

WATER EMERGENCY TRANSPORTATION AUTHORITY

Pandemic Recovery and Mission Bay Terminal Status

Seamus Murphy
Executive Director

December 9, 2021



WATER EMERGENCY TRANSPORTATION AUTHORITY

IMPACTS OF COVID-19

- Sharp ridership drop (~90%), as seen across operators
- WETA quickly reduced service to minimal levels in March
 - Modest service additions in June and November
- Enormous fiscal impact as pre-pandemic 60% of WETA's revenue came from passenger fares
- No reduction in staffing for maritime jobs
 - CARES Act and CRRSAA funding covered FY20 and FY21 gaps
- Ridership increases in spring (June 2.5x higher than Jan.)

WATER EMERGENCY TRANSPORTATION AUTHORITY

PANDEMIC RECOVERY PROGRAM

- Based on core principles adopted by WETA Board
- Focus on broadening ridership base and preparing for changing travel/commute patterns in wake of COVID-19
- Enhancing access, equity and relevance of the system
- Identifying operational efficiencies
- Temporary lower fares (15-40% depending on route)

WATER EMERGENCY TRANSPORTATION AUTHORITY

PANDEMIC RECOVERY PROGRAM

- Took effect on July 1, 2021
- Lower fares for one year
 - We plan to bring a longer-term fare program to the WETA Board in spring
- Enhanced weekday schedules with more midday and evening departures
- Resumption of weekend service on three routes
- Harbor Bay resumed July; South S.F. in October

