

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

MINUTES OF THE BOARD OF DIRECTORS MEETING

(September 15, 2011)

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 1:03 p.m. Also present were Vice Chair Tony Intintoli, Director Jerry Bellows and Director Beverly Johnson. Vice Chair Intintoli led the Pledge of Allegiance.

2. REPORT OF BOARD CHAIR

None.

Chair Johnson remarked that work was finally being done on the salt flats and mentioned that one of the parties involved had attended earlier WTA Board meetings.

3. REPORT OF DIRECTORS

None.

Director Johnson asked about the status of America's Cup issues. Executive Director, Nina Rannells, responded that WETA was working with the City to identify potential additional ferry service that might be provided and that they were continuing the dialog with the City.

4. OPEN TIME FOR PUBLIC COMMENTS FOR NON-AGENDA ITEMS

Public Comment

Antioch City Council Member Gary Agopian introduced himself as a newly elected member of the Antioch City Council replacing Council Member Arne Simonsen and as a liaison between WETA and the City Council.

Council Member Agopian was pleased with the emergency aspects of WETA and thanked WETA for its support and consideration for ferry service to Antioch especially from an economic standpoint, noting Antioch's development plans and view of transit improvements as an enhancement to downtown. He offered his support and indicated that he appreciates WETA's continued study of the potential use of hovercraft and the benefits that hovercraft has to offer and its flexibility in emergency situations.

Public Comment

Charles King, representing EPS Navy System expressed his concern that the URS hovercraft study relied upon information from Griffon Hoverwork.

Mr. King wanted the Board to be aware that EPS Navy System is a hovercraft manufacturer out of Florida, which has built the first of two EPS M10 hovercrafts for Saudi Arabia and feels that the hovercraft would be a good option for the area south of the Dumbarton.

Executive Director Nina Rannells asked Mr. King if he worked for EPS, and he confirmed that he was a paid contractor. Ms. Rannells asked Mr. King if he knew whether or not the hovercraft was

approved by the U.S. Coast Guard for passenger service and he indicated that he did not know, and that she should contact Tom Triumph from EPS Navy System for further information.

5. REPORTS OF STAFF

Executive Director Nina Rannells indicated that there was a written report included in the packet and noted an update on the Treasure Island project. The Citizens for a Sustainable Treasure Island had recently filed a lawsuit against the City and County of San Francisco alleging CEQA violations.

Ms. Rannells then directed attention to the Pier 9 gangways and floats indicating completion of the project within the next several weeks.

Chair Johnson had further questions relating to the Treasure Island lawsuit. Ms. Rannells noted that the lawsuit was filed since the last WETA Board meeting and that the lawsuit was not against WETA.

WETA legal counsel Stanley Taylor III of Nossaman LLP stated that the group, Citizens for a Sustainable Treasure Island is a group formed by former San Francisco Supervisor, Aaron Peskin. Mr. Taylor explained that one of the issues was that the programmatic EIR was being treated at the project level, which would clear the entire project and that another issue was that the developers failed to analyze traffic impact.

Mr. Taylor believes that the City has not responded but expects the issue to be resolved quickly and settled before trial.

Ms. Rannells stated that environmental and conceptual design work was continuing in Antioch, Hercules, Redwood City and Richmond. She informed the Board that the ridership study that was done over ten years ago was being updated to include recent information from ABAG, and that staff would be meeting with City staffs in the next few weeks to review the preliminary work.

Ms. Rannells reported that the Alameda Oakland Ferry Service will be providing ferry service to Cal football home games being held at AT&T Park this season. She also noted that Ernest Sanchez, Manager of Transportation Services, has been working with Blue & Gold to establish an on-online ticket purchase system for special event services to AT&T Park.

Ms. Rannells announced that parking lot pavement rehabilitation projects had been completed at the Harbor Bay and Main Street parking lots in Alameda in coordination with the City of Alameda Public Works Department.

Mr. Sanchez noted challenges involved in planning and providing sufficient ferry seating capacity for special event services, especially given the popularity of the Giants this year. He noted that under Ms. Rannells' direction, a new reservation system was now available for this Saturday's Cal football game, September 17, against Presbyterian with online ticket purchases provided through Blue & Gold Fleet. He indicated that over 200 tickets had been sold by day two of rolling out the system.

He further stated that tailgating was not allowed at the terminals and that there is a no alcohol policy on the return ferry trip.

Public Comment

Port of San Francisco Wharfinger Denise Turner commented that the Port was making Pier 48 available for tailgate parties and providing a large screen for those who weren't able to get tickets to the game.

Concluding her report, Ms. Rannells expressed WETA's intent to recommend award of the RFP for ferry operations at the next meeting pending working through the final details of the award recommendation.

Ms. Rannells then referred the Board to the written Federal Legislative report handout. She noted that the House passed the Federal Transportation bill, which includes an FAA component that covers the first six months of next federal fiscal year. She noted that this extension needed to be approved by the Senate by Friday, September 16, 2011.

6. CONSENT CALENDAR

Vice Chair Intintoli made a motion to approve the consent calendar which included the minutes from the July 14, 2011 Board of Directors meeting and authorization to execute a pass-through agreement with the City of Vallejo to provide Regional Measure 1 and Regional Measure 2 funds to support the Vallejo Baylink Ferry Service.

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

7. UPDATE ON WETA CLIPPER IMPLEMENTATION PROJECT

Planner/Analyst Michael Gougherty presented this item updating the Board on WETA's effort to implement Clipper.

Ms. Rannells commented that MTC had elevated WETA ferries to the front of the line in the implementation process and that Vallejo Baylink in conjunction with SolTrans, the administrator and owner of Route 200 would benefit from the next generation of Clipper.

8. DISCUSSION REGARDING FARE POLICY GUIDING PRINCIPLES

Mr. Gougherty presented this item updating the Board on staff efforts to develop an agency fare policy.

Vice Chair Intintoli questioned whether the maximization of farebox recovery should be the primary goal and expressed his concern about automatic fare adjustments related to a fuel surcharge or other potentially volatile cost items. He indicated that regular increases to keep fares in line with inflation may be appropriate but that any significant change should be discussed at the Board level first and alternatives considered in order to avoid impact on ridership.

Director Johnson asked whether the principles were listed in order of priority and indicated that she thought that maximizing ridership through pricing or promotions is just as important as maximizing farebox recovery requirements. Mr. Gougherty stated that the principles were not listed in order of priority. Mr. Sanchez noted that MTC has farebox recovery requirements for each system and that an allowance was being made for South San Francisco service giving the service an opportunity to ramp up. Ms. Rannells further explained that the allowance for new service was approximately three years depending upon funding source and that farebox recovery requirements are different for buses and rail and that ferries fall somewhere in between.

Director Johnson stated that riders would drive or bus if a parking fee were implemented. Mr. Gougherty further reported that though parking was free for a long time at BART, BART now charges for parking at lots and the fees vary.

Ms. Rannells indicated that the Board discussion was helpful in providing staff guidance and noted that staff would likely be in a position to bring forward a draft fare policy for recommendation at the November Board meeting.

9. RECESS INTO CLOSED SESSION AND REPORT ON CLOSED SESSION

Chair Johnson called the meeting into closed session at 1:59 p.m. Upon reopening of the meeting at 3:09 p.m. she reported that no action had been taken.

10. ADJOURNMENT

All business having concluded, the meeting was adjourned at 3:09 p.m.

Respectfully Submitted,

Board Secretary
