

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

(October 6, 2016)

The Board of Directors of the San Francisco Bay Area Water Emergency Transportation Authority met in regular session at the Port of San Francisco at Pier 1, San Francisco, CA.

1. CALL TO ORDER – BOARD CHAIR

Chair Jody Breckenridge called the meeting to order at 1:00 p.m.

2. ROLL CALL

Chair Breckenridge welcomed WETA Directors, staff and guests to the meeting. Other Directors present were Vice Chair Jim Wunderman, Director Timothy Donovan and Director Anthony Intintoli.

3. REPORT OF BOARD CHAIR

Chair Breckenridge wished everyone a happy Fleet Week and said she had just attended the Senior Leaders Seminar, also attended by San Francisco Mayor Ed Lee and Federal Emergency Management Agency and Department of Defense representatives and others, where topics included Bay Area emergency response. She said it was good that WETA was thinking broadly about its roles in emergency response efforts and that it had an adaptable and flexible Emergency Response Plan. She added that it was crucial for WETA to continue building, broadening and nurturing both domestic and international relationships with its emergency response partners.

4. REPORTS OF DIRECTORS

Vice Chair Wunderman thanked WETA staff for their work on the Ron Cowan Central Bay Maintenance and Operations Facility groundbreaking and dedication ceremony on September 15 which he said had been a wonderful and successful event. Vice Chair Wunderman said that he had recently met with Executive Director Steve Heminger from the Metropolitan Transportation Commission (MTC) during a trip to Los Angeles to survey the work being done there for transportation funding and planning. He explained that an \$80 billion measure which incorporated \$40 billion from a prior measure was being considered there by voters and his trip to learn more had been inspiring. He said he would continue to discuss Regional Measure 3 funding with Mr. Heminger and work to ensure that MTC understands the importance of the measure for WETA's future operations and expansion success.

Director Intintoli said there was a lot of interest and excitement building, especially in Napa Valley, about the imminent ribbon-cutting ceremony opening on October 26 of WETA's new North Bay Maintenance facility on Mare Island in Vallejo.

5. REPORTS OF STAFF

Executive Director Nina Rannells welcomed Directors to the meeting, referred them to her written report, and offered to answer any questions. She said she agreed that the Central Bay facility groundbreaking event had been wonderful and added that staff was also very excited about the upcoming opening of the new North Bay facility.

Ms. Rannells introduced Tim Hanners, WETA's new Engineering and Maintenance Administrator, and said he brought a vast amount of experience and familiarity with ferries to the WETA operations team having worked at both Blue and Gold Fleet and Golden Gate Ferry. Ms. Rannells also introduced

Manager of Operations Keith Stahnke who provided an overview of recent vessel events that had occurred including an oil spill in the Vallejo area which required decontamination of a WETA vessel by the U.S. Coast Guard when the event was federalized. He said WETA had been the first to report the incident and the cleanup process had been very impressive, with the vessel being out of service for less than one day. Mr. Stahnke also explained that WETA would be providing additional service for riders traveling from the East Bay to the upcoming Giants playoff games at AT&T Park as well as more service over the coming weekend to support Fleet Week travelers.

Ms. Rannells presented the financial statements and legislative updates in her written report. She explained that the proposed bill to reorganize the California Public Utilities Commission (CPUC) had not passed and added that California Governor Jerry Brown, in the process of working on other bills, had expressed strongly that he wanted to see a reorganization happen that would move transportation oversight to the State. Ms. Rannells said WETA's state legislative representative, Barry Broad, would be following those developments and would keep Directors informed. Chair Breckenridge asked if there were any questions about the financials or the legislative updates and there were none.

Chair Breckenridge said that because the Directors would next be going into a closed session she was moving the period for public comments unrelated to specific agenda items to this place in the meeting so those speakers would not have to wait if they wanted to leave the meeting after speaking.

