

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

(November 5, 2020)

The Board of Directors of the San Francisco Bay Area Water Emergency Transportation Authority met in regular session via videoconference consistent with California Governor Gavin Newsom's Executive Orders N-25-20 and N-29-20 to ensure social distancing and help mitigate the transmission of COVID-19.

1. CALL TO ORDER

Chair James Wunderman called the meeting to order at 1:31 p.m. He welcomed directors, staff, and meeting guests and noted that the meeting was being recorded. Chair Wunderman advised guests about offering public comment and how guests could sign up to speak throughout the meeting.

2. ROLL CALL

Chair Wunderman, Director Jessica Alba, Director Jeffrey DeBono, Director Anthony Intintoli, and Director Monique Moyer were in attendance.

3. REPORT OF BOARD CHAIR

Chair Wunderman reported that the Metropolitan Transportation Commission (MTC) Blue Ribbon Transit Recovery Task Force (Task Force) that includes nine heads of transit is focused on getting people back on a better transit system that is more cohesive, connected, and responsive but that doing so requires funding. He said that it was important to continually message that transit systems are safe.

He noted that Measure RR passed creating dedicated funding in the amount of a one-eighth percent sales tax in San Francisco, San Mateo, and Santa Clara counties to fund Caltrain operations and capital improvements and added that he hoped a stimulus package would come out of Washington to fund transportation and infrastructure.

4. REPORTS OF DIRECTORS

Director Moyer reported that her employer, CBRE Global Workplace Solutions, had hosted a workshop which included panelists Bay Area Council Senior Vice President Gwendolyn Litvak, SPUR Chief Policy Officer Nick Josefowitz, and CBRE Tech Insights Center Executive Director Colin Yasukochi to talk about the MTC Plan Bay Area 2050 (Plan) and the impacts of the telecommute policy on the economy. She hoped that other modes of transportation besides single-occupancy vehicles be accounted for in the Plan to help reach the overall air quality goals.

Director Alba said that she had the pleasure of riding the ferry together with Director Moyer, Executive Director Rannels, Operations & Maintenance Manager Keith Stahnke, and Steven Miller from Hanson Bridgett LLP on a roundtrip from San Francisco to Alameda/Oakland and expressed her appreciation of the crew members, essential workers, and everyone who relies on public transit and the safety measures taken.

Chair Wunderman said he participated in meeting that included MTC staff, Task Force members, local Mayors, and others to talk about opposing the 60 percent work from home mandate and

replacing the mandate with a new plan to obtain the 19 percent baseline reduction in greenhouse gas (GHG) emissions required by the California Air Resources Board (CARB) which affects transportation funding, adding that many reduction measures have already been claimed by CARB and will not count towards the region's GHG reduction requirement.

5. REPORTS OF STAFF

Executive Director Nina Rannells provided five written reports to Directors and highlighted three major changes which had occurred since the last meeting. She happily reported that WETA will achieve its Disadvantaged Business Enterprise (DBE) goal for the replacement of the MV *Bay Breeze* and MV *Solano*. She said that Mavrik Marine Inc's (Mavrik) subcontractor, Blackfish Solutions, LLC, had received California DBE certification since the contract award. She added that Mavrik would work hard to determine if other DBE opportunities existed.

Ms. Rannells noted that the Harbor Bay Fender Piling installation project that was awarded to Power Engineering Construction Company in July had been completed in mid-October during the permitted in-water work window.

Ms. Rannells stated that the California Supreme Court (Court) has agreed to hear the Regional Measure 3 (RM3) case but will defer its review until it makes a ruling on the pending *Zolly v. City of Oakland* (Zolly) case. WETA General Counsel Madeline Chun from Hanson Bridgett LLP added that she expected that the delay would be at least 12 to 15 months, possibly longer, until the Zolly case challenging waste franchise fees using city property as improper tax has been decided. Ms. Chun said that from there, the Court could remand the case back to the Court of Appeal or be fully briefed and review the case. Ms. Chun said that issues regarding taxes and what type of vote was required has been brewing for a long time. She said that it is possible that the Court wanted there to be consistency in the thought and analysis on these issues.

Ms. Rannells noted that WETA is currently spending under its adjusted budget and that farebox remained low at 5 percent.

