

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

(May 5, 2016)

The Board of Directors of the San Francisco Bay Area Water Emergency Transportation Authority met in regular session at the Port of San Francisco at Pier 1, San Francisco, CA.

1. CALL TO ORDER – BOARD CHAIR

Chair Jody Breckenridge called the meeting to order at 1:01 p.m.

2. PLEDGE OF ALLEGIANCE AND ROLL CALL

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

3. REPORT OF BOARD CHAIR

Chair Breckenridge welcomed Directors, staff and guests to the meeting. She said that since the last meeting, she had engaged one of the region's U.S. Coast Guard (USCG) regulators and had learned that there would soon be a complete turnover of the San Francisco USCG senior leadership. She said that she had been learning about the USCG's experiences with new maritime technologies. Chair Breckenridge explained that since the last meeting, she had also been in discussions with Sacramento officials and others regarding WETA's authority and capacity to enter into P3 and P4 relationships.

Chair Breckenridge said she wanted to follow up on the information shared by speakers at the April Board meeting. She asked that staff use the public comments details in the minutes from that meeting to create a comprehensive list of what had been requested of WETA by the community members who had spoken.

4. REPORTS OF DIRECTORS

Vice Chair Wunderman said he was continuing work with Director Donovan and staff on the Strategic Plan and he felt those efforts were positive and going well. He said he hoped to return to the Board at the next meeting with some language and general revisions to the vision and mission of the organization and then return to the Board in July with revisions to the Strategic Plan. He said he appreciated the leadership of Chair Breckenridge and Executive Director Nina Rannells in holding the April Board meeting in Alameda and today's meeting at the Port of San Francisco. He added that the April meeting had been well attended and all of the public comments about the service provided by WETA that had been shared by the community were positive, even when concerns such as the parking situation at the Harbor Bay terminal had also been raised.

Vice Chair Wunderman explained that on May 2, the Bay Area Council had held its annual meetings in Sacramento. He said that during that trip he got the sense that there was a lot of support and positivity for WETA's underlying mission and its services. He further noted that he and others from the Bay Area Council had also recently met with Executive Director Steve Heminger and several of his key lieutenants from the Metropolitan Transportation Commission (MTC) and had discussed the need for MTC's support of WETA. Vice Chair Wunderman said he was perpetually working to garner support for WETA and its services at every opportunity.

Director DelBono welcomed guests to the meeting. He thanked staff and the Directors for holding the recent Board meetings out in the communities the agency serves and said he recognized and appreciated the organizing and logistical challenges faced by WETA's tiny staff to make offsite meetings happen. He said it was a positive thing that the April meeting had been held in Alameda and said he hoped the practice of meeting out in the community would continue. He added that other cities like Richmond, where service was planned or desired, should be considered for possible meeting locations also even if an official, regular Board meeting could not take place there.

Director Donovan welcomed guests to the meeting. He thanked Director DelBono for his work with the City staff and residents to facilitate holding the WETA April Board meeting at Alameda City Hall. He said he had heard positive comments from all of the speakers at that meeting and it was remarkable what a wonderful job the captains and crews on the ferry vessels were doing. He added that there was an obvious issue with parking at the ferry terminals in Alameda, but he never heard a single thing about a rider having any negative experiences on board the ferries.

Director Donovan reiterated that he and Vice Chair Wunderman were on track to bring a revised Strategic Plan to the Board at the July meeting, and he said the work they had been doing on the Plan with staff had been going well and they were making good progress.

5. REPORTS OF STAFF

Executive Director Nina Rannells welcomed Directors and attendees to the meeting and thanked Director DelBono, Alameda Naval Base Use Director Jennifer Ott, Mayor Trish Spencer, and City staff for their hospitality and efforts in assisting WETA to hold the April Board meeting in Alameda. She then referred the Board to her written report and offered to answer any questions.

