

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

*(October 5, 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 Timothy Donovan, Director Anthony Intintoli, and Vice Chair James Wunderman were in attendance.

**3. REPORT OF BOARD CHAIR**

Chair Breckenridge said that Fleet Week operations were in full swing and the SF Bay Regional Port Reopening Coalition had briefed local and state senior leaders in the Fleet Week Senior Leadership Seminar. She noted that emergency response ferry operation was one of the seven areas of focus for the group.

**4. REPORTS OF DIRECTORS**

Vice Chair Wunderman said that he appreciated all of the letters and phone calls of support that were sent to the Governor's office to further Regional Measure 3 (RM 3) efforts, and that the Governor's staff had expressed particular positive interest in the funding for WETA that was included in the measure. He added that he was hopeful that the Governor would sign the bill before the deadline - in about a week - and that the next steps to move the measure forward should be discussed at a future meeting.

Vice Chair Wunderman explained that some weeks ago, someone had written to him to complain about the blocked view of the bay created by the fencing around WETA's Downtown Ferry Terminal Expansion Project. He said he appreciated staff's ongoing efforts to resolve those concerns, and noted that he understood the project was complex, with major challenges and considerations beyond view aesthetics. He said people were impatient about this and he would like to see a resolution that meets everyone's needs as soon as possible.

Vice Chair Wunderman said that one of the Bay Area Council members, Prologis, called to ask if a site they had in mind in Redwood City would be a good place to build a ferry terminal. He said he would like to hold a future Board meeting in Redwood City to share details about ferry service plans there as laid out in the WETA Strategic Plan. He said he was certain many people there would enthusiastically participate in the meeting and would also bring their friends to show support for ferry service in Redwood City.

Director Intintoli thanked Directors for tending to the Vallejo dredging project at the last meeting which he had not been able to attend, and expressed gratitude for their RM 3 efforts over the last month. He also reported that he had attended a Vallejo Chamber government affairs meeting where participants expressed their growing interest in ferry service from Vallejo to Marin as a viable mitigation option for the increasing traffic congestion on Highway 37.

Director Donovan said he was also hopeful that RM 3 will be signed by the Governor soon.

## **5. REPORTS OF STAFF**

Executive Director Nina Rannells shared her written report with Directors and welcomed questions. She introduced Program Manager/Analyst Lauren Gularte who said that as part of the recent Senior Leadership Seminar Series she had participated in a fuel roundtable event attended by Cal OES, the California Energy Commission, the Federal Emergency Management Agency (FEMA), and Golden Gate Ferry among others, to discuss fuel needs of the region and federal and state programs to obtain fuel in an emergency. She said that WETA, the San Francisco Department of Emergency Management, and the Port of San Francisco were planning a workshop for December 5 to discuss plans and procedures during an event that would require transportation of survivors and first responders which, she explained, will provide an excellent opportunity to practice the use of the WETA Emergency Response Plan.

Ms. Rannells introduced Manager of Operations Keith Stahnke who said staff was still in discussions with WETA's vessel engine manufacturers in an effort to get their approval to use the renewable diesel fuel that Mayor Lee wants to see in use on ferries. Mr. Stahnke said that at this time, the manufacturers had not provided that clearance and the discussions were ongoing.

Ms. Rannells reported that construction for the new Richmond Terminal was expected to begin next month. She explained that staff was scheduled to meet the following week to iron out the details of vessel arrival and other logistics in advance of that service launch. Ms. Rannells added that interlining of vessels and crews in the North Bay was also on the agenda, with an added objective of mitigating capacity challenges on the increasingly popular Vallejo service route.

Ms. Rannells introduced WETA State Lobbyist Barry Broad of Broad & Gusman who provided an overview of the progress of California Senate Bill 595, better known as RM 3. Mr. Broad said that the Governor had until October 15 to sign the bill, and that he was optimistic Governor Brown would do so. He said that if the measure were to make it to the ballot and pass, WETA would receive critical and significant funding as well as more flexibility in its spending of the resulting funds than it has had for past funding allocated by the Metropolitan Transportation Commission. He noted that this flexibility would more appropriately support WETA's service operating and capital needs. Mr. Broad emphasized that the measure had been well championed by WETA supporters, and especially so by several members of the Bay Area Legislative Delegation, and he added that this was evidenced by the modest concessions required to WETA's funding specifics during the bill's final negotiations.

