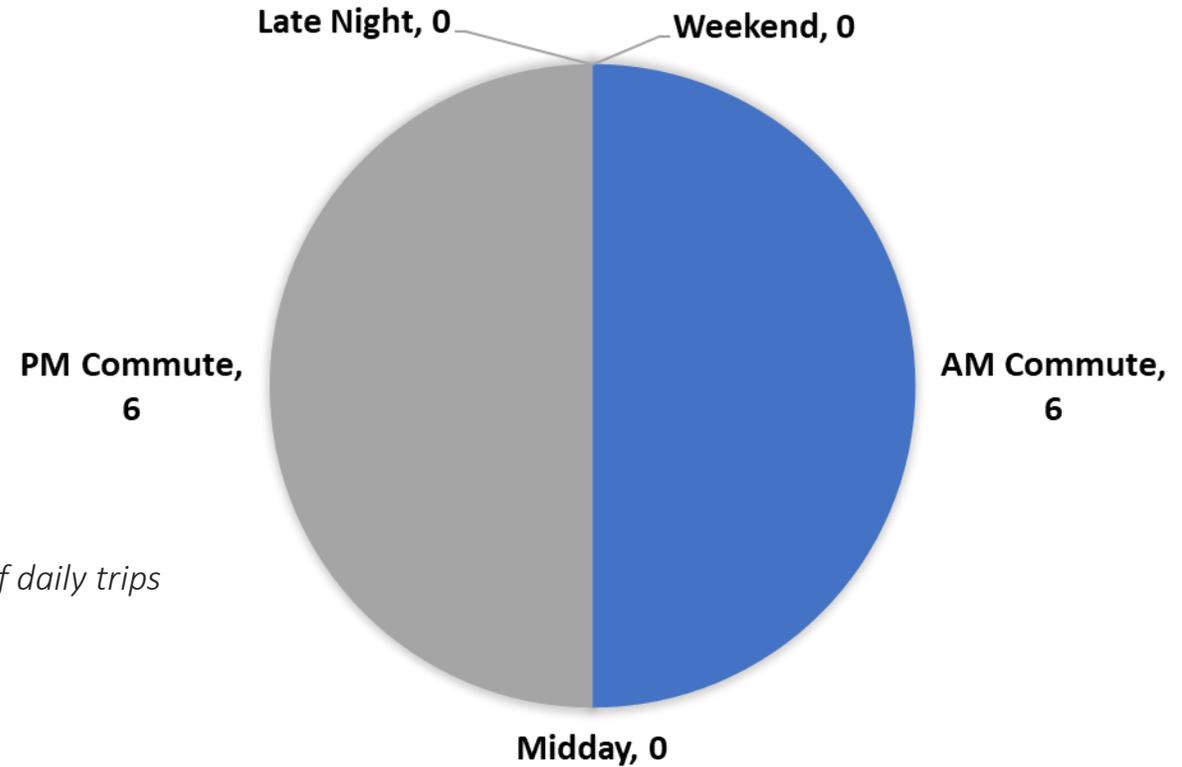
- Weekend ridership is stable but lags behind other services

Richmond Ferry Service Levels, 2019 v. 2023

2023 RICHMOND FERRY SERVICE



2019 RICHMOND FERRY SERVICE



Operational Period, # of daily trips

Richmond Trip utilization, weekdays, 2019 v. 2023

Richmond-SF Weekday Departure (2019)	Avg. # of Boardings
6:10:00 AM	35
7:10:00 AM	123
8:15:00 AM	132
8:40:00 AM	76
9:30:00 AM	28
11:00:00 AM	100
12:30:00 PM	76
4:50:00 PM	9
5:15:00 PM	15
6:05:00 PM	6
6:45:00 PM	2

Richmond-SF Weekday Departure (2023)	Avg. # of Boardings
6:30:00 AM	64
7:30:00 AM	73
8:00:00 AM	89
9:00:00 AM	63
9:50:00 AM	81
10:40:00 AM	36
11:05:00 AM	23
12:00:00 PM	32
12:15:00 PM	24
2:00:00 PM	12
2:05:00 PM	19
3:40:00 PM	13
4:45:00 PM	12
5:10:00 PM	9
5:15:00 PM	30
6:10:00 PM	7
6:45:00 PM	11
7:25:00 PM	2
8:25:00 PM	1
8:55:00 PM	1