Ms. Rannells said that she anticipated the new North Bay Operations and Maintenance Facility in Vallejo would be ready for a ribbon-cutting ceremony in the late summer or fall and that she would keep the Directors posted on a date for this event once the project completion date became clearer. Chair Breckenridge said she would like Directors to see the *Gemini* expanded passenger capacity when the vessel is returned to operations. Vice Chair Wunderman said he would like to see a Board meeting held in Redwood City. Chair Breckenridge confirmed that Redwood City and Richmond were already on the community locations list for future meetings.

Ms. Rannells emphasized that it had been important to capture all of the feedback shared at the April meeting and said staff was organizing the comments into a comprehensive list. Ms. Rannells said that much of what had been shared by the community overlapped with the Alameda Access Study, and she introduced Manager of Planning and Development Kevin Connolly to provide an update on that Study, as well as work in process to address the growing parking challenges at the Main Street and Harbor Bay terminals in Alameda.

Mr. Connolly said that during their site tour in April, Directors had seen some of the construction presently underway at Alameda Main Street on projects aimed at improving access and reducing parking congestion at that terminal. He said the Officer's Club (O Club) Parking lot was expected to be open for Main Street riders within the next 2 or 3 weeks and that the new lighted crosswalk was finished and in use, already providing improved safety for Alameda pedestrians and bicyclists. Mr. Connolly said that there may be an event to mark the official opening of the O Club lot, a significant achievement for the City and WETA which is expected to increase parking capacity at the Main Street Terminal by more than 120 additional spaces.

Mr. Connolly said WETA staff was continuing its work with City staff and the Harbor Bay Master Homeowner's Association (HOA) to address overflow parking in the vicinity of the Harbor Bay Terminal. He said options currently in discussion included charging for parking, residential parking permitting, and

shuttle possibilities. Mr. Connolly further explained that staff had engaged a parking specialist to evaluate potential parking fee programs, not just at Harbor Bay but throughout the entire WETA system and noted that the implementation of such a program at any terminal would be no small endeavor given the stakeholder and general public input process. He said staff looked forward to continued work with its partners at the City and the Harbor Bay Master HOA to find parking and access solutions.

Director DelBono asked who the responsible party would be to charge for parking at Alameda terminals and Mr. Connolly said the City owned the land, but WETA had a lease for it, therefore WETA could charge for parking if that was decided as the best solution. Director DelBono said people should not be rewarded with free parking for driving their vehicles to the ferry terminals. He emphasized that he strongly favored parking fees for riders at the Harbor Bay Terminal if that was determined to be the best solution. He said it would be important to assure the fee program implementation was done properly at the outset and said he looked forward to hearing more about the solution planning at the June Board meeting. Mr. Connolly clarified that the parking consultant findings were expected in late July. He said each WETA terminal Land Use Agreement was unique and that a parking fee program would need to be implemented on a terminal by terminal basis within a larger context of a Board adopted agency parking fee policy clarifying general, system-wide parking management.

PUBLIC COMMENT

Jennifer Ott from the City of Alameda thanked the Directors for holding the April Board meeting in Alameda. She said there was a lot of momentum for finding a long-term, permanent resolution to the parking challenges at the Harbor Bay terminal and said the City recently discussed the possibilities of free, reliable transit to the terminals and the implementation of residential parking permits for the affected neighborhoods. Ms. Ott said the City felt strongly that resolution required the partnership of WETA and other agencies such as AC Transit, as well that of Alameda residents in the Harbor Bay Homeowners Associations (HOA). Ms. Ott said the HOAs would be meeting for further discussions on the matter again soon and added that the City Council was expected to take action on a resolution in their June 7 meeting.

PUBLIC COMMENT

Executive Director of Alameda's master Community of Harbor Bay Isle Homeowners Association (CHBIOA) George Kay thanked the Directors for holding the April Board meeting in Alameda and said he and his members totally support the ferry service. He said all of the people who spoke at the meeting in Alameda love the ferry service and everyone was going to work hard to find a long-term resolution to the parking challenges that riders and residents in Alameda were experiencing.

PUBLIC COMMENT

Master HOA Board Chair Charles Hodgkins said it had been wonderful working with City staff and WETA Directors and said he supported a three pronged plan to resolve the parking challenges. He thanked the Board for their support and partnership and said he hoped things would move forward quickly on the solutions because time was of the essence.

