

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

MINUTES OF THE BOARD OF DIRECTORS MEETING

(September 3, 2009)

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 Charlene Haught Johnson called the meeting to order at 1:18 p.m. Directors present were Chair Johnson, Vice Chair Anthony Intintoli, Director Gerald Bellows, Director Beverly Johnson and Director John O'Rourke. Director Bellows led the Pledge of Allegiance.

2. REPORT OF BOARD CHAIR

Chair Johnson reported that Agenda Item 7 would be pulled and brought before the Board at a future meeting.

3. REPORT OF DIRECTORS

None.

4. REPORTS OF STAFF

Executive Director Nina Rannells updated the board on the status of funding for the initial South San Francisco terminal lease payment. She noted that WETA continued to work with CalEMA staff who had indicated payment would likely be made in the next two weeks. She added that she continued to be hopeful that the funding would be received in time to make the initial lease payment before the window for construction season closed.

Director Johnson asked at what point the missing payment would cause the project to be delayed. Ms. Rannells noted that the payment had to be made before WETA could access the site to begin dredging so it would need to happen soon. Chair Johnson expressed concern over the responsiveness of CalEMA regarding the project and suggested that a special meeting be called if action would be required by the board. Director Johnson added that a special meeting should be called as early as next week if necessary. Ms. Rannells noted that WETA staff was in touch regularly regarding payment status and that due to the state's current fiscal crisis, this situation was likely to be a typical scenario for other agencies as well. She noted that CalEMA staff had been helpful and that at this point the holdup appeared to be getting the check cut by the State Controller's Office.

Ms. Rannells also noted the passage of AB1203, which was now on the Governor's desk awaiting signature, adding that the bill would allow for funds to be paid directly to WETA rather than on a reimbursement basis.

Before turning the floor over to Operations Manager Keith Stahnke regarding the Labor Day weekend Bay Bridge closure, Ms. Rannells noted the Community Relations Manager Shirley Douglas' retirement party would be held at the WETA offices following the October 1 Board meeting.

Mr. Stahnke reported on the Bay Bridge closure, noting that MTC and 511 had been leading the outreach efforts to alert drivers to the closure. He stated that ferry operators were individually

assessing the need for additional services and that he would be working directly with NextBus to coordinate any required schedule updates for NextBus signs. He noted that the ongoing threats of a BART strike had been helpful in preparing operators for a similar scenario.

Chair Johnson asked if the WETA vessels would see additional use. Mr. Stahnke said that would be up to the operators but that would likely continue to service their current runs.

Director Johnson suggested that regarding the Berkeley terminal, a deadline should be set for support from the city so that WETA may reallocate its resources to other sites if necessary.

Vice Chair Intintoli asked for an update on the current status of the environmental assessments for the four potential North Bay terminal sites. He noted that WETA's five-year plan did not provide for operation funding of these services and was concerned that the environmental work may need to be done twice, in the event that services are not implemented within a few years of completion of the studies..

Ms. Rannells confirmed that they are included in the plan for study only and there is no budget for construction at those sites at this time. She noted that all four cities remained interested in the project and they remained in the plan as potential sites for continued study. She added that the studies for all four sites were put on hold when Prop 1B funding was halted and that WETA may need to carefully consider how to move forward with these assessments once it is confirmed that funds have been reinstated.

Ms. Rannells also noted that as the Hercules study was not funded by Prop 1B, it has continued to move forward. Manager of Planning and Development John Sindzinski stated that the city was eager to have the environmental study completed so that it would not lose funding for its Capital Corridor project, so the adjacent Capital Corridor station has been separated from the overall EIR currently underway.

Chair Johnson asked Hercules would provide any funding for service. Ms. Rannells said that there would be partial funding from the Contra Costa Measure J sales tax. Mr. Sindzinski pointed out that the Federal Transit Administration has indicated that it would not certify the environmental documents unless it could be demonstrated that the service operation was financially viable with documented funding sources. He added that the scenarios for each of the four North Bay sites were different.

Public Comment:

Chad Smalley of the Richmond Redevelopment Agency said that Measure J would subsidize both Hercules and Richmond operations, and in the case of Richmond, some capital funding as well. He added that the environmental assessment provides additional basis for funding support for the project. Nina Rannells confirmed that ideally project development work would continue in tandem with funding efforts.

Public Comment:

Veronica Sanchez of Masters, Mates and Pilots asked if there was language in RM2 regarding Berkeley. Mr. Sindzinski said that the site being "in title" by 2010 was a requirement. Ms Rannells said that it included \$12 million in capital funds. Director Johnson asked if that funding would become available for Richmond if not used in Berkeley. Mr. Sindzinski said that it could be looked at but that he expected that WETA would know very soon where the Berkeley Council stood on the project and that staff would be reviewing parking proposals and conceptual plans to the Waterfront Commission on the 15th. He said that he was hopeful that city support would be solidified and the final EIR completed by the end of the year.

5. CONSENT CALENDAR

Vice Chair Intintoli made a motion to approve the minutes from the August 6, 2009 Board of Directors meeting. Director Bellows seconded the motion and the item carried unanimously.

6. PRESENTATION OF SIX MONTH EMISSIONS TESTING RESULTS FOR GEMINI

Ms. Rannells introduced Mr. Stahnke who presented a PowerPoint presentation on Gemini's successful emissions test, noting that emissions were currently 90 to 95% better than Tier II requirements.

Director Bellows asked at what point in the future the results would decline to 85%. Mr. Stahnke said that that would be assessed in scheduled maintenance and that he would verify. Chair Johnson asked if overhauling the engines in the future would be expensive. Mr. Stahnke replied that the expense would be considerable, and added that the costs of urea required to reduce emissions added an operating cost to the vessels.

7. INFORMATIONAL PRESENTATION BY ADVENTURE CAT SAILING CHARTERS & APPROVAL OF LETTER OF INTEREST

Ms. Rannells noted that at its February 5 meeting, the Board had indicated an interest in having a presentation regarding Adventure Cat's ZOE ferry design. She noted that the requested letter of support that was the subject of the recommended Board action would be an expression of interest only and clarified that Adventure Cat would not compete in any way for Federal Ferryboat Discretionary Funding. Ms. Rannells then introduced Jay Gardener of Adventure Cat, who gave a PowerPoint presentation on his "Zero Onboard Emissions" ferry design to take advantage of the wind power available in the bay. He concluded by thanking the Board for their interest.

Director Bellows asked for an economic assessment of the design. Mr. Gardener said it would depend on the route but that the savings would recoup the cost of the boat within five to ten years. Mr. Stahnke noted that the design was a substantial leap in technology and much could be learned from it.

Director Bellows made a motion to approve the letter of interest. Director O'Rourke seconded the motion and the item carried unanimously.

8. Public Comment

Bruce Locky, Berkeley resident, congratulated WETA on its "Ferry Fast Forward" publication and suggested there should be one in every home in the Bay Area. He also urged WETA to take advantage of the Bay Bridge closure to publicize ferry service and handed out a sample press release he had composed.

9. RECESS INTO CLOSED SESSION AND REPORT ON CLOSED SESSION

Chair Johnson called the meeting into closed session at 2:15 p.m. Upon reopening of the meeting at 2:45 p.m. she reported that no action had been taken.

10. ADJOURNMENT

All business having concluded, the meeting was adjourned at 2:45 p.m.

Respectfully Submitted,

Board Secretary
