

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

(March 1, 2018)

The Board of Directors of the San Francisco Bay Area Water Emergency Transportation Authority met in regular session at the WETA Office on Pier 9 in San Francisco, CA.

1. CALL TO ORDER – BOARD CHAIR

Chair Jody Breckenridge called the meeting to order at 1:39 p.m.

2. ROLL CALL

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

3. REPORT OF BOARD CHAIR

Chair Breckenridge introduced and welcomed WETA's newly appointed Director, Nick Josefowitz. She also asked that staff connect with California Maritime Academy (CMA) President Tom Cropper regarding potential WETA vessel retirement and training opportunities on Mare Island for the CMA, and she noted that the Academy is an important regional WETA partner.

Chair Breckenridge explained that there were Directors with upcoming travel plans to Washington, D.C. and, to help them more strategically focus their WETA efforts while there, said she would like to see an overview of the small ferry coalition efforts to date.

4. REPORTS OF DIRECTORS

Vice Chair Wunderman said his focus has been on Regional Measure 3 (RM3) and that the Bay Area Council had held an informational meeting on the measure the prior week which was attended by Executive Director Nina Rannells, various Bay Area elected officials, and other stakeholders. He explained that, despite the late start in getting the word out, it was exciting to discuss the possibilities the measure would provide if it passes in June.

Vice Chair Wunderman also noted that Directors had held really good meetings in Richmond and Alameda last year, and he reiterated his interest in holding WETA Board meetings offsite in 2018, in cities that would like to have ferry service in the future such as Redwood City and Hercules. Chair Breckenridge said she had asked staff to schedule a site visit to Redwood City soon and explained that the local stakeholders there, including the Redwood City Councilmembers and the Harbor Master, would be notified in advance so they can participate. Vice Chair Wunderman also noted that he would be traveling to Washington, D.C. with the Bay Area Council from May 14 through May 16.

Director Intintoli said he was fully in favor of service expansion in Bay Area cities that are not currently served by WETA ferry service as laid out in the WETA Strategic Plan, and in exploring possibilities for smaller vessel service, but cautioned that he does not want WETA giving false hope to the public. He said if RM3 does not pass in a few months, WETA will be struggling to maintain its current service offerings and there will be no funding for expansion.

Director Intintoli also said he would like to see an item on the Board agenda to consider naming the North Bay Maintenance and Operations Facility on Mare Island in Vallejo in honor of an early supporter of ferry service and WTA founder and Board Chair, Charlene Johnson. Chair Breckenridge asked staff to add this item to the April Board meeting agenda.

Director Josefowitz said he was excited to join the WETA Board and especially so at this time, when the RM3 vote in June offers so much expansion possibility. He said he was looking forward to working with WETA Directors, staff and stakeholders to advance Bay Area ferry transportation to its full potential.

Directors then agreed to hear public comments from two City of Martinez representatives who wanted to speak about Item 10 but, because of their schedules, could not stay until the end of the meeting when the Item was scheduled for discussion.

PUBLIC COMMENT

Martinez City Manager Brad Kilger expressed support for the staff recommendation in Item 10 to undertake a small vessel exploratory study. He thanked Directors and WETA staff for their past efforts and enduring support, and offered to contribute in any way possible to support the agency's efforts to bring ferry service to Martinez. Mr. Kilger said that Martinez is also always interested in WETA's large vessel operations and said that there was a massive opportunity for satellite small vessel service to fill the transportation gaps in the Bay Area. He added that when you look at transit in the Bay Area, Martinez is a good site for smaller vessels to connect to larger vessel, bus and train service throughout the region. Mr. Kilger said that Martinez recently spent \$1M on dredging and an additional \$150,000 to assure that PropSF would be able to operate in the city under contracts with their private clients. He said that when it comes to small vessels, the more the merrier. Mr. Kilger said that \$30M had already been invested - and another \$10M grant was recently awarded - to grow the Intermodal Station in Martinez which already supports more than 370,000 users making transportation connections in and around the city to vital services, including Martinez hospitals and Diablo Valley College. Mr. Kilger added that Martinez would be happy to host a future WETA Board meeting.

Also speaking in support of Item 10 was Martinez Special Counsel Michael Bernick, who said that along with Sunne McPeak and others, he had formed and served on a water transportation advocacy group in the mid-1990s. He explained that Martinez had been one of the initial sites identified for ferry service by that group in a landmark study and that since then, Martinez has continued with studies and investments in its waterfront in support of a future service. Mr. Bernick said he was in support of the small vessel exploratory study and was looking forward to seeing its results.

Chair Breckenridge thanked Messrs. Kilger and Bernick for their interest, attendance and comments.

