

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

*(July 6, 2017)*

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 1:21 p.m.

**2. ROLL CALL**

Chair Breckenridge, Director Jeffrey DelBono, Director Timothy Donovan, Director Anthony Intintoli, and Vice Chair James Wunderman were in attendance.

**3. REPORT OF BOARD CHAIR**

No report from Board Chair.

**4. REPORTS OF DIRECTORS**

No reports from Directors.

**5. REPORTS OF STAFF**

Executive Director Nina Rannells shared her written report with Directors and welcomed questions. She introduced Operations Manager Keith Stahnke who noted that the MV *Pisces* was completing its final sea trials and was expected to return to service shortly and that the new vessel MV *Cetus*, was expected to depart the shipyard in Washington within the next few weeks and be ready for service in August.

Director Intintoli inquired about the progress of California Assemblymember David Chiu's Bill, AB-1121, which would increase the size of the WETA Board from five to nine members. Ms. Rannells and Vice Chair Wunderman said that there had been no progress on that proposed bill.

**6. CONSENT CALENDAR**

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

- a. Board Meeting Minutes – June 8, 2017
- b. Authorize Release of an Invitation for Bids for Pile Reconfiguration Work at the North Bay Operations and Maintenance Facility
- c. Authorize Release of a Request for Proposals for Phase Two Mid-Life Refurbishment of the MV *Peralta*
- d. Authorize Release of a Request for Proposals for Emergency Dredging of the Vallejo Ferry Terminal Area
- e. Authorize Release of a Request for Proposals for the MV *Solano* Propulsion Subcomponent Replacement Project

Director Intintoli seconded the motion and the consent calendar carried unanimously.

Yeas: Breckenridge, DelBono, Donovan, Intintoli, Wunderman. Nays: None.

**7. APPROVE CONTRACT AMENDMENT WITH POWER ENGINEERING CONSTRUCTION FOR PHASE TWO WORK FOR THE DOWNTOWN SAN FRANCISCO FERRY TERMINAL EXPANSION PROJECT**

Senior Planner Michael Gougherty presented this item to approve an amendment for the Construction Manager at Risk contract with Power Engineering Construction for Phase Two Work of the Downtown San Francisco Ferry Terminal Expansion Project for an amount not-to-exceed \$48,579,500 to complete Phase Two Work, and authorize the Executive Director to negotiate and enter into a contract amendment for this work and take any other related actions as may be necessary to support this work.

Mr. Gougherty gave a short presentation on the status of the project, shared some photos of the progress, and said the project's pile driving work continued. He noted that the project was on schedule, exactly as expected, and that noise and vibration monitoring was consistently registering results well below maximum thresholds. Mr. Gougherty explained that there had been some feedback from the waterfront community regarding the project's fencing and some bicycle racks that had been removed at the project site, and that staff was identifying options for addressing the concerns.

Ms. Rannells noted that a social media campaign supporting the project was in full swing, and people were signing up to get weekly updates on the project's progress which provided them with consistent and detailed insight into what they can expect to see happening on the project each week.

Director Intintoli made a motion to approve the item.

Director Donovan seconded the motion and the item carried unanimously.

Yeas: Breckenridge, DelBono, Donovan, Intintoli, Wunderman. Nays: None.

**8. REVIEW SENATE BILL 595 (BEALL) – A REGIONAL MEASURE TO IMPROVE MOBILITY IN BAY AREA BRIDGE CORRIDORS**

Ms. Rannells presented this item to review California Senate Bill 595 (RM3), A Regional Measure to Improve Mobility in Bay Area Bridge Corridors and consider a support position on the bill. She distributed a copy of the bill's current language to Directors and said it was expected to be heard in the Assembly Transportation Committee on July 10. Ms. Rannells said it was critical that the bill move out of this Committee the week of July 10 or it would not proceed any further this year.

Ms. Rannells introduced Shane Gusman of Broad & Gusman, LLP who briefly reviewed the proposed bill and said it was still generally quite broad in its language, with only vague mentions of public transit operating funds and performance measures. Mr. Gusman said that the Bay Area Delegation was working with the Committee Chair to develop more comprehensive bill language and that he expected that engagement to have a positive result in moving the bill forward.

Mr. Gusman said when the bill moves out of the Transportation Committee it will have until the end of session on September 15 to move through the Appropriations Committee, and that it was not unheard of for a bill to pass both houses in a single day after that process. He said the July 10 hurdle was the most urgently pressing deadline, and he recommended that the Board support the bill.

