

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

MINUTES OF THE BOARD OF DIRECTORS MEETING

(December 2, 2010)

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 1:05 p.m. Directors present were Vice Chair Anthony Intintoli, Director Gerald Bellows and Director John O'Rourke. Vice Chair Anthony Intintoli led the Pledge of Allegiance. Director Beverly Johnson arrived at 1:15 p.m.

2. REPORT OF BOARD CHAIR

None.

3. REPORT OF DIRECTORS

None.

4. REPORTS OF STAFF

Executive Director Nina Rannells introduced Planning and Development Manager John Sindzinski, who delivered an update on the progress of the South San Francisco ferry terminal project. Mr. Sindzinski said that pending approval of design drawings, pile driving for the float would begin at the construction site in two to three weeks. He added that construction on the float continued on budget and on time at the Manson facility and that the project was on schedule for completion in September 2011.

Ms. Rannells asked if the Board would be interested in visiting the float at the construction site in Richmond. Chair Johnson said that that would be a good idea and asked staff to propose a time.

Mr. Sindzinski noted that discussions with Genentech and other employers in the Oyster Point area would be reinvigorated in early 2011 to discuss service schedule issues and potential local funding solutions for employee shuttle buses from the terminal to the major employers.

Vice Chair Intintoli asked which boats would be utilized for the South San Francisco service. Ms. Rannells said that whichever boats made the most sense in response to the demand would be used. Vice Chair Intintoli then asked if the recent layoffs at Genentech created a ridership concern. Mr. Sindzinski said that considering the overall concentration of employment in the immediate area that ridership on the service was unlikely to be significantly impacted. He also noted the Shorenstein commercial development underway near the terminal site which would include a hotel as well as additional office square footage; suggesting an overall increase in the number of potential riders.

Vice Chair Intintoli asked what other work was underway on new services per the Transition Plan. Ms. Rannells noted that the South San Francisco and Berkeley services were both currently under development as they were both tied to RM2 funding, and the Berkeley project was currently behind schedule. She also noted that there was little movement on Treasure Island service at present while the redevelopment plan timeline appeared to have slowed.

Continuing his project update, Mr. Sindzinski said that regarding the Pier 9 berthing facility the next step was a issuing a notice to proceed for Manson and the issuance of a permit by the Port of San Francisco and that completion of the project was targeted for June 1, 2011.

Ms. Rannells updated the Board on several other items, noting that positive discussions with MTC about Clipper implementation continued and that Clipper should be available from the start on the South San Francisco service. Regarding expiration of Proposition 1B funds, she said that language to allow fund retention had be inserted in the transportation budget trailer bill but that the bill had been voted down by the Legislature. She said that WETA Sacramento representative Barry Broad of Broad and Gusman, LLP was drafting a new bill that would likely be sponsored by Fiona Ma that would clarify the time frame that the funds would remain available to WETA.

Ms. Rannells then noted the ten year service anniversary of Vice Chair Intintoli's appointment to WETA's predecessor agency, the WTA's Board of Directors. She thanked him for his active engagement and direction throughout his years of service to both the WTA and the WETA.

5. CONSENT CALENDAR

Director O'Rourke made a motion to approve the consent calendar, which included minutes from the October 7, 2010 Board of Directors meeting and the October 12, 2010 Board of Directors retreat/workshop, and the Board of Directors meeting schedule for 2011. Director Bellows seconded the motion and the item carried unanimously.

6. APPROVE CONTRACT AWARD FOR CONCEPTUAL DESIGN OF ANTIOCH AND RICHMOND FERRY TERMINALS

Planner/Analyst Mike Gougherty presented this item requesting Board approval of a contract award to Marcy Wong and Donn Logan Architects to provide design and engineering services for the Antioch and Richmond ferry terminal projects for an initial award amount not to exceed \$500,000 and authorize the Executive Director to negotiate and execute a professional services agreement for this work. Mr. Gougherty noted a typo error in this and in the following agenda item, stating that the language should read that the RFQs had been issued on August 13, 2010.

