

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

(November 5, 2015)

The Board of Directors of the San Francisco Bay Area Water Emergency Transportation Authority met in regular session at the WETA offices at 9 Pier, Suite 111, San Francisco, CA.

1. CALL TO ORDER – BOARD CHAIR

Chair Jody Breckenridge called the meeting to order at 1:04 p.m.

2. PLEDGE OF ALLEGIANCE AND ROLL CALL

Chair Breckenridge led the Pledge of Allegiance. Other directors present were Vice Chair James Wunderman, Director Jeffrey DelBono, Director Timothy Donovan and Director Anthony Intintoli.

3. REPORT OF BOARD CHAIR

No report.

4. REPORTS OF DIRECTORS

No reports from the Directors.

5. REPORTS OF STAFF

Executive Director Nina Rannells referred the Board to her written report and introduced Manager of Planning and Development Kevin Connolly to provide an update on Seaplane Lagoon project and the developer's efforts to solicit proposals from private operators to develop a terminal and service. Mr. Connolly explained that the developers had issued a solicitation for private industry to develop a terminal and services, through an RFP process, this fall and that he is of the understanding that they did not receive the anticipated results and subsequently re-engaged WETA in discussions and meetings between staff, developers and the City of Alameda (Alameda). He explained that there currently were no operating funds identified for the service but said the developers had committed \$12 million in capital funding. The developers were hoping to see services begin in 2018, which is highly optimistic given the lack of full capital and operating funding to support this new service. Mr. Connolly further noted that a draft Memorandum of Understanding (MOU) between the City, the developers and WETA had been crafted approximately a year ago that provided much detail, and that progress could be made with all of the parties working together on the possibilities using the MOU as a guide

Ms. Rannells stressed that the project had limited capital and no operational funding identified or committed, private or otherwise, and that the success of the project would be driven by the identification of a realistic funding plan for the interested parties to work in partnership to secure. Director Breckenridge noted that she had personally seen numerous private developers express interest in funding a portion of ferry service to support their objectives, but that none of that funding interest had ever materialized with ample dollars to support their operations expectations. Ms. Rannells reiterated that the WETA needed more capital and operations funding to expand service beyond what it was presently providing.

Ms. Rannells then introduced Administrative/Policy Analyst and DBE Administrator Lauren Gularte to share updates on emergency response efforts. Ms. Gularte explained that she had attended the Fleet Week Exercise After-Action Meeting that morning. She said two key takeaways from the exercise, which had been designed and executed to test the full scale loading of equipment onto vessels and

transporting of supplies into San Francisco, had been the Incident Commander's ability to communicate directly with requesting and supportive agencies using effective visual and radio communication, and understanding of the capabilities and limitations of federal assets such as the MARAD vessels.

Chair Breckenridge said another key takeaway of the exercise had been the discovery that many of the ramps in San Francisco presented challenges for some of the equipment tested and that the discovery was now being included in the overall response plan. Ms. Gularte added that the need for a regional work group on emergency response had also surfaced in the exercise. She noted that WETA would be working to identify some creative possibilities for participation in next year's exercise, which did not have an obvious role for WETA's evacuation and first responder transporting capabilities. Ms. Gularte reminded the Directors that the MARAD fueling exercise would be taking place on November 17 at Pier 2 and added that representatives from the California Office of Emergency Services (CalOES) and the Federal Emergency Management Agency (FEMA) would also be on site to observe the exercise.

Director Intintoli asked for updates on the North Bay Operations and Maintenance Facility and the Vallejo dredging projects. Ms. Rannells said staff had secured a permit extension to support the completion of the Vallejo dredging work due to the breakdown of the contractor's dredging equipment. Manager of Operations Keith Stahnke explained that the dredging work had been completed for more than a week and confirmed that the facility was back to normal operations. Chair Breckenridge asked if more fill material had been removed in this dredge than had been removed in the prior dredge and Mr. Stahnke said no. Director Donovan asked if any additional costs had been incurred for the permit extension and Mr. Stahnke said no.

