

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

***(November 8, 2018)***

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

**1. CALL TO ORDER – BOARD CHAIR**

Chair Jody Breckenridge called the meeting to order at 1:31 p.m.

**2. ROLL CALL**

Chair Breckenridge, Vice Chair James Wunderman, and Director Anthony Intintoli were in attendance.

**3. REPORT OF BOARD CHAIR**

Chair Breckenridge said that she had recently taken a walk along the Richmond waterfront and reported that the terminal construction progress was looking excellent. She also noted that she had just attended the State of California Governor's Military Council meeting where she had spoken with senior policy officers from various state entities. Chair Breckenridge said the conversations had provided her with some good feedback and potential opportunities for WETA.

**4. REPORTS OF DIRECTORS**

Vice Chair Wunderman said that he and Executive Director Nina Rannells had traveled to the United Kingdom to learn more about hovercraft technology currently in use there. He said the ride on the craft had been on a calm day, and was quieter, smoother and faster than he had anticipated.

**5. REPORTS OF STAFF**

Ms. Rannells shared her written report with Directors. She said that WETA's new online ferry ticket service, provided and administered by Hopthru, went live on October 29 and riders were already utilizing it to purchase their tickets using their mobile phones. Ms. Rannells said that the WETA Board meeting that had been planned for December 6 had been moved to December 13 to be combined with an open house event at WETA's new Ron Cowan Central Bay Operations and Maintenance Facility in Alameda. She reminded Directors that an event to launch the new Richmond ferry service on January 10, 2019 was also scheduled to take place after the WETA January Board meeting that will be held in Richmond that morning.

Directors discussed the potential impact of the lawsuits challenging Regional Measure 3 (RM3) and acknowledged that this could mean that no new RM3 capital or operating funds would be available to WETA for some time.

**6. CONSENT CALENDAR**

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

- a. Board Meeting Minutes – October 4, 2018
- b. Resolution Authorizing the Filing of Applications with the Federal Transit Administration

Vice Chair Wunderman seconded the motion and the consent calendar carried unanimously.

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

**7. APPROVE BOARD OF DIRECTORS MEETING SCHEDULE FOR CALENDAR YEAR 2019**

Ms. Rannells presented this item to approve the Board of Directors meeting schedule for 2019.

Chair Breckenridge noted that Director Josefowitz had inquired about moving the regular Board meeting location to the offices of the Metropolitan Transportation Commission (MTC) where the meeting could be recorded in multiple ways and broadcast to help assure public accessibility beyond written minutes. She said that staff had looked into this request and found that moving the meeting to the MTC offices would require that Directors set the meeting schedule around the MTC meeting room schedule for the year which would result in unpredictable meeting dates and times.

It was agreed that the meetings would continue to take place at the Port of San Francisco offices as a home base for now and that additional recording and broadcast options for the meetings would be explored. It was also agreed that staff would work with Board members to solicit input for holding meetings at other locations in the region during the year and bring a revised calendar forward at a future meeting.

Vice Chair Wunderman made a motion to approve the item.

Director Intintoli seconded the motion and the item passed unanimously.

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

**8. OVERVIEW OF WETA SYSTEM PERFORMANCE MEASURES**

Planning & Development Manager Kevin Connolly presented this overview of WETA system performance measures. He shared a slideshow with Directors that detailed the various methods currently and metrics used to collect data and track WETA system performance. Directors discussed some general objectives and considerations for future data collection and reporting.

Mr. Connolly explained that there currently were no unique “weekend” performance measures in use and noted that there will be, since the weekend ridership demographic was different than that of the weekday commute ridership and being able to look at the two groups individually could be informative. Mr. Connolly said that staff would continue to refine and develop its targets, guidelines and data collection to incorporate into the monthly Board reports shared with Directors each month.