PUBLIC COMMENT

PROP Chief Executive Officer James Jaber said the CPUC recently granted PROP permission to operate a public, scheduled service. He said that over the last year, PROP had been operating a private for-hire water transportation service for some of the Bay Area's largest employers and that during that time, the company had developed best practices and other things like that which he was excited to be able to deploy to the public. Mr. Jaber said he recognized that WETA had some concerns about the public service routes initially proposed and to avoid duplication of service offerings, PROP had removed those routes from the PROP proposal that were already in existence in the WETA ferry service offerings. He said it had always been a goal for PROP to work with WETA, and he believed the PROP service would be a complement to WETA's service. He added that he was convinced that there would be a great marriage between the two different service models. Mr. Jaber said the PROP boats were all brand new and that they would be adding another large, 49 passenger boat to their fleet soon. He explained that all of the PROP boat hulls were custom designed and they planned to employ tier 3 diesel engines and jet drives. Mr. Jaber said he hoped to meet with WETA to develop a strong relationship. He said that the PROP boats were smaller than the WETA vessels which would allow PROP to access areas requiring small boats so PROP should be added to the disaster preparedness list. He said there were structured, nice seats on the PROP boats and that they had a lot of neat equipment.

PUBLIC COMMENT

Jerry Bellows of the United States Maritime Administration (MARAD) extended an invitation to the Board, staff and meeting attendees to visit the MV *Cape Hudson* for a tour on October 8 between the hours of 10:00 a.m. to 4:00 p.m. as one of the San Francisco Fleet Week event offerings. Mr. Bellows said that the tour would provide visitors with a good overview of the Administration's emergency response capabilities.

- 6. RECESS INTO CLOSED SESSION: 1:19 P.M. – 1:32 P.M.**
 - a. CONFERENCE WITH REAL PROPERTY NEGOTIATORS**

- 7. REPORT OF ACTIVITY IN CLOSED SESSION**

Chair Breckenridge reported that during the closed session, the Directors reviewed a new contract for the WETA office lease with the Port of San Francisco. She introduced WETA Manager of Administration and Business Services Melanie Jann to provide further information on the details of the closed session

discussion topic. Ms. Jann explained that WETA had entered into a five year lease agreement with the Port of San Francisco initially in 2006 and had exercised its option to renew and extend the lease for another five years in 2011. She said that lease would expire November 30, 2016 and therefore, the Board was being asked to approve a new five year lease at the lowest approved commission rate for the WETA offices on Pier 9.

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. CONSENT CALENDAR

Chair Breckenridge asked if the Directors had any questions or items for discussion about anything in the Consent Calendar.

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

- a. Board Meeting Minutes – September 1, 2016
- b. Authorize Release of a Request for Proposals for the MV *Solano* Propulsion Train Subcomponent Replacement Project and Upgrades
- c. Authorize Release of an Invitation for Bids for Purchase of Fuel for North Bay Ferry Operations
- d. Approve Revised Mitigation Measure and Adoption of Addendum No. 1 to the CEQA IS/MND and MMRP for the Central Bay Operations and Maintenance Facility Project
- e. Authorize Execution of a Lease Disposition and Development Agreement with the Port of San Francisco for Construction of the Downtown San Francisco Ferry Terminal Expansion
- f. Approve a Project Labor Agreement for Construction of the Downtown San Francisco Ferry Terminal Expansion
- g. Authorize Release of a Request for Proposals for Construction Manager at Risk Services for the Downtown San Francisco Ferry Terminal Expansion

Director Donovan asked if there was anything included in the Agreement for fuel that would support emergency fuel delivery. Mr. Stahnke said the Agreement included emergency delivery of fuel within 24 hours of request.

Director Donovan asked about the cost to perform 24 hours a day dredging. Mr. Mason explained that the 24 hour dredging would provide a time and cost savings because the contractor's equipment would not need to be onsite as long as it would if the dredging process took longer.

PUBLIC COMMENT

Secretary-Treasurer of the San Francisco Building and Construction Trades Council Michael Theriault thanked the Board for including the Project Labor Agreement (PLA) for Construction of the Downtown San Francisco Ferry Terminal Expansion on the Consent Calendar and said he looked forward to its approval.