Chair Breckenridge thanked the speakers for working with staff and Directors to find a resolution.

Chair Breckenridge asked for an update on staff's engagement with Redwood City. Ms. Rannells said that as a result of the comments and questions shared with Directors by Redwood City and San Mateo County representatives at the April Board meeting, staff had written to them to acknowledge their concerns and invite them to participate in more formal discussions. She said the first in a series of such discussions would take place in a meeting scheduled for the following week. Mr. Connolly said that despite some challenges with the availability of all of the interested parties and stakeholders, the plan to begin the discussions was moving forward. He explained that not every one of the interested parties would be participating in the first meeting, but that all had been invited and that he hoped that everyone would be able to attend subsequent meetings. Mr. Connolly added that the Directors would be hearing

more about the discussions once these meetings were on track, resulting in more information to share. Chair Breckenridge noted that because there were so many people who wanted to participate in the discussions, it had been difficult to pinpoint a mutually convenient time to assure everyone who wanted to participate could do so. She thanked staff for their tenacity in securing a date for a first meeting that maximized Redwood City's participation despite the challenges encountered.

Ms. Rannells reminded Directors of the Bay Bridge corridor traffic and transit congestion discussions that had taken place with MTC, and the resulting request by the Commission that WETA provide some suggestions to address the problem. She said a proposal which relied heavily on WETA's contract operator's private fleet had been provided to MTC, along with a request for additional capital and operations funding to support both an immediate and a longer term plan to provide additional service in the transbay corridor. Ms. Rannells thanked Vice Chair Wunderman for the support he had provided with his recent reiteration of that proposal to MTC and for confirming for the Commission WETA's interest in being part of the solution.

Mr. Connolly said that MTC had also asked BART and AC Transit to participate in the transbay corridor congestion mitigation solutions but both agencies said they were already doing everything possible and had no more capacity at this time. He explained that the proposal WETA had submitted was a two part plan with part one beginning in May and part two planned for the fall. Mr. Connolly further explained that MTC had been made aware that to meet any expanded service implementation date in October that WETA would need to receive an answer and the corresponding funding commitment by early June. Mr. Connolly said MTC was fully aware of this deadline, and he expected staff would be having frequent discussions with the Commission on the proposal. Mr. Connolly added that part of the funding request in the proposal was to support capital improvements that would extend the useful life of existing WETA vessels scheduled for retirement, thus increasing system capacity. Ms. Rannells said staff would keep Directors updated in ways they can support these efforts in their work and advocacy on behalf of the agency.

Chair Breckenridge said the California Public Utilities Commission (CPUC) leadership may be fine tuning its attentions and she noted that Information Technology was on the agency's radar. She said maritime operations may also be receiving more of their attention and she asked staff to assure WETA's legislative representatives were tracking this pulse in Sacramento.

Senior Planner Chad Mason provided an overview of WETA's Hazard Mitigation Plan (HMP) revision. Mr. Mason explained that the only facility that had been included in the first and current HMP was the Pier 9 WETA office in San Francisco. He said staff partnered with an experienced consultant to update the HMP and it will include all facilities in the expanded WETA system. He added that the work was expected to take about 6 months.

Mr. Mason explained that the first steps in the HMP revision were to perform risk and vulnerability assessments. He said there were strict Federal Emergency Management Administration (FEMA) guidelines that would apply to the process and once the Plan was revised, it would provide updated mitigation measures to reduce hazards in the WETA system in the event of disaster events. Chair Breckenridge said she had firsthand experience in this realm and asked Mr. Mason to provide her with clarity on the risk assessment details. She said once completed that it would be important to explicitly clarify assumptions related to the HMP with local government agencies and Sacramento, especially with regard to support for WETA's emergency response security requirements. Chair Breckenridge added that the Plan should also be used to support a business case for funding sources. Mr. Mason said he would add WETA's legislative representatives to the stakeholders list to assure they fully comprehend it and to enable its utilization as a tool in Sacramento and Washington D.C. for disaster relief funding opportunities.

Ms. Rannells referred Directors to the provided written financial statements and offered to answer questions.

