

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

*(September 5, 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. PLEDGE OF ALLEGIANCE/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 WETA will be participating in a state exercise on port recovery-related debris removal later this year and that she had attended the meeting of the Military Council.

**4. REPORTS OF DIRECTORS**

Vice Chair Wunderman reported that he had attended the opening of the new Chase Center in Mission Bay. He said the new, ongoing development of the area is creating a lot of traffic congestion in the area and it was critical to get transportation options in place as soon as possible, including WETA's temporary float to support ferry service.

Director Intintoli welcomed meeting guests.

Director DelBono welcomed the City of Alameda contingent of guests at the meeting.

**5. REPORTS OF STAFF**

Executive Director Nina Rannells shared her written report with Directors and said that WETA's contractor is prepared to move the temporary float into place at the Chase Center upon the receipt of a United States Army Corp of Engineers (USACE) permit to do so which was expected in the next few weeks.

Director Nicholas Josefowitz arrived at 1:43 p.m.

Ms. Rannells said that WETA had taken ownership of its newest fleet addition, the MV *Vela*, and held a christening event for the vessel which successfully passed its final United State Coast Guard (USCG) inspection.

Ms. Rannells reported that she and the Vice Chair had attended a Bay Planning Coalition (BPC) sponsored meeting at the Bay Conservation and Development Commission (BCDC) on the topic of BCDC's role in San Francisco Bay ferry service regulation.

Ms. Rannells noted that Senior Planner/Project Manager Chad Mason had been flown out to New York and asked to participate in a weeklong Staten Island Ferry Facilities Flood Protection Project Value

Engineering Study. She said this invitation was a compliment to Mr. Mason and WETA staff and reflected the expertise being developed by the agency in waterside development measures increasingly employed to mitigate public infrastructure damage that could result from anticipated sea level rise.

Ms. Rannells introduced and welcomed Arthi Krubanandh, WETA's new Transportation Planner, who joined the Planning & Development Team September 4.

## **6. CONSENT CALENDAR**

Director DelBono made a motion to approve the consent calendar:

- a. Board Meeting Minutes – August 1, 2019

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

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

## **7. FASTER BAY AREA INITIATIVE OVERVIEW**

Ms. Rannells introduced Bay Area Council (BAC) Chief Operating Officer John Grubb who shared a PowerPoint presentation on the new *FASTER Bay Area* sales tax initiative, begun initially about three years ago, with concerted efforts from the BAC, SPUR and the Silicon Valley Leadership Group for a future ballot.

Planning & Development Manager Kevin Connolly followed with a presentation on further details of the initiative as well as WETA's participation and objectives to date in the effort.

## **8. PROJECT UPDATE ON ALAMEDA POINT DEVELOPMENT AND SEAPLANE LAGOON FERRY TERMINAL CONSTRUCTION**

Mr. Connolly introduced City of Alameda Community Development Director Debbie Potter who introduced many of the other City of Alameda staff at the meeting, including City Manager Eric Levitt, Assistant City Manager Gerry Beaudin, Ferry Terminal Project Manager Michelle Giles and Alameda Mayor Marilyn Ezzy Ashcraft who shared an update on the status of the City's Seaplane Lagoon Ferry Terminal project at the former naval air station redevelopment project Site A.

Mayor Ashcraft said the City was proud that 25% of its planned residential housing development at the site would be affordable units. She emphasized that the new Seaplane Lagoon Ferry Terminal was the centerpiece of the site's emerging enterprise district which, she emphasized, when fully developed and built out would support 5,000 new jobs at the redevelopment site. Mayor Ashcraft said that the City was currently marketing a 25 acre parcel at the site which was receiving a lot of attention in large part due to the promise of the new Seaplane Lagoon Ferry Service. She thanked WETA Directors and staff for support and partnership on the project and invited them to attend an official groundbreaking event scheduled for the following week.

Ms. Potter thanked Directors for WETA's \$2 million contribution to the ferry terminal construction and said all funding and permits for the terminal had been secured and work had begun in July. She noted that the terminal construction was being done by two Alameda companies, Power Engineering Construction Co. and Bay Ship & Yacht Co., and the terminal was expected to be completed in the spring. She said that a 400 space parking lot at the terminal would be paved the following week and that the City had hired Dixon Resources Unlimited to review parking at existing terminals and Seaplane Lagoon and provide the City with recommendations for parking management for all Alameda ferry terminals. She noted that a plan for Seaplane Lagoon parking management was expected to be in place when the new terminal opens for service next year.

Ms. Potter said City staff had been actively working with WETA to build on the 2016 Memorandum of Understanding (MOU) to create an operating and license agreement for the Seaplane Lagoon Ferry Service and that several iterations had been exchanged to date. She said this will clarify ownership rights and responsibilities and establish the approval process over the course of the terminal's design, construction and completion. Ms. Potter added that this document will also memorialize agreement on the maintenance, operation and ownership of the facility's landside and waterside improvements. She said it was her hope that the agreement would be finalized and signed by both parties very soon and that WETA ferry service will begin next year.

Ms. Potter reiterated the Mayor's invitation for Directors to attend the September 12 groundbreaking celebration from 11:30 a.m. to 1:00 p.m. at the site.

Director Intintoli congratulated Mayor Ashcraft and her team on their efforts and successes in moving the project forward. He said he was very concerned about funding for the new Seaplane Lagoon Ferry Service since the Board's expectation had been that the funds would come from WETA's Regional Measure 3 (RM3) funding and the current estimate of when those funds might be available for disbursement was as far out as five years because of lawsuits threatening the measure's validity.