Vice Chair Intintoli referenced the WTA's 2003 IOP, noting that at that time there had been no plan to consolidate the Alameda and Vallejo services, and that in light of the new WETA mission he hoped that WETA would be cautious with its capital funds and not overextend investments into new services.

Ms. Rannells replied that each year the projects in the capital budget were reexamined, noting that the preliminary phases on the Antioch, Martinez, Redwood City and Richmond services needed to continue as part of the environmental process and that after that stage had been completed, each potential service would be discussed and considered for further development and inclusion in the five year capital plan. Mr. Sindzinski added that the conceptual design element of the project at hand was required as part of the environmental review process. He noted that completing the environmental reviews would be essential in helping WETA evaluate the viability of each of these projects in the future.

Director Johnson noted the importance of keeping these projects alive so that funding would continue to be available. Ms. Rannells agreed, adding that the environmental reviews were required for federal funding. Director Johnson asked if the firms who submitted qualifications were local. Mr. Gougherty said that almost all were either local or maintained local offices.

Director Bellows noted that each of the locations had unique requirements and asked if each site would have a standard WETA terminal design. Mr. Sindzinski said that there would be a standard

WETA design for all the floats but that landside requirements would determine the design for each terminals. He said that basic designs were emphasized in the RFQs as a way to control costs.

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

7. APPROVE CONTRACT AWARD FOR CONCEPTUAL DESIGN OF MARTINEZ AND REDWOOD CITY FERRY TERMINALS

Planner/Analyst Mike Gougherty presented this item requesting Board approval of a contract award to KPFF, Inc. to provide design and engineering services for the Martinez and Redwood City ferry terminal projects for an initial award amount not to exceed \$500,000 and authorize the Executive Director to negotiate and execute a professional services agreement for this work.

Vice Chair Intintoli made a motion to approve the item. Director Bellows seconded the motion and the item carried unanimously.

8. APPROVE FISCAL YEAR 2010/11 BUDGET FOR THE ALAMEDA/OAKLAND FERRY SERVICE AND THE ALAMEDA/HARBOR BAY FERRY SERVICE

Ms. Rannells presented this item requesting approval by motion of the proposed Fiscal Year 2010/11 Budget for the Alameda/Oakland Ferry Service and the Alameda/Harbor Bay Ferry Service. She noted that this was WETA's first service operations budget and that it was put together cooperatively by WETA Finance and Grants Manager Lynne Yu and Ernest Sanchez, current Ferry Service Manager for the City of Alameda. She noted that the budget included insurance estimates as well as the transfer of Mr. Sanchez to a WETA staff position.

Director Johnson asked if WETA's insurance costs could be reduced by joining a larger insurance pool. Mr. Stahnke said this had been looked at with the City of Alameda staff, and that public transit pools typically exclude maritime transportation. Ms. Yu added that, under existing policies, the first \$500,000 in claims are paid by the City.

Ms. Rannells then noted that the budget included a repower of the ferry Encinal as well as replacement of the float at the Clay St. Terminal in Oakland.

Public Comment

Veronica Sanchez of Masters, Mates & Pilots asked if revenue from the AT&T Park/Giants service and from weekend services was included in the budget, and if additional services could be added to meet demand for special events in the future. Ms. Rannells replied that those revenues were included in the budget, noting that Harbor Bay did not run a weekend service. Mr. Stahnke added that special event services already existed, citing Bay to Breakers as an example.

Director Johnson stated that to the best of her knowledge, most in Alameda appeared to be comfortable with the service transfer to WETA, noting that coming to an agreement with the City to only transfer waterside assets had been a smart move that had greatly simplified the transfer negotiation process.

