

Members of the Board

Jody Breckenridge, Chair
Jeffrey DelBono
Timothy Donovan
Anthony J. Intintoli, Jr

BOARD OF DIRECTORS' MEETING
Thursday, November 6, 2014, at 1:00 p.m.
San Francisco Bay Area
Water Emergency Transportation Authority
9 Pier, Suite 111; San Francisco

The full agenda packet is available for download at sanfranciscobayferry.com/weta.

AGENDA

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|--|--------------------|
| 1. <u>CALL TO ORDER – BOARD CHAIR</u> | <i>Information</i> |
| 2. <u>PLEDGE OF ALLEGIANCE/ROLL CALL</u> | <i>Information</i> |
| 3. <u>REPORT OF BOARD CHAIR</u> | <i>Information</i> |
| 4. <u>REPORTS OF DIRECTORS</u> | <i>Information</i> |
| 5. <u>REPORTS OF STAFF</u> | <i>Information</i> |
| a. Executive Director's Report | |
| b. Monthly Review of Financial Statements | |
| c. Legislative Update | |
| 6. <u>CONSENT CALENDAR</u> | |
| a. Minutes October 2, 2014 | <i>Action</i> |
| 7. <u>MEETING SCHEDULE FOR CALENDAR YEAR 2015</u> | <i>Action</i> |
| 8. <u>ETHICS TRAINING FOR LOCAL GOVERNMENT OFFICIALS</u> | <i>Information</i> |
| 9. <u>OPEN TIME FOR PUBLIC COMMENTS FOR NON-AGENDA ITEMS</u> | |

ADJOURNMENT

This information will be made available in alternative formats upon request. To request an agenda in an alternative format, please contact the Board Secretary at least five (5) working days prior to the meeting to ensure availability.

PUBLIC COMMENTS The Water Emergency Transportation Authority welcomes comments from the public. Speakers' cards and a sign-up sheet are available. Please forward completed speaker cards and any reports/handouts to the Board Secretary.

Non-Agenda Items: A 15 minute period of public comment for non-agenda items will be held at the end of the meeting. Please indicate on your speaker card that you wish to speak on a non-agenda item. No action can be taken on any matter raised during the public comment period. Speakers will be allotted no more than three (3) minutes to speak and will be heard in the order of sign-up.

Agenda Items: Speakers on individual agenda items will be called in order of sign-up after the discussion of each agenda item and will be allotted no more than three (3) minutes to speak. You are encouraged to submit public comments in writing to be distributed to all Directors.

Water Emergency Transportation Authority November 6, 2014 Meeting of the Board of Directors

Water Emergency Transportation Authority (WETA) meetings are wheelchair accessible. Upon request WETA will provide written agenda materials in appropriate alternative formats to individuals with disabilities. Please send a written request to contactus@watertransit.org or call (415) 291-3377 at least five (5) days before the meeting.

Participation in a meeting may be available at one or more locations remote from the primary location of the meeting. See the header of this Agenda for possible teleconference locations. In such event, the teleconference location or locations will be fully accessible to members of the public. Members of the public who attend the meeting at a teleconference location will be able to hear the meeting and testify in accordance with applicable law and WETA policies.

Under Cal. Gov't. Code sec. 84308, Directors are reminded that they must disclose on the record of the proceeding any contributions received from any party or participant in the proceeding in the amount of more than \$250 within the preceding 12 months. Further, no Director shall make, participate in making, or in any way attempt to influence the decision in the proceeding if the Director has willfully or knowingly received a contribution in an amount of more than \$250 within the preceding 12 months from a party or such party's agent, or from any participant or his or her agent, provided, however, that the Director knows or has reason to know that the participant has a financial interest in the decision. For further information, Directors are referred to Government Code section 84308 and to applicable regulations.

MEMORANDUM

TO: WETA Board Members

FROM: Nina Rannells, Executive Director

DATE: November 6, 2014

RE: Executive Director's Report

PROJECT UPDATES

Ferry Terminal Refurbishment Projects – This effort includes gangway rehabilitation and minor terminal facility improvement projects that support the continued safe operation of East Bay ferry terminals (Alameda Main Street, Harbor Bay, and Oakland Clay Street Jack London Square) and includes a variety of work ranging from pier piling replacement to repairing and replacing walkways and awnings.

The Board awarded a contract to Ben C. Gerwick, Inc. on May 23, 2013 to assist staff with technical specifications, regulatory permitting and construction management services.

The Board awarded a contract to Manson Construction Co. on March 31 to undertake the majority of the project work, including construction improvements at Harbor Bay and Clay Street. Project design drawings for Harbor Bay and Clay Street are 100% complete and fabrication work is underway. The Clay Street work will require terminal closure over the weekend scheduled for November 15 and 16.

The Board awarded contracts to CS Marine Constructors, Inc. and Topper Industries, Inc. on August 20 and approved an agreement with Bay Ship & Yacht to relocate the passenger float 100 feet to the west of the current location. The Main Street work will require terminal closure over a weekend still to be determined.

Regional Passenger Float Construction – This project will construct a new regional spare float that can be utilized as a backup for the Vallejo terminal float as well as other terminal sites such as downtown San Francisco when the permanent terminal floats must undergo periodic dry-dock, inspection, and repair. This spare would support ongoing daily services and would be a valuable asset to have available for use in unplanned or emergency conditions. Ghirardelli Associates Inc. was selected as the project construction manager. Procurement of the passenger float construction contract was combined with the North Bay Operations and Maintenance Facility Project construction contract. The Request for Proposals for the project was released on February 28 and the construction contract was awarded to Dutra Construction on July 10. The contract was executed in July 2014. Final design work is underway with construction of the float anticipate to commence in December 2014.

Vessel Replacement –The *Encinal* and *Harbor Bay Express II* are included in the FY 2013/14 Capital Budget for replacement as they have reached the end of their useful lives (generally 25 years) and staff has secured funding commitments for replacement vessels. In December 2013, the Board of Directors approved the contract award to Aurora Marine Design (AMD) for vessel construction management services. A kickoff meeting was held in January to establish project requirements. As part of the bid document development, staff and AMD have met with major propulsion vendors to gain information to develop a database of powering options and emissions tier specifications. To ensure we are able to attract the greatest number of bidders, AMD has conducted surveys with relevant shipyards to determine which, if any, contract requirements are too restrictive which may prevent vendors from bidding on the projects. Staff and AMD have also interviewed other water transit agencies for lessons learned from recent vessel

construction projects. Staff has met with Blue & Gold Fleet operations and engineering staff to receive input on vessel design and layout. The Board approved issuing an RFP for vessel construction in August 2014. The RFP vessel procurement package was released on September 26, 2014. A Pre-Proposal bidders conference was held on October 13.

