

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

(October 1, 2015)

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

1. CALL TO ORDER – BOARD CHAIR

Chair Jody Breckenridge called the meeting to order at 1:02 p.m.

2. PLEDGE OF ALLEGIANCE AND ROLL CALL

Chair Breckenridge led the Pledge of Allegiance. Directors present were Director Timothy Donovan, Director Anthony Intintoli and Director James Wunderman.

3. REPORT OF BOARD CHAIR

No report.

4. REPORTS OF DIRECTORS

Director Wunderman reported that he had attended the Bay Area Council (BAC) Water Transit Subcommittee meeting which had included information about electric ferry vessels. He said the meeting had also been attended by Metropolitan Transportation Commission (MTC) Legislation and Public Affairs Director Randy Rentschler and that the subcommittee was working to improve MTC's understanding of water transit and emphasize the need for water transit funding.

Director Wunderman also extended an invitation to join him on a trip to Seattle from November 22-24 organized by BAC to learn from Seattle, King County and Washington State about ferry service and water transit by contacting BAC Policy Manager Emily Loper. He noted that Mr. Connolly was already committed to the trip and that California Lieutenant Governor Gavin Newsom was expected to lead the trip.

5. REPORTS OF STAFF

Executive Director Nina Rannells referred the Board to her written report and noted that she also attended the BAC Water Transit Subcommittee meeting. She indicated that the conversation with MTC was positive, and that they had been increasingly receptive to including ferry transit in the conversation about transportation solutions in the past year.

Ms. Rannells introduced Manager of Operations Keith Stahnke who shared an update on the vessels that were under construction at Vigor Kvichak in Seattle. Mr. Stahnke explained that WETA presently utilized a fleet of eleven vessels; four 34-knot vessels for the Vallejo service and seven 25-knot vessels for the central bay services. He said that the new boats would be 27-knot vessels with a 400-passenger capacity. Mr. Stahnke shared a slideshow detailing the progress of the vessel construction and noted that the first vessel was expected to be completed in late 2016 and the second in spring 2017.

Ms. Rannells advised the directors that the U.S. Coast Guard (USCG) had completed a risk assessment for the manning requirements for the Vallejo vessels. She noted that the USCG had confirmed that current manning levels were sufficient and no change would be required. Mr. Stahnke explained that the risk assessments would be included in the official USCG Certificates of Inspection.

He added that WETA had received a copy of assessment report. Ms. Rannells said Vallejo had been assessed first because the fiscal impact was significant. She said the next step in the USCG's risk assessment process would be for the other vessels to undergo a similar review and that staff had already prepared and provided the necessary information to USCG for their review.

Chair Breckenridge asked if the process had also begun for the two vessels that were under construction. Mr. Stahnke said staff had met with the USCG and the vessels would be evaluated as they were brought into service.

Ms. Rannells said that Senate Bill 231 had been signed by the Governor clearly stating that ferries were eligible for both the Low Carbon Transit Operation Program (LCTOP) and Affordable Housing and Sustainable Communities Program (AHSC) funding.

Ms. Rannells noted that service would be augmented to support anticipated increased ridership demand during Fleet Week. She then introduced Administrative/Policy Analyst Lauren Gularte who would be observing the Defense Support of Civilian Authorities (DSCA) exercise planned for October 5 at Pier 50 during the 2015 San Francisco Fleet Week. Ms. Gularte explained that the exercise was to rehearse coordination between federal, state and local agencies to test disaster transportation and logistics strategies in an emergency response environment. Chair Breckenridge added that DSCA was military support to local authority.

Ms. Gularte also provided an overview of the Urban Shield Yellow Command emergency response exercise in which WETA staff had participated on September 11. She reported that she had participated as the WETA Liaison at the California Office of Emergency Services' (Cal OES) Regional Emergency Operations Center (REOC) in Walnut Creek, along with Chair Breckenridge who observed the exercise. Ms. Gularte reported that the exercise had provided an opportunity to activate and staff the WETA Emergency Operations Center (EOC). She noted that the After Action Report and Improvement Plan for the exercise listed several opportunities for improvement including a need to review and update procedures with the CalOES Coastal Region, cross training, and communications device audit and review. Director Donovan, who had observed the exercise from the WETA EOC, felt it had gone very well and agreed with the opportunities that surfaced.