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

9. AUTHORIZE FILING AN APPLICATION WITH THE METROPOLITAN TRANSPORTATION COMMISSION FOR \$600,000 FY 2010/11 REGIONAL MEASURE 2 OPERATING FUNDS TO SUPPORT ALAMEDA FERRY SERVICE OPERATIONS

Ms. Yu presented this item requesting authorization to file an application with the Metropolitan Transportation Commission for a total of \$600,000 in FY 2010/11 Regional Measure 2 operating funds to support the Alameda ferry service operations and to authorize the Executive Director to execute the associated agreements.

Director Johnson asked if the Alameda service had previously been eligible for these grants. Ms. Rannells said that no RM2 funds had gone to the service in prior years, but that funds are eligible to support existing services now that the City has agreed to transition services to WETA. Ms. Yu added that applying these funds to the Alameda services allows WETA to reserve other local system funds for future needs.

Vice Chair Intintoli made a motion to approve the item. Director Bellows seconded the motion and the item carried unanimously.

10. AUTHORIZE THE EXECUTIVE DIRECTOR TO ENTER INTO A GRANT AGREEMENT WITH THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT TO TRANSFER CARL MOYER GRANT OBLIGATIONS TO WETA

Administrative Policy Analyst Lauren Duran presented this item requesting that the Board authorize the Executive Director to execute a grant agreement with the Bay Area Air Quality Management District to transfer Carl Moyer grant obligations to WETA for capital projects previously completed by the City of Alameda. She noted that the transfer of waterside assets from Alameda to WETA would require that WETA assume ongoing grant obligations associated with funds used to purchase or rehabilitate these assets, such as vessel usage reporting requirements, records retention requirements and requirements to continue to utilize the vessels within the geographical boundaries of the Air District.

Vice Chair Intintoli asked if the requirement to utilize vessels within the geographical boundary of the Air District would pose any issues for WETA in the event the agency needed to temporarily utilize these vessels in other services.. Ms. Rannells noted that the Air District's boundaries included the entire Bay Area and that this requirement would not pose any issues. Mr. Stahnke added that the Carl Moyer program extended to everything from farm equipment to harbor craft and that the intent of the requirement to keep these assets within the Bay Area is to keep the environmental benefits associated with these cleaner assets within the Bay Area air shed.

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

11. ESTABLISH A PROCESS TO SOLICIT AND CONSIDER PUBLIC COMMENTS ON PROPOSED FARES, SCHEDULES OR SERVICE CHANGES

Mr. Sindzinski presented this item requesting that the Board approve a process to solicit and consider public comments on proposed fares, schedules or service changes and amend the agency Administrative Code to include this process. He noted that establishment of the process was an FTA requirement for WETA to receive federal funding.

Vice Chair Intintoli asked where and when public comment hearings would be held. Mr. Sindzinski said that generally they would be held as part of a Board meeting. Mr. Intintoli suggested that there could be problems with the current meeting location meeting potential capacity. Mr. Sindzinski noted that staff recognized the issue and was committed to extensive outreach and accurate collection and recording of public input.

Vice Chair Intintoli stated that mid-day meetings would not be effective or convenient for riders. Ms. Rannells said that the policy was intentionally broad so that WETA would have the flexibility for the

most appropriate outreach in a variety of situations. Director Johnson added that a hearing regarding the Alameda service should be held in Alameda. Ms. Rannells replied that per the Alameda service transfer agreement, the City has the discretion to request WETA staff to present proposed changes at an Alameda City Council meeting, but that WETA also has the ability, under the policy proposed, to hold additional public outreach or public hearings in Alameda as well.. Mr. Sindzinski added that WETA did not want to limit itself to having only one meeting and that the focus would be on maximizing flexibility for the public to submit comments.

Director O'Rourke said that he commended the openness of the policy and recognized the need for it to remain flexible given WETA's scope of operations and that he felt it was reasonable. Ms. Rannells replied that the policy was broad with the understanding that WETA would have the flexibility to do additional outreach whenever appropriate.

Director Johnson said that especially in the first year that rider outreach in the communities being serviced would be essential to demonstrate WETA's commitment. Director O'Rourke agreed that this would make sense for a limited period and added that staff should be prepared with farebox recovery ratio information at any public hearing where fare changes were to be considered.