Director Intintoli asked if there had been any update on WETA's request that MTC increase their farebox return rate requirement period from the current three year threshold. Ms. Rannells said the request would be presented to the committee the following week and it was expected that the threshold would be raised from three to seven years. She said staff had requested an increase to 14 years because it took the Harbor Bay service that long to reach the required recovery rate. Vice Chair Wunderman said that 10 years would be better than seven but that seven would be better than three. Ms. Rannells agreed, and said that the letters that had been sent to MTC in support of WETA's request from organizations like the Bay Area Council were appreciated.

Director Intintoli said that he knew from personal experience with the Vallejo service that the cost to begin a new service was enormous. He said that to start the South San Francisco service and then cease operations after just a few years would be ridiculous. Vice Chair Wunderman agreed. He said it was crucial to educate people about the costs and logistics of operating the ferries. He added that he had thanked MTC Executive Director Steve Heminger for raising the period threshold and that Mr. Heminger had asked about the possibility of commute period service from San Francisco to South San Francisco. Chair Breckenridge said that when the new Richmond service was up and running, additional service to South San Francisco may warrant further study.

Ms. Rannells then introduced WETA's Washington legislative representatives Peter Friedmann and Ray Bucheger from Lindsay Hart, LLP to present a legislative update. Mr. Friedmann shared a binder of information with the Directors and explained that Alaska, New Jersey and Washington have historically divvied up the bulk of available ferry funding but there were now many more hungry mouths for the tiny funding pot.

Mr. Friedmann provided the Directors with an overview of 2016 funding pursuit strategies in a handout. He explained that in the early days of his partnership with WETA, the agency had created the Public Ferry Coalition and in doing so, had disrupted the ferry funding concentration of the three primary recipients of ferry funding dollars, that of Alaska, New York and Washington State. He said the presumption of the Washington State ferry members had been business as usual, with an expectation that they would receive the lion's share of available funds. Mr. Friedmann said WETA had connected with allies in Washington D.C. who had advocated on its behalf to assure an early stream was available for WETA funding.

Mr. Friedmann said WETA remains in competition for federal funding with Washington State where the ferry is regularly ridden by the state's Senator, Patty Murray. He said the ferry is ingrained in Washington and serves a critical role in their transportation system. He further explained that the state's shipbuilding industry is also a thriving and important advocate for federal ferry funding dollars which WETA has also partnered with to lobby on its behalf. Mr. Friedmann said WETA had several strong advocates on the Transportation Infrastructure Committee and the support of dockside and shipyard labor groups, also important constituents in Washington, D.C.

Mr. Friedmann said that even with all of its support in Washington, WETA needed to remain creative in its pursuit of funding and most especially to continue its outreach to the local delegation which he said were well familiarized with BART, MUNI and the Bay Area buses and bridges but still getting their minds around current and future ferry service. Mr. Friedmann said that since earmarks were eradicated, funding required new ferry programs. Mr. Friedmann noted that cumulatively, more than \$42 million in funding dollars had been secured for the agency since he began working on WETA's behalf. He introduced WETA's Sacramento legislative representative Ray Bucheger who provided an overview of WETA's strategic funding efforts over time. Mr. Bucheger explained that today, there were two primary

federal programs dedicated to funding ferries; the Federal Transit Administration (FTA) competitive grant program, which provides \$30 million annually, and a formula program administered by the Federal Highway Administration (FHA) from a funding pool of \$80 million. Mr. Bucheger said it had been a great success to get the formula used for the FHA funding changed from one that heavily favored cars to one more favorable to passengers. He said that because of this formula change, and the \$13 million increase to the previous fund of \$67 million, the next installment of FHA funds WETA receives should be considerably higher than previously awarded from the program.

Mr. Bucheger explained that the legislative strategy for WETA's funding pursuits was to repurpose old earmarks in the short term and to concentrate on better understanding the opaque FTA program details in the medium term. He said work would continue to build a strong and effective grassroots coalition that can advocate for and provide clarity on the FTA competitive grant program. He said this would be an ongoing objective to assure WETA's requests were pragmatic and attainable, since the FTA had been known to dismiss requests it deemed too ambitious. Mr. Bucheger further explained that the last federal transportation funding bill that was passed was for a five-year period. He said that it is two years into that funding cycle and that in about two years Congress would begin looking at the next transportation bill considerations. He said WETA's strategy for this was to figure out how to increase the funding pot with the advocacy of its grassroots coalition all around the country.

