

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

(June 6, 2019)

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 1:33 p.m.

2. ROLL CALL

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

3. REPORT OF BOARD CHAIR

Chair Breckenridge said that she had joined members of the Bay Area maritime community including representatives from the Port of Oakland, the Port of San Francisco, the Federal Emergency Management Agency (FEMA), the California Governor's Office of Emergency Services (Cal OES), and the National Guard Adjutant General (TAG) when United States Coast Guard (USCG) Commandant Admiral Karl Shultz was in the Bay Area to discuss local maritime challenges, federal policy issues, and emergency response and recovery. She said the discussion had been a wakeup call, even for the most disaster response savvy participants, that the response time for emergency or disaster recovery for the waterside is very different than it is on for the landside. Chair Breckenridge said that if Bay Area ports are not back up and running within 72 to 96 hours of an event, they are likely to lose much of their regular business permanently which could devastate our local economy. She noted that Port of Oakland Executive Director Chris Lytle had made a particularly salient point in his address that more than half of the cargo coming into Bay Area ports included goods that would be needed during a disaster or emergency recovery process that would immediately follow an event. She added that cargo coming into Bay Area ports is bound for California and it should never be diverted elsewhere.

Chair Breckenridge said that no policies had been changed as a result but that this robust discussion with the maritime community had been an excellent reminder that the timeframes for land and water response and recovery were very different. She emphasized that focus and resources should reflect this when considering the system at large to help assure that the maritime urgency and demand differential is sufficiently supported.

4. REPORTS OF DIRECTORS

Vice Chair Wunderman said that with the help of Chair Breckenridge, the Bay Area Council (BAC) had held its May Water Transit Committee meeting at Coast Guard Base Alameda (Coast Guard Island). He said that learning about the USCG and its myriad and varied responsibilities and mandates had been eye opening for meeting attendees. He said it had been very informative to learn about what happens out on the San Francisco Bay from the people in charge of what happens out on San Francisco Bay. Vice Chair Wunderman said it had been a wonderful opportunity that everyone had enjoyed very much.

Vice Chair Wunderman said that Caltrans is planning to close a section of Highway 101 where it connects with Highway 280 for several weeks in 2020. He said it could be enough to back up traffic from San Jose to San Francisco and possibly through the Bay Bridge toll gates. Vice Chair Wunderman

said Caltrans will be working with WETA to help mitigate the anticipated traffic challenges. He added that this will be a good opportunity to increase ferry ridership since people who use the service for the first time due to traffic challenges such as this generally continue to take the ferry even after the disruptive event because it is so much more pleasant than sitting in traffic.

Director Intintoli had no report to share.

Director DelBono said he had been riding the ferry often recently and he commended Blue & Gold Fleet for the stellar service he has been witnessing. He said the crew on the vessel he had ridden earlier that day spent ten or fifteen minutes with some young passengers who had many questions about the Bay. Director DelBono said it was a good reminder of the fine and varied work Blue & Gold Fleet does for WETA daily as its contract operator.

5. REPORTS OF STAFF

Executive Director Rannells shared her written report with Directors.

6. CONSENT CALENDAR

Director Intintoli made a motion to approve the consent calendar:

- a. Board Meeting Minutes – May 9, 2019
- b. Overview of FY 2018/19 Financial Audit Scope and Process

Director DelBono seconded the motion and the consent calendar items passed unanimously.

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

7. APPROVE CONTRACT AWARD TO NOSSAMAN LLP FOR THE PROVISION OF STATE LEGISLATIVE REPRESENTATION SERVICES

Program Manager/Analyst Lauren Gularte presented this item to approve a contract award to Nossaman LLP for the provision of state legislative representation services. She provided Directors with a review of the award recommendation process and noted that both contract bidders had been interviewed by a WETA Evaluation Committee comprised of WETA staff members and Kate Breen, Director of Government Affairs for the San Francisco Municipal Transportation Agency. Chair Breckenridge commended staff for continuing to solicit and utilize outside expertise and perspective in WETA's procurement process.

