

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

MINUTES OF THE BOARD OF DIRECTORS MEETING

(January 6, 2011)

The Board of Directors of the San Francisco Bay Area Water Emergency Transportation Authority met in regular session at the City Council Chambers, Alameda City Hall, 2263 Santa Clara Ave, Alameda, CA.

1. ROLL CALL AND CALL TO ORDER

Chair Charlene Haught Johnson called the meeting to order at 7:00 p.m. Directors present were Vice Chair Anthony Intintoli and Director Beverly Johnson.

2. REPORT OF BOARD CHAIR

Chair Johnson noted that a public hearing for receiving comments relating to modifying and adopting fare structures for Alameda/Oakland and Harbor Bay ferry services would take place during the meeting at approximately 7:30 p.m.

3. REPORT OF DIRECTORS

None.

4. REPORTS OF STAFF

Executive Director Nina Rannells noted that an Executive Director's Report was available in the board packet and offered to answer any questions.

5. CONSENT CALENDAR

Vice Chair Intintoli addressed a comment on page six of the December 2, 2010 minutes regarding the issue of the Route 200 bus schedule relative to the ferry schedule, clarifying that he believed the bus left closer to half an hour after the ferry and not 10 minutes after the ferry as stated in the minutes. Chair Johnson said that it was around 10 minutes and that she was surprised by this as well.

Public Comment

Marina Secchitano of the Inland Boatman's Union said that on the second paragraph under Item 13 in the December 2, 2010 minutes, the last sentence "mid-day breaks may be another way" should be "that there may be other ways" and requested that "mid-day breaks" be replaced with the word "there."

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

Vice Chair Intintoli made a motion to approve the Independent Auditor's Annual Financial Reports for the Fiscal Year 2009/10. Director Johnson seconded the motion and the item carried unanimously.

6. AUTHORIZE THE EXECUTIVE DIRECTOR TO ENTER INTO A BAREBOAT CHARTER AGREEMENT WITH THE CITY OF VALLEJO FOR THE USE OF THE VESSEL SCORPIO

Ms. Rannells presented this item requesting Board authorization to enter into a bareboat charter agreement with the City of Vallejo for the use of the vessel *Scorpio*.

Ms. Rannells noted that all four WETA vessels were currently chartered to the City of Alameda, and that this item would allow WETA to reassign *Scorpio* through a bareboat charter agreement with the City of Vallejo. The Vallejo service would then be able to utilize the vessel as a backup in their service as they move into a 12 to 18 month repower and rehabilitation project for two of their boats. She noted that Vallejo had originally proposed substituting buses for a few ferry runs during the day but that WETA had suggested the possibility of utilizing another vessel in order to avoid disrupting the ferry riders in that area. Ms. Rannells said that in the course of discussions, WETA ran *Taurus* on a trial run to Vallejo and found it was about a 10 or 15 minutes longer transit time than the Vallejo vessels and consequently a revised schedule had been worked out that would allow the service to utilize a WETA ferry as a backup. She added that she felt being able to place the vessels where they were needed was a smart thing to do with bareboat charters and that Alameda had agreed to the change and was ready to move forward quickly.

Director Johnson asked if *Scorpio* was not as fast as the current Vallejo vessels. Ms. Rannells confirmed that *Scorpio* would take an additional 10 to 15 minutes transit time between Vallejo and the Ferry Building. Director Johnson voiced concern that the longer transit time would put *Scorpio* at a disadvantage compared to the bus. Vice Chair Intintoli said that during peak commute hours the transit time would be similar.

Public Comment

Ms. Secchitano expressed her support for the effort WETA was making to mitigate the impact on ferry services during Vallejo's vessel repowering, adding that it was a great opportunity for WETA to increase its visibility ahead of the transition process. She said that her impression from the crews was that the regular commuters were reassured by WETA's responsiveness to Vallejo's need for a backup vessel.

Vice Chair Intintoli agreed, noting that he had been approached by one of the passengers instrumental in an outreach effort to WETA who shared a similar sentiment. He added that he hoped that this would head off any scenarios similar to the ridership drop several years ago that followed fare increases and inspired regular riders to organize carpool alternatives.

Ms. Rannells noted that she had received a copy of a petition letter that an independent group of Baylink ferry riders had sent to the City of Vallejo expressing a clear preference for the ferry over the bus service. She noted that the riders were organized and well educated about the service and that she looked forward to their ongoing suggestions in response to the challenges that any extra costs resulting from bringing in an extra ferry may bring. Vice Chair Intintoli agreed.