Mr. Theriault said that he believed the proliferation of PLAs around the Bay Area demonstrated that they were effective in producing projects with formalized, smooth processes for labor relations, reductions in labor disputes, and ready resolutions on the rare occasions that they did occur. He said the Agreement had been simplified to mirror the Alameda County Agreement. Mr. Theriault said that he had spared the Board from crowding the meeting with colleagues but he did bring with him to the meeting several representatives of the various trades with the objective of them being able to show their support and

commitment to the project along with their appreciation to the Board for approving the Agreement. Mr. Theriault introduced representatives of the trades most likely to be utilized in the project including Field Representative for Pile Drivers Local 34 Martin Espinoza, Field Representative for Carpenters Local 22 Peter Garza, Business Representative for Operating Engineers Local 3 Michael Ginter, and Senior Field Representative for Pile Drivers Local 34 Pat Karinen.

PUBLIC COMMENT

Field Representative, Treasurer and Financial Secretary for Pile Drivers Local 34 Chris Moyer said he represented the many hard working pile drivers and carpenters throughout Northern California. Mr. Moyer said that as a veteran and a father of two sons currently serving on active duty, he was happy to be in San Francisco during Fleet Week. Mr. Moyer said that many of the projects he had worked on in and around San Francisco as a pile driver and commercial diver have been conducted under PLAs and this had presented him with the opportunity to provide a dignified standard of living for his family, purchase a home, contribute to the property tax base of his own town, and raise his children in one of the most desirable metropolitan areas in the nation. Mr. Moyer said that a healthy middle class was essential to the economic well-being of any community and that PLAs not only played an integral part in assuring that projects were completed in a timely and orderly fashion, they also provided the wages and support to Americans that allow them to be able to survive in a region like the San Francisco Bay Area and to contribute to the economic and cultural diversity of such regions. Mr. Moyer said he respectfully urged the Board to approve the PLA on the Consent Calendar and he thanked the Directors for their time.

Chair Breckenridge thanked Mr. Theriault and Mr. Moyer for speaking and said the Directors recognized the special and challenging environmental circumstances involved in waterside construction. On behalf of the entire Board she thanked both speakers for their work.

Vice Chair Wunderman said it was a good idea to have a PLA. He asked, as WETA continued moving forward in its expansion as laid out in the Strategic Plan, what the relationship between WETA and the construction unions was with regard to apprenticeships and recruitment for the trades in economically disadvantaged communities of the Bay Area.

PUBLIC COMMENT

Mr. Theriault said that the Council's membership was 70% minority currently and that included women but he would like to see more women applying and he encouraged people to get that word out. He said the Council was affiliated with various apprenticeship programs around the Bay Area to recruit people from disadvantaged communities and said the one in San Francisco was called City Build. He explained that there was a shop program in the San Francisco Public School District for Carpenters, and another for all of the other trades. He added that the process of merging the school apprenticeship programs with the school district programs was ongoing with the objective of enhancing and expanding those programs in the process.

PUBLIC COMMENT

Mr. Moyers said that for pile drivers, there was a program that required going to school for training that was paid for by signatory contractors for just one week a quarter and that as trainees moved up to journeyman status, their pay scales rose along the way. He said this program was open to anyone with a GED or high school diploma. Mr. Moyers added that there was also a program for people leaving the military called the Helmets to Hard Hats program which focused on minority recruitment.

Ms. Rannells said that one of the values of the PLA was to define relationships between WETA, its contractors, and the labor unions, and that a big piece of the PLA process was assurance that training was available and that these structured programs existed to help build and support a robust labor pool for future projects.

Chair Breckenridge said that in this particular case the trades have had to fill a void created in the nation by the loss of trades training in our educational system. She said that the recruitment and training done by the unions was crucial and served as a testament to their commitment to the workforce of this nation.

Director Donovan said that when concern had arisen in the recent past about the lack of minorities in the trades, the unions stepped up and worked diligently to recruit and train minorities. He further explained that over a three year period they had done a phenomenal job which was now reflected in the majority of minorities in the trades. Director Donovan added that the early adoption of PLAs on projects in the Bay Area was hugely responsible for that.