Chair Breckenridge said the exercise had been important and felt WETA had learned a lot in the process. Chair Breckenridge emphasized that fuel distribution was a vital component in emergency response, and Ms. Gularte said that WETA would be participating in an over-the-water fueling exercise involving WETA vessels and a Maritime Administration (MARAD) ship this winter. Mr. Stahnke clarified that the exercise would test hose connections and not involve actual fueling.

Public Comment

Jerry Bellows of MARAD the said he and MARAD were also looking forward to the fueling exercise and wanted to remind everyone that MARAD ships would be open to the public during Fleet Week.

Director Wunderman asked for clarification on the general perception of WETA as an emergency response agency. Ms. Rannells noted that the general perception and understanding of the agency's roles and responsibilities has improved as WETA has recently re-engaged federal, state and local partners as a part of updating the WETA Emergency Response Plan. Ms. Rannells noted further that WETA is not a first responder and that until recently some stakeholders had been unfamiliar with WETA's emergency response role, capabilities and how the agency fits into the overall emergency response framework. Ms. Gularte added that while not a catastrophic disaster, the BART strike and service interruptions that had occurred in the last few years had afforded WETA opportunities to provide much needed transit assistance to mitigate Bay Area travel disruption, highlighting WETA's emergency response capabilities.

Chair Breckenridge felt that WETA was perceived as a full partner playing a key transportation role. She further noted that details and logistics including credentialing, staffing and training needed to be addressed to assure WETA could respond effectively.

Director Intintoli asked for clarification regarding the tax benefit for transit commuters and Ms. Rannells explained that the program offered a convenient way for employees to lower their commuting costs by utilizing pretax dollars to pay for commuting to work.

Director Intintoli also asked about the challenges WETA experienced on the prior Tuesday, September 29 when buses were called in to support the Vallejo evening commute. Ms. Rannells explained that two vessels had experienced a mechanical failure and a BayAlerts notice had been sent to Vallejo subscribers advising riders that the scheduled ferry would be replaced by buses. Mr. Stahnke further explained that one of the mechanical issues was fixed and a vessel was placed back into service within approximately 30 minutes. He confirmed that commuters were informed of the delay via the BayAlerts system and in person by vessel crews and Blue & Gold Fleet staff.

Public Comment

Hans Korve of Korve Consulting LLC suggested the use of electronic displays and a public announcement system to provide schedule information and change notifications.

Ms. Rannells clarified that a messaging system existed; however, any additional property work improvements would be at the direction of the property owner, Port of San Francisco.

Manager of Public Information and Marketing Ernest Sanchez explained that public and rider communication improvement was a continuing process involving a host of methods including the BayAlerts subscription service, social media outlets, printed collateral, printed and NextBus electronic signs at the terminals and on vessels, in-person conversations and the WETA website. He added that in addition to events such as vessel mechanical failure that cause schedule disruption, communicating clearly and effectively with the public was also a critical aspect of WETA's emergency response planning.

Mr. Sanchez further noted that advising riders proactively about what to expect and what to do in the event of emergency, prior to an actual event occurrence, was crucial to effective communication with riders and the public generally. He added that Guest Assistance Representatives (GARs) were dispatched to the terminal to assist riders who may not be BayAlerts subscribers and may not be aware of the issues and noted that WETA would be adding a message crawler to its website. Mr. Stahnke noted that permanent GARs staffing is important with surges in ridership, but that this also adds to the cost of providing services.

Director Donovan requested clarification on the noted in Peter Friedmann's federal legislative report regarding new U.S. Federal Transit Administration (FTA) Disadvantaged Business Enterprise requirements for new vessel construction. Ms. Rannells explained that she and staff have been working with FTA at the staff level to understand and develop and approach to comply with this new requirement. The new FTA rule will require WETA to set a project-specific DBE goal for vessel construction projects instead of including new vessel construction in the agency's overall DBE goal. Ms. Rannells noted that FTA had used the model of new bus procurements as the basis for this rule change, which is very different than the vessel construction process. She emphasized that the U.S. Federal Transit Administration (FTA) did not consult with the ferry community prior to the institution of the new regulation. Chair Breckenridge added that the specialized work has limited availability of DBEs and that this rule could have large implications on the entire industry. Ms. Rannells noted that one of

her primary concerns under the new rule is the potential for delay as the goal and methodology must be approved by FTA, which could take months.

