

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

(September 4, 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 1:07 p.m. and led the pledge of allegiance. Other directors present were Director Timothy Donovan and Director Anthony Intintoli.

2. REPORT OF BOARD CHAIR

Newly appointed Chair Breckenridge introduced herself noting that she was a retired US Coast Guard (USCG) officer and had held responsibility for Coast Guard missions in California, the Eastern Pacific, and at one point all support missions in the Pacific, noting that she concluded her career as the USCG Pacific Area Commander responsible for all operations in the Pacific. Chair Breckenridge said she was very familiar with maritime issues in the Bay Area and that she was excited to serve with her fellow board members and staff and that she welcomed assistance during the meeting in maintaining compliance with the agenda and the Brown Act.

Chair Breckenridge noted that Item 8 regarding the FY 2015-2020 Fare Program would be taken out of order and moved later in the meeting.

1. REPORT OF DIRECTORS

No reports.

2. REPORTS OF STAFF

Executive Director Nina Rannells referred the Board to her written report and offered to respond to any questions.

Director Donovan asked if the vessel *Bay Breeze* had returned to service. Ms. Rannells replied that it had and after resolving some minor issues had been in regular use on the Harbor Bay service since August.

Director Donovan then asked if any WETA facilities had suffered damage in the recent earthquake.

Director Intintoli noted that there had been considerable damage to several structures in Vallejo but that the City's parking facility near the ferry terminal and the terminal itself appeared undamaged. Ms. Rannells said that while staff planned a more detailed report for the October meeting regarding earthquake damage, Senior Planner Chad Mason would deliver a brief overview of the impact on Mare Island.

Mr. Mason reported that there had been minor damage to the North Bay Operations and Maintenance Facility. He said that relative to other nearby sites, the facility had fared well and that underground structure did not appear to have been affected. Mr. Mason added that the parapets on the east and west sides of building 115 would require reinforcement. He noted that the site had been closed and work stopped for five days while waiting out the aftershocks that followed the quake and that he anticipated additional reports on site status to follow.

Chair Breckenridge asked Mr. Mason if he anticipated a change to the project scope as a result. Mr. Mason said that he did and that he would deliver a comprehensive overview on changes to the scope and the status of the project at the next Board meeting.

Chair Breckenridge asked for any comments or questions regarding the financial report. Director Intintoli thanked staff for the inclusion of farebox recovery detail in the report. He cautioned against any overly enthusiastic reaction to the numbers as reported, noting that these were for only one month and that he anticipated farebox recovery for the fiscal year to fall closer to the projections included in WETA's budget. Ms. Rannells agreed, adding that the number was high but noting it was for the month of July and would average closer to projections as WETA moved into the winter months.

Ms. Rannells then introduced WETA state legislative representative Barry Broad of Broad & Gusman, LLP who delivered a legislative update to the Board.

Mr. Broad reported that the current legislative session had ended and that it produced no bills containing issues connected to WETA. He noted that Assembly Bill 935 (Frazier) which had addressed changes related to the composition of the WETA Board had been inactive in the prior session and had not been moved further in this session.

Mr. Broad also reported on a new source of potential funding for WETA resulting from AB 32, a cap and trade system designed to reduce greenhouse gas emissions which produced \$832 million this year. He said that based on the formula for distribution of these funds under state transit assistance law that transit capital and operations would receive approximately \$50 million and that \$130 million would be available in the form of sustainable community grants.

Mr. Broad said that WETA was certainly eligible to apply for these grants although it was unclear to what degree it would be applicable. He added that in the future 15% of these cap and trade funds would go to transit capital and operations state-wide and 20% would be designated to sustainable community grants. Mr. Broad suggested that WETA examine what kind of sustainable community grants might be relevant to WETA projects, noting that transit-oriented development might be an area to consider.

Chair Breckenridge asked Mr. Broad to clarify in what way he anticipated the funding source to increase. Mr. Broad replied that the overall amount, which for the current year was \$832 million, would likely grow if the percentages allocated to transit remained the same then the total available for transit would be larger.

Mr. Broad said that historically, revenue from fuel taxes was responsible for the majority of transit funding. He said that this source of funding was widely anticipated to constrict in the future, suggesting that WETA and other transit providers consider new or additional supplemental funding sources.

Director Intintoli asked if there had been a new chair named for the Assembly Transit Committee. Mr. Broad said there had not been and that typically new chairs would be announced in December. Director Intintoli asked that Mr. Broad keep the Board informed regarding the naming of a new chair.

Director Donovan noted the LEED certification of the Central Bay Operations and Maintenance Facility and asked if that would help qualify WETA to receive funding. Mr. Broad said he was not yet familiar with the details of what would qualify and that he was also not sure if LEED certification would be sufficient in and of itself but that it was something staff should look at. Ms. Rannells added that the criteria for eligible projects was still being defined but that typically this type of funding was for transit oriented development and not necessarily for a project like the maintenance facility. She added that staff would continue to keep a close eye on potential funding opportunities.

3. CONSENT CALENDAR

Director Intintoli made a motion to approve the consent calendar which included the Board of Directors meeting minutes of August 20, 2014.

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

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

4. ADOPT MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM FOR THE RICHMOND FERRY TERMINAL PROJECT

Mr. Mason presented this item requesting that the Board adopt the Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program for the Richmond Ferry Terminal Project.

