

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

(July 10, 2014)

The Board of Directors of the San Francisco Bay Area Water Emergency Transportation Authority met in regular session at the WETA offices at Pier 9, Suite 111, San Francisco, CA.

1. ROLL CALL AND CALL TO ORDER

Chair Anthony Intintoli called the meeting to order at 1:00 p.m. Other directors present were Director Jeff DelBono and Director Timothy Donovan. Director Donovan led the pledge of allegiance.

2. REPORT OF BOARD CHAIR

No report.

3. REPORT OF DIRECTORS

Director DelBono noted that he had met with WETA staff regarding emergency response preparedness and that significant progress had been made. Director Donovan asked if San Francisco Fire Chief Joanne Hayes-White had been included in the meeting. Director DelBono said that he planned to meet with Chief Hayes-White in the near future.

4. REPORTS OF STAFF

Executive Director Nina Rannells referred the Board to her written report and offered to field questions.

Director Donovan asked if there were any updates regarding development on Treasure Island. Manager of Planning and Development Kevin Connolly replied that he had meet with City of San Francisco staff and representatives from the developer, Lennar Corporation. He said that WETA staff was working with both parties to update transportation assumptions, noting that service would be planned to begin with the completion of the 50th residential unit.

Chair Intintoli noted that he had received several positive comments regarding Senior Planner Chad Mason's presentation to the Sunset Rotary Club.

Director Donovan asked if there were any updates regarding the planned Warriors arena or service to the UCSF area. Mr. Connolly said that staff had participated in meetings with city staff and that service to Mission Bay was something WETA would continue to assess for the long term. He added that actual development of the arena may accelerate planning but that there was currently no funding for a Mission Bay project. Ms. Rannells added that WETA had an interest in the possibility of service to the area and that staff would continue to monitor development.

Chair Intintoli said that the Vallejo parking facility had been filling up on San Francisco Giants game days and that the Vallejo to AT&T Park ferries had been full as well. He added that there had been capacity issues on the return service and that fans using departures from the San Francisco Ferry Building had impacted commute runs. Ms. Rannells responded that WETA was aware that some fans chose to return to Vallejo from the Ferry Building and that there were contingencies in place to respond in the event that capacity issues arose.

5. CONSENT CALENDAR

Director Donovan made a motion to approve the consent calendar which included the Board of Directors meeting minutes of June 19, 2014.

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

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

6. AWARD CONTRACT TO DUTRA CONSTRUCTION COMPANY FOR WATERSIDE CONSTRUCTION OF THE NORTH BAY OPERATIONS AND MAINTENANCE FACILITY AND REGIONAL SPARE FLOAT

Mr. Mason presented this item requesting Board approval for the contract award for waterside construction of the North Bay Operations and Maintenance Facility and construction of the Regional Spare Float, including:

1. Approval of a contract award to Dutra Construction Co., Inc. for design-build construction in an amount not-to-exceed \$15,671,900;
2. Authorization of 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; and
3. Authorization of a budget increase to the Regional Spare Float Replacement project in the FY 2014/15 Capital Budget in the amount of \$562,000 to support contract award.

Director Donovan asked if WETA had previously utilized any of the firms who submitted proposals for this project. Mr. Mason replied that WETA had worked with both Dutra Construction and Manson Construction in the past and that both firms had performed without issue.

Director DelBono made a motion to approve the item. Director Donovan seconded the motion and the item carried unanimously.

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

7. ESTABLISH A LEED CERTIFICATION GOAL FOR THE CENTRAL BAY OPERATIONS AND MAINTENANCE FACILITY PROJECT CONSTRUCTION

Senior Planner Michael Gougherty presented this item requesting that the Board adopt a certification goal of LEED Silver for the Central Bay Operations and Maintenance Facility.

Director DelBono asked if the cost to increase the level of certification would be prohibitive. Mr. Gougherty explained that many of the points required to increase the certification level were not available for the maintenance facility and that LEED Silver was the most viable.

Director Donovan noted that the IBEW had built a Zero Net Energy center and that those principles could also be considered in the construction of the facility where applicable. He then suggested that the maintenance facility obtain a LEED certification level in such a way that it could later be increased if it became practical to do so.

Director Donovan made a motion to amend the item to read that WETA would “Adopt a certification goal of not less than LEED Silver for the Central Bay Operations and Maintenance Facility.”

Director DelBono made a motion to establish the goal as amended. Director Donovan seconded the motion and the item carried unanimously.

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

8. OVERVIEW OF CONTRA COSTA TRANSPORTATION AUTHORITY STUDY ON THE FINANCIAL FEASIBILITY OF CONTRA COSTA FERRY SERVICE 2015 – 2024

Ms. Connolly presented this informational item regarding the Contra Costa Transportation Authority's (CCTA) release of the *Financial Feasibility of Contra Costa Ferry Service, 2015 – 2024* white paper at its June 2014 meeting.