Ms. Rannells commended Broad and Gusman for their 15 years of service to WETA and noted that Barry Broad had been especially instrumental in working through very difficult legislative and funding issues in WETA's early years. She said staff was sad to see them go but was also very excited about the opportunity to work with the new Nossaman team. It was noted that the new Nossaman relationship was expected to result in a robust and proactive legislative and funding engagement with Sacramento.

Director DelBono made a motion to approve the item.

Director Intintoli seconded the motion and the item passed.

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

Vice Chair Wunderman explained that he abstained from this vote because Nossaman LLP Partner Stan Taylor is on the Bay Area Council's Board of Directors.

8. AUTHORIZE RELEASE OF A REQUEST FOR PROPOSALS FOR PROFESSIONAL SERVICES FOR WETA HOVERCRAFT FEASIBILITY STUDY

Planning & Development Manager Kevin Connolly presented this item to authorize release of a Request for Proposals for professional services for a WETA Hovercraft Feasibility Study. He explained that the opportunity and size of the effort had been increased from the original draft based on Directors' three prior extensive discussions about the study. He noted that with these changes to the study's scope, staff estimates the cost will increase from \$400,000 to \$500,000.

Chair Breckenridge said she had instructed staff to gather the operations and maintenance costs of hovercrafts currently operating around the world in addition to the other requests the Board had included in prior discussions.

PUBLIC COMMENT

Alex Kryska, Client Relations at PropSF, said that he felt Directors were putting the cart before the horse on the hovercraft study. He explained that the new scope of the study assumes that hovercraft is the technology of the future and the only vessel able to reach the South Bay. He asked whether ferry service in the South Bay was even desirable and if so, whether Alviso was the best location for it. Mr. Kryska said it felt to him that this study was just a blast to promote hovercraft use on a bunch of new routes. He said Directors should first determine where new service is desired and subsequently explore the best vessels for that service and location, not the other way around.

Vice Chair Wunderman made a motion to approve the item.

Director Intintoli seconded the motion and the item passed unanimously.

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

9. APPROVE DISADVANTAGED BUSINESS ENTERPRISE (DBE) AND SMALL BUSINESS ENTERPRISE (SBE) GOALS FOR FFY 2020 THROUGH FFY 2022

Ms. Gulate presented this item to approve WETA's DBE and SBE goals for Federal Fiscal Year (FFY) 2020 through FFY 2022. Chair Breckenridge commended Ms. Gulate on her personal outreach efforts to individual DBEs in an effort to increase DBE engagement in WETA contracts.

Director DelBono made a motion to approve the item.

Chair Breckenridge seconded the motion and the item passed unanimously.

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

10. AUTHORIZE THE EXECUTIVE DIRECTOR TO ENTER INTO AGREEMENTS TO SUPPORT CONSTRUCTION OF A TEMPORARY FERRY LANDING AT PIER 48 ½ AND OPERATION OF SPECIAL EVENT SERVICE TO THE CHASE CENTER ARENA AREA

Mr. Connolly presented this item to authorize WETA's Executive Director to enter into agreements to support the construction of a temporary ferry landing at Pier 48 ½ and operation of special event service to the Chase Center area. He introduced Dominic Moreno and Dave Beaupre from the Port of San Francisco, a WETA project partner, who were at the meeting. Mr. Connolly explained that the service proposed was not ideal and it would not be for the long term. He emphasized that this will provide a temporary solution to transport fans to Chase Center events from Oakland and Alameda, prior to the work and funding that will be required to build a permanent service to the new venue.

Mr. Connolly explained that the limited amount of work that will be required to set up the temporary landing will be paid for by the Golden Gate Bridge, Highway & Transportation District, the Port of San

Francisco and the Golden State Warriors. He confirmed that if WETA needs its float that is being proposed for the service for use in regular service or for emergency response reasons before the permanent service is in place, that the float will be released from the service immediately to be available for WETA's use as detailed in the agreement. Mr. Connolly also noted that talks continued about exactly which events WETA will be ferrying riders to in addition to the basketball games. He said providing service to some of the other events, such as concerts, will help to inform future decisions about service to the Chase Center and elsewhere. He added that this could be especially helpful since WETA does not have a lot of experience providing regular service for concertgoers and to large scale special events.

