

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

(March 3, 2022)

The Board of Directors of the San Francisco Bay Area Water Emergency Transportation Authority met in regular session at WETA Central Bay Operations & Maintenance Facility at 670 W Hornet Ave, Alameda, CA and via videoconference consistent with AB 361 as codified in Government Code Section 54953.

1. CALL TO ORDER

Chair James Wunderman called the meeting to order at 1:02 p.m.

2. ROLL CALL

Chair James Wunderman, Vice Chair Monique Moyer, Director Jessica Alba, Director Jeffrey DelBono, and Director Anthony Intintoli were in attendance.

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

3. REPORT OF BOARD CHAIR

Chair Wunderman commented that he was seeing organized efforts of businesses committing to opening offices and expecting employees to return three days a week with more flexible, atypical schedules. He said that he had received a question from City of Richmond Mayor Tom Butt from a constituent about opening concessions on the boats and asked Executive Director Seamus Murphy to address boat concessions during his report.

Chair Wunderman was happy to report that California Governor Gavin Newsom reappointed him as Chair of WETA for another six years. He expressed his excitement in being able to continue the work with the support of a great Board and team and thanked everyone for their confidence in him.

4. REPORTS OF DIRECTORS

The Directors congratulated Chair Wunderman on his reappointment and commended him for his leadership.

Vice Chair Moyer acknowledged staff for reporting on the various emergency response exercises and for making the exercises a priority.

Director Alba thanked staff for putting together *The State of San Francisco Bay Ferry 2022* which summarizes the agency's accomplishments and outlook for the next year.

5. REPORTS OF STAFF

Mr. Murphy stated that the Port of Redwood City and the City of Redwood City Council had received the Redwood City Business Plan and that the San Mateo County Transportation Authority would be receiving the Plan in April and deciding on an allocation of funding for the environmental work.

Mr. Murphy reported that the Treasure Island Community Development Department had procured ferry service through Prop SF that launched March 1. He said that WETA was monitoring and coordinating with the operation and preparing to take over the service once the time was right.

Mr. Murphy said that WETA had received a Federal Transit Administration (FTA) grant for a second all-electric vessel that would serve Mission Bay and Treasure Island and that WETA would be applying for the Transit and Intercity Rail Capital Program (TIRCP) grant for a third vessel.

Mr. Murphy said that Speaker Nancy Pelosi had announced that FTA had awarded \$575 million to Bay Area transit agencies and that WETA would be receiving \$26 million.

With that news, Mr. Murphy turned it over to Chief Financial Officer Erin McGrath, who provided an update on the effect of fuel prices and ridership on the current fiscal year budget. Planning & Development Manager Kevin Connolly provided an up-to-date ridership report and forecast.

Mr. Murphy added that WETA was using the food and beverage concessions to the fullest extent to attract ridership but stated that the concessionaire was experiencing difficulty hiring sufficient staff to fully cover the concessions system wide. He said that WETA was prioritizing the routes and runs with the highest ridership to maximize the attraction. He noted that the Transit Security Administration mask mandate expires on March 18 and that it may not be extended.

Mr. Murphy reported on SB 917 (Becker) and noted that it would address the fare integration element that was developed from the Metropolitan Transportation Commission's (MTC) Blue Ribbon Transit Recovery Task Force and Fare Integration Task Force work, which was included in the Bay Area Transit Transformation Action Plan. He noted that transit agencies would be required to implement the fare integration program in order to be eligible for their share of State Transit Assistance (STA) funds. He said that there could be some amendments coming out of the Senate where the bill would be heard on April 12.

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

Chair Wunderman called for public comments, and there were none.

Chair Wunderman asked Mr. Murphy to reach out to Mayor Butt to talk about the concessions and congratulated WETA on its FTA award.

6. CONSENT CALENDAR

Chair Wunderman requested that Item 6e

- e. Authorize Release of a Request for Proposals for Construction of the Alameda Main Street Ferry Terminal Refurbishment Project

be pulled from the Consent Calendar and asked if any Directors or members of the public had any other items to discuss.

Director DelBono made a motion to approve the remaining items on the consent calendar:

- a. Adopt a Resolution Regarding Remote Meetings Pursuant to Assembly Bill 361
- b. Board Meeting Minutes – February 3, 2022
- c. Authorize Submission of an Allocation Request to the California Department of Transportation for FY 2021-22 Low Carbon Transit Operations Program Grant Funds
- d. Approve Amendment to Clipper Memorandum of Understanding with the Metropolitan Transportation Commission and Bay Area Transit Operators

Chair Wunderman called for public comments on the consent calendar, and there were none.

