

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

(April 5, 2018)

The Board of Directors of the San Francisco Bay Area Water Emergency Transportation Authority met in regular session at the Port of San Francisco, Pier 1 in San Francisco, CA.

**1. CALL TO ORDER – BOARD CHAIR**

Chair Jody Breckenridge called the meeting to order at 1:35 p.m.

**2. ROLL CALL**

Chair Breckenridge, Vice Chair James Wunderman, and Director Anthony Intintoli were in attendance.

**3. REPORT OF BOARD CHAIR**

Chair Breckenridge reported that she had discussed the impacts, beyond military base concerns, of permitting processes at Fort Irwin during a recent meeting of the State Military Council. She said she left that meeting optimistic that there would be a review of the California Environmental Quality Act (CEQA) process with an objective of arriving at an improved lead/follow method to help mitigate delay inducing obstacles. Chair Breckenridge said she had also asked that the State inquire about the review of the federal National Environmental Policy Act (NEPA) and said the outcome of these reviews will be reported back to WETA.

Chair Breckenridge also reported that she had a general discussion about naval engineering and research and development with the senior leadership at the USCG headquarters, and she explained that this leadership will change in June. She said that she had also met with the incoming team, and noted that the USCG has a senior liaison who also serves as an aide to Federal Transportation Secretary Elaine Chao. Chair Breckenridge said that in exploring emerging technologies and alternative fuel solutions with its partners, it will prove valuable for WETA to focus on the current administration's recurring objective of putting America first, and said it will be good for American business for WETA to put shipyards, engine and parts manufacturers, technology developers, power producers, and others in the American economy to work to meet its greener technology and expansion objectives.

**4. REPORTS OF DIRECTORS**

Vice Chair Wunderman reported that his focus since the last meeting has been on Regional Measure 3 (RM3) advocacy in his role as CEO of the Bay Area Council (BAC). He said he was pleased to report recent endorsements of the measure from *The Mercury News*, the *San Francisco Chronicle*, and the *East Bay Times*, and he noted that additional endorsements were expected soon. Vice Chair Wunderman said absentee ballots for the measure will be mailed to voters in about a month. He added that the campaign was well organized, with most opposition driven by anti-taxation groups, and said that aggressive fundraising efforts continued.

Vice Chair Wunderman said his upcoming travel plans with the BAC will include a trip to New York in a few weeks where he will meet with the New York Economic Development Corporation in efforts to forge collaborative water transit bonds on the east coast. He noted that the BAC had met with Senator Dianne Feinstein recently, who committed efforts to secure a meeting with the office of Secretary Chao during the BAC trip to Washington in mid-May. Vice Chair Wunderman said it would be good to have someone from the WETA staff in Washington for that meeting and to come armed with specific, targeted system objectives for discussion. Vice Chair Wunderman said he had also recently met with leaders in the

Central Valley, a burgeoning area that will greatly benefit from better transportation connections to the current economic engines of the Bay Area.

Director Intintoli said there is wide support in Solano County for RM3, especially from the business community. He also thanked WETA staff for the work that garnered the positive results expressed in a letter from the Governor's Office of Emergency Services (Cal OES) after the recent joint Cal OES and California Department of Finance site visit to the WETA Pier 9 office and their tours of several WETA fleet and facility assets.

## **5. REPORTS OF STAFF**

Ms. Rannells shared her written report with Directors and welcomed questions. She commended Finance & Grants Manager Lynne Yu for her fine work in support of the Cal OES and Department of Finance audit. The commendation was echoed by Chair Breckenridge who said that Ms. Yu's recordkeeping for the agency is meticulous and very much appreciated.

Ms. Rannells introduced WETA Administrative Analyst Scott Houston who, she explained, was managing two projects newly listed in her report which have been in progress for some time. She explained that the WETA website upgrade project was expected to strengthen the site's security, provide better mobile access and responsiveness, and provide more efficient tools for content management. The second project, she said, was the creation of a database which will allow ridership and service data from Blue & Gold Fleet to be captured every night for easier and more robust system operations reporting. Ms. Rannells noted that portions of the ridership database data could ultimately be made accessible to the public as well.

Ms. Rannells acknowledged receipt of a letter from Tideline Marine Group President Nathan Nayman requesting additional landing tests of Tideline vessels at the WETA Harbor Bay Terminal which, she said, was under review.

Chair Breckenridge requested an update on the state of AC Transit service to the Harbor Bay Terminal in a future report.

Ms. Rannells introduced WETA Federal Legislative Representatives Peter Friedmann and Ray Bucheger who provided a federal update.