Director Donovan asked if the development for the new Warriors arena that was going to be built next to the University of California at San Francisco (UCSF) at Mission Bay might highlight the need for ferry service to be included in the development plans. Ms. Rannells stated that the Mission Bay project was complicated. She explained that Port of San Francisco (Port) was the property owner and, as such, was the public entity in the best position to drive the development of water transit facilities in the area. In recent conversations with Port staff and other interested parties, staff had expressed our interest in exploring the potential for new ferry service to this area.

Chair Breckenridge added that the City's current focus was to retain the Warriors. Ms. Rannells explained that there had been recent conversations about a transportation fund for the development which included ferry service and many other transportation projects as eligible recipients. Vice Chair Wunderman said both the Warriors and UCSF were interested in ferry service at Mission Bay to help mitigate traffic congestion. He said the Port was very interested in pursuing ferry service and suggested that the Port and the developers be invited to discuss details such as terminal and service specifics.

Mr. Connolly said he recently attended a meeting with the Mission Bay Neighborhood Transportation Committee comprised of the larger businesses in the neighborhood as well as residents and noted that this Committee was the entity in charge of the transportation fund for the development. He said that they were all very excited about ferry service and that the next step for them was to identify funding. Vice Chair Wunderman said the Port had a lot on their plate and that water transportation was just one facet of what they were tasked to do. He said WETA had a much narrower focus than the Port, and that while sometimes it was a better idea to be reactive, as in the case where a need for service was unrealistic, in this case WETA should be proactive and pursue the Mission Bay opportunity more aggressively because it was direly needed.

Ms. Rannells said that the WETA Board has long expressed interest in the potential for a new Mission Bay terminal and service, and that staff had begun preliminary work in support of this but had subsequently been told by the Port that they would work to develop terminal plans. Chair Breckenridge further explained that ferry service at Mission Bay would require landside development to support a

terminal and that the Port had made it clear that they had a development plan and would be working to implement that plan. She noted that WETA agreed that it was important to continue to show a willingness and interest in ferry service at Mission Bay. Mr. Connolly said that WETA had been invited to return to the Committee and would return to share ridership projections and operation details. Chair Breckenridge said that Pier 70 was also under development and that there was huge need and opportunity to be pursued there also.

In reviewing the Financial Statement through September, Chair Breckenridge asked if fare revenue had risen because of the recent BART transbay tube closures and resulting service disruptions. Ms. Rannells indicated that it had, but also explained that fare revenues for the first three months of the year are generally higher than other months due to the added ridership and services offered in the summer months. Director DelBono asked if the new record high ridership number should become the baseline expectation to facilitate more accurate planning and budgeting. Chair Breckenridge said the reporting was done with year to year as well as month to month analysis and that there was a Board approved threshold to trigger review for potential service adjustments. Ms. Rannells explained that the numbers were analyzed and managed on a daily basis by staff and that any significant service adjustments were limited by vessel availability.

Chair Breckenridge asked if expenses were down because of reduced fuel prices. Ms. Rannells said it was a contributing factor and reminded the Directors that expenses would rise again as winter vessel maintenance and dry dock work got underway. Director Donovan asked if the fuel cost difference between Vallejo and the other service routes was normal. Mr. Stahnke said the fuel provided through Blue & Gold Fleet at Pier 41 was purchased in high volume with a volume discount and that there was a slight rise in Vallejo fuel because of fuel transportation. Ms. Rannells added that fuel was received in Vallejo every few days and when the North Bay Operations and Maintenance Facility was completed that the increased storage capacity will reduce the number of deliveries required which should result in lower fuel costs overall.