Ms. Rannells noted before the presentation commenced that the study was produced by the CCTA and not WETA, but that staff had provided time and information to the consultant in order to support the report analysis. Mr. Connolly added context to the scope of the study, stating that it had taken over 14 months to produce and commended the efforts of CCTA Program Manager Peter Engle.

Vice Chair Intintoli noted that the South San Francisco ridership projections appeared to be reasonably accurate. Mr. Connolly agreed that the ridership projections had held up well, noting that ridership forecasting is an inexact science. Ms. Rannells added that building ridership for any new service took time.

Vice Chair Intintoli emphasized that it was important to recognize that WETA was already subsidizing operations for its existing services and that it was up to the state and local governments to make an ongoing commitment to operations for any new services.

Director DelBono asked why some of the Contra Costa sites would require dredging. Mr. Connolly said that some of the terminals are, unavoidably, sited in shallow areas that would require ongoing dredging to support operations.

Ms. Rannells said that, at this point, operating funding is only available to support Richmond service; the most feasible of the Contra Costa services. Mr. Connolly added that the funding would ideally be sustained through a ramp-up period of ten years. Vice Chair Intintoli stated that economic prospects could change considerably in either direction in the four to five year construction window for building the service.

Director DelBono noted that San Francisco was not the only major destination to consider and suggested that WETA ask itself how it could provide service everywhere, specifically noting Redwood City and the South Bay. Vice Chair Intintoli suggested that this could be discussed further in a Board Retreat as it was part of a bigger picture. Director DelBono suggested that WETA consider looking at service to Alviso in the South Bay.

Public Comment

Dana Stoehr of Orton Entertainment, General Manager of the Craneway Pavilion at Ford Point, spoke in support of the CCTA's finding of Richmond as the most feasible Contra Costa service. She said that there were many companies and employees ready to utilize a Richmond service immediately for their commute as well as for special events at the Craneway Pavilion. She noted that there was easy access to the terminal site and plenty of parking. Ms. Stoehr added that she had many letters in support of a Richmond ferry service.

Public Comment

Richard Mazzera, General Manager of the restaurant Assemble at the Craneway Pavilion, said that Richmond was a great destination with residential areas nearby and an active business park. He added that the terminal location was already dredged and that Hornblower vessels demonstrated the feasibility of the terminal location as they had already serviced special events at the Pavilion.

Public Comment

Sherry McCoy, Vice Mayor, City of Hercules, questioned the accuracy of the numbers in the CCTA's study. She added that all of Contra Costa was looking for ferry service and asked how WETA would work with the cities to ensure the success of these services given the significant capital costs. She noted that funds should first be invested in the service that is most likely to succeed.

Public Comment

Peter Engle, CCTA, thanked WETA for their assistance with the study. He clarified that the Antioch/Martinez to San Francisco route would be 155 minutes each way. Mr. Engle said that the

CCTA had taken on this study in order to clarify and clear up public misinformation. He said that it took 15 months to complete because of the importance of creating a clear and consistent document. He said that he was not in the position to recommend anything but that the study gives the necessary information to the cities so that they can more accurately look at the services from an economic perspective, noting that it would be up to the WCCTAC/WETA to look at how Measure J would fund ferry service.

Chair Intintoli asked if Measure J provided emergency response funding. Mr. Engle replied no; that it was for long-term transportation projects.

9. ALAMEDA TERMINAL ACCESS PLAN STATUS REPORT

Mr. Connolly presented this informational item updating the Board on the Alameda Terminal Access Plan Study.

Chair Intintoli asked if it was feasible to relocate the dog park adjacent to the Main Street terminal. Mr. Connolly said that it would be up to the City, but that it could be done.

Director Donovan asked why the AC Transit bus serving the Main Street terminal had been stopped. Mr. Connolly said that it had experienced low ridership. Ms. Rannells added that it was discontinued a number of years ago, when the service was still under the City of Alameda, and that it had not been timed to meet the ferry schedule. Mr. Connolly noted that ferry ridership has doubled since the bus service had ended and that AC Transit was open to revisiting this route.

Director Donovan asked if stacked parking was a viable option. Mr. Connolly replied that part of the issue was that much of this parking was on city streets. Director DeBono asked if safety was a concern in the parking areas. Mr. Connolly said that this had been discussed at length with city staff and that as with the rest of the parking issues it was still a new issue for them.

10. ADJOURNMENT

All business having concluded, the meeting was adjourned at 2:13 p.m.

Respectfully Submitted,

Board Secretary