Director DelBono thanked Messrs. Friedmann and Bucheger for their work on WETA's behalf and said they had built a strong grassroots coalition with labor and others, and he appreciated their efforts and partnership building. Mr. Friedmann thanked Director DelBono and said the stability and endurance of the current WETA staff was appreciated and incredibly valuable in assisting his and Mr. Bucheger's efforts. He said that being able to provide accurate and timely data was a huge challenge for many ferry operators and funding efforts required this data delivery to be timely and thorough. Mr. Friedmann said that over the last few years, WETA has had an advantage over its competitors by consistently providing this data. He said those efforts contributed to WETA's funding successes.

Mr. Bucheger thanked Director DelBono and said Directors and staff had an open invitation to visit Washington. He said it was the constituents that most mattered to Congress and he welcomed participation and advocacy. Chair Breckenridge said that with regard to WETA staff and Board consistency, there was perpetual turnover in Washington and she was convinced that despite being a maritime nation, most members of Congress did not fully understand maritime. She thanked Messrs. Friedmann and Bucheger for their diligence in not only advocating for WETA but also for working perpetually to educate members of Congress about ferry operations.

Vice Chair Wunderman thanked Messrs. Friedmann and Bucheger for the report they shared and their continued diligence and hard work on WETA's behalf. He said the Bay Area Council (BAC) would be in Washington in a few weeks and he appreciated their work with BAC Policy Manager Emily Loper to identify what could be added to the agenda for a meeting there on behalf of WETA. He emphasized that legislators preferred requests for specific projects to those with just general possibilities or murky ideas. Vice Chair Wunderman asked if there was a possibility that Homeland Security or emergency response related funding that might be pursued for WETA given its emergency response mandate. Mr. Bucheger said WETA had received funds in the past from FEMA Port Security and Transit Security grant programs and that it was unfortunate these programs were so competitive and had so little money to offer now. He said instead of these funds being allocated regionally as they once were, they were now in a national pool with all sorts of agencies vying for them. Because of this, it was difficult to pursue this funding successfully. He added that efforts to do so would continue, however, and that coalition building was a fundamental part of that process. Mr. Bucheger said that the most recent focus of these funding awards had been for cybersecurity programs. Chair Breckenridge said it was important to identify the local focus for those funds to obtain a holistic picture and more intelligently make decisions about such pursuits. She said staff should open a discussion with Chief Deputy Director Nancy Ward at the California

Governor's Office of Emergency Services who was a prior FEMA Administrator. She said Ms. Ward may be able to advise how best to approach emergency response related funding pursuits.

6. CONSENT CALENDAR

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

- a. Board Meeting Minutes – April 7, 2016
- b. Approve Amendment to Agreement with the Association of Bay Area Governments for the Provision of Accounting Support Services
- c. Overview of FY 2015/16 Financial Audit Scope and Process

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

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

7. APPROVE FISCAL YEAR 2016/17 OPERATING AND CAPITAL BUDGET

Finance and Grants Manager Lynne Yu presented this item to approve the proposed Fiscal Year (FY) 2016/17 Operating and Capital Budget. She said that WETA's administrative code required preparation and implementation of an annual budget to support the agency's operation. Ms. Yu explained that the proposed combined FY 2016/17 Operating and Capital Budget contained \$136.0 million in spending proposals, including \$36.3 million to support system operations, and \$99.7 million to support capital projects. She said the proposed budget was funded with a combination of \$14.9 million from bridge tolls, \$38.9 million from state funds, \$34.8 million in federal funds, \$17.6 million generated from passenger fares, plus available local funds in the amount of \$2.8 million.