Clipper Fare Media Implementation – Clipper is currently available as fare payment media for the Alameda/Oakland/South San Francisco, Alameda/Oakland/San Francisco, and Alameda Harbor Bay/San Francisco routes. Clipper will be available for the Vallejo ferry service beginning November 3, 2014.

Staff is also participating in a long-term strategic planning effort initiated by MTC and transit operators for the Clipper program. Items under consideration include potential changes to the contracting model and governance structure through which the current Clipper program is delivered. A regional recommendation is expected pending future discussions and development of a strategic plan.

North Bay Operations and Maintenance Facility – This project will construct a new ferry maintenance facility located at Building 165 on Mare Island in Vallejo in two phases. The landside phase includes site preparation and construction of a new fuel storage and delivery system along with warehouse and maintenance space. The waterside phase will construct a system of modular floats and piers, gangways, and over-the-water utilities. The existing ferry maintenance facility (Building 477) will be cleaned up as required prior to surrender to Lennar Mare Island, the property owner of the land portion of the project site.

The Board of Directors awarded a design-build contract for the landside phase to West Bay Builders in August 2013 and work is well underway. The NEPA environmental review work for the Navy waterside portion is underway on behalf of the Navy. The Navy must complete this documentation prior to entering into a lease with WETA to use the waterside portion of the site. The Draft NEPA Environmental Assessment (EA) was published for a 15-day public and agency review on August 22, 2014. Staff is coordinating with the Navy to finalize the NEPA documentation. All required permits for the waterside construction phase of the project have been received. The Board of Directors awarded a design-build contract for the waterside construction phase to Dutra Construction Co., Inc. in July 2014.

Central Bay Operations and Maintenance Facility – This project will develop an operations and maintenance facility at Alameda Point to serve as the base for WETA's existing and future central bay ferry fleet. The proposed project would provide running maintenance services such as fueling, engine oil changes, concession supply, and light repair work for WETA vessels. The new facility will also serve as WETA's Operations Control Center for day-to-day management and oversight of service, crew, and facilities. In the event of a regional emergency, the facility would function as an Emergency Operations Center, serving passengers and sustaining water transit service for emergency response and recovery.

Staff is working with BCDC, the US Army Corps of Engineers, and National Marine Fisheries Service (NMFS) to secure the remaining permits required for the project. On October 17, NMFS closed its public comment period concerning WETA's application for an Incidental Harassment Authorization under the Marine Mammal Protection Act. Staff is also working with the City of Alameda to finalize terms of a lease agreement for the project site, which will be presented to the Board for consideration at a future meeting.

Richmond Ferry Service – This service will provide an alternative transportation link between Richmond and downtown San Francisco. The conceptual design includes plans for replacement of an existing facility (float and gangway) and a phased parking plan.

The CEQA Initial Study/Mitigated Negative Declaration (IS/MND) was released on May 6. The Initial Study identified potentially significant effects; however, the implementation of mitigation measures identified in the IS/MND would reduce potentially significant effects to less-than-significant levels. In accordance with CEQA and the CEQA Guidelines, a 30-day public and agency review period for the IS/MND commenced on May 6 and concluded on June 4. The WETA Board of Directors adopted the MND and Mitigation

Monitoring and Reporting Program at the September 2014 Board meeting. Staff is working with the FTA on resource agency consultation and preparation of the NEPA environmental review. Staff is also working with City of Richmond and West Contra Costa County Transportation Advisory Committee (WCCTAC) staff to develop a Project Agreement that defines project service levels and identifies capital and operating funding through a project funding plan.

Berkeley Ferry Service – This service will provide an alternative transportation link between Berkeley and downtown San Francisco. The environmental and conceptual design work includes plans for shared use of an existing City owned parking lot at the terminal site between ferry and local restaurant (H^s Lordships) patrons. City participation is required in order to move the project forward and reach agreement on a shared use concept. The project will require a conditional use permit reviewed by the City's Planning Commission, Zoning Adjustment Board, and City Council. Similar to Richmond, a Project Agreement defining the project and identifying funding sources will need to be developed for adoption by the City Council and WETA Board.

The Final EIS/EIR was submitted to FTA review in early October 2012. The remaining activities include resolution of Section 7 consultation and Essential Fish Habitat Assessment with NOAA and NMFS. NOAA and NMFS will issue a Biological Opinion (BiOp) on the project. The BiOp is required prior to completion of the Final EIS/EIR.

Treasure Island Service – This project, which will be implemented by the Treasure Island Development Authority (TIDA), the San Francisco County Transportation Authority (acting in its capacity as the Treasure Island Mobility Management Authority) and the prospective developer, will institute new ferry service to be operated by WETA between Treasure Island and downtown San Francisco in connection with the planned Treasure Island Development Project. The development agreement states that ferry operations would commence with the completion of the 50th residential unit.

WETA staff is working cooperatively with City staff on this City-led project and participating in regular meetings of the Technical Advisory Committee convened to update and further develop the Treasure Island Mobility Management Program. Staff expects to begin negotiation of a Memorandum of Agreement (MOA) with the City that would set forth the terms and conditions under which WETA would operate the future Treasure Island ferry service. The finalization and execution of an MOA for the Treasure Island service would be subject to future consideration by the WETA Board.

Downtown San Francisco Ferry Terminal Expansion Project – This project will expand berthing capacity at the Downtown San Francisco Ferry Terminal in order to support new and existing ferry services to San Francisco as set forth in WETA's Implementation and Operations Plan. The proposed project would also include landside improvements needed to accommodate expected increases in ridership and to support emergency response capabilities. Upon request from the FTA, this project has been included in the Federal Infrastructure Projects Permitting Dashboard, an initiative of the Federal Transit Administration to expedite federal permitting processes for nationally or regionally significant projects.

A Notice of Availability for the Final EIS/EIR and FTA's Record of Decision were published in the Federal Register on September 5, 2014. The WETA Board certified the Final EIR in October 2014. Staff has initiated discussions with the Port of San Francisco concerning a project agreement to develop the first phase of terminal expansion.

Hercules Environmental Review/Conceptual Design – The Hercules Intermodal Transportation Terminal will bring together multiple modes of travel at a strategic waterfront location adjacent to future development in Hercules. A ferry terminal is one component of the project, now considered in a later phase of implementation after the construction of parking and rail improvements. As planning and funding activities are underway for the Intermodal Transportation Center, the Contra Costa County Transportation

Authority has developed a Financial Feasibility of Contra Costa Ferry Service Report (White Paper) to assess the feasibility and priority of new ferry services considered in Contra Costa County.