Vice Chair Wunderman noted that the traffic congestion problems in the Chase Center area will not be solved by adding ferry service but it will certainly help and emphasized that everyone should try to do whatever they are able for the greater whole. He said it was appropriate for WETA to be figuring out how to help, even if it is initially only with this temporary solution.

Director Intintoli made a motion to approve the item.

Chair Breckenridge seconded the motion and the item passed unanimously.

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

11. AUTHORIZE RELEASE OF AN INVITATION FOR BIDS FOR MARINE CONSTRUCTION SERVICES FOR THE DEVELOPMENT OF A TEMPORARY FERRY LANDING AT PIER 48 ½

Mr. Connolly presented this item to authorize the release of an Invitation for Bids (IFB) for marine construction services for a temporary ferry landing at Pier 48 ½.

Director DelBono made a motion to approve the item.

Director Intintoli seconded the motion and the item passed unanimously.

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

12. AUTHORIZE PUBLIC OUTREACH FOR CHASE CENTER SPECIAL EVENT FARES

Mr. Connolly presented this item to authorize public outreach for Chase Center special event fares.

Vice Chair Wunderman asked if it made sense to use surge pricing for fares to the Chase Center during higher demand Warriors games and more popular concerts and special events. Mr. Connolly said the Board may want to include that question in the fare study that WETA has planned for the next year if Directors want to explore that possibility.

PUBLIC COMMENT

Jerry Bellows of MARAD said that it was his understanding that the Board's objective is for WETA to never profit from special event service but rather just cover the costs to provide the public service.

Director Intintoli made a motion to approve the item.

Chair Breckenridge seconded the motion and the item passed unanimously.

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

13. MISSION BAY FERRY LANDING PROJECT UPDATE

Mr. Connolly introduced this Mission Bay Ferry Landing Project Update and asked Port of San Francisco Senior Waterfront Planner Dave Beaupre to share a current status report on the project.

Mr. Beaupre presented Directors with a PowerPoint presentation that included a history of the project and its milestones along with details on planning, permitting, design efforts, nearby public transportation options and bicycle and pedestrian access improvements planned for the area. Mr. Beaupre said the adjacent and immediate area's development plans include 11 thousand new residential units, a million square feet of new retail space and 7 million square feet of new commercial space. He said that all of this will be within just one mile of the new Chase Center.

Mr. Beaupre said all permits were expected to be secured by September 2019 and his team is hoping to get the \$25 million of WETA's Regional Measure 3 (RM3) funds in time to go out to bid this fall and then award the contract and begin construction in the spring of 2020. He said the current target is to have the facility open and operating directly across the street from the new Chase Center by the end of 2021. Mr. Beaupre said a proposed water taxi landing was also designed and entitled in the area's development plans but will not be advancing at the same pace as the ferry landing due to lack of funding.

Mr. Beaupre said that the total estimated cost for the Mission Bay Ferry Landing Project will be \$46.2 million. He explained that the project had already secured \$7 million in Port and City capital to pay for all of the design and entitlement work that has been done to date, \$1.2 million from the City's General Fund to pay for a construction loan, \$9 million from the Office of Community Investment and Infrastructure and a private contribution commitment of \$4 million that will be released to the project as soon as the project's \$25 million funding gap is closed. He reiterated that it is his hope that the needed \$25 million will come from WETA's anticipated RM3 funding because the Port included it in their plans submitted to MTC for RM3 projects. He explained that the Port had been told by MTC that funds to support water transportation project would have to come out of WETA's pot of RM3 funds. He said the good news is that the \$25 million RM3 funding is being leveraged by \$21.2 million in Port, City, and private contributions. Mr. Beaupre said this project is a significant investment by the City to support water transportation and WETA's goals.

Mr. Beaupre explained that the dredge and cap solution process that will be used to remove and contain navigational hazards and hazardous materials from the waterside of the project site will help mitigate dredging demands and costs in the future. He said this component could be removed from the project to reduce overall cost but that it will eventually need to be done and will be less costly to proactively address now. Mr. Beaupre added that this capping process is a well-tested and proven solution that is presently in use in other areas of San Francisco Bay.