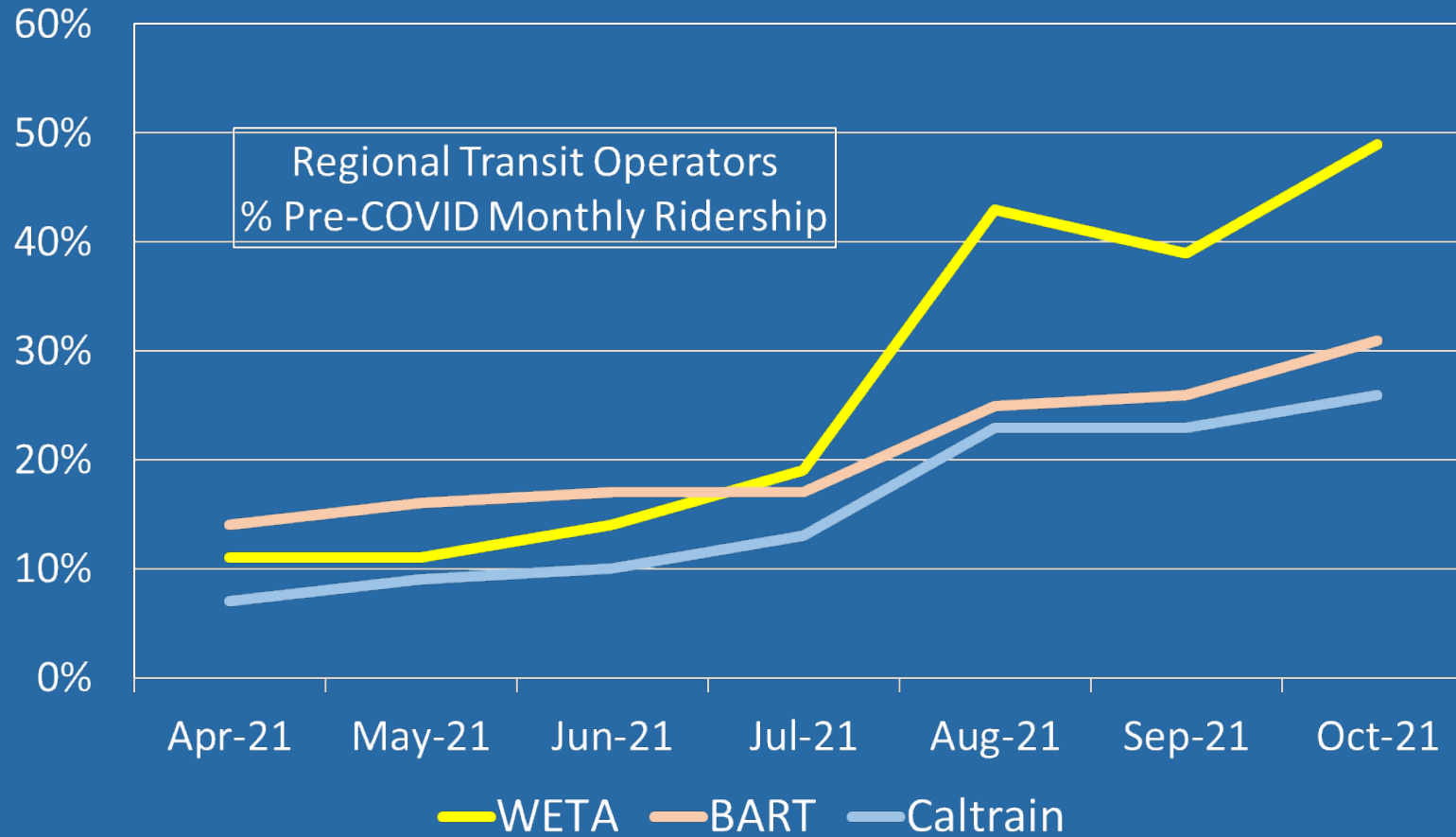


WATER EMERGENCY TRANSPORTATION AUTHORITY

EARLY RESULTS

- July 1 was biggest non-holiday since March 2020
- Weekday ridership rose 77% from June to July 2021
- Weekend ridership from July through September was about 60% of pre-pandemic
- After Delta dip, weekday commute ridership has continued to climb
- For October: 104% of pre-pandemic seasonal average on weekends and 35% on weekdays

WETA has outpaced other regional operators in percent ridership recovery



WATER EMERGENCY TRANSPORTATION AUTHORITY

October Passenger Survey

- Opt-in digital survey conducted in late October focused on current and lapsed riders
- 999 responses, two-thirds current riders
- **Current riders** cite ride quality, safety and cleanliness and avoiding traffic and parking as the biggest reasons for are choosing the ferry
- Increase in riders who report annual household incomes of less than \$50,000 compared to prior surveys (6% in 2017, 10% in this survey).

WATER EMERGENCY TRANSPORTATION AUTHORITY

October Passenger Survey

- Most **lapsed riders** aren't currently commuting. Those who are largely drive alone and cite convenience and COVID fears as their rationale.
- Most **new riders** have come on board since July 2021, a strong indication of the impact and good timing of the PRP.
- Both **current and lapsed riders** expect to cross the Bay more frequently in 2022. The majority of lapsed riders say they will use the ferry to make these trips.

WATER EMERGENCY TRANSPORTATION AUTHORITY

LOOKING AHEAD

- Year of experimentation and analysis with PRP
- Regional Measure 3
 - Approved by voters in 2018, held up in court, resolution in 2022/2023
 - \$300 million in capital funding and \$35 million per year in operational support
- Terminal reconfiguration study
- Decisions regarding service, fares for FY2023

WATER EMERGENCY TRANSPORTATION AUTHORITY

Mission Bay Terminal Status



WATER EMERGENCY TRANSPORTATION AUTHORITY

Mission Bay Terminal Status

- \$37m Budget Shortfall
- \$25m from Regional Measure 3
- Potential Funding
 - State Surplus
 - Federal Infrastructure Bill
 - Private Sector

WATER EMERGENCY TRANSPORTATION AUTHORITY

Mission Bay Terminal Status

- Interim Plans
 - Temporary Terminal at Pier 41.5
 - Permit for daily service
 - SSF Pilot Service
 - Zero-emissions network

WETA