Antioch, Martinez and Redwood City Ferry Service Projects – These projects require conceptual design, project feasibility, and environmental review for potential future ferry services to the cities of Antioch, Martinez, and Redwood City. Draft site feasibility reports have been prepared and distributed to the cities for review. The feasibility reports were prepared to identify site constraints and design requirements to better understand project feasibility and cost. Staff is working with the Contra Costa County Transportation Authority, as the county transportation planning and funding authority, on determining next steps for the Contra Costa ferry services under development.

Contra Costa County Ferry Subcommittee – Staff is working with the Contra Costa County Transportation Authority (CCTA) and representatives from the cities of Antioch, Martinez, Hercules and Richmond to study implementation of ferry expansion services in Contra Costa County. A White Paper evaluating the financial feasibility of candidate Contra Costa County ferry services was recently completed in draft form. Results of this study will inform stakeholders on specific site and service details for discussion and development of a countywide approach to developing services and funding support. The subcommittee met in April 2014 to review the paper's final findings and discuss next steps for releasing the paper to the CCTA Board and general public. CCTA is leading this effort and the CCTA Board considered the findings of the White Paper at their meeting on June 18 and released the report to the public.

Alameda Terminals Access Study – Both ferry terminals in Alameda have experienced a surge in ridership beginning with the first BART strike in July 2013. As a result, parking at both terminals typically spills onto adjacent streets and informal parking lots. WETA will partner with the City of Alameda staff to prepare plans to address the immediate issue and identify long term solutions. Staff has secured the consultant services of Nelson Nygaard through its on-call planning agreement with KPFF, Inc. to support the project.

Staff has concluded its initial outreach efforts, including a series of public workshops, coordination with AC Transit, and an informational presentation to the City of Alameda's Transportation Commission. A draft study is being reviewed by staff and will be released for public comment this fall. The study will include preliminary access improvement recommendations and funding strategies for each terminal. Pending public comments received on the draft study, a final draft will be prepared and presented to the Board at a future meeting.

Alameda Seaplane Lagoon - The City of Alameda has proposed a new ferry terminal located on the Alameda Point property, the former Alameda Naval Air Station Base. WETA staff is meeting monthly with staff from the cities of Alameda and Oakland along with the Port of Oakland to prepare an operational study of Seaplane Lagoon. The goal of the study is to identify the range of service alternatives for ferry service in the central bay considering terminals at Seaplane Lagoon, Main Street and/or Clay Street in Oakland. The costs, service quality and ridership implications of each service scenario will be estimated. The operational study will ultimately feed into a concept engineering study that will estimate capital costs and permitting requirements for a new facility.

Fare Policy Study –WETA recently conducted a fare policy study and public outreach program to consider fare modifications that would promote greater consistency among fare categories, fare products, and discount pricing available on WETA services and evaluate options for implementing a multi-year fare program. As the result of this work, the Board approved a final FY 2015 – 2020 Fare Program, which included fare structure and rate increases for regularly scheduled services, at their meeting in September 2014. In recent weeks, staff has worked to notice and coordinate the changes outlined by the Fare Program for FY 2015. Implementation of these changes began on November 1, 2014, when fare category eligibility requirements were standardized for all WETA services, Clipper was launched for the Vallejo service, and the sale of certain paper-based fare products for the Alameda/Oakland to San Francisco and

Alameda Harbor Bay services were discontinued. WETA will discontinue the sale of certain fare products for the Vallejo service on January 1, 2015, once Vallejo riders have had time to transition to the Clipper fare payment system.

Electronic Bicycle Locker Program – This project would expand the availability of secure bicycle parking throughout the WETA system to promote bicycle access to ferry terminals and potentially reduce bicycle congestion on-board ferry vessels. WETA currently provides electronic bicycle lockers at its South San Francisco and Harbor Bay ferry terminals and intends to provide similar lockers at each of its origin terminals. In June 2014 WETA received a \$50,000 grant from the Bay Area Air Quality Management District's (BAAQMD) Transportation Fund for Clean Air program for installation of electronic bicycle lockers at the Alameda Main Street and Vallejo ferry terminals.

UPDATE ON RELEVANT PROJECTS IMPLEMENTED BY OTHER AGENCIES

Warriors Arena/Mission Bay Ferry Terminal – The Golden State Warriors basketball team has identified a preferred arena site at the foot of 16th Street in the Mission Bay neighborhood of San Francisco. A Mission Bay ferry terminal has been identified in both WETA and City of San Francisco planning documents as a potential future infrastructure investment. WETA staff will continue to coordinate with the Warriors, the Port of San Francisco, and the City of San Francisco along with other relevant stakeholders to integrate the development of the project with existing and/or future WETA ferry services to San Francisco as opportunities present themselves.

Vallejo Station – Vallejo Station is a compact, transit-oriented mixed-use project in the City of Vallejo that includes two major transit elements – a bus transfer facility that consolidates local, regional, and commuter bus services and a 1,200 space parking garage for ferry patrons and the general public. The first phase of the Vallejo Station Parking Structure, which included a 750 space paid parking structure, was opened in October 2012. Construction of Phase 2 of this facility is dependent upon the City securing funding and the relocation of the U.S. Post Office.

OPERATIONS REPORT

The Monthly Operating Statistics Report for September 2014 is provided as Attachment A.

Attachment A

Monthly Operating Statistics Report September 2014

			Alameda/ Oakland	Harbor Bay	South San Francisco	Vallejo*	Systemwide
Ridership	vs. last month	Total Passengers September 2014	76,052	21,457	8,495	74,573	180,577
		Total Passengers August 2014	94,160	20,405	7,979	82,180	204,724
		Percent change	-19.23%	5.16%	6.47%	-9.26%	-11.79%
	vs. same month last year	Total Passengers September 2014	76,052	21,457	8,495	74,573	180,577
		Total Passengers September 2013 **	79,260	20,856	6,158	76,967	183,241
		Percent change	-4.05%	2.88%	37.95%	-3.11%	-1.45%
	vs. prior FY to date	Total Passengers Current FY To Date	268,541	63,972	24,516	245,827	602,856
		Total Passengers Last FY To Date ***	289,693	67,984	21,231	252,422	631,330
		Percent change	-7.30%	-5.90%	15.47%	-2.61%	-4.51%
			Avg Weekday Ridership September 2014	2,462	1,022	405	2,695
Ops Stats		Passengers Per Hour	169	170	62	117	134
		Revenue Hours	449	126	138	635	1,348
		Revenue Miles	5,779	2,841	2,115	17,342	28,077
Fuel		Fuel Used (gallons)	36,644	11,610	13,993	137,510	199,757
		Avg Cost per gallon	\$3.25	\$3.25	\$3.25	\$3.21	\$3.24

* Vallejo ridership includes ferry + 3004 Route 200 bus passengers.