Ms. Yu explained that the primary focus of the budgeted work program was to support WETA's planning and administration functions and operations of WETA's four San Francisco Bay Ferry (SFBF) routes: Alameda/Oakland to San Francisco, Alameda/Oakland to South San Francisco, Harbor Bay to San Francisco and Vallejo to San Francisco. Ms. Yu added that the budget also included significant funds to support the construction and refurbishment of ferry vessels and core facilities needed to support regular and emergency response ferry service operations.

Director Intintoli thanked Ms. Yu for her work on the budget and said he had found the charts provided with the budget especially helpful. He added that it was ironic that there was generally so much more funding available for capital projects than for day to day operations expenses which were crucial to providing service.

Ms. Yu confirmed that funding for the capital program was already secured for the coming year in the presented budget. She added that Proposition 1B funding would end next year. Vice Chair Wunderman said that changes were on the horizon for funding models and cautioned that WETA would have to be creative in finding future funding sources. He said that just that morning he had discussed Regional Measure 3 (RM3) with MTC staff. He said that the transportation funding hurdles were not a problem that affected just WETA and that the challenges would ultimately have to be addressed with regional, group efforts. He added that MTC was considering a 5 cent gas tax to support transportation funding.

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.

8. APPROVE CONTRACT AWARD FOR INSURANCE AND BROKERAGE SERVICES TO ALLIANT INSURANCE SERVICES

Manager of Administration and Business Services Melanie Jann presented this item to approve award of a contract to Alliant Insurance Services (Alliant) for insurance and brokerage services for an initial term of three years with the option to extend the Agreement for up to three two-year terms, and authorize the Executive Director to negotiate and execute an Agreement for these services and policies at an estimated amount of \$297,000 for FY 2016/17.

Ms. Jann explained that WETA currently held policies for liability which included commercial, marine and terminal operator liability, wharfinger, and hired and non-owned automobile liability; public official and employment practices liability; and property insurance including docks, pilings and ramps. She said this coverage, through Alliant and Wells Fargo Insurance Services, had been provided as a result of an April 2010 competitive bidding process. Ms. Jann reminded Directors that all vessel insurance was provided through WETA's contract operator Blue & Gold Fleet. She introduced Alliant Insurance Services Senior Vice President Seth Cole to address the Directors.

Mr. Cole thanked Directors in advance for the opportunity to continue and expand on the partnership between WETA and Alliant. He said he looked forward to working with WETA staff.

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. APPROVE AMENDMENT TO AGREEMENT WITH LINDSAY HART, LLP FOR FEDERAL LEGISLATIVE REPRESENTATION

Ms. Rannells presented the item to approve an Agreement Amendment with Lindsay Hart, LLP (LH) in the amount of \$125,000 for the provision of federal legislative representation in FY 2016/17 and authorize the Executive Director to execute the Amendment.

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.

10. APPROVE AMENDMENT TO AGREEMENT WITH BLUE & GOLD FLEET, L.P., FOR OPERATION AND MAINTENANCE OF FERRY SERVICES

Manager of Operations Keith Stahnke presented this item to approve Amendment 5 to Agreement #11-011 with Blue & Gold Fleet, L.P., for comprehensive operation and maintenance of WETA's ferry services to extend the Agreement for an additional 5 years through December 31, 2021, and authorize the Executive Director to negotiate and execute the Amendment.

Chair Breckenridge said that with all deference to Blue & Gold Fleet management, and to WETA staff, the Blue & Gold Fleet crews were the face of the ferries as far as the public was concerned. She thanked Blue & Gold Fleet for their efforts in providing positive experiences for ferry riders. Director DelBono said he agreed and that for all of the problems with parking in overcrowded terminal lots and challenges with capacity and service expansion, the day to day service perception was quite positive. He thanked Blue & Gold Fleet for their good work and strong partnership. Chair Breckenridge added that the good reputation San Francisco Bay Ferry enjoyed was a true testament not only to WETA staff efforts but most certainly also to Blue & Gold Fleet's consistently good work and professionalism. She thanked the union leaders for their good efforts as well in working with the Blue & Gold Fleet employees.