Mr. Friedmann said that no big infrastructure bill has the current administration's focus right now and that there will likely be no such bill anytime soon but that funds were still flowing for projects, including through the Transportation Investment Generating Economic Recovery (TIGER) program. He further noted that some of WETA's subcontractors were in very important political districts and that partnering with their representatives to leverage that political clout could help to secure future WETA support and funding. He emphasized that with WETA's current projects and future expansion plans, the agency will be responsible for the most maritime jobs in the country and this has the attention of WETA's enthusiastic labor advocates.

Mr. Friedmann said he would like to expand the San Francisco Bay Coalition to include the Central Valley to grow its size and bipartisanship. He added that he would like to see all Bay Area VIPs take a ride on crowded, rush hour, commuter ferries where they wait in line and board with their constituents so they can see firsthand the importance of supporting the WETA system.

Mr. Friedmann said that the opportunities for WETA that the passing of RM3 would provide were very exciting, especially because the measure's funds would provide operational funding for WETA service, something that to date has never been supported with federal funding. He also said he was available to

help secure meetings in Washington for Vice Chair Wunderman's visit in May, including with Secretary Chao.

Director Josefowitz joined the meeting at 1:58 p.m.

Mr. Bucheger said that the biggest hurdle to new infrastructure plans will be funding, and added that the current administration was expected to continue rebranding infrastructure to represent things like projects found in the Federal Aviation Administration bill for the nation's airports and deferred maintenance of water and sewage treatment plants that were already in the works. He said that the Fixing America's Surface Transportation (FAST) Act will expire in a few years and that preparations for related conversations next year were in the works. Mr. Bucheger noted that TIGER grants total funding, previously \$500 million, was now \$1.5 billion, and said that FY2019 will bring even more transportation funding for the Department of Transportation. Finally, Mr. Bucheger said they have been reaching out to ferry groups in red states like Texas and Louisiana to build a more bipartisan approach in their efforts.

Chair Breckenridge thanked Mr. Friedmann and Mr. Bucheger for their efforts and updates and said that WETA projects held the promise of big opportunities for American businesses, and that Secretary Chao understands this because she has extensive experience working in the maritime industry. She also asked about the likelihood of an increase in the fuel tax, and Mr. Friedmann said such an increase presently has little support and was not imminent.

Vice Chair Wunderman said that private public partnerships should be included in WETA funding efforts because there are a lot of private sector dollars available and WETA services provide great benefits to private employers. Mr. Friedmann agreed, and noted that Genentech in South San Francisco had provided help in capital funding efforts for WETA's South San Francisco Ferry Terminal at Oyster Point. Vice Chair Wunderman said that Genentech has contracted with a private operator to ferry employees from the North and East Bay to work in South San Francisco.

### **PUBLIC COMMENT**

Genentech Senior Transportation Program Manager Heather Salem said the company reimburses all ferry costs for its employees and that the private contracted and WETA public ferry services were comparable. She added that employees report commuting on the water as "life-changing" because it is so beautiful and peaceful.

### **6. CONSENT CALENDAR**

Director Intintoli made a motion to approve the consent calendar which included:

- a. Board Meeting Minutes – March 1, 2018
- b. Authorize Release of an Invitation for Bids for Dredging and Marine Construction Service for the Terminal Dredging Project
- c. Authorize Release of a Request for Proposals for Information Systems Improvements at the Main Street and Harbor Bay Ferry Terminals

Vice Chair Wunderman seconded the motion and the consent calendar carried unanimously.

Yeas: Breckenridge, Intintoli, Josefowitz, Wunderman. Nays: None. Absent: DelBono.

### **7. APPROVE CONTRACT AWARD TO MAZE & ASSOCIATES FOR INDEPENDENT YEAR-END AUDITING SERVICES**

Finance & Grants Manager Lynne Yu presented this item to approve a contract award to Maze & Associates for *Independent Year-End Auditing Services* in an amount not to exceed \$64,310 for a three year term with two one year renewal options to be exercised at the discretion of the Executive Director.

Director Josefowitz asked if the Board will be able to review the audit scope and Ms. Yu said the letter of engagement for the audit is brought to Directors for approval prior to the audit commencing.

Director Intintoli made a motion to approve the item.

Chair Breckenridge seconded the motion and the item carried unanimously.

Yeas: Breckenridge, Intintoli, Josefowitz, Wunderman. Nays: None. Absent: DelBono.