Ms. Rannells invited Planning & Development Manager Kevin Connolly to provide an update on the Monthly Ridership and Recovery Report. Mr. Connolly said the most significant news was that traffic on the Bay Bridge was back to 90 percent of pre-pandemic levels. He shared some charts showing capacity on various trips and that there was no need for any adjustments at this time. He noted that San Francisco had moved into the yellow category which would allow for increased capacity on transit.

In response to a question from Chair Wunderman as to how the service operations staff is doing, Operations & Maintenance Manager Keith Stahnke said that crews were positive and in good spirits having maintained employment throughout the pandemic adding that the boats were well maintained and that the additional riders were appreciated in response to Chair Wunderman.

Ms. Chun said she had participated in the Dollar Day promotion purchasing a ticket through the Hoptaru application.

Director Moyer thanked the project team for inclusion of a DBE contractor on the Mavrik contract, noting with great enthusiasm that this was a first on a WETA vessel construction contract and for completing the Harbor Bay fender piling installation within the permitted work window.

In response to a question from Director Moyer as to why no Alameda Measure B/BB funds were being utilized to fund the operating budget to date, Ms. Rannells explained that WETA draws down use-it-or-lose-it monies, such as RM2, first during the year to cover operating expenses prior to

utilizing more flexible money that can be carried over from year to year, such as Alameda Measure B/BB funds.

6. CONSENT CALENDAR

Director DelBono made a motion to approve the consent calendar:

- a. Board Meeting Minutes – October 8, 2020

Chair Wunderman called for public comments on the consent calendar and there were none.

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

Yeas: Alba, DelBono, Intintoli, Moyer, Wunderman. Nays: None.

7. APPROVE BOARD OF DIRECTORS MEETING SCHEDULE FOR CALENDAR YEAR 2021

Chair Wunderman presented this item recommending approval of the Board of Directors meeting schedule for calendar year 2021 which will be conducted through virtual participation to promote social distancing and reduce the chance of COVID-19 transmission consistent with Governor Gavin Newsom's Executive Order N-25-20 and may be amended in response to WETA's business needs and as the COVID-19 pandemic evolves.

Board Secretary/Administration & Business Services Manager Melanie Jann added that all meetings were scheduled for the first Thursday of the month with the exception of January and December which were on the second Thursday of the month.

Director Intintoli made a motion to approve the item.

Chair Wunderman called for public comments and there were none.

Director Moyer seconded the motion and the item passed unanimously.

Yeas: Alba, DelBono, Intintoli, Moyer, Wunderman. Nays: None.

8. NOVEMBER 2020 REDUCED FARE PROMOTION PROGRAM UPDATE

Public Information & Marketing Manager Thomas Hall provided the Board with an overview of the Dollar Days promotion including information on program outreach, advertising and media campaigns, implementation, passenger surveys, timeline, and next steps on the program since the launch on October 23.

Mr. Hall said that Clipper START would be launching in late November and hoped that new lower income commuters would pivot and be able to take advantage of the savings.

Ms. Rannells stated that the program has only been promoted for the month of November as authorized by the Board and that staff was not recommending continuing the program beyond November at this time.

Director Intintoli expressed concern about the added financial implications. Ms. Rannells responded that actual costs were uncertain, because it was unknown how much back-up service might be needed, but said that new service costs would be limited to the cost of fuel since the cost of staff is already covered. She hoped that WETA would have another opportunity to offer future promotions when there was more service available and WETA could potentially use the Clipper mobile application which should be better able to accommodate promotions.

Director DelBono thanked the staff for their work and the detailed information provided. He said that he would like the program to continue into December but would leave it up to staff to determine whether it was beneficial to continue the program into December considering the state of the pandemic.

Chair Wunderman reminded everyone that only a 24-hour notice was required if a special meeting needed to be called.

Director DelBono offered a motion to authorize staff to continue the reduced fare program into December unless staff sees something – a changed condition in light of the pandemic - that would prevent the program from moving forward.

Director Alba expressed her support for extending the program into December, if possible.

Chair Wunderman called for public comments and there were none. He added that he and Ms. Rannells had met with Contra Costa County Supervisor John Gioia who offered to help promote the program.