Ms. Rannells thanked Blue & Gold Fleet President Carolyn Horgan and Director of Operations Patrick Murphy for their management of WETA ferry operations. She also thanked Veronica Sanchez of Masters, Mates & Pilots (MM&P) and Marina Secchitano of the Inlandboatmen's Union of the Pacific (IBU) for their work, as well as the work of their members, in delivering such excellent service.

Director Donovan said the partnership between WETA and Blue & Gold provided a fine example of how labor and management can partner in a positive and effective way to deliver stellar service to the public.

PUBLIC COMMENT

Ms. Horgan thanked the WETA Board and said Blue & Gold Fleet had great crews who were out on the water every day and keen on providing riders with safe and reliable service.

PUBLIC COMMENT

Marina Secchitano of the Inlandboatmen's Union of the Pacific said she and her members appreciated the opportunity to help meet the service demands for the ferry service. She said in comparison to the other employers up and down the west coast, Blue & Gold Fleet was the most supportive and had the most responsive members. She said the company was on the cutting edge of working with management and labor and she thanked WETA for recognizing her members.

PUBLIC COMMENT

Veronica Sanchez of the Union of Masters, Mates & Pilots (MM&P) thanked Directors and staff. She said her members were looking forward to working at the various facilities planned to support WETA's expansion efforts. Ms. Sanchez thanked Ms. Horgan and everyone at Blue & Gold Fleet who, she added, set the benchmark standard for labor and management partnership.

Chair Breckenridge thanked the speakers for their comments and work.

Director Donovan made a motion to approve the item.

Vice Chair Wunderman explained that because Blue & Gold Fleet was a member of the BAC, he would abstain from a vote on the item. He added that he had never once heard negative feedback about the service provided by Blue & Gold Fleet staff on the WETA ferries.

Director DelBono seconded the motion and the item carried successfully.

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

11. APPROVE AMENDMENT TO AGREEMENT WITH NOSSAMAN LLP FOR THE PROVISION OF LEGAL SERVICES

Ms. Rannells presented this item to approve Amendment 20 to the Agreement with Nossaman LLP in the amount of \$600,000 for the provision of legal services for FY 2016/17 and authorize the Executive Director to execute the Amendment.

Director Intintoli made a motion to approve the item.

Director Donovan seconded the motion and the item carried successfully.

Vice Chair Wunderman explained that because Nossaman, LLP was a member of the BAC and Stanley Taylor, WETA's primary Nossaman counsel, was a BAC board member, he would abstain from a vote on the item.

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

12. VESSEL NAMING DISCUSSION

Ms. Rannells presented this item for discussion and referred the Directors to the Board packet which detailed WETA's current vessel naming convention and background, as well as an overview of current and planned vessel names. She explained that the Board had previously settled on a naming convention that utilized star constellations because they wanted options that would be simple, plentiful, historical, interesting, recognizable and flexible, and generally perceived positively by riders. She said flexibility was especially desirable because the same vessels were not always limited to the same routes.

Ms. Rannells explained that at the March 2016 Board meeting, Vice Chair Wunderman had requested future meeting agenda item to discuss the potential of naming a vessel after Ron Cowan, founder of the Harbor Bay ferry service and an instrumental member of the BAC who worked to establish both the San Francisco Bay Area Water Transit Authority (WTA) and the agency's subsequent iteration as WETA.

Ms. Rannells explained that WETA's current practice of naming new vessels after star constellations met the Board's initial goal of establishing a themed naming convention that could easily apply to new vessels as they were constructed in the future. She said that while staff recommended continuing the current naming practice, the Board may wish to revisit the policy in its entirety or establish a process for making a one-time or occasional exception to recognize people or places of significance to the WETA system. She added that as an alternative to naming a vessel in Mr. Cowan's honor, the Board may want to consider the option of renaming the Harbor Bay Ferry Terminal after him instead, and said this may be a more meaningful way to recognize his contribution as the founder of the Harbor Bay service and community, and supporter of a regional ferry system.

