

**SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY**  
**MINUTES OF THE BOARD OF DIRECTORS MEETING**

*[February 2, 2023]*

The Board of Directors of the San Francisco Bay Area Water Emergency Transportation Authority met in regular session via videoconference consistent with AB 361 as codified in Government Code Section 54953.

**1. CALL TO ORDER**

Vice Chair Monique Moyer called the meeting to order at 1:01 p.m.

**2. ROLL CALL**

Vice Chair Monique Moyer, Director Jessica Alba, and Director Pippin Dew were in attendance.

Vice Chair Moyer led the Pledge of Allegiance. She welcomed directors, staff, and meeting guests and noted that the meeting was being conducted by videoconference and was being recorded. She advised guests about offering public comment and how guests could sign up to speak throughout the meeting.

**3. REPORT OF BOARD CHAIR**

No report.

**4. REPORTS OF DIRECTORS**

Director Dew reported that WETA's presentation on the Vallejo Reconfiguration Project was well received by the Vallejo City Council who conveyed their interest in expanding services from Vallejo to other locations.

Vice Chair Moyer recognized and expressed her appreciation to WETA staff, Chair Wunderman, the legal team, and others who were involved for their difficult work in making the case for Regional Measure (RM 3). She noted that fellow transit agencies were working on addressing their financial gaps and said that she was grateful for their collaboration and communication.

**5. REPORTS OF STAFF**

Executive Director Seamus Murphy provided an update on the Business Plan (Plan) and thanked WETA's partners who have been building awareness and working with WETA on the Plan. He noted that the Plan was updated recognizing the reality of RM 3. He said that WETA would receive \$35 million in operating funds every year that could be rolled over into reserves and that \$25 million of the \$600 million in RM 3 funds is anticipated to be allocated to the Mission Bay Terminal. He acknowledged WETA Chair and Bay Area Council President and CEO Jim Wunderman, former State Assemblymembers David Chiu and Rob Bonta, and former WETA Executive Director Nina Rannells for being instrumental in RM 3 becoming a reality.

Mr. Murphy said that WETA did not receive the Federal Transit Administration (FTA) grant for the first zero and low-emission ferry vessel and that most of the funds were awarded to agencies in Alaska and Maine.

Mr. Murphy reported that Assemblymember Lori Wilson introduced legislation that would exempt WETA's zero-emission vessels from state sales tax if successfully passed.

Mr. Murphy provided five written reports and offered to answer questions.

Chief Financial Officer Erin McGrath explained that bridge toll monies pay for certain expenses after using federal monies but made sure that maximum bridge toll funds were drawn down in response to Vice Chair Moyer.

Vice Chair Moyer thanked Mr. Murphy for his kind gesture in reaching out to Ms. Rannells and for calling out the incredible work of Assemblymembers Chiu and Bonta.

Vice Chair Moyer called for public comments, and there were none.

## **6. CONSENT CALENDAR**

Director Alba made a motion to approve the consent calendar:

- a. Adopt Resolution Regarding Remote Meetings Pursuant to Assembly Bill 361
- b. Board Meeting Minutes – January 12, 2023

Vice Chair Moyer called for public comments, and there were none.

Director Dew seconded the motion, and the consent calendar carried unanimously.

Yeas: Alba, Dew, Moyer. Nays: None. Absent: DelBono, Wunderman.

## **7. ADOPT MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM FOR THE ALAMEDA MAIN STREET FERRY TERMINAL REFURBISHMENT PROJECT**

Senior Planner/Project Manager Chad Mason presented this item adopting the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the Alameda Main Street Ferry Terminal Refurbishment Project (Project).

Mr. Mason stated that the Project will replace components of the Alameda Main Street Ferry Terminal to improve operations and seismic safety.

Mr. Mason said that the Project must be approved under the California Environmental Quality Act (CEQA). Adoption of an Initial Study/Mitigated Negative Declaration (ISMND) is required to satisfy California Department of Fish and Wildlife (CDFW) requirements for an Incidental Take Permit (ITP) pursuant to state regulations.

Director Dew made a motion to adopt Resolution No. 2023-05 approving this item.

Vice Chair Moyer called for public comments, and there were none.

Director Alba seconded the motion, and the item passed unanimously.

Yeas: Alba, Dew, Moyer. Nays: None. Absent: DelBono, Wunderman.