**8. APPROVE NAMING THE NORTH BAY OPERATIONS AND MAINTENANCE FACILITY AFTER CHARLENE HAUGHT JOHNSON**

Ms. Rannells presented this item to approve the naming of the North Bay Operations and Maintenance Facility after Charlene Haught Johnson. She explained that Ms. Johnson was WTA/WETA's original Chair who significantly contributed to the establishment and development of WETA and its services who is deserving of the recognition for her commitment and important work. Director Intintoli said Ms. Johnson believed very strongly in the ferry system and led the Board for 14 years.

**PUBLIC COMMENT**

Mr. Friedmann said Ms. Johnson was extremely supportive and encouraging and that he was so impressed by the kindness he witnessed Director Intintoli display toward her.

Director Intintoli made a motion to approve the item.

Vice Chair Wunderman seconded the motion and the item carried unanimously.

Yeas: Breckenridge, Intintoli, Josefowitz, Wunderman. Nays: None. Absent: DelBono.

**9. OVERVIEW OF DRAFT FY 2018/19 WORK PROGRAM**

Ms. Rannells presented this informational overview of the WETA Draft FY 2018/19 Work Program. She explained that in addition to myriad smaller projects going on behind the scenes, major projects in the coming year will include relocation and restructuring of Central Bay maintenance and operations from San Francisco to the new Central Bay Operations and Maintenance Facility, launch of the new Richmond service, continued Downtown San Francisco Ferry Terminal Expansion Project construction with a major project milestone of two new gates (F & G) in the fall, continuing fleet improvements and additions, greener technology objectives including renewable diesel (R99), terminal dredging, terminal information, parking and access improvements, Mission Bay and Seaplane Lagoon terminal development, small vessel plan development, Short Range Transit Plan development, Solano Water Transit Study participation, mobile ticketing implementation, new future service development, ramped up emergency response training and regional exercise participation, numerous public relations and communications initiatives to support the new projects and services, and a reorganization to bolster customer service efforts to better serve WETA's growing ridership.

Director Josefowitz asked about including a comprehensive approach to increasing terminal access as another project for the FY2018/19 or a future year work plan. He suggested that if there will be a revenue stream from charging for parking at terminals, that the revenue be used to pay for riders' transportation to WETA terminals as a means of improving access. Chair Breckenridge explained that parking at WETA terminals is presently a revenue stream for some cities and the Board approved framework for potential parking solutions in the WETA system is just a starting point to get to solutions that work for all. She said that the primary objective Directors and staff need to hold in their focus during that process is not just how to get more people to the terminal to take the ferry but how to get the people who do out of cars. Chair Breckenridge emphasized the importance of allying with WETA's many public transit and municipal partners to reach this important goal. Vice Chair Wunderman said he would like to

see WETA engage with ride-sharing companies to increase terminal access. Chair Breckenridge said there have been discussions with Chariot and others, and that increased participation and partnering with cities is crucial because they work with the developers who should bear at least some of the cost of getting people to the offices they are building.

Director Josefowitz inquired about the population target for the recent rider survey expected to be shared with Directors in May and suggested that a survey of non-ferry riders at some point in the future would likely garner even more useful information than a rider survey. It was agreed by all that a survey of non-ferry riders, especially those in the growing Central Valley population, could be useful, as would engaging the region's potential transportation partners.

Ms. Rannells noted that these work program highlights for the coming new fiscal year do not include any new plans, programs or projects associated with RM3. She explained that in the event that RM3 is approved by voters in June 2018, staff will identify adjustments to the FY 2018/19 work program and budget for Board consideration at a future meeting.

Chair Breckenridge said it will be helpful for Directors to agree on a few talking items and have some facts they can share that are related to sea level rise and the specific planning efforts being undertaken to address the sea wall in WETA projects. She said this would help illustrate the reality of the impacts of sea level rise for anyone unfamiliar with this growing challenge. She also said that given the changes that will be required to support the growth of WETA's services, fleet, and facilities structure – whether or not RM3 passes this summer - another sizeable project that should be added to the work program in the new year is a review of the organizational structure of the agency.

#### **10. 2018 EMERGENCY RESPONSE EXERCISE AND TRAINING SCHEDULE**

Program Manager/Analyst Lauren Gularte presented WETA's 2018 Emergency Response Exercise and Training Schedule. She explained that the planned exercises and training will provide opportunities to evaluate the effectiveness of WETA's Emergency Response Plan (ERP) by determining whether the goals, decisions, and timing outlined in the ERP result in successful responses. Ms. Gularte further explained that this staff training also helps to develop essential emergency management skills, reinforces the responsibilities required to operate in an Emergency Operations Center (EOC), and introduces new technologies and communication methods. She said that the 2018 WETA staff training will include four lunchtime training sessions to delve into specific areas of the ERP, plus two exercises that will require WETA EOC activation. Ms. Gularte added that Blue & Gold Fleet, WETA's contract operator, will be concurrently training their crews and exercising their staff recall process this year. The 2018 program also includes two additional exercises in coordination with the Oakland International Airport (OAK), the Alameda County Fire Department (ACFD), USCG and other ferry operators on the bay to validate and test the OAK's Water Rescue Plan (WRP) to respond to a water landing of a commercial aircraft in the San Francisco Bay.