Public Comment

Marina Secchitano of the Inland Boatman's Union stated that Golden Gate Ferry reaches out to the community with public hearings for fare changes and agreed that WETA should do so as well. She also suggested that there should be additional language covering comments submitted outside of the hearings and delivered directly to the Board.

Chair Johnson took the opportunity to note that the WETA and WTA had a long history of extensive public outreach and solicitation of public comment and input. She said that she anticipated that WETA would continue to provide a high degree of outreach on this and future service items considered by the Board.

Vice Chair Intintoli made a motion to approve the item with the expectation that staff would come back with an amended proposal for the process. Director Bellows seconded the motion and the item carried unanimously.

12. SCHEDULE A PUBLIC HEARING TO RECEIVE PUBLIC COMMENTS RELATED TO MODIFYING AND ADOPTING FARE STRUCTURES FOR ALAMEDA/OAKLAND AND HARBOR BAY FERRY SERVICES

Mr. Sindzinski presented this item regarding scheduling a public hearing at the January Board of Directors regular meeting to receive public comments concerning a proposal to adopt fare structures for Alameda/Oakland and Harbor Bay ferry services.

Ms. Rannells said that the changes included reductions in the regular service fares for seniors and disabled persons in order to meet federal regulations and a modest increase to AT&T Park service in order to offset a new landing fee at that site of \$.25 per passenger proposed by the Port of San Francisco. Mr. Sindzinski noted that no other fares would be affected. He added that the Alameda/Oakland service had not been eligible for federal funds when run by the City of Alameda, which is why the new reductions were required.

Director Johnson said that if those were the only changes under consideration that she wouldn't anticipate much of a problem. Mr. Sindzinski noted that this item did not request that the Board approve the changes but that they approve the solicitation of public comments.

Director Johnson suggested that the January 2011 board meeting be held in Alameda along with the public hearing on the proposed changes. Vice Chair Intintoli agreed.

Director O'Rourke made a motion to approve the item. Vice Chair Intintoli seconded the motion and the item carried unanimously.

13. PUBLIC COMMENT

Ms. Secchitano noted that the City of Vallejo was cutting Baylink services which would result in the layoff of five to seven crew members. She said that she has tried to work with Blue & Gold Fleet on promotions but that there is not any funding available for marketing which she felt essential in response to the urgent need to attract riders.

She also noted concern regarding the number of riders on the Vallejo service taking the Route 200 bus instead of the ferry. She said that she hoped that WETA would be addressing this issue along with additional outreach and marketing. She added that there may be other ways to address the issues faced by the Vallejo service.

Director Johnson asked if the bus was less expensive than the ferry. Vice Chair Intintoli said that they were the same fare and that the bus left 10 minutes after the ferry.

Ms. Rannells said that these issues were part of ongoing discussions with the City of Vallejo, and that the bus issue was perhaps the single biggest sticking point at the moment. Vice Chair Intintoli said that at one time Vallejo needed the buses because the ferry could not meet passenger demands but that now the bus was problematic as it effectively competes with the ferry system.

Director Johnson said that WETA should decide on a policy regarding the bus. Director O'Rourke asked if WETA had authority to correct the bus schedule. Ms. Rannells said that staff has urged the City to reduce the number of bus trips to eliminate competition with the ferry and in light of the overall decreased ridership demand and system budget constraints. She indicated, however, that WETA would not be in a position to directly effect changes regarding the bus until the transition with the City of Vallejo is finalized.

14. RECESS INTO CLOSED SESSION AND REPORT ON CLOSED SESSION

Chair Johnson called the meeting into closed session at 2:40 p.m. Upon reopening of the meeting at 3:35 p.m. she reported that no action had been taken.

15. ADJOURNMENT

All business having concluded, the meeting was adjourned at 3:35 p.m.

Respectfully Submitted,

Board Secretary