PUBLIC COMMENT

Governor's appointee to the California Workforce Advisory Board Nathan Nayman said that the California Apprentice Program and the Regional Workforce Investment Boards around the Bay Area were a source that members of the labor workforce and the labor unions should look at and consider. He said there was federal money available through these Boards for apprenticeships that was matched by the state and was being used in various regions around the Bay Area. He said it was easy to be San Francisco centric in these matters, but that the labor workforce moved around across all of the state's regions and people should look closer at these opportunities, especially since they can take a boat to work these days.

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

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

9. APPROVE CONTRACT AWARD TO MARINE GROUP BOAT WORKS FOR MV PISCES QUARTER-LIFE REFURBISHMENT PROJECT

Mr. Stahnke presented this item to approve a contract award to Marine Group Boat Works for the MV *Pisces* Quarter-Life Refurbishment and Capacity Increase project in the amount of \$3,675,000 and authorize the Executive Director to negotiate and execute an agreement and take other related actions as may be necessary to support this work.

Vice Chair Wunderman asked what portion of the funding for the project was being provided by the Federal Transit Administration (FTA). Mr. Stahnke said that 80% of the funding would come from the FTA and the balance from a local funding match.

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

10. ADOPT THE FINAL 2016 WETA STRATEGIC PLAN

Manager of Planning and Development Kevin Connolly presented this item to adopt the 2016 WETA Strategic Plan (Plan). He shared a slideshow of Plan highlights along with written detail of the changes made to the current Plan since presented to the Board in its first draft form.

Director Intintoli asked about a letter that had been received and distributed to Directors from the City of Hercules regarding specifics about the inclusion of Hercules in the Plan.

Chair Breckenridge asked whether ample information had been received at this time to support moving the City of Hercules ahead of the rest of the Carquinez Strait region to make a future prioritized standalone site for expansion. Mr. Connolly said that information about Hercules is sufficient for it to

remain a part of the overall Carquinez Strait versus prioritizing it over other cities on the Strait. He said what separated Hercules from the other cities in the region was a sales tax measure for Hercules and Richmond. Mr. Connolly said WETA had never had the opportunity to review the Agreement between the cities of Hercules and Richmond and added that WETA's Agreement for the new Richmond service was between WETA, the Contra Costa Transit Authority, and the City of Richmond.

Vice Chair Wunderman said he had enjoyed working with Director Donovan and the rest of the working group that had tackled the final Plan creation and he appreciated having the extra time to review it since he had not been able to stay for the duration of the prior Board meeting. He said WETA staff had done a wonderful job incorporating all of the feedback provided by the working group into the robust, future looking expansion projects in the Plan and thanked staff for their work on the Plan.

Director Intintoli said there were some really helpful details in the Plan that illustrated very well what was possible and what would be involved in its ambitious service expansion. He said Regional Measure 3 (RM 3) would be paramount in assuring WETA would have the funding required to successfully expand as dreamed and detailed in the Plan.

Ms. Rannells said the Executive Summary provided with the Plan would be an essential tool for talking with current and potential partners about funding and general expansion in the future. She thanked Kevin Connolly and his Planning team for their work on the Plan, as well as MacKenzie Communications who put the plan together in its final format. Ms. Rannells said she very much appreciated all of the hard work done by the Plan working group, and thanked Vice Chair Wunderman and Director Donovan most especially for their support and work in the group.

Director Donovan noted that all of the projects laid out in the Plan could be shifted around as projects progressed and funding became available to support the projects. He said the Plan would work in concert with the WETA Short Range Transit Plan, which detailed those projects expected to come to fruition in the nearer term and would be updated, as a rule, more frequently.