** Includes ridership during Sept 2013 Bay Bridge closure

*** Includes ridership during July 2013 BART strike and Sept 2013 Bay Bridge closure.

MEMORANDUM

TO: Board Members

**FROM: Nina Rannells, Executive Director
Lynne Yu, Manager, Finance & Grants**

**SUBJECT: Monthly Review of FY 2014/15 Financial Statements for Three Months
Ending September 30, 2014**

Recommendation

There is no recommendation associated with this informational item.

Summary

This report provides the attached FY 2014/15 Financial Statements for three months ending September 30, 2014.

Operating Budget vs. Actual

	Prior Actual	Current Budget	Current Actual
Revenues - Year To Date:			
Fare Revenue	4,080,691	3,656,231	3,958,235
Local Bridge Toll Revenue	2,986,923	4,698,049	3,674,806
Other Revenue	675	-	500
Total Operating Revenues	7,068,289	8,354,280	7,633,540
Expenses - Year To Date:			
Planning & Administration	493,716	756,164	500,400
Ferry Services	6,574,573	7,598,116	7,133,140
Total Operatings Expenses	7,068,289	8,354,280	7,633,540
System-Wide Farebox Recovery %	62%	48%	55%

Capital Actual and % of Total Budget

	YTD Actual	% of FY 2014/15 Budget
Revenues:		
Federal Funds	519,988	2.97%
State Funds	1,515,227	6.91%
Bridge Toll Revenues	46,651	0.81%
Other Local Funds	37,544	1.01%
Total Capital Revenues	2,119,410	4.33%
Expenses:		
Total Capital Expenses	2,119,410	4.33%

Fiscal Impact

There is no fiscal impact associated with this informational item.

END

San Francisco Bay Area Water Emergency Transportation Authority
FY 2014/15 Statement of Revenues and Expenses
For Three Months Ending 9/30/2014

% of Year Elapsed 25.2%

	Current Month	Year - To - Date			Total	
		FY2013/14 Actual	FY 2014/15 Budget	FY 2014/15 Actual	FY 2014/15 Budget	% of Budget
OPERATING EXPENSES						
<u>PLANNING & GENERAL ADMIN:</u>						
Wages and Fringe Benefits	102,642	273,416	363,211	298,126	1,441,000	20.7%
Services	91,739	183,688	408,329	158,190	1,620,000	9.8%
Materials and Supplies	1,195	5,558	9,326	1,762	37,000	4.8%
Utilities	1,595	2,189	5,293	2,016	21,000	9.6%
Insurance	-	16,370	4,789	18,335	19,000	96.5%
Miscellaneous	8,409	17,825	27,726	17,688	110,000	16.1%
Leases and Rentals	23,110	66,850	72,088	68,918	286,000	24.1%
Admin Overhead Expense Transfer	(23,470)	(72,180)	(134,597)	(64,635)	(534,000)	12.1%
Sub-Total Planning & Gen Admin	205,221	493,716	756,164	500,400	3,000,000	16.7%
<u>FERRY OPERATIONS:</u>						
<u>Harbor Bay FerryService</u>						
Purchased Transportation	95,743	337,581	441,726	326,158	1,752,500	18.6%
Fuel - Diesel & Urea	37,682	133,415	149,116	112,761	591,600	19.1%
Other Direct Operating Expenses	38,182	78,098	159,727	90,531	633,700	14.3%
Admin Overhead Expense Transfer	4,247	15,896	29,490	11,773	117,000	10.1%
Sub-Total Harbor Bay	175,855	564,990	780,059	541,223	3,094,800	17.5%
Farebox Recovery	55%	54%	40%	53%	40%	
<u>Alameda/Oakland Ferry Service</u>						
Purchased Transportation	560,376	1,164,652	1,116,729	1,563,871	4,430,500	35.3%
Fuel - Diesel & Urea	118,931	412,046	465,570	396,408	1,847,100	21.5%
Other Direct Operating Expenses	68,906	211,992	311,792	183,696	1,237,000	14.9%
Admin Overhead Expense Transfer	8,841	26,880	52,679	24,569	209,000	11.8%
Sub-Total Alameda/Oakland	757,054	1,815,570	1,946,770	2,168,544	7,723,600	28.1%
Farebox Recovery	47%	72%	56%	57%	56%	
<u>Vallejo FerryService</u>						
Purchased Transportation	795,809	1,769,803	1,885,849	2,107,687	7,481,900	28.2%
Fuel - Diesel & Urea	441,445	1,425,075	1,606,849	1,347,994	6,375,000	21.1%
Other Direct Operating Expenses	46,647	269,901	400,692	209,937	1,589,700	13.2%
Admin Overhead Expense Transfer	4,962	13,391	18,400	13,186	73,000	18.1%
Sub-Total Vallejo	1,288,864	3,478,170	3,911,790	3,678,804	15,519,600	23.7%
Farebox Recovery	55%	67%	54%	62%	54%	
<u>South San Francisco FerryService</u>						
Purchased Transportation	156,315	448,015	547,917	467,787	2,173,800	21.5%
Fuel - Diesel & Urea	45,417	161,272	203,912	157,679	809,000	19.5%
Other Direct Operating Expenses	43,571	90,543	173,641	103,997	688,900	15.1%
Admin Overhead Expense Transfer	5,420	16,013	34,027	15,107	135,000	11.2%
Sub-Total South San Francisco	250,723	715,843	959,497	744,570	3,806,700	19.6%
Farebox Recovery	22%	19%	14%	22%	14%	
Total Operating Expenses	2,677,716	7,068,289	8,354,281	7,633,540	33,144,700	23.0%
OPERATING REVENUES						
Fare Revenue	1,226,623	4,080,691	3,656,231	3,958,235	14,505,700	27.3%
Local - Bridge Toll	1,451,093	2,986,923	4,698,049	3,674,806	18,639,000	19.7%
Local - Other Revenue	-	675	-	500	-	0%
Total Operating Revenues	2,677,716	7,068,289	8,354,281	7,633,540	33,144,700	23.0%

San Francisco Bay Area Water Emergency Transportation Authority
FY 2014/15 Statement of Revenues and Expenses
For Three Months Ending 9/30/2014