Mr. Broad said that if RM 3 were to make it to the ballot that the amount of the toll would be determined by MTC and could be up to \$3. He explained that if the measure ended up on the ballot for an amount of less than \$3, then funding for all projects would be reduced proportionately. Mr. Broad added that discussions about the toll amount would be open for public input, likely during the first quarter of 2018.

## **6. CONSENT CALENDAR**

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

- a. Board Meeting Minutes – September 7, 2017
- b. Request Authorization to Execute a Memorandum of Understanding for \$1,100,000 Proposition K Funds to Support the Downtown San Francisco Ferry Terminal Expansion Project

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

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

**7. APPROVE CONTRACT AWARD TO BAY SHIP & YACHT CO. FOR MV SOLANO PROPULSION TRAIN SUBCOMPONENT REPLACEMENT AND UPGRADES PROJECT**

Manager of Operations Keith Stahnke presented this item to approve a contract award to Bay Ship & Yacht Co. for MV *Solano* Propulsion Train Subcomponent Replacement and Upgrades Project. Chair Breckenridge asked if the planned work for the vessel in 2020 would still occur. Mr. Stahnke said yes.

Director Donovan made a motion to approve the item.

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

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

**8. AUTHORIZE BUDGET ADJUSTMENT FOR THE MID-LIFE REFURBISHMENT OF THE MV PERALTA**

Operations Manager Keith Stahnke presented this item to authorize a budget increase in the amount of \$3,005,953 to bring the total budget up to \$5,117,000 for the MV *Peralta* Mid-Life Refurbishment Project. He explained that increasing the budget for this project would allow staff to expand the midlife work scope to include additional work to address an issue with hull vibrations. Director Donovan asked how long the hull vibration had been an issue and Mr. Stahnke said it had been an enduring problem since the vessel was new that had been addressed through various patches. Vice Chair Wunderman asked if it might make more sense to put the funds toward a brand new vessel and Mr. Stahnke said that staff had considered this option, but determined that the best option to support the service will be to complete the midlife and make a permanent fix to address the hull vibrations. Overall, the vessel is in good structural shape and has many more hours and miles of service left. Ms. Rannells added that the funding utilized is available for refurbishment only. Mr. Stahnke also noted that the vessel had been in service every day for the last three years and that this work would support the vessel's service for at least another twelve.

Director Intintoli made a motion to approve the item.

Director Donovan seconded the motion and the item carried unanimously.

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

**9. HARBOR BAY TERMINAL PARKING AND ACCESS UPDATE**

Manager of Planning and Development Kevin Connolly presented this update on Harbor Bay Terminal parking and access. He noted that this item was on the agenda as a result of Harbor Bay riders requesting an update on parking changes at the terminal. Mr. Connolly provided a brief overview of the steps taken to date to address the parking capacity at the terminal beginning with the first concerns that had arisen about a year ago. He explained that staff had been working since then with the City of Alameda and AC Transit on solutions, and he said staff anticipated that WETA would likely be implementing parking fees in the coming new year as part of the comprehensive approach to addressing the parking concerns of the riders, the city and the private homeowners associations near the terminal who have been the most affected by the terminal parking overflow. He added that the bike parking capacity at the terminal was tripled along with the parking changes and that the capacity already needs to expand again because the additional spaces were utilized by bike riders almost immediately. Mr. Connolly said that an additional departure from Harbor Bay at 7 a.m. was going to be implemented during the *Peralta* midlife refurbishment project in order to make up for the smaller-capacity vessel that will run in its place. This trip will be introduced with outreach and a promotional campaign to notify riders and the public through November.

Mr. Connolly introduced Jennifer Ott, Director of Base Reuse and Transportation Planning for the City of Alameda, who reviewed the steps that the City and private Alameda Homeowner Associations had recently taken to address parking concerns at the terminal. Ms. Ott explained that a three-pronged approach had been taken which consisted of parking permits, increasing access to the terminal with additional bicycle parking and a commitment from AC Transit to work on improving reliability of their Line 21 route, and a planned parking fee at the terminal that will be implemented and managed by WETA. Ms. Ott said work with AC Transit continued in an effort to make the bus option a more attractive and reliable option for riders. She said the City was waiting for the report on how many citations had been issued since enforcement began on September 1, but that riders who parked in prohibited areas beginning August 1, when permit restrictions went into effect, had been issued warnings instead of citations for the first month as a courtesy.