Vice Chair Moyer seconded the motion, and the consent calendar carried unanimously.

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

In response to Chair Wunderman's question about the scoring system for the Alameda Main Street Ferry Terminal Refurbishment Project, Senior Planner/Project Manager Chad Mason explained that the procurement would be evaluated by a two-step best value approach in which competitive bidders are prequalified on technical requirements, and then the price proposals of those identified are opened.

Mr. Mason said the procurement included standard Disadvantaged Business Enterprise (DBE) goals and that there was opportunity for DBE participation in some of the specialty work in response to Director Alba.

Director Intintoli made a motion to approve Item 6e:

- e. Authorize Release of a Request for Proposals for Construction of the Alameda Main Street Ferry Terminal Refurbishment Project

Chair Wunderman called for public comments on Item 6e, and there were none.

Director Alba seconded the motion, and Item 6e carried unanimously.

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

Chair Wunderman stated that he thought it was WETA's practice to explain upfront the standard used for awarding a contract and asked that the scoring procedure be included in future procurement releases.

7. AWARD CONTRACT TO SWIFTLY, INC. FOR REAL-TIME TRANSIT INFORMATION SYSTEM

Principal Planner Michael Gougherty presented this item recommending approval of the following related actions for a contract award to implement and maintain a real-time transit information system:

1. Approve a contract award to Swiftly, Inc. for a contract amount not-to-exceed \$212,659 for an operating term of 60 months; and
2. Authorize the Executive Director to negotiate and enter into a contract for this work and take any other related actions as may be necessary to support this work.

Mr. Gougherty explained that real time transit information is a data feed that provides three pieces of information: 1) location of the vessel, 2) predictions concerning the arrival and departure of a given trip, and 3) is used as a mechanism to push out service alerts about delays or other service impacts.

Mr. Gougherty stated that Swiftly, Inc. (Swiftly) is a San Francisco company with a lot of local and national experience providing real time transit information services. He added that Swiftly's proposal was very competitive and would not require any additional equipment to implement the system.

Mr. Gougherty invited Public Information & Marketing Manager Thomas Hall to discuss a few of the strategies that would be used with the system including real time information feeds to existing transit apps, WETA's website, and to terminal signage. He added that this system would streamline the alert system and could provide a live map of the location of all of WETA's ferries across the Bay.

The Directors expressed their excitement about the system, and Director Alba noted that the system could feed into the emergency response and situational awareness tools which are managed by the MTC and the California Offices of Emergency Services (Cal OES).

Director Intintoli made a motion to adopt Resolution No. 2022-11 approving this item.

Chair Wunderman called for public comments, and there were none.

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

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

8. AWARD CONTRACT TO ANCHOR OPERATING SYSTEM, LLC FOR AN INTEGRATED FARE TICKETING SYSTEM

Mr. Gougherty presented this item recommending approval of the following related actions for a contract award to implement and maintain an integrated fare ticketing system:

1. Approve a contract award to Anchor Operating System, LLC to implement an integrated fare ticketing system for an amount not-to-exceed \$92,000 for implementation of the system and purchase of handheld and point-of-sale ticketing devices and printers, plus ongoing charges of a 7 percent ticketing fee on tickets purchased via web or mobile ticketing application and a 0.9 percent credit card processing fee on all credit card transactions; and,
2. Authorize the Executive Director to negotiate and enter into a contract for this work and take any other related actions as may be necessary to support this work.

Mr. Gougherty clarified that this system was about addressing the limitations to support the non-Clipper fare payments. He said the goal was to enhance and consolidate the many systems and offer a more seamless experience.

Mr. Gougherty said that Anchor Operating System, LLC (Anchor), a subsidiary of Hornblower was identified as the highest ranked proposer. He added that Anchor had the advantage of providing ticketing services for Hornblower and other external ferry operators. He noted that the Anchor app was highly customizable and could integrate with the real time transit feed and offer special event ticketing.

Director Alba made a motion to adopt Resolution No. 2022-12 approving this item.

Chair Wunderman called for public comments, and there were none.

Vice Chair Moyer seconded the motion, and the item passed unanimously.

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

9. PUBLIC COMMENTS FOR NON-AGENDA ITEMS

No further public comments were shared.

With all business concluded, Chair Wunderman adjourned the meeting at 1:53 p.m.

- Board Secretary

END