Project Description	Current Month	Project Budget	Prior Year Actual	FY 2014/15 Budget	FY 2014/15 Actual	Future Year	% of Total Project Budget
CAPITAL EXPENSES							
FACILITIES:							
Maintenance and Operations Facilities							
North Bay Operations & Maintenance Facility	685,918	28,500,000	5,132,061	19,130,939	1,414,340	4,237,000	23%
Central Bay Operations & Maintenance Facility	8,943	38,000,000	1,228,371	5,750,629	74,391	31,021,000	3%
Float Rehabilitation							
Regional Spare Float Replacement	204,102	3,862,000	58,976	2,965,024	204,569	838,000	7%
Gangway, Pier & Terminal Improvement							
Clipper Site preparation - Vallejo	1,816	300,000	148,695	151,305	3,736	-	51%
East Bay Ferry Terminal Refurbishment	151,749	2,595,400	341,509	2,253,891	224,926	-	22%
Electronic Bicycle Lockers	-	79,500	-	79,500	-	-	0%
Channel Dredging - Vallejo	1,917	1,200,000	-	75,000	3,768	1,125,000	0%
FERRY VESSELS:							
Major Component Rehabilitation / Replacement							
Vessel Engine Overhaul - Gemini Class Vessels	-	1,320,000	-	1,320,000	-	-	0%
Vessel Engine Overhaul - Solano	60,000	2,000,000	699,042	1,240,958	60,000	60,000	38%
Major Component Rehab - Pisces	-	200,000	-	200,000	-	-	0%
Vessel Mid-Life Repower/Refurbishment							
Vessel Mid-Life Refurbishment - Bay Breeze	97	5,015,000	4,738,923	276,077	1,448	-	95%
Vessel Mid-Life Refurbishment - Peralta	772	5,260,000	-	1,010,000	772	4,250,000	0%
Vessel Expansion/Replacement							
Purchase Replacement Vessel - Express II & Encinal	6,949	33,500,000	50,568	9,949,432	25,445	23,500,000	0%
Purchase Replacement Vessel - Vallejo	-	20,000,000	-	200,000	-	19,800,000	0%
CAPITAL EQUIPMENT / OTHER:							
Purchase 18-Tone Crane Truck	-	175,000	-	175,000	-	-	0%
Purchase Work Skiff	-	100,000	-	100,000	-	-	0%
SERVICE EXPANSION:							
Future Expansion Service Studies							
Berkeley Terminal - Environ/Concept Design	436	2,335,000	2,183,016	151,984	2,290	-	94%
Antioch - Environ/Concept Design	-	812,500	146,198	25,002	218	641,300	18%
Martinez - Environ/Concept Design	-	812,500	164,894	25,006	-	622,600	20%
Downtown Ferry Terminal Expansion - Environ/Concept Design	20,791	3,300,000	2,581,846	718,154	55,687	-	80%
Terminal/Berthing Expansion Construction							
SSF Terminal Oyster Mitigation Study	28,664	275,000	83,330	191,670	29,854	-	41%
Downtown Ferry Terminal Expansion - Final Design	-	3,745,000	-	1,872,500	-	1,872,500	0%
Richmond Ferry Terminal	6,327	1,862,500	559,294	1,040,706	17,966	262,500	31%
Total Capital Expenses	1,178,481	155,249,400	18,116,723	48,902,777	2,119,410	88,229,900	
CAPITAL REVENUES							
Federal Funds	431,921	64,124,919	6,622,379	17,515,330	519,988	38,421,985	11%
State Funds	696,054	48,634,926	8,146,559	21,924,882	1,515,227	38,239,042	20%
Local - Bridge Toll	30,522	36,457,071	2,456,805	5,753,455	46,651	10,268,872	7%
Local - Alameda Sales Tax Measure B	19,984	4,682,484	890,980	3,659,111	37,544	-	20%
Local - San Francisco Sales Tax Prop K	-	1,300,000	-	-	-	1,300,000	0%
Local - Transportation Funds for Clean Air	-	50,000	-	50,000	-	-	0%
Total Capital Revenues	1,178,481	155,249,400	18,116,723	48,902,777	2,119,410	88,229,900	

MEMORANDUM

TO: Board Members

**FROM: Peter Friedmann, WETA Federal Legislative Representative
Ray Bucheger, WETA Federal Legislative Representative**

SUBJECT: WETA Federal Legislative Board Report – October 28, 2014

Mid-Term Elections: Impact on WETA?

As we approach the midterm elections, the question is, will the voters' decision as to which party controls Congress impact WETA's mission to expand passenger ferry service on San Francisco Bay? Bottom line, not too much, at least not in the near term.

First, the Senate is in play, but, as explained below, our ferry advocates will be in strong positions to continue support of the ferry agenda, regardless of which party is in the Majority. The House of Representatives will likely remain Republican, and in fact the Republicans will increase their Majority there, but that won't really change the transportation agenda or the legislation considered and passed by the House. The WETA Delegation, in whom we have invested considerable effort to educate and motivate in support of WETA's agenda, is of course 100% Democratic. However, we have been successful in obtaining funding, even in a highly partisan environment, and in a Republican Majority House. Here's how:

Transportation Infrastructure: An Island of Partisan Cooperation

With apologies to certain cable outlets which thrive on partisan fighting, there are in fact places where Republicans and Democrats do work together, productively. Transportation infrastructure is certainly the place where the two parties come together on Capitol Hill, more than any other. A shift of leadership from one party to another, will not result in significant policy change.

The committees in the House and Senate which craft transportation legislation tend to be relatively non-partisan in nature. While their politics may differ greatly on other issues, Republicans and Democrats, even the most conservative and liberal, tend to come together on infrastructure and work cooperatively on the House Transportation & Infrastructure, and the Senate Environment and Public Works committees. So, we work continuously with the one member of the Bay Area Congressional Delegation who sits on the House T & I Committee, Congressman Garamendi, who has been and will continue to be effective in advocating for WETA ferry objectives.

The same holds true in the Senate. It is hard to find two individuals with more opposite political views than our Senator Barbara Boxer and Senator Jim Inhofe of Oklahoma. But they have worked together to pass transportation bills. Even if there is a change in the Senate Majority, so that a Republican becomes the Chairman of this Committee, we would expect bipartisan support of infrastructure to continue there.

The bipartisan, even nonpartisan nature of transportation legislation, can be illustrated this way: Republican Senator Inhofe, representing rural Oklahoma, is, as one would expect, more interested in funding highways than in ferryboats. But the most vigorous advocate for ferryboats on Capitol Hill is another Republican, Don Young of Alaska. And his chief allies in the Senate are Senators Murray of

Washington and Schumer of New York, both leaders in the Democratic Senate Caucus. The bottom line on this issue, as with most transportation issues, is that Senators and Congressmen are first and foremost representatives of their constituents. Fortunately, WETA shares some (but not all) objectives of ferry systems in New York City, Washington state, and Alaska. So our advocates on Capitol Hill are both Republican and Democratic, including leaders of each party.