Ms. Ott said she had been working on the changes with Dawn Jaeger, Executive Director of the Harbor Bay Isle Association, in attendance at the meeting, and with the residents of Alameda on the changes. She noted that Alameda resident Christine Lok had organized and delivered a petition about the parking changes and that she was also in attendance at the meeting. Ms. Ott said she was very excited about a new bike share program in Alameda that was launching later that afternoon which didn't require docking stations for the bikes, or for them to be returned to a specific location. Finally, Ms. Ott said the city was prepared to resubmit a request to the Bay Conservation Development Commission (BCDC) for a permit that would allow an additional 46 parking spaces if residents would forward support for that project to BCDC. She also cautioned that alternative modes for reaching the terminal such as biking, walking and bus would need to continue to be explored and promoted because given that the terminal was built on the water, smack dab in the middle of a residential neighborhood, "we will not be able to park our way out of this problem."

#### **PUBLIC COMMENT**

Alameda resident Christine Lok said she loves the ferry and thinks it is the best public transit option in the Bay Area. She said she is partnering with Ms. Ott and the City of Alameda in her efforts to make the Harbor Bay terminal more accessible for riders. She said that Harbor Bay ferry riders were beginning to speak up now because they lost parking spaces in August and September and were forced to organize after struggling to get to the terminal silently for a long time. She said there is a lot of big data that we hear about that says ferry ridership is up but that doesn't mean it's easy to get to the ferry in the morning and that Harbor Bay ferry riders have sometimes felt that their concerns were trivialized. Ms. Lok said she lives on the East end of the island and the current Line 21 schedule has the bus at her stop in the morning before it's time for her children to be dropped off at school so the timing is not convenient. She said this was also true for other riders in the area who have children, and that people have to make logistical changes to their morning routines that can be personal burdens for them. Ms. Lok said that if riders are forced to drive to the terminal because they have no other option, and there is no parking available when they arrive, they are forced to drive across the estuary to the Main Street terminal or are forced to ride BART. She said that while she would probably be in favor of a parking fee for the Harbor Bay terminal that it would be very controversial and she would like to see some other solutions offered also that are more meaningful because a parking fee will squeeze riders even more. Ms. Lok said that she fully recognizes that there is no easy solution to the problem and said she really likes the idea of a ferry rider shuttle that would drive around the island picking people up and dropping them off at the terminal to catch their ferries.

Community of Harbor Bay Isle Owners' Association Executive Director Dawn Jaeger said her group of Associations had been working with the City of Alameda for the last two years on the challenge of parking at the Harbor Bay terminal. She said the homeowners' associations had assumed the costs associated with the parking changes such as the permitting, signage and towing. She explained that there had been twelve tows and that the complaints about parking problems on the residential streets had been reduced dramatically since the changes went into effect. She said there were also two more

associations currently considering assuming the costs and work to implement a permit program. Ms. Jaeger said her organization would support the purchase of the \$3M lot by the City if they wanted to make that purchase. She noted that her members had been fighting the construction of a proposed hotel on the waterfront, and said that it was highly unlikely they would support building a multi-floor parking structure that could block their bay views.

Director Donovan said he was glad that people were talking about the problem and partnering to further even more solutions going forward. He thanked the speakers for their comments. Chair Breckenridge echoed his thanks to the speakers and emphasized her agreement with Ms. Ott that the challenge is not going to go away by parking it away. She said space for parking is something that is a challenge across the entire Bay Area and likely will only get worse in the future.

Vice Chair Wunderman said he imagined that connecting to an express service like the ferry would be a priority for public transit operators like AC Transit. Mr. Connolly said he complimented the AC Transit staff for their efforts and he noted that reliability of the Line 21 bus had been below 70 percent and had progressively risen recently to above 80 percent. He added that efforts to increase that reliability continued. He also said all public transit operators in the Bay Area were having staffing challenges right now which tended to exacerbate reliability commitments. Vice Chair Wunderman said a private shuttle such as Chariot may be something to explore also as a way to get people to the terminal. Mr. Connolly said staff had been in discussions with Chariot and that they were exploring possibilities for the Main Street terminal. He added that Chariot representatives had expressed a general interest in respecting the existing public transit options already available so as to not erode such options further.

#### **10. 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 2:28 p.m.

- Board Secretary