PUBLIC COMMENT

Hercules City Manager David Biggs said the Plan was aspirational, and that Hercules was grateful to be included in the Plan. He apologized for missing the September Board meeting because he was on vacation and said he was glad the Plan adoption was pushed out to October so he could have more time with it. Mr. Biggs said that how Hercules was characterized in various transportation and regional plans would have an effect on its ability to source and secure regional and federal funding. Mr. Biggs asked that Hercules be included as a standalone city for future ferry service in the Plan instead of as part of the Carquinez Strait. He added that he would like to see Hercules have the same priority for near future ferry service in the Plan as the cities of Redwood City and Berkeley. Mr. Biggs said Hercules had the same characteristics of these other two cities, and he was concerned that as included in the Plan draft, the perception would be that Hercules would not be getting ferry service until 2035 or beyond. Mr. Biggs added that numerous transportation projects had been completed recently in the City of Hercules and more were underway and in planning stages. He emphasized that ferry service was an important component of the City's overall master transportation plan.

Chair Breckenridge thanked Mr. Biggs for attending the meeting, reading the Plan and for engaging with WETA about ferry service.

PUBLIC COMMENT

City of Hercules Councilmember Chris Moyer said people in Hercules were really excited, energized, and committed about ferry service, and that traffic on the Highway 80 corridor was a parking lot these days. Ms. Moyer said she was asked about ferry service by Hercules residents constantly. She explained that more housing was being built in the City, including new luxury apartments down by the

water, and she asked that WETA pull Hercules out of the grouping in the Carquinez Strait in the Plan, and include it as a standalone city for near future ferry service. She said doing so would help the City secure the necessary funding for ferry service.

Chair Breckenridge thanked Ms. Moyer for her comments. She said she would like WETA staff to engage the Hercules representatives to identify exactly what steps were going to be required to bring ferry service to the City and to solidify a collaborative partnership to further that objective.

Vice Chair Wunderman said he would be biased in favor of acknowledging Hercules's desire to see ferry service in the City, and in naming the city individually in the Plan. He said he recognized it would not be an easy thing to do but the traffic was so awful coming into San Francisco on the 80 corridor that ferry service in Hercules was desperately needed.

Director Donovan said the City of Hercules was named in the Plan in numerous places already but if changing that would be helpful to the City being able to secure funding, that he would be in favor of doing so. Director Intintoli said he was concerned about the other cities on the Carquinez Strait who also want and need ferry service if Hercules were to be prioritized in the way being requested. He said he would like to see staff work with Hercules and be able to provide more details before making any changes in the Plan. Ms. Rannells said Hercules had been characterized as part of the Carquinez Strait based on the work done by Contra Costa County for their White Paper research on the Carquinez Strait cities. She added that it would make sense to name Hercules specifically when the facts supported doing so.

Chair Breckenridge reiterated that updating the Plan would happen as and when that made sense and that staff would be engaging further with Hercules to solidify the understanding on future ferry service details for Hercules.

PUBLIC COMMENT

Alameda Point Reuse and Transportation Planning Director Jennifer Ott said the City of Alameda had commented on the previous version of the Plan and was positive, excited about, and supportive of the new version of the Plan. She noted that the current version of the Plan was a great improvement and had a wonderful vision with a lot of wonderful expansion specifics. Ms. Ott added that the City of Alameda was working hard to secure private partner funding and participate politically to help secure regional funding for the Alameda projects included in the Plan.

Vice Chair Wunderman made a motion to approve the item with the caveat that staff would work with the City of Hercules representatives to garner more details on their efforts and concerns, and possibly modify the Plan at a later date when services were more clearly defined.

Director Donovan seconded the motion and the item carried unanimously.

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

11. APPROVE NON-COMPETITIVE NEGOTIATED CONTRACTS WITH VIGOR KVICHAK LLC AND AURORA MARINE DESIGN FOR THE CONSTRUCTION OF TWO 400-PASSENGER VESSELS

Ms. Rannells introduced this this item to approve the following actions associated with the purchase of two new 400-passenger, 26-knot passenger vessels procured through a non-competitive negotiated contract method:

1. Approve a contract with Vigor Kvichak LLC for design-build construction of two 400-passenger vessels in an amount up to \$29,930,000;

2. Approve a contract with Aurora Marine Design for construction management services associated with these vessels in the amount of \$500,000;

3. Authorize the Executive Director to execute these agreements and take any other such actions as may be necessary to support this work; and

4. Add the Purchase of Two New 400-Passenger Vessels project to the FY 2016/17 Capital Budget at a total project cost of \$33,400,000.

