

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

*(February 6, 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**

Vice Chair Anthony Intintoli chaired the meeting and called the meeting to order at 1:05 p.m. He noted the resignation and retirement of former Chair Charlene Haught Johnson. Directors present were Director Gerald Bellows and Director Jeff DelBono. Director DelBono led the pledge of allegiance.

**2. REPORT OF BOARD CHAIR**

No report.

**3. REPORT OF DIRECTORS**

Director Bellows reported that he was pleased with the BCDC Design Review Board's reception received by the Central Bay Operations and Maintenance Facility project at their recent meeting. Executive Director Nina Rannells added that she thought the project had been exceptionally well received but noted that this was only the first step in the BCDC permitting process. Director Bellows also reported that he attended a fundraising event for Sen. Patty Murray (D-WA) who indicated her ongoing support for WETA.

Director DelBono reported that the City of Alameda had adopted a resolution supporting the final EIR for Alameda Point at its February 4 meeting. Ms. Rannells said that WETA staff continued its dialogue with the City on the ferry component of Alameda Point and that staff would present an update to the Board on WETA projects in Alameda to support existing and future services.

Vice Chair Intintoli reported that he attended the Vallejo Chamber's recent Government Affairs Committee meeting and discussed providing more information to the regarding the North Bay Operations and Maintenance Facility.

Ms. Rannells replied that she was preparing a presentation to the Vallejo City Council for their meeting in February and the Solano Transportation Board in March and that internal discussions had begun for a groundbreaking event for the project. She noted that she was working with WETA's Federal Legislative Representative Peter Friedmann of Lindsay Hart, LLP on timing the groundbreaking event to include members of the congressional delegation if possible and that the event would likely be held in March or April.

Vice Chair Intintoli noted that he appreciated Senior Planner Chad Mason's presentations and that he might be appropriate for delivering a presentation to the Vallejo Chamber.

**4. REPORTS OF STAFF**

Ms. Rannells referred the Board to her written report, noting additional comment on several items. First, she reiterated the positive reception at BCDC regarding the Central Bay Operations and Maintenance Facility. Ms. Rannells then reported on stakeholder meetings including meetings with key staff of the Governor's office including Brian Kelly, Secretary of the California State Transportation Agency, and Mark Ghilarducci, Director of the California Governor's Office of Emergency Services, as well as meetings with MTC and FTA.

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Ms. Rannells then reported on Google's ferry pilot program, which had trialed ferry service to Redwood City from the San Francisco Ferry Building for 30 days starting January 6 and from Harbor Bay for five days starting February 3. She noted that the Google ferry was a private charter service and very different from what public transit could offer but that she was interested in exploring options for partnering with Google to provide a shared public benefit. She said that she and Manager of Planning and Development Kevin Connolly planned to meet with Google transportation staff on February 13 to learn how the pilot program was received by Google employees and future possibilities for service.

Vice Chair Intintoli asked if Google was subject to the same regulations as WETA and if they had impeded on WETA's legislative mandate to operate ferry service. WETA legal counsel Stanley Taylor of Nossaman LLP said that WETA's jurisdiction was limited to public ferry service and had no bearing on private services, which Google's clearly was. He also noted that, the service was not subject to the state PUC regulations for ferry service because it was private and free of charge. Mr. Taylor added that Google's service remained subject to USCG safety regulations.

Director DelBono said that he had received calls from City of Alameda councilmembers regarding concerns about terminal parking during Google's ferry demonstration out of Harbor Bay and positive feedback about the additional use of the Harbor Bay terminal. Ms. Rannells replied that any impact on parking in Harbor Bay was WETA's greatest concern and that Google had committed to busing employees. Mr. Connolly added that Google used two buses to convey employees from a remote parking lot to the ferry terminal and that they had been well-timed to meet the ferry departures. He said that beyond that it was impossible to track each individual passenger and car but that overall the system had appeared to work well.

Ms. Rannells then introduced WETA state legislative representative Barry Broad of Broad & Gusman LLP who delivered a legislative update on the beginning of the second year of the current two-year session.

Mr. Broad noted no new activity had occurred regarding the Frazier bill (AB 935), although it could potentially be taken up in the summer. He indicated that Assemblymember Frazier's office remained undecided. Mr. Broad suggested that as the leadership in both houses was from southern California that neither had specific interest to become involved with the bill. Director DelBono asked what would move Frazier to take up the bill again. Mr. Broad said that the Frazier office gave no indication. DelBono noted if the bill moves again, the Board needs to have discussion about the agency's position on the bill.

Regarding Board of Directors appointments, Mr. Broad said that he and Ms. Rannells had briefed Governor's staff at the cabinet level, and that they had been assured that appointments would be announced within a month.

Vice Chair Intintoli asked if there would be a change in how WETA lobbied for funding with the end of earmarks. Ms. Rannells replied that it was a huge change. Vice Chair Intintoli suggested that the Board could take a more active role in lobbying for funding. Director DelBono indicated that he would be headed east in the spring and that he planned to meet with Mr. Friedmann to see what he could offer.

## **5. CONSENT CALENDAR**

Director Bellows made a motion to approve the consent calendar which included the following items:

- a. Board of Directors meeting minutes of December 12, 2013;
- b. Authorization of the filing of an application with the Metropolitan Transportation Commission for \$8 million Regional Measure 2 capital funds.

Director Bellows then added a motion that Item 7, Recognize the Outstanding Service of Charlene Haught Johnson as Chair of the Authority, be taken out of order at the end of the meeting.

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Director DelBono seconded the motion as amended and the consent calendar carried unanimously.

Yeas: Intintoli, Bellows, DelBono. Nays: None.