Director Wunderman said that with the new Speaker of the House, he was optimistic that a long term transportation bill would be passed this month and added that getting language into the bill for water transportation funding would be prudent.

Public Comment

Mr. Bellows asked for an update on Seaplane Lagoon. Manager of Planning and Development Kevin Connolly said the developer received proposals last week.

6. CONSENT CALENDAR

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

- a) Board of Directors meeting minutes of September 3, 2015
- b) Approval of an Amended and Restated Clipper Memorandum of Understanding with Metropolitan Transportation Commission and Bay Area Transit Operators

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 VORTEX MARINE CONSTRUCTION, INC. FOR MARINE CONSTRUCTION SERVICES FOR THE HARBOR BAY PILING REPLACEMENT PROJECT

Mr. Stahnke presented the item recommending approval and award of a contract to Vortex Marine Construction, Inc., in an amount not to exceed \$425,000 for marine construction services to implement the Harbor Bay Piling Replacement Project and to authorize the Executive Director to negotiate and enter into a contract and take any other related actions as may be necessary to support this work.

Chair Breckenridge asked if the recommendation to increase the diameter and length of the pilings was so that the pilings could be further driven in to provide stronger support and Mr. Stahnke said yes.

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

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

8. APPROVE THE AWARD OF A SOLE SOURCE CONTRACT TO VALLEY POWER SYSTEMS NORTH, INC. FOR TAURUS MAIN ENGINE OVERHAUL PROJECT

Mr. Stahnke presented the item recommending approval of the following actions associated with the overhaul of the port main engine on the vessel *Taurus*:

1. Add the *Taurus* Main Engine Overhaul project to the FY 2015/16 Capital Budget for a total project cost of \$300,000; and
2. Award a sole source contract to Valley Power Systems North, Inc. (VPSNI) in an amount not to exceed \$210,000, for the *Taurus* Main Engine Overhaul and authorize the Executive Director to negotiate and execute an agreement for this work.

Mr. Stahnke recommended a sole source contract to address the need for factory parts and installation from an MTU factory authorized dealership which would provide parts and labor warranties. He further noted that utilizing a dealer authorized by MTU to sell and install its parts significantly reduced WETA's financial risks in undertaking the engine overhaul project.

Director Donovan asked whether there was other similar work and costs for other vessels that should also be added to the current budget given the extra duty that WETA vessels had been called upon to perform during the last year. Mr. Stahnke said that while it was true that all of the vessels in the WETA fleet were being taxed with extra hours and that several of them would be up for their 10,000 mile services in the next two years, the *Taurus* engine overhaul work was advanced so that the project could be completed prior to the Spring/Summer operating season and included in the current capital budget period. He said the work in question was planned for early November and would take about eight days.

Director Intintoli made a motion to approve the item. Director Wunderman seconded the motion and the item carried unanimously.

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

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

PUBLIC COMMENT

Veronica Sanchez of Masters, Mates and Pilots (MM&P) said that MM&P had advocated that waterfront developers requiring ferry and water taxi landings in their plans for future development. She said that at a San Francisco Port Commission meeting two weeks prior, the Commission had approved supporting language in the maritime policy for that inclusion. Ms. Sanchez further noted that despite missing a water transit piece in the new Warriors stadium plans for Pier 32, she expected that conversations about ferries for that area were not over and that she and her organization would continue to advocate on behalf of ferries and water transit in general. Chair Breckenridge thanked Ms. Sanchez for her support and efforts.

Mr. Korve requested an update on the WETA Strategic Plan. Ms. Rannells said that staff expected to present the Plan to the Board in the next few months.

10. ADJOURNMENT

All business having been concluded, the meeting was adjourned at 2:12 p.m.

Respectfully Submitted,

Board Secretary