PUBLIC COMMENT

Veronica Sanchez of Masters, Mates & Pilots (MM&P) asked about updates from MTC about the South San Francisco farebox recovery requirement. Ms. Rannells said she was working with Alix Bockelman at MTC and that she anticipated the threshold would be adjusted but did not have details at this time as MTC had deferred the conversation to the spring. Ms. Sanchez reiterated that MM&P and the Alameda Labor Council were available and interested to support WETA and the importance of the South San Francisco service. Chair Breckenridge said that having a letter of support on file from the union would be helpful and appreciated.

Ms. Rannells referred the Directors to the Federal Legislative report and said that WETA staff had prepared an application for \$4 million in funds from the Federal Transit Administration (FTA) Ferry Discretionary Grant Program. She noted that WETA had received numerous letters of support from its congressional delegation which had been forwarded to the FTA.

6. CONSENT CALENDAR

Director Intintoli made a motion to approve the consent calendar which included:

- a) Board meeting minutes - October 1, 2015
- b) Approve Amendment to the Agreement with Valley Power Systems North, Inc. for Intermediate Overhaul of the Gemini Class Vessels Main Engines

Director Donovan asked if the other Gemini class vessels would have to go back into dry dock again soon. Mr. Stahnke said no.

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

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

7. MEETING SCHEDULE FOR CALENDAR YEAR 2016

Ms. Rannells explained that the 2016 meeting schedule was based upon the traditional meeting calendar and noted that the meetings in January and December were recommended for the second Thursday of the month due to the holidays and scheduling conflicts.

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

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

8. APPROVE CONTRACT AWARD TO MARINE GROUP BOAT WORKS FOR FERRY VESSEL INTINTOLI MAJOR COMPONENT AND WATERJET REHABILITATION PROJECT

Mr. Stahnke presented the item with a recommendation to approve contract award to Marine Group Boat Works (Marine Group) for the *Intintoli* Major Component and Waterjet Rehabilitation project in an amount not to exceed \$1,580,000 and authorize the Executive Director to negotiate and execute an agreement and take any other related actions as may be necessary to support this work.

Vice Chair Wunderman asked where Marine Group was located and Mr. Stahnke said they were in San Diego. Vice Chair Wunderman asked if there was any possibility of the work being done locally and Mr. Stahnke said the second of the two proposals received for the project came from Bay Ship & Yacht in Alameda. He stated that Marine Group had recently completed work on a Golden Gate Transit vessel with another in progress and had also recently performed a refurbishment on the *Bay Breeze* and that WETA had been very satisfied with their work. Vice Chair Wunderman said in the future it would be nice to have work done in our own region. Mr. Stahnke noted that the Marine Group's proposal for this project was stronger than Bay Ship & Yacht's proposal and added that WETA had a vessel at Bay Ship & Yacht just about every month of the year. He further explained that the recommended award was based upon a competitive bid process, as required by the funding agencies and WETA procurement process.

PUBLIC COMMENT

Nathan Nayman of Tideline Water Taxi asked if there had been any interest in bidding on the project by Mare Island Dry Dock, LLC and Mr. Stahnke said that they had not bid on the project.

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

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

9. AUTHORIZE THE RELEASE OF REQUEST FOR PROPOSALS FOR CONSTRUCTION OF CENTRAL BAY OPERATIONS AND MAINTENANCE FACILITY

Senior Planner and Project Manager Michael Gougherty presented the item to authorize the release of a Request for Proposals for Construction of the Central Bay Operations and Maintenance Facility which included a slide show of the facility design. Mr. Gougherty noted that the facility would provide a central base to support central bay services by providing vessel berthing space, more comprehensive maintenance facilities and office and emergency operations work space. Chair Breckenridge asked what sort of development was being planned for the area surrounding the facility and Mr. Gougherty explained that it was mixed use, including residential.

Mr. Gougherty explained that staff had hired a marine mammal expert to address the concerns of some citizens who had spotted harbor seals in the area and that staff was in process of permitting for a harbor seal haul out to address those concerns. He said the project would also provide 25,000 square feet of offsite public access improvements as a condition of the San Francisco Bay Conservation and Development Commission (BCDC) permit for the facility received in June. Those improvements, he noted, included a widening and extension of the Bay Trail near the site, construction of a public park that would be maintained by the City of Alameda, and a separate viewing terrace.