Director Intintoli seconded the motion and the item passed unanimously.

Yeas: Alba, DelBono, Intintoli, Moyer, Wunderman. Nays: None.

9. RECEIVE REDWOOD CITY FERRY FINANCIAL FEASIBILITY STUDY & COST-BENEFIT AND ECONOMIC IMPACT ANALYSES REPORT

Mr. Connolly opened the item by acknowledging project team members, former City of Redwood City Project Manager Christopher Dacumos, City of Redwood City Senior Transportation Coordinator Jessica Manzi, and Redwood City Port Commission Chair Lorianna Kastrop and Executive Director Kristine Zortman. He recognized consultants CDM Vice President Bill Hurrell and Transportation Planner/Project Manager Sean Reilly Vienna and subconsultant Economic & Planning Systems (EPS) Principal Ashleigh Kanat.

Mr. Connolly invited Mr. Hurrell and Ms. Kanat to share their presentation covering the purpose of the study and the five basic area of feasibility - consistency, operations, engineering, financial, and economics – including site and service options. Mr. Hurrell added that in addition to EPS, subconsultants COWI North America, Inc. (COWI) and PlaceWorks, Inc. who were responsible for developing the terminal concept plans and doing public outreach, respectively.

Mr. Hurrell said public outreach for the study included both virtual and in person pre-pandemic meetings with individual stakeholders, major employers in the area, the Redwood City - San Mateo County Chamber of Commerce, and water users.

Director Intintoli asked if the employers had intended to subsidize the cost. Chair Wunderman said that a new strategy for MTC's Plan is requiring employers to get their employees to work by some other means than driving and ferry service would be an option.

Mr. Hurrell finished up the presentation with recommendations and next steps with a timeline for the launching of ferry service in 2024.

Chair Wunderman thanked Mr. Hurrell and Ms. Kanat for their presentation.

Ms. Rannells said the action on the item was to accept the study and authorize staff to move forward and work on the required Business Plan with its project partners.

PUBLIC COMMENT

Redwood Creek recreational boater Susan Rowinski shared her experiences of wake wash and the safety issues it could create and asked for developing mitigation steps to protect recreational water users.

PUBLIC COMMENT

Citizens Committee to Complete the Refuge Co-Chair Gail Raabe provided comment on private ferry operations and real estate development and environmental impacts.

PUBLIC COMMENT

Ms. Zortman supported the project and thanked the Board for pursuing Redwood City ferry service. She reminded the Board that the Federal Emergency Management Agency (FEMA) designated the area as a staging area for first responders in 2017 because \$17 million was invested in one of their wharfs to accommodate sea level rise and a significant earthquake. This project will further strengthen the Port and provide access in an emergency.

Director Intintoli made a motion to accept the item.

Director Alba expressed her support of the project and looked forward to seeing the next steps.

In response to a question from Director Moyer regarding sea level rise, Mr. Hurrell said that adaptability to sea level rise was not thoroughly covered in the feasibility study but would need to be addressed in more detail if the project moves forward during the environmental review. Mr. Connolly added that the San Francisco Bay Conservation & Development Commission (BCDC) will require detailed information on sea level rise and that the study was just to determine initial feasibility.

Ms. Rannells noted that WETA's contract operator, Blue & Gold Fleet (Blue & Gold) has been operating ferry service on the bay for a long time and are respectful of other users and that integrating ferry service into the Port area to safely operate in cooperation with other users would be an important part of the project development and implementation.

PUBLIC COMMENT

Ms. Zortman added that the Federal Emergency Management Agency (FEMA) designated the area as a staging area in 2017 because \$17 million was invested to accommodate a 3 to 5 feet sea level rise and withstand a major earthquake.

Director Alba noted that safe accessibility be considered in the landside infrastructure development.

Director Alba seconded the motion and the item passed unanimously.

Yeas: Alba, DeIBono, Intintoli, Moyer, Wunderman. Nays: None.

10. PUBLIC COMMENTS FOR NON-AGENDA ITEMS

Chair Wunderman said the closed session was not needed and called for public comments on non-agenda items and there were none.

With all business concluded, Chair Wunderman adjourned the meeting at 3:46 p.m.

- Board Secretary

END