## **8. AWARD CONTRACT TO MANSON CONSTRUCTION CO. FOR DESIGN-BUILD CONSTRUCTION OF THE ALAMEDA MAIN STREET FERRY TERMINAL REFURBISHMENT PROJECT**

Mr. Mason presented this item awarding a contract to Manson Construction Co. (Manson) for Design-Build Construction of the Alameda Main Street Ferry Terminal Refurbishment Project. He listed the following actions for the award:

1. Approve contract award to Manson for design-build construction in the amount of \$7,770,000; and

2. Authorize the Executive Director to negotiate and execute a contract for this work and take any other related actions as may be necessary to support this work; and
3. Authorize a project budget increase to the *Terminal Rehabilitation - Alameda Main Street* project (Project) in the FY 2022/23 Capital Budget in the amount of \$1,224,986 to support contract award, contingency, and other Project efforts.

Mr. Mason explained that the budget increase was due to volatility in the labor and material markets, schedule delays related to the California Environmental Quality Act (CEQA) analysis, and additional costs associated with the permitting process.

In response to Director Dew's question, Mr. Mason replied WETA has some extensive project history with Manson including the construction of the Richmond Ferry Terminal.

Director Alba commented that there was no Disadvantaged Business Enterprise (DBE) and very low Small Business Enterprise (SBE) participation and wondered if Manson could do something to encourage DBE/SBE participation among their team members. Government & Regulatory Affairs Manager Lauren Gulate explained that there is very little DBE/SBE participation for waterside construction work and added that an upcoming workshop was organized by WETA as an opportunity for contractors and subcontractors to learn about the benefits and importance of DBE registration and participation in future contracts.

Vice Chair Moyer expressed hope that money from RM 3 would help to encourage more DBE/SBE participation from the community.

The Directors encouraged WETA to seek more DBE/SBE participation and to assist with the certification process in consideration of the many upcoming waterside construction projects.

Mr. Mason said that Manson would do its best to minimize impacts to riders and that WETA planned on reaching out to the ridership base to inform riders about the construction schedule and impending closure. Vice Chair Moyer stated that she looked forward to the updates.

Director Alba made a motion to adopt Resolution No. 2023-06 approving this item.

Vice Chair Moyer called for public comments, and there were none.

Director Dew seconded the motion, and the item passed unanimously.

Yeas: Alba, Dew, Moyer. Nays: None. Absent: DelBono, Wunderman.

## **9. FISCAL YEAR 2024 FARE PROGRAM**

Senior Planner Michael Gougherty presented this informational item on the Fiscal Year 2024 Fare Program.

Mr. Gougherty provided information on the background of the fare program with the goal of encouraging further discussion. He stated there was a clear consensus from the Board to continue with the Pandemic Recovery Program (PRP) fares.

Mr. Gougherty said that the next decision point was to determine whether to consider a single year or multi-year fare program. Mr. Gougherty explained that the multi-year program would extend over the course of five years with scheduled small, annual incremental increases designed to limit the impact to WETA's passengers and allow WETA to keep pace with the regular cost of inflation and with other regional transit operators. He noted that the Board would reserve the option to alter the fare program as it deemed fit.

Mr. Gougherty clarified that there were advantages to establishing a multi-year program which include streamlining the outreach process and providing some predictability to WETA's passengers on a long term basis for potential job or location decisions that entail a commitment to riding the ferry. He informed the Board of the additional efforts required by staff and WETA partners for the single year program.

Mr. Gougherty added that he was seeking direction and/or confirmation on special event fares.

The Directors expressed their gratitude and encouraged staff to work with event hosts to promote ferry access and discount programs that serve the disadvantaged community. They supported the efficiency, stability, and predictability a multi-year fare program offered.

Mr. Gougherty clarified dynamic pricing for special events. Director Alba mentioned avoiding price gouging.

Vice Chair Moyer expressed her desire to continue to diversify the WETA passenger base and for WETA's services to become a robust transportation system. She added that she had reservations about a five-year fare program but would be willing to support it. She said that surveying passengers required a lot of work but that the information was a huge part of WETA's effort and success.

Vice Chair Moyer expressed her support and commended WETA for all the work.

Mr. Murphy said that Public Information and Marketing Manager Thomas Hall would provide the Board with more information about research resources.

Planning and Development Manager Kevin Connolly said that five-year fare programs were typical of WETA's peer agencies.

Vice Chair Moyer called for public comments, and there were none.

#### **10. PUBLIC COMMENTS FOR NON-AGENDA ITEMS**

With all business concluded, Vice Chair Moyer adjourned the meeting at 1:56 p.m.

- Board Secretary  
\*\*\*END\*\*\*