**9. DOWNTOWN SAN FRANCISCO FERRY TERMINAL EXPANSION PROJECT UPDATE**

Senior Planner/Project Manager Michael Gougherty presented this item on the Downtown San Francisco Ferry Terminal Expansion Project. He said that the contractor was nearing completion of Gates F and G, and they were scheduled to open prior the launch of WETA’s new Richmond ferry service in January 2019. Mr. Gougherty explained that WETA will shift operations for its services on the Alameda/Oakland and the Harbor Bay routes to these new gates to allow the contractor to rebuild Gate E and finish construction of the new plaza being built just north of the Agriculture Building. Mr. Gougherty noted that about 75 percent of all pile driving for the project is complete. He said the project construction was on track to be complete in January 2020.

**10. VESSEL PROPULSION TECHNOLOGY UPDATE**

Operations & Maintenance Manager Keith Stahnke introduced two speakers, Chief Technology Officer and Chief Executive Officer of Golden Gate Zero Emission Marine Dr. Joseph Pratt, and Aurora Marine Design President Shaun Green, who provided updates on pioneering green technology for vessels and discussed how the technologies might benefit WETA as they evolve in the near future.

Dr. Pratt provided Directors with an introduction to hydrogen fuel cell technology. In a slideshow presentation, he shared an overview of the vessel *Water-Go-Round* and discussed the demonstration services planned for the zero emission vessel on San Francisco Bay. He said Sandia Laboratories will be independently collecting information on the vessel technology and use by crews. Dr. Pratt emphasized that the two primary greener technology options currently available – hydrogen fuel cell and battery propulsion – each had benefits and costs that could vary with applications such as short or long routes, fast or slow speeds, and heavy or light loads or number of passengers being carried. He said the two options had different refueling/recharging requirements which also should be considered when exploring the technology. Dr. Pratt said that because hydrogen is such a light gas, it dissipates very quickly into the atmosphere and removes itself from the ecosystem right away and because of this, it is considerably safer than diesel fuel for the environment. Dr. Pratt added that much larger tanks are required to store hydrogen than to store diesel onboard vessels and he said the fueling can be done directly from tanks on trucks.

Mr. Green gave a slideshow presentation on the evolution of vessel propulsion technology emphasizing electric battery technology. He explained that route choice would absolutely be key in the success of utilizing this technology for WETA vessels. Mr. Green emphasized that any plans for a new green technology vessel would need to future-proof the choice made to assure that the technology will still make sense in ten or 20 years over the life of the vessel. He explained that the objective for a WETA electric vessel would be to identify a route where the vessel is spending most of its time maneuvering and idling at low speeds, with a maximum high speed of 25 knots utilized to complete the route. He noted that the best choice for this of the current WETA routes was the Central Bay route between Oakland, Alameda and San Francisco, and he added that the future planned service route between San Francisco and Treasure Island could also be ideal because of that route's short distance. It was noted that hybrid diesel-electric would require adding considerable weight to a vessel with the current state of the technology because of the size and weight of the battery banks.

It was also noted that both new technology options were evolving quickly and being tested and employed with more urgency and frequency. Dr. Pratt noted that 200 electric charging stations were expected to be installed throughout Northern California before 2025 under a governor mandate. Mr. Green said he recommended that WETA soon consider putting batteries on a vessel, despite the potential loss of some efficiency, so the agency can begin to prepare for the future. He said these technologies will continue to flow down the pipeline and the pace of their evolutions will continue to accelerate. Dr. Pratt agreed, and said he believed the future is in plant based fuel and no carbon emissions with two of the biggest challenges being storage of energy on vessels and that energy's origin or generation.

Executive Director Nina Rannells expressed staff's interest in further exploring these alternative propulsion technologies. She noted that staff has discussed ways that WETA might partner with Golden Gate Zero Emission Marine to allow demonstration of the *Water-Go-Round* on its Alameda-Oakland service route. She further stated that, with Board support, staff would continue work to investigate opportunities to build and demonstrate the viability of a WETA high speed battery electric ferry vessel.

#### **11. PUBLIC COMMENTS FOR NON-AGENDA ITEMS**

No public comments were shared.

All business having been concluded, the meeting was adjourned at 3:36 p.m.

- Board Secretary

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