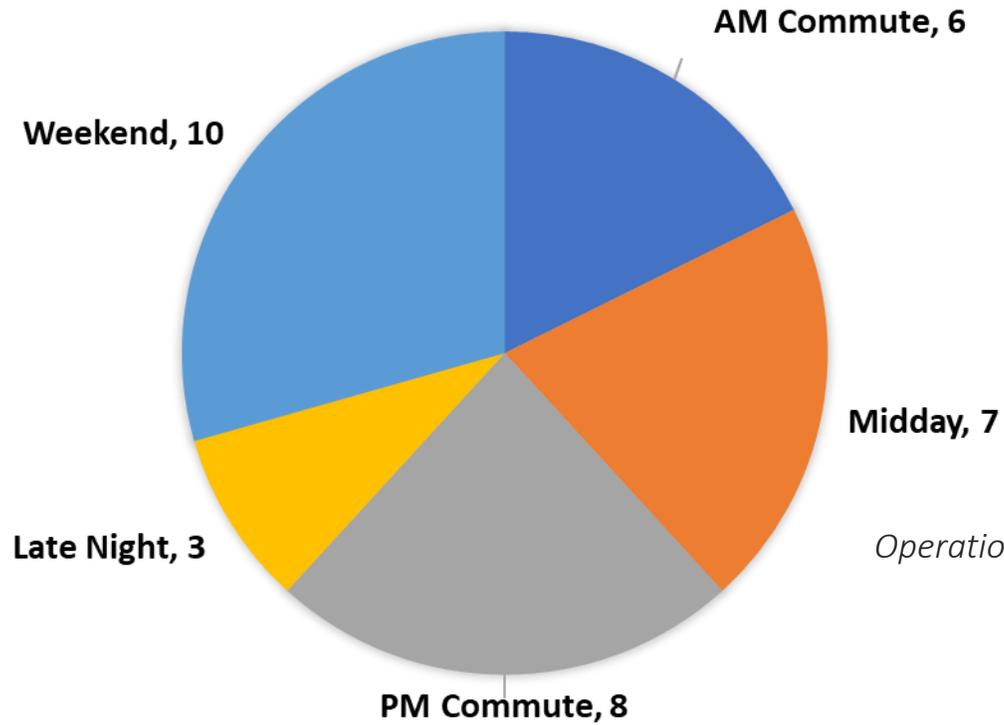
Richmond Trip utilization, weekdays, 2019 v. 2023

SF-Richmond Weekday Departure (2019)	Avg. # of Boardings
6:25:00 AM	1
7:35:00 AM	34
7:55:00 AM	9
10:15:00 AM	2
11:45:00 AM	16
4:00:00 PM	116
4:30:00 PM	108
5:20:00 PM	146
6:00:00 PM	53
6:35:00 PM	64
6:40:00 PM	76
6:50:00 PM	23
7:10:00 PM	26
8:20:00 PM	15