How to Pay For It?

Even funding transportation infrastructure is remarkably bipartisan. Typically taxes generate great partisan controversy. The Federal Highway gas tax, currently generates insufficient revenue to pay for maintaining current highways and transit. More revenue is essential. This summer two Senators stepped forward to propose an increase in the gas tax, sufficient to put the Highway Trust Fund back into the black – only two Senators, out of the 100. Democratic Senator Murphy of Connecticut and Republican Senator Corker of Tennessee. Unfortunately there was no vote on their proposed gas tax increase, perhaps there will be in coming months, or at least before the current Transportation bill expires in May, 2015.

How WETA Prospers Even in a No-Earmark Environment

Because earmarks have been eliminated, the determination of recipients of federal funding has, since 2009, shifted to the federal agencies; for example, the Federal Transit Administration. Our Bay Area Delegation, including Congresswomen Pelosi, Speier, and Lee are well placed and have been remarkably effective in communicating the interests of WETA to this Administration. With their support and that of others representing the communities served by WETA, we hope to continue the success in gaining FTA grants, while pursuing any other funding opportunities we can uncover.

Ferries: A Common Agenda ... or Not?

Of course, the reality is that while the various ferry systems continue to work together in our ad hoc "Public Ferry Coalition", we do not share precisely the same legislative agenda. We do all agree that there should be more than the \$97 million currently allocated to ferries in the transportation budget. Alaska prefers emphasis on vehicles, and long route miles. (Imagine if a ferry formula awards route miles, and one route is all the way from Puget Sound to Alaska. It may be only once a month, but the formula rewards the length of the route, not the number of times it's transited). Washington State carries lots of vehicles, lots of passengers, and has some relatively long routes. And to add complexity, two systems – WETA and New York City's Staten Island service carry only passengers on relatively short routes.

So WETA and New York would appear to have a common interest in having federal funds distributed with a passenger emphasis. But it's not that easy. In our work with NY's lobbyists, and with our advocates in our Congressional Delegation, we must craft a funding formula that works for both NY (long established and free – no fares charged – approximately 21,000,000 passengers each year), and WETA (growing but still in its infancy, carrying approximately 1,200,000 passengers annually).

The Bottom Line

Even amongst the ferry systems which appear to share common interests, our approach to federal programs depend on the characteristics of each system. It is these differences, rather than the political affiliation of our elected representatives, that will pose the greatest challenge to our legislative agenda in the coming year.

Respectfully Submitted,

Peter Friedmann

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

(October 2, 2014)

The Board of Directors of the San Francisco Bay Area Water Emergency Transportation Authority met in regular session at the WETA offices at Pier 9, Suite 111, San Francisco, CA.

1. ROLL CALL AND CALL TO ORDER

Chair Jody Breckenridge called the meeting to order at 1:00 p.m. and led the pledge of allegiance. Other directors present were Director Jeff DelBono and Director Anthony Intintoli.

2. REPORT OF BOARD CHAIR

No report.

3. REPORT OF DIRECTORS

Director DelBono reported that he had attended a meeting with Executive Director Nina Rannells and Manager of Planning and Development Kevin Connolly along with the Mayor and City Manager of the City of Alameda. He said that he found it informative regarding the City's concerns and desires regarding ferry service and development in Alameda. He said that the meeting had been productive.

4. REPORTS OF STAFF

Executive Director Nina Rannells referred the Board to her written report and offered several additional items.

First she introduced WETA's new Ferry Operations Administrator Kevin Donnelly, noting that he arrived at WETA following nearly 20 years of service at Blue & Gold Fleet, including 13 years managing operations and maintenance at the Vallejo facility. Ms. Rannells said that Mr. Donnelly had already added value to WETA with his contributions and had come in charging.

Secondly she noted that the Vessel Replacement RFP mentioned in the report had since been issued on September 26.

Next, Ms. Rannells noted that a customer survey had been released, adding that it was the first customer survey issued since 2011. Chair Breckenridge asked if it was a random sampling of passengers, if it was for a specific route or system-wide, and if it was being given online, on paper, or both. Mr. Connolly replied that it was a random sample covering all routes and that it was paper-only. He noted that the survey had originally been scheduled to conclude on October 7 but that it was being adjusted to accommodate the Giants' playoff game schedule.

Director Intintoli asked about the Contra Costa White Paper mentioned in the Executive Director's Report. Ms. Rannells said it was the same paper that the Board had been briefed on several months prior and that she would be glad to brief Chair Breckenridge on it as well in the context of service expansion discussions.

Ms. Rannells noted that WETA had once again developed a program of expanded service for the upcoming Fleet Week event on October 11 & 12. Chair Breckenridge noted that attendance would be significant especially in light of the commissioning of the *USS America*.

Director DelBono asked Ms. Rannells to speak further regarding the meeting he attended with WETA and City of Alameda staff, specifically regarding Alameda Point development and the potential Seaplane Lagoon terminal, and also parking capacity issues around the Alameda terminals.

Ms. Rannells agreed that these were the two key issues discussed. She noted that WETA was currently completing the Alameda Terminal Access Study which addresses the capacity parking issues experienced at the Alameda Main St and Harbor Bay terminals. Regarding a potential terminal at Seaplane Lagoon, she said that WETA had been aware of the City's desire for such a project as it was discussed when the services were transitioned to WETA.. Ms. Rannells said that Mr. Connolly had been looking at various options for serving an additional terminal at Seaplane Lagoon as well as changes to the service that would be required. She said that he had been meeting regularly with both the City of Alameda and the City of Oakland, adding that ridership had grown significantly for both and that the service appeared poised for continued growth.

Director Intintoli emphasized that before investing in large capital projects for new services, new operating funds needed to be secured.

Mr. Connolly addressed the capacity parking issue at the Alameda terminals, noting that increased ridership was a good problem to have. He said that approximately 800 cars had been parking daily in the environs surrounding the Main St terminal, but that the lot only had room for 325. Mr. Connolly said that this had become a bit chaotic but that WETA and the City had come up with several alternative opportunities for off-street parking. Both had met with AC Transit who had agreed to restore bus service directly to the terminal and had come up with some intriguing proposals for improving terminal access which they would discuss with WETA in the coming weeks.