Director Intintoli noted the 2035 projected ridership for the Richmond service and expressed concern regarding such estimates, recalling South San Francisco as an example of overly optimistic projections. He asked that staff ensure that best efforts be made with focus on short term projections.

Director Donovan noted that the amount WETA had invested in the Richmond project was significant.

Chair Breckenridge stated that she appreciated the thoroughness and clarity of Mr. Mason's staff memo.

Public Comment

Chad Smalley, Development Project Manager, City of Richmond, thanked WETA staff for navigating through this complicated process and for their work moving the project forward. He said that the City was strongly supportive of the project and would assist WETA in whatever way was required.

Public Comment

Hon. Sherry McCoy, Vice-Mayor, City of Hercules and WCCTAC said that she was excited to see the Richmond ferry project move forward and looked forward to bringing ferry service to West Contra Costa County soon.

Public Comment

Dana Stoehr of Orton Entertainment, General Manager of the Craneway Pavilion at Ford Point, noted that staff had toured the facility, noting the uniqueness of Craneway Pavilion. She said that she anticipated strong farebox recovery and ridership by area employees and by guests attending special events at the Pavilion as soon as service started.

Public Comment

Veronica Sanchez, Masters, Mates & Pilots said that this was a significant milestone and thanked WETA staff for their work. She said that she looked forward to the expansion of ferry service and that crews were ready to go as soon as the service started.

Director Donovan made a motion to adopt the item. Director Intintoli seconded the motion and the item carried unanimously.

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

5. DOWNTOWN SAN FRANCISCO FERRY TERMINAL EXPANSION PROJECT

Senior Planner Mike Gougherty presented an informational item regarding the Downtown San Francisco Ferry Terminal Expansion project.

Chair Breckenridge asked if the Office of Management and Budget's new process for fast-tracking the federal approval process had been effective. Mr. Gougherty said yes, noting that it was one of two California projects selected for the Federal Dashboard Permitting Process pilot program along with the

California High-Speed Rail project. He said that the responsiveness of federal agencies had been greatly accelerated as a result of WETA's participation in the pilot. Chair Breckenridge asked if the streamlining program would be helpful for and apply to future WETA projects. Mr. Gougherty said that the pilot program's strategy of shining a light on agencies which had historically been bottlenecks in the process was extremely effective and that should the pilot continue it could certainly be advantageous to WETA. Ms. Rannells said that she hoped that the pilot project would continue, noting that the dashboard interface had been very helpful. She said that WETA would be following up with the Office of Management and Budget and would urge them to continue the program and would advocate for other WETA projects to be included in the dashboard process.

Chair Breckenridge noted that the plan appeared to maximize the available space in the staging areas around the terminals and asked if having that additional space would have been helpful during the 2013 BART strikes. Ms. Rannells replied that it would have been, adding that the BART strikes demonstrated that WETA was significantly constrained landside as passengers accumulated while waiting for queuing boats. She said that this was alleviated to some degree during the second strike when WETA was able to utilize a Golden Gate Ferry vessel and terminal. Mr. Gougherty agreed and noted that the covering of the "lagoon" area would provide a significant improvement to terminal access and queuing.

Director Donovan asked if the weather overhangs would have solar panels installed. Mr. Gougherty said that WETA was not committed to adding solar but had included panels in the environmental document as an option so that they could be implemented if feasible. Director Donovan then asked if there would be improved terminal access for emergency vehicles once the lagoon was covered. Mr. Gougherty said that that would be a function of the final design and permitting and that while viability was uncertain that it would be the goal.

6. APPROVE FISCAL YEAR 2015-2020 FARE PROGRAM

Mr. Gougherty presented this item requesting that the Board approve the Fiscal Year 2015-2020 Fare Program and authorize the Executive Director to take related actions necessary to implement the Fare Program.

Public Comment

Marina Secchitano of the Inlandboatmen's Union asked why most fares would increase by 3% but that the Vallejo monthly pass would increase by 6%, stating a concern that ridership had been lost as a result of a previous fare increase

Mr. Gougherty replied that the goal was to close discrepancies in the discount and not to completely even them out.

Director Intintoli said that he was glad that the monthly pass would be retained as it was very popular and pleased that the change would be gradual. He also noted that the fare increases were significantly smaller than the increases which had been attempted in the past.

Ms. Secchitano asked if there had been any outreach onboard the boats. Ms. Rannells replied that there had been announcements and posters onboard all the ferries. Mr. Gougherty added that the outreach process had been robust and had also included notices distributed through social media, email, BayAlerts, on websites and at ferry terminals in addition to public workshops in Oakland, Vallejo, Alameda and San Francisco and a public hearing.

Director Intintoli made a motion to approve the item. Director Donovan seconded the motion.

Chair Breckenridge stated that the Fare Program had been under development for some time, and, that while she was new to the Board, she had familiarized herself extensively with the item having read through the documentation and all of the comments received. She noted that a quorum was required to

pass the item, and, that while Director Jeff DeIBono was absent, he had informed her that he would have cast his vote in favor of the item had he been able to attend the meeting. Chair Breckenridge said that due to Director DeIBono's support for the item and her own comfort level with the program, she would cast a courtesy aye vote, and the item passed unanimously.

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

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

Chair Breckenridge called the meeting into closed session at 2:10 p.m. Upon reopening of the meeting at 2:35 p.m. she reported that no action had been taken.

8. ADJOURNMENT

All business having concluded, the meeting was adjourned at 2:35 p.m.

Respectfully Submitted,

Board Secretary