5. REPORTS OF STAFF

Ms. Rannells shared her written report with Directors and welcomed questions. Vice Chair Wunderman asked if staff had received any further feedback on the fencing for the Downtown San Francisco Ferry Terminal Expansion project. Planning & Development Manager Kevin Connolly said he had not received any new feedback about the fencing.

6. CONSENT CALENDAR

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

- a. Board Meeting Minutes – February 8, 2018
- b. Authorize Submission of an Allocation Request to the California Department of Transportation for FY 2017/18 Low Carbon Transit Operations Program Grant Funds
- c. Authorize the Executive Director to Execute a Certificate of Acceptance of an Amended Easement from Ford Point LLC Relative to the Richmond Terminal Project and Further

Authorize the Executive Director Generally to Execute Certificates of Acceptance for Future Transfers of Similar Grants or Deeds

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

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

7. AUTHORIZE THE EXECUTIVE DIRECTOR TO NEGOTIATE AND EXECUTE A DEVELOPMENT AND MAINTENANCE AGREEMENT FOR A KAYAK LAUNCH RELATIVE TO THE RICHMOND FERRY TERMINAL PROJECT

Senior Planner Chad Mason presented this item to authorize the Executive Director to negotiate and execute a development and maintenance agreement for a kayak launch relative to the Richmond Ferry Terminal Project. Directors asked about the risk for hazardous materials discovery in the construction of the launch, and Mr. Mason said that risk was expected to be relatively low given the project location and the limited amount of pile driving and other work that will be done. He further explained that the City of Richmond, the land owner, and WETA have an agreement to discuss such a discovery, and work out details then, should such an issue arise during the project work.

Mr. Mason presented Directors with a brief overview and slideshow of the waterside and landside construction progress of the project. Chair Breckenridge asked about the future dredging cycle at the Richmond Terminal and Mr. Mason said the initial project dredging work had been done two feet deeper than needed, and further explained that the City of Richmond does maintenance dredging regularly and just completed one of those dredges in the channel adjacent to the new terminal site. Mr. Mason said that there is also a regular federal dredging cycle in the area, and that with time and use - once the project is completed and the float has been in use - staff will be able to assess the need for a regular dredging cycle.

PUBLIC COMMENT

PropSF Founder and Chief Executive Officer James Jaber asked if now would be a good time to request permission to use the kayak launch for his smaller vessel operations since his company was currently operating a route out of the Richmond harbor.

Mr. Mason explained that the new facility will be for public recreational use to launch kayaks and paddle boards, and noted that the facility is being designed utilizing the Americans with Disabilities Act Standards for Accessible Design to ensure full accessibility to all.

Mr. Mason said the construction was on schedule and that the project was expected to be completed in September 2018.

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.

8. APPROVE CONTRACT AWARD TO BAY SHIP & YACHT CO. FOR DRY DOCK AND ENGINE REPLACEMENT WORK ON THE MV BAY BREEZE

Manager of Operations Keith Stahnke presented this item to approve contract award to Bay Ship & Yacht Co. for dry dock and engine replacement work on the MV *Bay Breeze*.

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. APPROVE CONTRACT AWARD TO GLOSTEN FOR VESSEL CONSTRUCTION MANAGEMENT SERVICES

Ms. Rannells advised Directors that there was a typographical error on Item 9 in their Board packets that misrepresented the evaluation team's score of 91 as 391 for Glosten. She referred Directors to the revision of the Item which reflected the correct score of 91, and provided a more detailed breakdown for all bidders' scores. Ms. Rannells also commended Mr. Stahnke and the WETA Operations team for their diligence and tenacity in working down to the wire to assure this item would be available to present the recommendation to the Board at the March meeting.

Mr. Stahnke presented the item to approve contract award to Glosten for vessel construction management services to support construction of a new high speed vessel in an amount not to exceed \$730,000 and authorize the Executive Director to negotiate and execute a final contract and take any other such related actions to support this work.

Director Josefowitz asked if the specifications for this vessel would include engines certified by their manufacturer to use renewable diesel fuel. Mr. Stahnke said the specifications were not at that stage yet but that this could be considered. Director Josefowitz and Vice Chair Wunderman requested that renewable diesel be included in the specifications as a preferred fuel for the vessels. Mr. Stahnke said if this was included as a requirement in the design/build process, there was a higher likelihood that it would be included as a recommended option, but he cautioned that the availability of engines to fit in this kind of vessel was limited. He added that because of this, work with the engine manufacturers would be required to assure renewable diesel could be certified for use for this vessel.