**6. AUTHORIZATION TO SECURE SUPPORT SERVICES FOR AGENCY WORK PROGRAM**

Ms. Rannells presented this item to request Board approval of a work program for agency support services and authorize the Executive Director to go out to bid to secure services.

Vice Chair Intintoli said that there existed a clear need for these services at the local level, noting that it was important that the need to prioritize support for existing services over expansion be understood and that coordinated efforts with other WETA representatives would be essential. He said that focus on supporting existing services and emergency response issues should be the first priorities of the new Board and that ideally award for the support services at hand would coincide with the new Board being seated.

Director DelBono said that he was concerned that the process of finding someone may take too long and may not attract someone who was appropriately engaged with WETA. He asked for clarification on the procurement process and an explanation of the lengthy timeline.

Mr. Taylor replied that the competitive process was required unless there was a unique service or emergency circumstance to override it. He noted that services under \$100,000 could be procured after soliciting three quotes but that contracts in the amount of \$100,000 and over were required to go through the process outlined in the administrative code as adopted by the Board.

Director DelBono said that he was concerned that immediate issues would not be addressed quickly enough, noting the current Alameda County transportation sales tax and the Frazier bill. Vice Chair Intintoli said that he appreciated Director DelBono's desire to move forward quickly but noted the importance of selecting the best available candidate through a competitive process when dealing with public funds.

**Public Comment**

Diana Dorinson of Transportation Analytics stated that the Alameda County Transportation Commission had already approved the proposed program of projects for the Alameda County transportation sales tax and that it was moving forward.

Director DelBono said it might still be possible to change it if WETA was able to meet with Scott Haggerty's office. Vice Chair Intintoli said that that sounded like something the Board could do if needed.

Ms. Rannells recommended moving through a competitive process and that it would be done expeditiously as possible.

Vice Chair Intintoli asked if this would overlap with existing services. Ms. Rannells said that it would be focused on city, county and regional advocacy services and that work would be coordinated with WETA's existing state legislative representative.

Director DelBono made a motion to approve the item. Director Bellows seconded the motion and the item carried unanimously.

Yeas: Intintoli, Bellows, DelBono. Nays: None.

**7. PUBLIC COMMENT**

**Public Comment**

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Veronica Sanchez of Masters, Mates and Pilots asked about WETA's involvement with the proposed Warriors stadium project, stating that she was told that the developers were waiting on information from WETA. Ms. Sanchez said she recommended the Board request regular updates from staff regarding the Warriors' project. She also noted the need for WETA to obtain emergency response floats.

Mr. Connolly responded that WETA was regularly engaged with and sharing information with the City of San Francisco and the developers of the Warriors' project to deliver project recommendations to provide services to the facility under various scenarios. Ms. Rannells indicated that she understood that there were multiple maritime uses being considered by the City of San Francisco for the site including use as a deep-water cruise ship dock, ferry and water taxi berthing and a new site for berthing multiple City of San Francisco fire boats. Mr. Connolly added that, based upon conversations with City staff regarding the arena project, they view ferry service as scalable. Vice Chair Intintoli asked what it was that Ms. Sanchez said they were waiting on. Ms. Rannells said staff had been responsive throughout the project and was unfamiliar with what Ms. Sanchez was referencing.

**8. RECOGNIZE THE OUTSTANDING SERVICE OF CHARLENE HAUGHT JOHNSON AS CHAIR OF THE AUTHORITY AND ITS PREDECESSOR AGENCY FROM 2000 TO 2014**

Ms. Rannells presented this item to recognize, by resolution, the outstanding service of Charlene Haught Johnson as Chair of the Authority and its predecessor Agency from 2000 to 2014.

Ms. Rannells delivered a presentation outlining the major achievements of the San Francisco Bay Area Water Transit Authority and San Francisco Bay Area Water Emergency Transportation Authority under former Chair Johnson's leadership and submitted a proclamation into the record as follows:

Whereas, Charlene Haught Johnson has served the People of the Great State of California for over thirteen years first as President of the San Francisco Bay Area Water Transit Authority (WTA) and then as Chair of the San Francisco Bay Area Water Emergency Transportation Authority (WETA); and

Whereas, Charlene Haught Johnson, was the visionary, planner, architect, builder, project manager and leader of this nascent endeavor called WTA later to become WETA; and

Whereas Charlene Haught Johnson has provided the "brains and the brawn" to launch and grow WETA and the SF Bay Ferry system, by renting office space, hiring employees, completing innumerable plans, studies and government reports, securing system funding commitments, building and refurbishing boats and terminal facilities, negotiating agreements with labor, and hiring system operators, all resulting in the San Francisco Bay Ferry system being recognized as an integral part of the Bay Area's transportation system; and

Whereas, Charlene Haught Johnson created this system on-time and on-budget, including countersigning the personal check, payable to her, for \$6 million to start WTA; and

Whereas, Charlene Haught Johnson has announced her retirement from the WETA Board; Now, therefore be it resolved that

We, her fellow Board members and the staff of WETA, congratulate, honor and thank Charlene Haught Johnson for her service, and present her this plaque in recognition of her commitment to the public good and her leadership in support of increased ferry transportation on the San Francisco Bay.

Additional statements of thanks and appreciation were delivered to Ms. Haught Johnson by Veronica Sanchez of Masters, Mates and Pilots, Marina Secchitano of the Inland Boatman's Union, and Capt. Ray Shipway of Masters, Mates and Pilots.

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

Yeas: Intintoli, Bellows, DelBono. Nays: None.

**9. ADJOURNMENT**

All business having concluded, the meeting was adjourned at 3:16 p.m.

Respectfully Submitted,

Board Secretary

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