Chair Breckenridge asked about fuel storage at the new facility. Mr. Gougherty explained that it would depend on the level of service provided but estimated about a week based on current service levels. He further noted that larger fuel storage capacity was not considered due to the limited footprint of the site. Mr. Stahnke added that Coast Guard requirements would be triggered at 50 thousand gallons as well. Mr. Gougherty said the design also included protection of the facility and the public access improvements against sea level rise and storm surge with an elevated sea wall and apron per the new BCDC permitting requirements. He said that the design life of the facility was fifty years, and adaptive measures had been included to support protection of the facility and public access improvements through year 2100 projected sea level rise.

Director DelBono asked how many administrative offices would be available at the facility and Mr. Gougherty explained that the design was flexible and that the third floor of the facility would ultimately support 30 to 40 people. Vice Chair Wunderman asked if there was a plan to move the WETA headquarters to Alameda. Ms. Rannells said that the objective was flexibility, adding that the facility would provide large training spaces, expand emergency response capabilities, and support WETA service well into the future.

Director DelBono asked if there was a grant-driven timeline for commencing project construction and Mr. Gougherty said it was flexible. Director Donovan asked if the Emergency Operations Center would operate out of the new facility and Chair Breckenridge said that would be discussed further. She noted that based on the last emergency response exercise, it was clear that there were pros and cons to having various locations in the Bay Area to work from in the event of emergency and that the North Bay facility on Mare Island was another available WETA facility to support this functionality.

Director Donovan asked if there was a solar or wind energy component inclusion in the design. Mr. Gougherty said there would be solar panels on the roof of the facility and noted that the design had received a Leadership in Energy and Environmental Design (LEED) Silver certification.

Vice Chair Wunderman asked for the cost ratio of the building and the maintenance facility and about the community response was to the planned 70-foot tall building. Mr. Gougherty said that there was a fairly equal split between the landside and waterside components and clarified that the nearby MARAD ships would dwarf the building.

PUBLIC COMMENT

Derf Butler of the National Association of Minority Contractors (NAMC) board member and the Chairman of the Construction Committee of the San Francisco African American Chamber of Commerce said his organizations' members were concerned that WETA's Disadvantaged Business Enterprise (DBE) goal for this project was only one percent. He said findings pointed to a more realistic goal for the project of 15 to 18 percent and said 1.3 percent was unacceptable. Mr. Butler asked that WETA be more aggressive in reaching out to the disadvantaged business community beyond the traditional outreach such as e-blasts and sending out materials and suggested a mandatory pre-bid. Chair Breckenridge asked if the 15 to 18 percent goal recommendation included work on the waterside of this particular project. Mr. Butler said no because that was specialty waterside work, which has very little DBE participation.

Director Intintoli asked for staff clarification on how the DBE goal was established. Ms. Rannells noted that WETA does not set contract goals, but, rather sets an overall 3-year program goal for its program of federally funded projects, consistent with FTA requirements. Ms. Gularte further explained that much of WETA's federal funding is for vessel work and that the agency's DBE/SBE goal is established as a program goal for projects over a specific triennial goal period, the current of which is 2014 through 2016. She said she expected to see a lot more participation from the DBE community for the landside work on this particular project and explained that WETA was prohibited by the FTA from setting contract-specific DBE contract goals unless it could prove an underrepresentation of minorities. Mr. Butler suggested WETA do a disparity study to encourage prime contractors to engage minority businesses.