Director Josefowitz asked also about including specifications for the vessel to help reduce passenger boarding process times. Mr. Stahnke said that this new vessel will have dual doors for boarding. He explained that ramp weight and legacy shore-side facilities are the limiting factors with boarding and noted that the newer large vessels WETA has recently constructed and those currently under construction allow for multiple door boarding. Mr. Stahnke said that new vessels recently ordered for the WETA fleet will also support bow loading conversions if facilities are modified in the future to support that. Mr. Stahnke added that the U.S. Coast Guard requires a security sweep of all WETA vessels in between passengers disembarking and new passengers boarding, which adds some time, and he said that other factors in the boarding process that could be evaluated for efficiency included ticketing and queuing. The Board agreed that all of these considerations were important to include when planning facility upgrades and future expansion projects.

Vice Chair Wunderman made a motion to approve the item.

Director Intintoli seconded the motion and the item carried unanimously.

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

10. AUTHORIZE STAFF TO PROCEED WITH AN EXPLORATORY STUDY OF POTENTIAL WETA SMALL VESSEL OPERATIONS

Mr. Connolly presented this item to authorize staff to move forward with an exploratory study of potential WETA small vessel operations. He said it was expected to take about six months and cost approximately \$75,000 for the study to be completed by a single transportation consultant, comparable to the anticipated duration and cost of a transportation study currently getting underway in Solano County.

Vice Chair Wunderman said this item was on the agenda in response to the January 10 letter he had sent to Ms. Rannells on behalf of the Bay Area Council recommending that WETA issue a Request For Information (RFI) to solicit small vessel ideas. In the letter, Vice Chair Wunderman suggested the purchase of smaller vessels for \$2 M that can be delivered in less than a year to be used for starting new service to locations like Berkeley, Mission Bay, Redwood City, and Carquinez Strait sites within the year. He noted that with emerging technology, smaller vessels may provide WETA the opportunity to purchase even more environmentally friendly vessels than in the agency's current fleet. Vice Chair Wunderman said that he had been working with the for-profit smaller vessel operators, Tideline and PropSF, who were providing service in areas that are currently inaccessible to WETA's larger vessels, and said that they may have helpful information to share with WETA on this matter.

Vice Chair Wunderman said that the Bay Area would benefit if WETA had regulatory powers as originally drafted in SB 976, which he helped write to advance expanding the Water Transit Authority's public transportation mandate to include emergency response and recovery in the agency's new iteration as WETA. He emphasized that he was fully in favor of engaging an objective transportation expert to assure the process was fair and professional, and he said he supports this study and is especially looking forward to seeing some unexpected ideas emerge from the process. Mr. Wunderman said that providing transportation for the "last mile" to and from WETA terminals was also something that should be discussed.

Director Josefowitz said he agreed with the Vice Chair that community ideas and proposals should be solicited for the study, and he emphasized the importance of aligning this exploratory study with the broader WETA Strategic Plan objectives. He added that he was also very interested in exploring the potential of something like a small vessel service to run along the Embarcadero waterfront.

Chair Breckenridge said that the WETA Emergency Response Plan included a very broad representation of the assets in the Bay Area, and she noted that it also makes sense to see what size vessels would be best utilized in WETA's regular passenger service. She said this study was the next natural revolution. She asked that Directors offer staff their thoughts about the study objectives and keep the broader scope of the Strategic Plan front and center in the process.

PUBLIC COMMENT

City of Alameda Senior Transportation Coordinator Gayle Payne, PropSF Founder and CEO James Jaber, and Tideline Marine Group President Nathan Nayman all offered words of support for the study.

Chair Breckenridge thanked the speakers for their attendance and support. She said that the Board had also received a letter from Veronica Sanchez, representing the International Organization of Masters, Mates & Pilots, that expressed support for the study and emphasized the importance that it include WETA's longstanding requirement that their contract operator pay all crews, on any size vessel, prevailing wages.

Chair Breckenridge said it will be important to keep in mind the objective of taking cars off the roads and moving people on public transportation to get them to the ferry. She said another concept to ponder is the possibility that WETA could play a role in changing the mass migration flows of people during their commutes, which today run east to west in the morning and west to east for the return home. She said these patterns will be important to consider when engaging with the communities throughout the Bay Area.

Chair Breckenridge reiterated her request to Directors to forward their ideas and thoughts about the study to staff, and said that information will be provided to the subcommittee that will be working with staff on this study. She also asked Directors to let her know if they have an interest in serving on the

committee and she said she would ask Director DelBono for his thoughts and level of interest since he was unable to attend the meeting today.

Vice Chair Wunderman made a motion to approve the item.

Director Intintoli seconded the motion and the item carried unanimously.

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

11. OPEN TIME FOR PUBLIC COMMENTS FOR NON-AGENDA ITEMS

No additional public comments were shared.

All business having been concluded, the meeting was adjourned at 2:59 p.m.

- Board Secretary

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