Chair Breckenridge asked if the study would create a clearer, more detailed picture of Alameda Point development, specifically regarding the mix for residential and commercial development. Mr. Connolly clarified that the Terminal Access Study would be authored and released by WETA and was focused on addressing existing needs at the Main Street and Harbor Bay terminals. He further noted that the City of Alameda's development program for Sea Plane Lagoon would be released this fall and that they were currently working with a shortlist of two developers. He said that once that information became available that WETA would have a much better context for identifying potential future service plans with the City.

Chair Breckenridge said that there had been a number of efforts to develop Alameda Point over the years and that WETA needed to take a hard look at any assumptions or projections made regarding the development.

Chair Breckenridge asked if there were any other questions or comments.

Director Intintoli commented on the financial summary, noting the difference between the current farebox recovery and the projected farebox recovery in the budget. He asked if WETA was still comfortable with the budget estimate. Ms. Rannells said that she was. Director Intintoli asked why the number was higher for Vallejo than the other services. Ms. Rannells explained that farebox recovery is the result of a number of factors on both the cost and revenue side. She noted that it is generally high now because of the increased ridership during the summer months, but that it would likely trend down as ridership and resulting fare revenue, decline in the winter and vessels are dry-docked for maintenance and repair, which will result in added expenses.

5. CONSENT CALENDAR

Director Intintoli made a motion to approve the consent calendar which included the Board of Directors meeting minutes of September 4, 2014 and a request for Authorization the Filing of an Application with the Metropolitan Transportation Commission for \$1,872,500 Regional Measure 2 Capital Funds.

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

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

6. CERTIFY THE ENVIRONMENTAL IMPACT REPORT FOR THE DOWNTOWN SAN FRANCISCO FERRY TERMINAL EXPANSION PROJECT; MAKE CERTAIN FINDINGS OF FACT; ADOPT A STATEMENT OF OVERRIDING CONSIDERATIONS; AND ADOPT A MITIGATION MONITORING AND REPORTING PROGRAM

Senior Planner Mike Gougherty presented this item requesting that the Board certify the environmental impact report for the Downtown San Francisco Ferry Terminal Expansion Project; adopt a mitigation monitoring and reporting program; make certain findings of fact; adopt a statement of overriding considerations; and approve the project.

Mr. Gougherty made an administrative note, stating that a slightly amended resolution for this item had been provided to the Board and that copies were available for the public. He noted that the change was a clarification of the future administrative process regarding the release of the construction RFP.

Mr. Gougherty introduced members of the project team in attendance, including Ian Austin and Kelly Bayer of URS who were working on the environmental review contract, Rob Thornton of Nossaman LLP, representing the legal team, and Jamie Hurley of the Port of San Francisco, who Mr. Gougherty noted had been incredibly helpful in coordinating all they key agencies and staff involved in the project.

Chair Breckenridge asked Mr. Gougherty if in his opinion WETA had attended to all of the agencies' or individuals' concerns expressed to date and if he anticipated any further concerns once the report had been issued.

Mr. Gougherty replied that in his opinion WETA had made a good faith and sincere effort to respond to all of the comments received, adding that to the extent that these entities' positions remain unchanged that WETA had done an adequate job of addressing their comments.

Public Comment

Jamie Hurley of the Port of San Francisco congratulated WETA staff and Board on reaching this milestone, thanking Mr. Gougherty, Mr. Connolly and former WETA Manager of Planning and Development John Sindzinski as well as WETA's team of consultants for their work on the project. He said that WETA and the Port had established a close working relationship throughout the process and that WETA had embraced the need to do extensive outreach with all Bay Area stakeholders. Mr. Hurley noted that the project was in a sensitive historic district and is one of the most popular and iconic locations in the City of San Francisco and that WETA had been sensitive to the process in that regard. He added that the Port looked forward to a continued partnership with WETA on the project.

Director DelBono made a motion to approve the item. Director Intintoli seconded the motion and the item carried unanimously.

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

7. APPROVE AMENDMENT TO AGREEMENT WITH URS CORPORATION FOR ENVIRONMENTAL REVIEW SERVICES FOR THE DOWNTOWN SAN FRANCISCO FERRY TERMINAL EXPANSION PROJECT

Mr. Gougherty presented this item requesting that the Board approve Amendment No. 3 to Agreement No. 10-004 with URS Corporation authorizing additional funds in the amount of \$165,000 for environmental review services for the Downtown San Francisco Ferry Terminal Expansion project; extend the contract term to June 30, 2017 and authorize the Executive Director to negotiate and execute the amendment.

Director Intintoli made a motion to approve the item. Director DelBono seconded the motion and the item carried unanimously.

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

8. PROJECT UPDATE FOR THE NORTH BAY OPERATIONS AND MAINTENANCE FACILITY

Ms. Rannells introduced this informational item, noting that the project had started over ten years before under the City of Vallejo prior to WETA's involvement. She added that the next two items on the agenda were related to the project and then introduced Senior Planner Chad Mason who delivered the presentation to the Board.

Chair Breckenridge asked if all the steel would need to be reground and if it was of sufficient quality to reuse. Mr. Mason said the steel was good and that it would all need to be regrounded. Chair Breckenridge asked if the building had indeed been a warehouse, and if so, why it was protected as a historic building. Mr. Mason said that it was part of a historic district.

Chair Breckenridge asked if there were abandoned buildings in proximity, noting a concern over rodent incursion. Mr. Mason said that there was, and that WETA would need to actively mitigate. Mr. Donnelly said that Terminix needed to be applied several times a week at the existing facility. Mr. Mason added that WETA would actively engage Lennar Mare Island, the property owner, to control populations in their adjacent buildings if it became problematic.

Chair Breckenridge asked if earthquake assessment had been completed and if there may be more damage yet unknown. Mr. Mason said that inspection had been completed and that he anticipated very few additional issues in the limited remaining excavation.

Chair Breckenridge asked how far into the steel reinforcement work the project was. Mr. Mason said very far. He added that completion of the work on the parapets would make it a much safer building.

Chair Breckenridge asked what work the property owner was doing on roads and local access regarding earthquake compliance. Mr. Mason was not certain as the area had not suffered major impact but reported that Lennar would be going through a process with the City of Vallejo on areas outside of WETA's fence-line.

Director Intintoli said that the most substantial quake damage had been in the area near the officers' homes and looked very similar to the damage seen in photos from the 1898 quake on the same Mare Island fault. Mr. Mason noted that the original stained glass windows in the historic chapel had survived thanks to a wooden frame which absorbed the impact.