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

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

Chair Johnson noted that it was 7:30 p.m. and opened the scheduled public hearing to consider public comments on a proposal to adopt the existing Harbor Bay fare structure and adopt the modified Alameda/Oakland fare structure with the following three changes:

1. Increase the discount for seniors, disabled and Medicare card holders for Transbay service to San Francisco to be 50% of the base fare, thereby reducing this fare from \$3.75 to \$3.10, in conformance with Federal Transit Administration half fare requirements.
2. Establish a discounted category for seniors, disabled, and Medicare card holders for the Short Hop and set the fare to be \$0.75 which is 50% of the base fare of \$1.50, in conformance with Federal Transit Administration half fare requirements.
3. Increase all fares for AT&T Park special ferry service by \$0.25 per one-way ticket for the FY 2011 baseball season, to address the Port of San Francisco's newly established per passenger fee of \$0.25 to embark and debark at AT&T Park.

Chair Johnson then invited public comment, asking speakers to clearly state their names and city of residence for the record and to keep comments to three minutes or less.

There were no comments and Chair Johnson closed the public hearing.

8. APPROVE THE PURCHASE OF MARINE TERMINAL OPERATIONS AND PROPERTY INSURANCE POLICIES FOR MAIN STREET AND HARBOR BAY FERRY TERMINALS

Operations Manager Keith Stahnke introduced this item requesting Board approval for the purchase of Marine Terminal Operators Liability insurance and property insurance for the floats, gangways and pilings at the Main Street and Harbor Bay ferry terminals in Alameda.

Mr. Stahnke noted that these policies were currently held by the City and that WETA's purchase of the policies would assist with a seamless service transition. He added that the policies included the parking lots and most landside facilities as well as the terminals at Alameda Main St. and Harbor Bay terminals, and that after exploring multiple options along with the City of Alameda it was agreed that WETA procuring the policies directly would be the best approach.

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

9. AUTHORIZE THE EXECUTIVE DIRECTOR TO ENTER INTO A FUNDING AGREEMENT WITH THE ALAMEDA COUNTY TRANSPORTATION COMMISSION FOR MEASURE B SALES TAX FUNDS TO SUPPORT ALAMEDA FERRY SERVICES

Policy Analyst Lauren Duran introduced this item requesting the Board to authorize the Executive Director to enter into a funding agreement with the Alameda County Transportation Commission for Measure B sales tax funds to support Alameda ferry services.

Ms. Duran reviewed the history of the Measure B funds, noting that the transfer of these funds would be one of the administrative tasks required prior to the close of the escrow period for the transfer of the Alameda services to WETA.

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

10. MODIFY AND ADOPT FARE STRUCTURES FOR ALAMEDA/OAKLAND AND HARBOR BAY FERRY SERVICES

Manager of Planning and Development John Sindzinski introduced this item regarding adoption of the existing Harbor Bay fare structure and a modified Alameda/Oakland fare structure. He noted that this item was a follow up to the Public Hearing held earlier in the meeting.

Mr. Sindzinski noted that the Public Hearing had been publicized through notices placed in the Bay Crossings ferry rider publication as well as onboard the Alameda/Oakland and Harbor Bay vessels and the watertransit.org website. He reported that no comments had been received from the public, written or otherwise.

Additionally, Mr. Sindzinski stated that in accordance with the Transition Plan staff had appeared before the Alameda City Council on Tuesday, December 28 to present the fare structure proposal for consideration and had received no comment.

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

11. UPDATE ON REQUEST FOR PROPOSALS FOR WATER TRANSIT SYSTEM OPERATION

Ms. Rannells introduced this informational item updating the Board on the status of the Request for Proposals for ferry service operations as outlined in WETA's transition plan. She noted that the plan identified a process for transitioning services under WETA's regional authority that involved first taking over existing city operating contracts and then re-bidding these services for award to a single contract operator.

Ms. Rannells said WETA staff had been putting a great deal of effort into preparing the RFP with assistance from Ben Porter, who was servicing as a planning consultant, adding that the planned timeline would have the new contract awarded and effective as early as July 1, 2011. She noted that a draft RFP for industry review could be out as soon as the next week and that a request for authorization to release the final RFP was planned for the February meeting.

Public Comment

Ms. Secchitano noted that she hoped that the final RFP would include a requirement for retention of the workers.

12. RECESS INTO CLOSED SESSION AND REPORT ON CLOSED SESSION

Chair Johnson called the meeting into closed session at 7:45 p.m. Upon reopening of the meeting at 8:20 p.m., she reported that no action had been taken.

13. PUBLIC COMMENT

Ms. Secchitano reiterated her previous comment, adding that many workers currently employed in the ferry system had service histories as long as 35 years. She further stressed the importance of training that goes into being able to do their jobs safely and effectively. She added that with impending changes in the system, maintaining the consistency of the workers was extremely important. Ms. Secchitano also said that she believed 13(c) provided some protection to the workers but that most importantly she wanted to convey the human element of the transition and that everybody was following the situation closely with a concern over employment stability.

Chair Johnson thanked Ms. Secchitano for her comment.

14. ADJOURNMENT

All business having concluded, the meeting was adjourned at 8:26 p.m.

Respectfully Submitted,
Board Secretary