Ms. Rannells said that she recognized this item was outside of the normal vessel procurement process and she would not bring it to the Board if she did not feel it was crucial to support ridership demands and best position WETA to support the Strategic Plan in the future. She noted that ridership had increased by more than 70% over the last four years, and said the increasing demands have required constant tweaking of vessel use including vessel interlining across routes and borrowing vessels from WETA's contract operator Blue & Gold Fleet. Ms. Rannells said that even with this creative problem solving, WETA's spare fleet was depleted. Ms. Rannells explained that WETA's spare vessels were critical to service operations because in addition to the occasional mechanical challenges that could take a boat out of service for a day or a week or even longer, regular, ongoing maintenance for the fleet required vessels to be out of the water altogether for 6-12 months. She said riders got left behind when smaller capacity vessels had to be put in service in place of a route's larger vessels when the regular vessels needed maintenance or experienced unexpected mechanical or other disruptions.

Ms. Rannells said that even with the delivery early next year of the MV *Cetus* and MV *Hydrus* Central Bay vessels which will help with the spare fleet challenges, a review of WETA's 10 year, basic fleet maintenance schedule confirmed the need for these additional vessels to maintain today's service operations levels. Ms. Rannells said staff had considered the possibilities of extending the lives of several of the older vessels currently in the fleet, as well as some other procurement method possibilities with the help of WETA Counsel Stan Taylor and Nossaman LLP, and found those options to be cost-prohibitive and also complicated by upcoming new Environmental Protection Agency (EPA) engine requirements. She said that especially because of these new EPA requirements, time was of the essence to find a more realistic solution and this item recommendation provided that solution.

Ms. Rannells said this item would effectively allow WETA to piggyback onto the current vessel build in process at Vigor Kvichak, and would conservatively represent a \$3 million savings by capitalizing on the engineering and design work already underway for the other vessels. She said it would also allow WETA to acquire the highest EPA Tier IV standard vessels in the most expeditious and cost-effective manner. Ms. Rannells said she urged the Board to approve this important item.

Chair Breckenridge asked if replacing the MV *Mare Island* engine would extend the vessel's life. Ms. Rannells explained that the engine replacement represented a mid-life service for the MV *Mare Island* which was a basic maintenance requirement for the vessel to maintain its normally expected service life of 25 years.

Vice Chair Wunderman asked how the new EPA requirements would affect the two new vessels, the MV *Hydrus* and MV *Cetus*, due to be delivered soon. Mr. Stahnke said the requirements had to do with when engines were built, and that both of the new vessels exceeded the EPA requirements.

Vice Chair Wunderman said it was a tall order to ask and he wondered how one could know that there wasn't an order of magnitude of savings if the work went out to bid instead. Ms. Rannells said there was no way to be certain but that this option provided a minimum savings of \$3 million because design and construction management services would be minimized. She said the price for the vessels was actually

even less than what was being paid for the two boats currently in production. Ms. Rannells said WETA had gone out to bid for vessels three times and there was very little competition. She said that given today's costs for aluminum and labor, the prices for these vessels as proposed in this item were excellent. Ms. Rannells emphasized that she understood Vice Chair Wunderman's concern and took it very seriously.

Ms. Rannells explained that WETA had been setting aside Regional Measure 1B (RM 1B) funds for vessels for some time which would support this request. She said she felt strongly that new vessels were the very best investment WETA could be making at this time.

Director Donovan asked if there were any legal implications in approving the item. Mr. Taylor said he recognized that it was not customary but it was clearly permitted based on WETA's enabling legislation and the extraordinary details.