Ms. Rannells explained that while she would prefer to see more comprehensive measure language with specifics regarding ferries, this was the only vehicle to keep the bridge toll measure moving forward at this time. She added that given the importance of bridge tolls in supporting WETA's operation, it was important to support this effort.

Mr. Wunderman said that this is a critical time and that the additional funding was desperately required to help mitigate the increasing traffic congestion in the transbay corridors. Mr. Wunderman said that Metropolitan Transportation Commission (MTC) Executive Director Steve Heminger was presently working on language for the bill to include specific projects and numbers in an effort to clarify the bill and move it forward. He urged ferry supporters to contact legislators in Sacramento to express their support for water transit funding and this bill.

**PUBLIC COMMENT**

Representing Masters, Mates & Pilots (MM&P), Veronica Sanchez said that she had accompanied Vice Chair Wunderman and others from the Bay Area Council to Sacramento to lobby for RM3. She said the operating subsidy was very important to MM&P members because it paid crew, captain, customer service and engineering salaries.

Vice Chair Wunderman made a motion for the Board to support SB-595.

Director Intintoli seconded the motion and the item carried unanimously.

Yeas: Breckenridge, DelBono, Donovan, Intintoli, Wunderman. Nays: None.

**9. DISCUSSION REGARDING MTC'S PROPOSAL TO PROGRAM REGIONAL MEASURE 2 OPERATING FUNDS TO NEW REGIONAL PROJECTS**

Ms. Rannells presented this item requesting direction from Directors on how to proceed in conversation with MTC on their proposal to add two new projects to the Regional Measure 2. She shared a letter that staff had prepared and submitted in response to the proposal within the MTC public comment period. Ms. Rannells explained that when one did the math, it was not clear that there would not be sufficient funds to support all that was now being proposed for the RM2 funds and that WETA's operating funds could be in jeopardy.

Ms. Rannells said WETA staff had met with MTC staff to discuss the concern. Vice Chair Wunderman said that the two new projects being proposed to receive the RM2 funding had been included in the RM3 language and he had requested that they be removed.

Chair Breckenridge said she was dismayed that there had been no proactive outreach to discuss this with WETA given the impact such a change would have on the agency and the service it provides. She proposed that Directors vote on the matter to express the gravity of their concern.

Director Intintoli made a motion to endorse the Executive Director's letter and express concern about the lack of direct engagement with WETA regarding the systemwide impact to WETA's ridership of MTC's proposed changes to the RM2 funds allocation.

Vice Chair Wunderman seconded the motion and the vote was unanimous.

Yeas: Breckenridge, DelBono, Donovan, Intintoli, Wunderman. Nays: None.

**10. REPORT ON DISADVANTAGED BUSINESS ENTERPRISE AND SMALL BUSINESS ENTERPRISE GOAL ACHIEVEMENT FOR FFY 14-16**

Program Manager/Analyst Lauren Gularte presented this informational item on WETA's Report on Disadvantaged Business Enterprise (DBE) and Small Business Enterprise (SBE) Goal Achievements for FFY 2014-2016.

Ms. Gularte noted that WETA had achieved an average of 2.28% DBE participation and 5.8% SBE participation each year of the FFY 14-16 triennial period, and had exceeded its DBE goals in FFY 2014

and FFY 2016. She said that WETA would continue its DBE and SBE firms outreach generally, through various channels and events, and would also continue its extra diligent outreach efforts to those firms specializing in vessel repair, refurbishment and construction. She said WETA would encourage firms in the state of Washington to become certified in the state of California so that WETA's work with those firms can be included in its reporting.

Chair Breckenridge asked that staff include DBE and SBE information for those firms that qualify as DBEs or SBEs but are located in the state of Washington, as an addendum to the required California reporting. She said this was important to do even if WETA does not receive "credit" from the Federal Transit Administration (FTA) for working with those companies, because it may help shine a light on the challenges faced in finding companies for maritime work locally who qualify as small or disadvantaged enterprises under FTA guidelines.

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

Napa resident Mike Setti, who previously worked for the Vallejo Bay Link ferry system, noted that there was a company called Moose Boats that was building smaller, aluminum boats in Vallejo. He said Moose Boats was presently building boats for fire and police service and the company may be able to evolve into a local, larger shipbuilder if given more business.

Chair Breckenridge thanked Mr. Setti for his comments and said she would like staff to contact Moose Boats for possible emergency response back-up engagement.

All business having been concluded, the meeting was adjourned at 2:27 p.m.

- Board Secretary