Vice Chair Wunderman asked if it was possible for the Board to establish an internal goal for projects in an effort to better support the DBE community. Ms. Gularte said WETA did a lot of outreach, including public meetings specifically to connect primes with the DBE community, and noted that she had facilitated one such event the prior day. Director Donovan asked if it was possible to include soft language in project details to support more DBE inclusion. WETA counsel Stanley Taylor of Nossaman LLP said WETA could do race neutral outreach but could not set contract-specific goals. Ms. Rannells said that staff would work on doing more robust outreach to the DBE community in an effort to increase their participation in this particular project's bidding process given that the landside component offers more opportunity for DBE participation than most of WETA's maritime-specific projects. She further clarified for the record that WETA always held pre-bid meetings. Ms. Rannells said staff would explore ways to make the matchmaking process more robust. Mr. Gougherty said that 136 people had registered for the outreach committee event that had taken place the prior day and that a pre-proposal event was also planned, noting that the mandatory pre-proposal meeting had historically been the most successful way to link subcontractors with primes.

PUBLIC COMMENT

Jerry Bellows of the Maritime Administration (MARAD) said one idea might be to have several prime and subcontractor meetings in multiple locations and at different times to increase participation.

Director Donovan said he was aware of staff's efforts over the last year to solicit interest from the DBE community for technical and administrative subcontractor opportunities and that a list had been compiled to be used as a resource. Ms. Gularte said that there were four general DBE outreach events held annually which would continue. Director DelBono asked if staff could provide a report for the Directors of their outreach efforts on this project at the next board meeting. Chair Breckenridge said that this could be provided through the Executive Director's report.

Vice Chair Wunderman said the interest of the Board in the concerns raised by Mr. Butler would be reflected in the meeting minutes and that efforts to address those concerns would continue. Director DelBono added that he recognized and appreciated all of the hard work and time that staff had already put into the project to support outreach and all that was required to bring it to its current status. Chair Breckenridge thanked Mr. Butler for his attendance and input.

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

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

10. APPROVE A PROJECT LABOR AGREEMENT FOR CONSTRUCTION OF THE CENTRAL BAY OPERATIONS AND MAINTENANCE FACILITY PROJECT

Ms. Rannells presented the recommendation to approve utilization of a Project Labor Agreement for construction of the Central Bay Operations and Maintenance Facility project and authorize the Executive Director to negotiate and execute the final agreement and take other such related actions to support this project.

Director Intintoli asked if sufficient work had been done with the local labor unions in writing the Project Labor Agreement (PLA) to assure a consensus. Ms. Rannells said she had been assured by Andreas Cluver of the Building and Construction Trades Council of Alameda County that the unions were in agreement. Chair Breckenridge asked if the new language about a timeline of 14 days for arbitration was acceptable. Ms. Rannells said yes, and Mr. Taylor agreed that a more timely restriction was advantageous for all.

Vice Chair Wunderman asked about the requirement of residency in Alameda County for workers hired under the Core Worker provision. Director Donovan said the unions wanted their local members to get the work and that historically, contractors had been known to move people to job sites for work versus hiring locally. Vice Chair Wunderman also asked who would choose the arbitrators. Mr. Taylor said that there was an agreed-to short list included in the agreement that the parties would choose from and that there were very few people who did that sort of work.

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

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

11. STATUS REPORT ON FERRY TICKET AND CLIPPER CARD FARE PAYMENTS

Manager of Marketing and Public Information Ernest Sanchez presented this informational item explaining that the Clipper regional electronic fare payment system had been rolled out incrementally to Bay Area transit systems over the past nine years beginning with the largest Bay Area operators. He further explained that Clipper Card utilization was on the rise and that Clipper Cards were sold and reloaded at the Bay Crossings store in the San Francisco Ferry Building and at WETA's Vallejo ticket office. He noted that the cards are also sold at approximately three hundred private retailers such as Walgreen's and Whole Foods stores throughout the Bay Area.

Director Intintoli asked how WETA had been capturing fares on onboard ticket purchases on short travel routes. Mr. Sanchez said that on short routes and heavy days, such as during BART service disruption periods, it had proved difficult and that sometimes riders were standing in lines to buy their tickets for the duration of their voyages. He added that the Clipper Card was a good solution to help mitigate such challenges.