9. APPROVE AMENDMENT TO AGREEMENT WITH WESTON SOLUTIONS INC. TO PROVIDE ADDITIONAL CONSTRUCTION MANAGEMENT SERVICES FOR THE NORTH BAY OPERATIONS AND MAINTENANCE FACILITY PROJECT

Mr. Mason presented this item to the Board requesting approval of actions related to the North Bay Operations and Maintenance Facility project, including 1) Approval of Amendment No. 2 to Agreement No. 13-003 with Weston Solutions Inc. for construction management services, to increase the contract amount \$762,000, to a total not-to-exceed amount of \$2,162,000, extend the contract term to April 30, 2016, and to authorize the Executive Director to execute the amendment; and 2) Authorization of a project budget increase in the amount of \$762,000 to support the contract amendment.

Director Intintoli asked if it was correct that the original contract amount for the project had been \$23 million, noting that the item stated that construction management was typically 10% of that amount. Mr. Mason said that that was correct, but that the original construction management contract had been budgeted low and did not accurately anticipate the level of complexity encountered on the project.

Director Intintoli cautioned that WETA be careful not to get into situations where it may not be able to address similar scenarios in the future. Chair Breckenridge agreed, noting that any projects going over schedule will likely create similar situations. She suggested that projects dealing with significant complexity such as the North Bay Operations and Maintenance Facility could have a higher buffer in place to compensate for the additional risk.

Director DelBono made a motion to approve the item. Director Intintoli seconded the motion and the item carried unanimously.

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

10. APPROVE AMENDMENT TO AGREEMENT WITH WEST BAY BUILDERS FOR LANDSIDE PHASE CONSTRUCTION OF THE NORTH BAY OPERATIONS AND MAINTENANCE FACILITY PROJECT

Mr. Mason presented this item to the Board requesting approval of actions related to the North Bay Operations and Maintenance Facility project, including 1) Approval of Amendment No. 1 to Agreement No. 13-008 with West Bay Builders to increase the landside construction contract contingency amount \$970,000, for a total not-to exceed contract amount of \$11,787,520 and authorize the Executive Director to execute the amendment; and 2) Authorization of a project budget increase in the amount of \$970,000 to support the contract amendment.

Chair Breckenridge asked what the capacity of the fuel tanks was. Mr. Mason replied that they were 12,000 gallons.

Director DelBono expressed concern that similar challenges may be encountered on the Central Bay Operations and Maintenance Facility. Mr. Mason noted that the Central Bay site was much smaller and not in a historic building, noting it was less likely to encounter the same challenges. Ms. Rannells added that although it was a different scenario it was a point worth keeping in mind.

Director Intintoli asked what the original budget had been for this project. Manager of Finance and Grants Lynne Yu said that it had been \$25.5 million.

Director Intintoli made a motion to approve the item. Director DelBono seconded the motion and the item carried unanimously.

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

11. APPROVE CONTRACT AWARD FOR TECHNICAL AND CONSTRUCTION MANAGEMENT SERVICES FOR THE VALLEJO DREDGING PROJECT

Manager of Operations Keith Stahnke presented this item requesting Board approval of a contract award to CLE Engineering for Technical and Construction Management services for the 2015 Vallejo Dredging project in an amount not to exceed \$120,000 and authorize the Executive Director to negotiate and execute a final contract and take any other such related actions to support the work.

Chair Breckenridge asked if this work was for the ferry terminal only. Mr. Stahnke said that it was, for the ferry terminal basin and approaches. He added that silting occurred all along the Vallejo waterfront, but that this was for the area where the ferry terminal is notched out of the promenade. Mr. Stahnke noted that there was dredging work going on at the marina as well. Chair Breckenridge asked if there was potential for collaborative effort with the marina. Mr. Stahnke replied that the ferry terminal was a considerable distance from the marina and that they had minimal impact on each other.

Director DelBono made a motion to approve the item. Director Intintoli seconded the motion and the item carried unanimously.

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

12. PUBLIC COMMENT

Jerry Bellows of the Maritime Administration noted that Ms. Rannells had visited one of MARAD's ships at Pier 50 to get an idea of their emergency response capabilities. He noted that the public would be welcome to board during Fleet Week on October 11 to see the ship outfitted with first responder vehicles onboard so that anyone could take a look at the response capabilities MARAD had to offer.

13. RECESS INTO CLOSED SESSION COMMENT AND REPORT OF ACTIVITY IN CLOSED SESSION

Chair Breckenridge called the meeting into closed session at 2:15 p.m. Upon reopening of the meeting at 2:43 p.m. she reported that the Board had authorized the Executive Director to negotiate a real estate issue and that no other action had been taken.

14. ADJOURNMENT

All business having concluded, the meeting was adjourned at 2:43 p.m.

Respectfully Submitted,

Board Secretary

MEMORANDUM

TO: Board Members

FROM: Nina Rannells, Executive Director
Melanie Jann, Manager, Administration & Business Services

SUBJECT: Meeting Schedule for Calendar Year 2015

Recommendation

Approve WETA Board of Directors meeting schedule for Calendar Year 2015.

Discussion

The WETA Board of Directors generally meets on the first Thursday of each month at 1:00 p.m. at WETA's offices located at 9 Pier, Suite 111, San Francisco, CA, with exceptions made to address holiday or business conflicts. Based upon a review of the 2015 calendar, staff proposes the following meeting dates for next year:

DATE:	TIME:	LOCATION/ADDRESS:
Thursday, January 8 (<i>2nd Thursday</i>)	1:00 p.m.	WETA
Thursday, February 5	1:00 p.m.	WETA
Thursday, March 5	1:00 p.m.	WETA
Thursday, April 2	1:00 p.m.	WETA
Thursday, May 7	1:00 p.m.	WETA
Thursday, June 4	1:00 p.m.	WETA
Thursday, July 2	1:00 p.m.	WETA
Thursday, August 6	1:00 p.m.	WETA
Thursday, September 3	1:00 p.m.	WETA
Thursday, October 1	1:00 p.m.	WETA
Thursday, November 5	1:00 p.m.	WETA
Thursday, December 10 (<i>2nd Thursday</i>)	1:00 p.m.	WETA

This schedule may be amended during the year to adjust the time, meeting place or number of meetings held in response to WETA's business needs.

Fiscal Impact

There is no fiscal impact associated with setting the Board meeting calendar.

END

MEMORANDUM

TO: Board Members

FROM: Nina Rannells, Executive Director

SUBJECT: Ethics Training For Local Government Officials

Recommendation

This is an informational item only.

Background/Discussion

California Government Code Section 53235 requires ethics training for specified local government officials, such as WETA Board members, on general ethics principles and specific laws concerning conflicts of interest, perquisites of office and government transparency. Local government officials are required to undergo this training every two years. Amber Maltbie, an attorney with Nossaman LLP, will be in attendance to provide a comprehensive training session for the Board to meet this requirement.