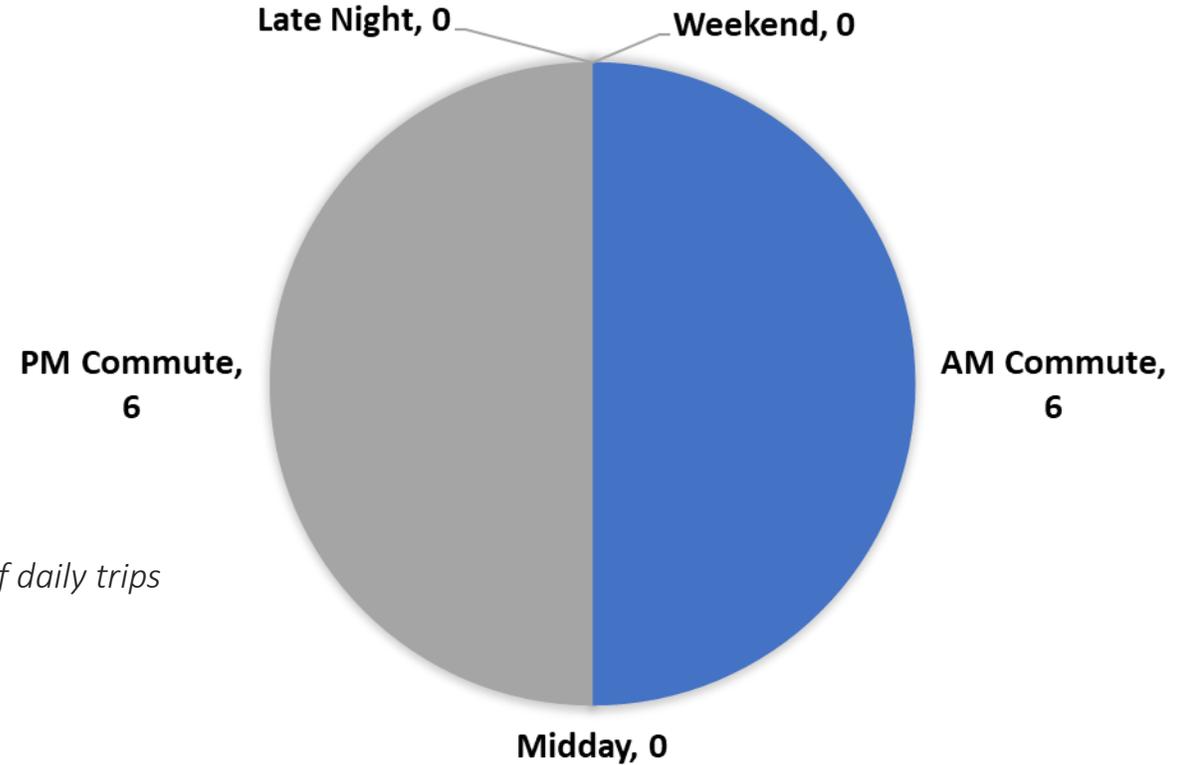
SF-Richmond Weekday Departure (2023)	Avg. # of Boardings
7:15:00 AM	5
8:15:00 AM	8
9:10:00 AM	5
10:25:00 AM	5
11:15:00 AM	11
11:20:00 AM	7
2:05:00 PM	50
3:00:00 PM	60
4:00:00 PM	58
4:30:00 PM	71
5:25:00 PM	91
6:00:00 PM	58
7:00:00 PM	31
8:05:00 PM	22
8:10:00 PM	31
8:25:00 PM	13
8:45:00 PM	0

Richmond Ferry Service, 2019 v. 2023

2023 RICHMOND FERRY SERVICE



2019 RICHMOND FERRY SERVICE



Operational Period, # of daily trips

Regional Measure 3 Overview

- \$300M in capital funding to support expansion and enhancement projects
- 16% of revenue reserved for Operations for: Express Bus, Transbay, WETA
 - WETA receives 58% of RM3 Operating Revenue, not to exceed \$35M
 - Stepped allocation with \$35M max allotment starting Year 5
- Unused operating revenue can be carried over to reserve fund for flexible use in future years
- Legislation requires preparation of 5-year Operating Plan (5YOP) to execute Operating Agreement with MTC to receive funds
- WETA adopts Performance Measures deemed appropriate by WETA in consultation with MTC

RM3 5-Year Operating Plan Forecast

WETA Overall Program	FY24	FY25	FY26	FY27	FY28
Annual Operating Expenses	\$68,427,220	\$69,660,163	\$72,767,057	\$79,942,668	\$85,147,690
Annual Operating Revenues	\$68,427,220	\$69,660,163	\$72,767,057	\$79,942,668	\$85,147,690
WETA RM3 Program	FY24	FY25	FY26	FY27	FY28
RM3 Operating Expenditure	\$8,768,288	\$28,121,504	\$30,072,573	\$32,068,614	\$33,801,396
RRM3 Transfer to Reserve	\$12,909,792	\$0	\$4,927,427	\$2,931,386	\$1,198,604
RM3 Operating Reserve	\$60,047,971	\$72,957,763	\$72,957,763	\$77,885,190	\$80,816,576

5YOP – Key Assumptions

- Ridership increases 3-5% annually
- Operating expenses increase 3% annually
- Mission Bay, Treasure Island, Berkeley open during Plan Period
- No service enhancements to existing service planned beyond pilot program and electrification
- Electrification cost savings potential up to 20% of operating expenses by route

Five-year RM3 Operating Plan (5YOP) – Key Assumptions & Projections

Assumption

- Base year: adopted FY24 WETA Budget
- Pandemic Recovery Plan continuation
- Existing and Expansion Network consistent with SRTP, Plan Bay Area
- Expansion projects pushed out 1 year
- Electrification

Projections

- Richmond Measure J funding projected to be expended by FY32
- WETA begins using carryover balance in FY29 and RM3 operating funds go negative in FY36
- No additional funding for expansion beyond four current projects and enhancement of existing services
- WETA will ask expansion candidates to assist in providing operating funding



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