Ms. Rannells said that in taking the funding delay into account, staff had been working on a range of service possibilities for this new route. She said the original 2016 MOU was based on the usual WETA new service minimum schedule of three morning and three evening trips and that additional funding would be required to support anything beyond that. Ms. Rannells said WETA's Planning & Development and Operations teams were working together with WETA's contract operator Blue & Gold Fleet to identify realistic and varied service scenarios. She explained that given the RM3 funding delay challenges and the resulting and growing expectations for draws against WETA's non-RM3 funding, staff will be bringing details for all of the demands to Directors for a larger, more comprehensive conversation about how WETA will fund its current and near term planned projects, including Alameda's Seaplane Lagoon service, next month. Ms. Rannells said that the next Board funding and projects discussion would inform the discussion with the City regarding the operating and license agreement.

Chair Breckenridge said that Seaplane Lagoon service cannot be considered in isolation and that all WETA projects that are going to require money need to be included to provide Directors with a larger view of the demands. It was agreed that this larger picture conversation would happen at the next meeting in October.

Ms. Potter said City of Alameda staff defers to the professionals at WETA to make ferry service decisions and guide the Alameda team. Ms. Potter said it would be ideal if service was in full swing by August 2020 and that while challenging, it was also a very exciting opportunity.

**9. ADOPT BENEFIT PLANS TO RESTRUCTURE FUNDING OF EXISTING LONGEVITY STIPEND BENEFIT AND AUTHORIZE THE EXECUTIVE DIRECTOR AND FINANCE & ADMINISTRATION MANAGER TO TAKE ACTIONS TO SUPPORT IMPLEMENTATION OF THESE PLANS**

Ms. Rannells presented this item to adopt WETA benefit plans to restructure the funding of the existing longevity stipend benefit and authorize the Finance & Administration Manager and her to take actions to support the implementation of these plans. She introduced Judith Boyette from Hanson Bridgett, LLP who explained that the proposed changes would support WETA in its execution of the benefit and prevent complicated and potentially expensive tax liabilities for the agency and benefit recipients. Ms. Boyette also noted that putting these programs in place would not preclude the Board from making changes to the programs in the future.

Director Intintoli made a motion to approve the item.

Director DelBono seconded the motion and the item carried unanimously.

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

**10. APPROVE CONTRACT AWARD TO AECOM FOR THE HOVERCRAFT  
FEASIBILITY STUDY**

Senior Planner/Project Manager Mike Gougherty presented this item to approve a contract award to AECOM for a not-to-exceed budget amount of \$457,000 to provide professional services for the Hovercraft Feasibility Study and authorize 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 the work. He provided Directors with a brief overview of the procurement and award process for the project and noted that WETA had received 8 responses to its Request for Proposals. Mr. Gougherty introduced Krystle McBride AECOM's Project Manager on the study and leader of AECOM's Marine Analysis Group, Mark Sisson, who will also work on the project.

Director DelBono made a motion to approve the item.

Director Intintoli seconded the motion and the item passed.

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

Vice Chair Wunderman abstained from the vote because AECOM is a BAC Board member.

**11. AUTHORIZE REJECTION OF ALL PROPOSALS FOR THE MV SOLANO  
SERVICE LIFE EXTENSION PROJECT AND AUTHORIZE THE EXECUTIVE  
DIRECTOR TO TAKE ACTIONS TO SUPPORT PROCUREMENT OF A NEW  
REPLACEMENT VESSEL**

Operations & Maintenance Manager Keith Stahnke presented this item recommending that Directors authorize the rejection of all proposals for the MV *Solano* Service Life Extension Project and authorize the Executive Director to take actions to support procurement of a new replacement vessel. He reviewed the background of the project for Directors and noted that the work involved in the service life extension included cutting the vessel in half to accommodate the reduced emissions engine work which would likely cost just as much as building a new vessel.

Mr. Stahnke said that as a result, staff was recommending that all proposals received be rejected in favor of using funds budgeted for the project combined with funds from the sale of the vessel to purchase a new vessel. It was noted that while the MV *Solano* would be out of state emissions compliance at the end of 2019, outside of California - where CARB requirements do not apply - the vessel had a high market value and would be a desirable asset due to its good condition, age and the limited availability of similar vessels in the country. Mr. Stahnke said discussions had been explored with an operator in Washington state that could continue and that the vessel could take eight or nine months to sell on the open market.

Ms. Rannells said that the CARB restrictions were more stringent than the federal restrictions. Mr. Stahnke noted that this had been a difficult and complex project and this recommendation had been determined as the best way forward.

Director Intintoli made a motion to approve the item.

Director DelBono seconded the motion and the item carried unanimously.

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

**12. SOLANO TRANSPORTATION AUTHORITY WATER TRANSIT FEASIBILITY  
STUDY OVERVIEW**

Mr. Connolly presented this overview of results from the Solano Transportation Authority (STA) Water Transit Feasibility Study. He explained that the Study had performed ridership and financial feasibility analyses for both new ferry services and enhancements to the existing Vallejo service. Mr. Connolly said the study had focused on the Solano County cities of Benicia, Rio Vista and Vallejo and had included the possibility of Golden Gate Ferry providing service between Vallejo and Larkspur. He explained that the study had concluded that additional service between Vallejo and San Francisco was financially viable and will be warranted as demand increases.

Given the study's findings, Directors discussed the priority of ramping up WETA service levels for Vallejo in the future as demand continues to rise.

**13. PUBLIC COMMENTS FOR NON-AGENDA ITEMS**

No public comments were shared.

**14. RECESS INTO CLOSED SESSION**

The meeting was recessed into closed session at 3:48 p.m.

**15. REPORT OF ACTIVITY IN CLOSED SESSION**

Directors reconvened from the closed session at 5:13 p.m.

Chair Breckenridge said there were no actions to report from the closed session.

With all business concluded, the meeting was adjourned at 5:15 p.m.

- Board Secretary  
\*\*\*END\*\*\*