Mr. Sanchez said that Blue & Gold Fleet had taken over the Vallejo ticket office as of July 2015 and that they had \$43,000 in ticket sales in the month of August. He said the privately operated Bay Crossings store served as a Clipper Card customer center and sold WETA ferry tickets and Clipper Cards. He further explained that WETA paid a commission to the Bay Crossings store on all ferry tickets it sold, in the amount of approximately \$89,000 per year, in addition to a monthly subsidy of \$4,000 per month, or \$48,000 annually. Mr. Sanchez noted that the Bay Crossings store ferry ticket sales along with related commissions had declined due to the many customers transitioning from paper tickets to the Clipper Card.

Director DelBono asked if there was any concern by the Bay Crossings store about the decline in its ferry ticket commissions. Chair Breckenridge explained that in addition to the subsidy and commission from WETA that it also had an agreement with MTC for Clipper sales. She introduced the owner and operator of the Bay Crossings Store Bobby Winston.

PUBLIC COMMENT

Mr. Winston shared a history of the Bay Crossings store with the Directors, explaining that he had originally been asked to open the store by Transportation Superintendent at the City of Vallejo, Pamela Belchamber, who was responsible for running the Vallejo ferry service at the time. He said there had been no way for riders to purchase ferry tickets at the Ferry Building then and that there was a provision with the developer requiring that provide a leased space for ferry ticket sales at the Ferry Building. Mr. Winston noted that he had subsequently been able to secure financial support from MTC, Amtrak, the Port of San Francisco and the Water Transportation Authority, now WETA. He added that about five percent of the store's revenue came from retail items like tote bags.

Mr. Winston explained that the store had grown along with the ferry service and that it was the only place to obtain a certified Clipper Card if one had special needs like being a youth, a senior or being disabled. He said that the store was the front line for the emergency preparedness agenda because when there was a problem with the BART system, it was really felt at the store.

Mr. Winston said that he had experienced a decline in ticket sales commission revenues due to the growing popularity and use of Clipper. He was primarily concerned that his lease was up for the store this fall and that the issue of declining revenues had to be collectively addressed for him to continue to operate the store. He stated that he was not requesting more money from WETA than he had received in prior years, just to be assured that funding would not be withdrawn. He explained that if the money he had lost in ferry ticket commissions was not made up until his contract with MTC was renewed next year, that the store may not be able to stay in business.

Mr. Sanchez clarified that the Bay Crossings Store in the Ferry Building was also a customer service center for Clipper, through MTC, and was subsidized (along with the ferry flap sign at that location) in the amount of \$205,000 annually under Mr. Winston's contract with MTC, which is up for renewal in June 2016.

Director Donovan asked Mr. Winston about the renewal term of the lease and Mr. Winston said it would be a five-year lease, adding that he would soon very likely have to pay his staff more and give them health benefits because of the recent changes to minimum wage laws in San Francisco. He said he had a sole source contract with MTC for their support of the Bay Crossings Store in the Ferry Building.

Director Donovan asked Veronica Sanchez of MM&P, if the customer service staff at the Vallejo Ticket Office was part of any labor group. Ms. Sanchez said that they were part of the MM&P, were paid above minimum wage and had health care. He asked if the staff at the Bay Crossings Store were students and Mr. Winston said yes, that they were all students, adding that he made no money from the store.

Director DelBono said it sounded like there was some sort of action required on behalf of the store and asked what could be done. Ms. Rannells said that Mr. Winston has been a strong and valuable advocate for WETA and ferry service from the beginning. She added that the store was a private run business that WETA had subsidized for the last ten years through a monthly stipend and sales commissions on ticket sales. She noted that while the majority of WETA ferry tickets sold today were not sold through the Bay Crossings Store, there was value to WETA's customers in having a ferry ticket outlet at the San Francisco Ferry Building. She offered that staff could work with Mr. Winston to identify measures that could be taken to address the situation this fiscal year (June 2016), and suggested that a consolidated regional approach with MTC should be pursued to address the situation holistically in future years.