Ms. Rannells explained that there was a timeline associated with the naming of a new vessel and costs associated with renaming an existing vessel. Director Intintoli noted that his name was on one of the older vessels, having been voted on and named by the Vallejo City Council in 1995. He said he would like to see the *Intintoli* renamed to fit into the agreed upon vessel naming convention if there was no or minimal cost associated with doing so. Vice Chair Wunderman said it had been Mr. Cowan's vision to see the WETA ferry system in operation on the Bay, and his work was responsible for the legislation that created the agency. He said Mr. Cowan was presently in ill health and it would be a nice gesture to recognize his leadership by naming a Harbor Bay route vessel after him. Vice Chair Wunderman said he had not considered the established vessel naming convention previously. He said that he had thought about the possibility of naming the Harbor Bay Terminal after Mr. Cowan instead but that after visiting that terminal and seeing it first hand, he didn't believe it would be a good idea. He said he would like to continue the discussion with Directors.

Ms. Rannells explained that the two primary vessels that served Harbor Bay were the *Bay Breeze* and the *Peralta*.

Direct DelBono said this request was a special circumstance. He said he had gotten to know Mr. Cowan who has done a lot for the Harbor Bay community and WETA should recognize him before he is gone. He said he would like to see one of the Harbor Bay vessels named after Mr. Cowan sooner rather than later.

Chair Breckenridge said that in her experience with all sorts of naming conventions for vessels throughout her maritime career, naming vessels after people can become political quickly. She said people can feel slighted when someone is honored in this way, especially if they feel they have played important roles as well. She said naming a vessel after a person adds a tricky complexity that could present challenges. Chair Breckenridge suggested the possibility of dedicating the new Alameda Central Bay Operations and Maintenance Facility building to Mr. Cowan as an alternative. She noted that the

building will be around much longer than a vessel, providing a less politically charged and more permanent, geographically appropriate gesture that would endure well beyond the life of a vessel.

Vice Chair Wunderman said the idea was his and not Mr. Cowan's and that he was certainly open to ideas. He asked that the Board take an action to recognize Mr. Cowan's service sooner rather than later.

PUBLIC COMMENT

Jerry Bellows from MARAD said if WETA wants to honor Mr. Cowan, they should do so with a new building that will last, not with a vessel that will be gone in 20 or 30 years. He said a landside facility would be a long-term honor.

Chair Breckenridge asked that staff include the item on the June meeting agenda. She said she would like staff to identify the work and calculate costs associated with renaming an existing vessel. Ms. Rannells noted that the construction contract was just awarded for the Central Bay Operations and Maintenance Facility and that staff could incorporate a recognition ceremony for Mr. Cowan into the groundbreaking for this facility, if the Board desired. She agreed that if time was of the essence, a dedication should happen soon. Chair Breckenridge directed staff to return with more information about the cost of re-naming vessels in June and noted that she would like to see a final decision by Directors on the item at the June meeting.

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

PUBLIC COMMENT

Ferry rider Christine Bauer provided a petition to Directors from riders who used to catch the 5:00 p.m. Pier 41 weekday departure vessel to the San Francisco Ferry Building and then to Alameda and Oakland, that requested a reinstatement of the departure. She said there were regular commuters who rely on the 5:00 pm. departure. Ms. Bauer acknowledged that there were many ways to get from Pier 41 down to the Ferry Building to board ferries there including walking, biking, taking the F-Line streetcar or a cab, but said that doing so was a hassle. She said taking the ferry removed all of the stress of driving and it was a tranquil and easy commute option that she and other riders did not want to lose. Ms. Bauer explained that she and her fellow commuters loved the ferry because it was preferred to the poor service of the transbay bus and BART. She said San Francisco was where the movers and shakers met and because of this, the two departures prior to the 5:00 p.m. departure were too early. She said she didn't know the genesis of the decision to remove the departure and said she would like to have more information on the thinking behind that decision. Ms. Bauer added that the responses received by her and other riders after writing in had been inconsistent in their answers and said she said she would like to see a survey on the matter.

Chair Breckenridge thanked Ms. Bauer for her comments and directed staff to provide background information on the service change at the next meeting.

14. ADJOURNMENT

All business having been concluded, the meeting was adjourned at 3:23 p.m.

Respectfully Submitted,
Board Secretary