PUBLIC COMMENT

Ms. Ott said the City of Alameda fully supported the item and urged the Directors to approve it. She said that based on the Memo of Understanding for the planned Seaplane Lagoon service at Alameda Point, it was her hope that one of the vessels may be able to jump start that service. She said she would like to hear from staff if that was a possibility. Ms. Ott said Alameda was expected to submit to the San Francisco Bay Conservation & Development Commission (BCDC) to approve the Seaplane Lagoon project in the next few months, and said funding was being secured to support the project. She added that the City of Alameda would like to begin operating the new service in 2019 and said there would be about 400 parking spaces for the terminal. Ms. Ott said City of Alameda staff was working on this project every single day and looked forward to partnering with WETA politically on RM 3 to support funding for the project. She said Alameda was grateful to have WETA as a partner in the process of bringing the new service to fruition, especially since Alameda Main Street and Harbor Bay services were at capacity.

PUBLIC COMMENT

Alexandra Daum from Alameda Point Partners, the master developer at Alameda Point, said Alameda Point Partners had committed \$10 million to the Seaplane Lagoon project, along with ongoing construction expertise and staff resources. She emphasized that the ferry was absolutely vital to the future commercial development at Alameda Point, and said that lack of transportation to the base was always listed as the key hindrance to commercial development at the site. Ms. Daum said she strongly supported the purchase of the vessels in the item and hoped they would be utilized in the Seaplane Lagoon service.

Director Intintoli 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

12. AUTHORIZE FILING AN APPLICATION WITH THE METROPOLITAN TRANSPORTATION COMMISSION FOR FY 2016/17 REGIONAL MEASURE 1 FUNDS

Ms. Rannells presented this item to approve the following actions relative to securing funds to support the Purchase of Two New 400-Passenger Vessels:

1. Authorize the Executive Director to file an application with the Metropolitan Transportation Commission (MTC) for a total of \$4.5 million FY 2016/17 Regional Measure 1 – 5% State General Fund Revenues (RM1 – 5%); and

2. Authorize the Executive Director to take any other related actions as may be required to secure these funds.

Director Intintoli made a motion to approve the item.

Director Donovan seconded the motion and the item carried unanimously.

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

13. CONSIDER PROPOSAL FOR VALLEJO FERRY SERVICE ENHANCEMENTS AND DELETION OF SCHEDULED ROUTE 200 SERVICE BEGINNING JANUARY 2017

Mr. Connolly presented this item to release the draft proposal to enhance Vallejo ferry service and delete scheduled Route 200 service for public and stakeholder review and comment. He explained that WETA had originally purchased the three buses used for scheduled Route 200 service between Vallejo and San Francisco and that those buses had reached the end of their useful lives. He said that SolTrans - the contract operator for the service - did not have resources available to replace the buses. Mr. Connolly reviewed the details of an enhanced ferry service schedule proposed to replace the Route 200 service.

Mr. Connolly said if approved, the proposal would be released to the public and agency stakeholders for review and comment. He said public notice flyers and advertising would be done on the buses and on the Vallejo ferry service route, as well as on the WETA website, to get the word out and solicit public and stakeholder feedback on the proposal. Mr. Connolly said the proposal would be presented to the SolTrans board on October 12.

Chair Breckenridge said she didn't think this was a bad idea but she wanted to raise the concern that the additional ferry service could present new challenges to the current WETA fleet and she wanted the Directors to understand this. Vice Chair Wunderman asked if it would still be possible to contract for back-up buses with operators other than SolTrans when unexpected service disruptions occurred. Mr. Connolly said yes. Mr. Stahnke added that in the past, back-up buses ordered a day in advance from other operators had not been a problem for them to deliver and that they had delivered buses on occasion with as little as three hours' notice.

PUBLIC COMMENT

Hans Korve of Korve Communications said more ferry service in place of the Route 200 bus service would be a huge improvement because he utilized the bus often during the midday period and the bus service was pathetic. He said that the Route 80 bus service was not timed to meet BART trains at the Del Norte BART station as SolTrans claimed and that these missed connections created a lot of problems for bus riders. Mr. Korve also suggested that an operator other than WETA operate smaller boats between Vallejo and San Francisco as an alternative to regular WETA service.

Ms. Rannells clarified that WETA already operated smaller boats on runs where warranted by ridership demand. Mr. Connolly said the majority of the proposed midday runs to replace the Route 200 service would be operated with WETA's smallest vessels.