Chair Breckenridge said the item was an informational item to bring to the attention of the Directors, and said that the issue would be revisited. Director DelBono asked Mr. Winston how he planned to

address the continued loss of revenue with increased Clipper Card usage, and Mr. Winston said he would be fine because he had diversified funding. Mr. Winston said he was confident that MTC would support the store in perpetuity and added that WETA funding was a way for WETA to pay for its share of ferry rider use of the Bay Crossings store.

Vice Chair Wunderman recommended that a meeting be set with Mr. Winston, WETA and MTC to discuss how to solve the dilemma of the store's revenue losses. Chair Breckenridge said that Ms. Rannells had already reached out to MTC and was working on setting up a meeting to discuss an approach to this issue for next fiscal year. Director Donovan asked that the item be revisited at the next Board meeting and staff acknowledged that they would bring back an item for Board consideration.

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

PUBLIC COMMENT

Mr. Nayman of Tideline Marine Group shared an overview of Tideline's water taxi services and said that one size does not fit all transportation needs. He said Tideline had been engaging with senior leadership about complementing the service offered by WETA and noted that Tideline had long term landing rights on all Port of San Francisco property. He said he would like to continue the dialog with WETA to find a way to provide the kinds of service Bay Area residents wanted and said he hoped to find a way to work together.

PUBLIC COMMENT

Charlie Bogue of Wind & Wing Technologies asked if there had been any updates to the language for the new Richmond vessel Request for Proposal (RFP) to include alternative propulsion options. Ms. Rannells explained that the RFP had not yet been written and that WETA was looking at its operational requirements and available technologies to determine what would be going into that RFP. Vice Chair Wunderman said funding was available for reducing emissions and that it was important to keep that in mind with each vessel purchase. Chair Breckenridge said discussions were underway with alternative technology companies and that green options had and would continue to be discussed and explored.

Vice Chair Wunderman said that Google and Facebook had continued to express interest in having ferry service to the South Bay and asked when that opportunity would be revisited. Chair Breckenridge clarified that the current system would hit maximum capacity in less than three years and emphasized that the present focus was to assure current service offerings could continue. She said the writing of the WETA Strategic Plan was in process and that it would provide the framework for how to approach expansion, including the feasibility of adding new service on a South Bay route. She added that as an entity, WETA was just now beginning to recover from the transitional plan mandates imposed on it when it transitioned from WTA to WETA. Director DelBono reiterated that the anticipated final Strategic Plan would assist in future expansion considerations. Vice Chair Wunderman added that fifty-five percent of the Bay Area's gross domestic product (GDP) was being generated in the South Bay and emphasized the importance of providing water transportation to the region. He said the large South Bay employers would likely have interest in providing funding to support expansion since they were already funding their private shuttle buses.

Chair Breckenridge said engagement with the South Bay transportation community and the large employers there would continue and that consideration of service expansion there would be assisted with the WETA Strategic Plan, a first draft of which was expected to be presented to the Board in January. Vice Chair Wunderman asked for clarity on the process of the Strategic Plan adoption. Chair Breckenridge said as was done with the first few informal drafts, the Plan would be reviewed in a public forum and feedback would be solicited from both the public and the Directors in the process of formalizing and ultimately adopting a final version. Director Intintoli added that WETA had not had a full Board of Directors for a long time and that the Strategic Plan work had begun during that time but that the final version and its formal adoption timing was ideal since there was now a full Board to participate

in the process. He recommended that the Board be able to focus solely on the Plan's review for one full meeting without distraction from other items and Chair Breckenridge agreed.

13. ADJOURNMENT

All business having been concluded, the meeting was adjourned at 3:52 p.m.

Respectfully Submitted,

Board Secretary