Ms. Rannells noted that the Howard Jarvis Taxpayer's Association filed a Notice of Appeal on May 20 for their RM3 lawsuit decision. She said this could further threaten and delay RM3 funding for WETA. Ms. Rannells said WETA Board members had first received the \$25 million request to close the Mission Bay Ferry Project funding gap back in June 2018 in a letter from the Port that detailed the request.

Director Intintoli asked if there is a back-up plan for closing the \$25 million funding gap if the RM3 WETA funds plan does not materialize. Mr. Beaupre said there is currently no back-up plan for that scenario.

It was agreed by all that the Mission Bay Ferry Project is an important opportunity to improve water transportation in the region, serve riders all over the Bay Area and contribute to WETA's strategic expansion goals. Ms. Rannells said that once the RM3 funding way is clear, staff will return to the Board for further discussion of this funding request and all the previously considered potential projects that could be funded by RM3.

Mr. Beaupre said his team hopes to return to the WETA Board for approval of the \$25 million contribution, then work with MTC, the Port Commission and ultimately the San Francisco Board of Supervisors to secure that funding in the fall. He thanked Ms. Rannells, WETA staff and Directors for their support and partnership on the project. Mr. Beaupre added that it will be very exciting to be able to deliver this project to WETA to manage and operate by the end of 2021.

PUBLIC COMMENT

Amiee Alden, Director of Local & State Government Relations at the University of California, San Francisco (UCSF), said the ferry service to Mission Bay will provide critical transportation to patients and UCSF staff. She noted that the new Chase Center is not just for basketball games and said events were expected at the venue 365 nights a year. Ms. Alden emphasized that reducing traffic congestion in the area, especially during these events that will be attended by thousands of people, will be crucial to help mitigate patient care disruption by assuring access to UCSF facilities for patients, their families and UCSF staff. Ms. Alden said that every time this project is on the WETA meeting agenda the UCSF Chancellor will be asking her to attend the meeting to urge Directors to fund and support it to assure it moves ahead as soon as possible.

Mr. Bellows asked for the funding source and timeline to procure small vessels for the Mission Bay service.

Chair Breckenridge said that the \$25 million being requested for the project by the Port will be in addition to the costs for vessels which also must come from WETA RM3 funding. She added that to meet the project's current target date of late 2021 for service to begin, WETA would need to award the vessel construction contracts before the end of 2019.

PUBLIC COMMENT

An anonymous speaker said that there were many ports around the Bay Area that didn't require dredging and that it is very expensive to dredge in San Francisco Bay. She added that it didn't look like the tiny proposed landing was going to be effective in serving a huge ballpark and medical facility.

Mr. Beaupre agreed that dredging in the San Francisco Bay Area was very expensive. Mr. Connolly explained that the two-sided float planned for the Mission Bay Ferry Project will provide the same vessel capacity as WETA's Oakland Ferry Terminal at Jack London Square provides today. He said the float was expected to be of ample size to service Mission Bay ferry riders for at least the first ten years of service.

It was agreed that Agenda Item 17 – to allow the public to share comments on non-agenda items with the Board - should be reordered so that anyone who wished to speak could do so without having to wait until Directors returned from closed session.

14. PUBLIC COMMENTS FOR NON-AGENDA ITEMS

Emily Loper, Director of Operations and Policy at the Bay Planning Coalition, said that a new San Francisco International Airport (SFO) shuttle will launch July 29, 2019 to transport ferry riders from WETA's South San Francisco terminal to the airport. She said it will be a free shuttle for passengers and airport employees, will meet all landing ferries at the terminal and will take about 15 minutes to get to SFO. She said she was excited to meet with WETA and work on promoting the new service together.

Mr. Bellows congratulated the Board on WETA's South San Francisco farebox recovery in the month of April noting that the service had, for the second time, exceeded the 40% target set by MTC.

15. RECESS INTO CLOSED SESSION

Chair Breckenridge recessed the meeting to a closed session at 3:18 p.m.

16. REPORT OF ACTIVITY IN CLOSED SESSION

The Board returned to open session at 3:55 p.m.

Chair Breckenridge said there was nothing to report from the closed session.

With all business concluded she adjourned the meeting at 3:56 p.m.

- Board Secretary

END