PUBLIC COMMENT

SolTrans Planning and Operations Manager Mike Abegg said he was concerned about the comment that the bus service was pathetic. He said an overhaul was done back in August because the BART schedules changed. He said the agency had gone to great pains to assure the buses were synchronized with the trains. Mr. Abegg said the agency felt it would be positive for the Route 200 service to be replaced with ferries because it was clear that the riders preferred to be on ferries instead of buses. He

added that it made sense to have good, robust ferry service with supplemental bus service and he was looking forward to solving the puzzle and the next iteration of the SolTrans WETA relationship.

Vice Chair Wunderman 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.

14. RICHMOND FERRY TERMINAL PROJECT UPDATE

Senior Planner Chad Mason presented this informational item and provided an overview on the status of the Richmond Ferry Terminal project. Mr. Mason explained that the Richmond Ferry Terminal project would establish a new ferry route between the existing San Francisco Ferry Terminal and a new ferry terminal on the Ford Peninsula in the City of Richmond. He said the design included plans for replacement of an existing facility and landside improvements including public access and parking lot expansion. Mr. Mason reminded Directors that the WETA Board adopted a Funding Agreement and MOU with the Contra Costa Transportation Authority at its March 2015 meeting that would fund the operation for a minimum period of 10 years.

Mr. Mason shared a slideshow with details on the project's progress and what remained ahead. He said a passenger shelter with bird-safe glass to protect riders from inclement weather at the windy site had been approved in the design phase.

Mr. Mason reviewed all of the project's milestones to date, and said staff had developed a plan to allow WETA to begin construction of the project in 2017 with a target date for opening the new facilities for use as early as 2018. Mr. Mason said the BCDC permitting was expected by November. He thanked Shasa Curl, Administrative Chief of the City of Richmond for attending the meeting and for her partnership on the project.

Director Donovan asked what green technologies would be included in the project and Mr. Mason said the energy demand for the terminal would be very low and would utilize LED lighting for the entire project.

PUBLIC COMMENT

Ms. Curl said the City of Richmond was working diligently with Mr. Connolly and Mr. Mason on a lease for the terminal property. She thanked the Directors for approving Item 11 on the Agenda and for the commitment to the Richmond Ferry Service project on behalf of City Manager Bill Lindsay and the entire city of Richmond.

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

Former CPUC and Federal Communications Commissioner and, most recently, outside regulatory counsel for PROP Rachelle Chong said she gained some perspective in the process of working with PROP in their application for their Vessel Common Carrier (VCC) license. Ms. Chong said the Commissioners were very enthusiastic about a privately funded common carrier because it was the first of its kind. She said they welcomed the competition because smaller and privately funded boats can more quickly access smaller cities that are not going to be up and running per the WETA Strategic Plan for a number of years. She added that smaller boats can access smaller waterways also. Ms. Chong explained that these reasons were why the VCC license for PROP was granted.

Ms. Chong said the CPUC Commissioners were very concerned about emergency services in the greater Bay Area and the Commission staff asked that PROP meet with WETA and play a role in its emergency plans. She said she wanted to ask informally that WETA staff meet with her to discuss how

PROP could be included as a partner in WETA's Emergency Response Plan as soon as they begin service. Ms. Chong said PROP was willing to dedicate all resources in the case of a big emergency.

Chair Breckenridge said WETA staff would connect to have that discussion. She said it was important to have all contact and capability information available and she thanked Ms. Chong for her comments.

PUBLIC COMMENT

Tideline Marine Group President Nathan Nayman said that as a follow-up to Ms. Chong's comments, he reminded Directors that he had come to the Board to ask for the same thing and said WETA didn't have to wait for Tideline to get boats on the water because they were ready to provide emergency response service now.

Chair Breckenridge thanked Mr. Nayman for his comments and said that if WETA staff didn't already have all of Tideline's contact and capabilities information that they would be in touch to gather it.

All business having been concluded, the meeting was adjourned at 3:21 p.m.

Respectfully Submitted,
Board Secretary