#### **11. RON COWAN CENTRAL BAY OPERATIONS AND MAINTENANCE FACILITY PROJECT CONSTRUCTION AND UTILIZATION UPDATE**

Ms. Rannells introduced this item, noting that the new Central Bay Operations and Maintenance Facility and the Downtown San Francisco Ferry Terminal Expansion were foundational projects that will support WETA's anticipated expansion and serve the system well into the future. She introduced Senior Planner Chad Mason who presented an informational update and slideshow on the progress of the construction of the Central Bay Facility.

Mr. Mason said that the contractor has been receptive to changes WETA requested to increase operational efficiency, and thus far has accommodated those changes within the normal scope of the project. He said the building envelope was complete and interior finishes and systems were being installed, and that a lot of work was being done for street and park improvements, with utilities currently being laid. Mr. Mason said that the bulk of the work on the water side was also complete, with all major



components installed. He added that the substantial completion milestone target is currently mid-June 2018, when WETA's contract operator Blue & Gold Fleet was expected to begin moving in. He said the entire roof of the building will be covered in solar panels and the structure will be, at minimum, a LEED Silver certified facility.

Mr. Mason introduced Operations Manager Keith Stahnke who shared an overview of the utilization plans for the new facility. Mr. Stahnke explained that Blue & Gold Fleet has been hosting the WETA Central Bay fleet since 1990 and he noted that WETA's eight vessels in today's fleet have exceeded those available mooring spaces. He said that currently, fuel for the Central Bay Fleet is stored in a single 10,000 gallon tank at Blue & Gold's Pier 41 facility, and fuel delivery is required every other day just to maintain the WETA service. Mr. Stahnke explained that with the recently completed North Bay Operations and Maintenance Facility, and the addition of the new Central Bay Facility, WETA will be able to moor and maintain its growing fleet. He explained that these new facilities will provide WETA with an Operations Control Center for active service monitoring, administrative space for management, reporting, and processing of fare revenue, Emergency Operations Centers with back-up power and multiple communications methods, mooring and fueling facilities including a 48,000 gallon fuel storage tank, engineering shops for most light to medium repairs, and parts and supplies storage spaces.

Mr. Stahnke said that the North Bay Facility has a dockside crane to facilitate smaller and less frequently needed repairs, and he explained that larger repairs and maintenance projects will still require dry dock and ship yard utilization. He said that Blue & Gold Fleet and WETA Operations staff have been meeting weekly and utilizing a master task list and timeline to facilitate moving vessels, crews, engineering and support staff into the new facility. Mr. Stahnke said schedules and crews have had to be revised, and he noted that those revisions were done without disruption to existing commute schedules. He added that the service changes will be staggered throughout the summer up to the Independence Day holiday.

Vice Chair Wunderman asked about security at the new facility. Mr. Stahnke said employees will have electronic access cards and the facility will be secured and gated.

Director Josefowitz asked what will be done with the four berths not immediately utilized by the Central Bay fleet vessels and Mr. Stahnke said they will be used by the new vessels that will soon be delivered. He asked about power in the berths and Mr. Stahnke said there will be power at all of the berths. Chair Breckenridge said she wants to assure that when Directors visit the facilities that they are shown how and where maintenance and repair work will be done.

Director Josefowitz asked if WETA has a public art policy for its facilities. Mr. Mason said that the City of Alameda will be installing a large public art piece at the Central Bay Facility site and there will also be interpretive signage about the area and the facility installed. Ms. Rannells noted that the City of Richmond has plans to install a substantial public art piece at the new WETA ferry terminal, also presently under construction.

## **12. OPEN TIME FOR PUBLIC COMMENTS FOR NON-AGENDA ITEMS**

PropSF Client Management and Business Development representative Alex Kryska said that Prop was operating at various locations throughout the Bay Area other than Vallejo and Oakland because those cities are already well served by WETA service. He said PropSF has had great success in Berkeley and will begin service to Redwood City in May. Mr. Kryska said PropSF supports WETA's small vessel study and is eagerly hoping to provide boats to WETA that would be union crewed and ADA accessible. He also said that PropSF is looking into alternative fuel options for its vessels.

All business having been concluded, the meeting was adjourned at 3:49 p.m.

- Board Secretary

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