

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

(April 7, 2016)

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

1. ALAMEDA SITE VISITS

Chair Jody Breckenridge called the meeting to order at 3:30 p.m. Other directors present were Vice Chair Wunderman, Director Jeffrey DelBono, Director Timothy Donovan, and Director Anthony Intintoli.

Directors, WETA staff, City of Alameda Mayor Trish Spencer, and Alameda staff met at City Hall to begin the tours of the Harbor Bay and Main Street terminals, the future Central Bay Facility site, and the proposed Seaplane Lagoon terminal site at Alameda Point. WETA and Alameda staff provided verbal overviews of projects during the tour. No actions were taken concerning any WETA business.

Chair Breckenridge called the meeting into recess at 5:30 p.m. noting that the Board would reconvene in regular session at 7:00 p.m. at Alameda City Hall Council Chambers, 2263 Santa Clara Avenue, Alameda, CA.

2. CALL TO ORDER – BOARD CHAIR

Chair Jody Breckenridge called the meeting to order at 7:00 p.m.

3. 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.

4. REPORT OF BOARD CHAIR

Chair Breckenridge welcomed Directors, staff and guests to the meeting. She thanked Mayor of Alameda Trish Spencer and Alameda City Manager Jill Keimach for the hospitality they extended in hosting WETA's April Board meeting at Alameda City Hall. She also thanked Alameda Point Base Reuse Director Jennifer Ott for her presentation during the Directors' sites tour that had taken place prior to the meeting. Chair Breckenridge said that WETA and its prior incarnation, the Water Transportation Authority (WTA), had a long history with the City of Alameda. She encouraged guests to fill out speaker cards if they wanted to speak and emphasized that she wanted to assure everyone who wanted to do so would have a chance to speak at the meeting.

5. REPORTS OF DIRECTORS

Vice Chair Wunderman introduced himself and welcomed guests to the meeting. He said the tour of the Alameda facilities had been really great and he looked forward to hearing comments from the community and to continuing the WETA and City of Alameda partnership.

Director Donovan introduced himself and welcomed guests to the meeting. He emphasized that the reason the meeting was being held in Alameda was because Directors and staff wanted to hear from community members. He encouraged anyone who wanted to speak to do so, and said WETA was there to listen to concerns and that all feedback was important and valued.

Director Intintoli introduced himself and welcomed guests to the meeting. He thanked City staff for the hospitality in hosting the meeting at City Hall. Director Intintoli added that he wanted to thank the City of Alameda and said it had been one of the two cities - the other being Vallejo - that had initially built the recent Bay Area ferry service. He said Alameda had proven that ferry service to San Francisco was a viable transportation option and he was very grateful to the City for that.

Director DelBono introduced himself and welcomed guests to the meeting. He said he was an Alameda resident, and he understood firsthand how important the ferry service was to the island community and how great the ferry service was. He said he had attended lots of meetings with Alameda residents, hearing their concerns and said one of the biggest concerns was the parking challenge at the existing terminals. He said he looked forward to hearing feedback from anyone who wanted to share it during the meeting, and he encouraged everyone to speak up.

Vice Chair Wunderman reported that the period for community and other stakeholder feedback had been extended for the WETA Strategic Plan and said the Plan was off to a really good start. He said the current objectives for the Plan were to solicit more robust participation from the community and to continue working toward a more visionary objective than had been initially included in the Plan's first draft. Vice Chair Wunderman said that prior to joining the WETA Board, like many of his colleagues at the Bay Area Council, he had envisioned that an extremely robust ferry system would be created and managed by WETA. He said that he now had a better understanding of what was required to run the WETA ferry system on a day to day basis and realized it was quite a bit more complex than he had initially realized.

Vice Chair Wunderman further explained that funding was crucial to building a more robust system and a requirement for the management of present day capacity challenges and future service expansion. He said that later in the month, the California Transportation Commission was going to be cutting funding to existing projects in California, including some in the Bay Area. He emphasized that there were not a bunch of big pots of money sitting around to be used for anything that sounded like a good idea. He said that for WETA to get the funding it needed, it would have to identify the vision and the cost, speak up about it, and prepare to fight for it because there was a lot of competition for funding. He said WETA Directors and staff were prepared to do just that and he was working with Director Donovan on behalf of the Board to identify the right Strategic Plan vision for WETA. He said he and Director Donovan looked forward to bringing a revised Plan to the Board in the next few months for public feedback, Board review and ultimately, for final adoption.

Director Donovan said one of the primary objectives he and Vice Chair Wunderman had in working together on the Strategic Plan was to garner more rider and community feedback. He said he agreed that there was a great foundation in the first draft of the Plan and he encouraged meeting attendees to share their feedback because it was an important part of the Plan's formalization process.

Director DelBono reported that he had been hearing many concerns from community members about parking challenges at the Alameda terminals. He said it was an important day and that he looked forward to hearing even more feedback from meeting attendees later in the meeting.

6. REPORTS OF STAFF

Executive Director Nina Rannells referred the Board to her written report and noted that Manager of Planning and Development Kevin Connolly had attended the Alameda City Council meeting earlier in the week where the Seaplane Lagoon Memorandum of Understanding (MOU), on the agenda for the Directors' consideration at this meeting, had been unanimously approved by the City Council.

Ms. Rannells also said that there were several communities considering applications for Federal Transportation Investment Generating Economic Recovery (TIGER) Grants including Alameda

for the Seaplane Lagoon project and, according to interim San Francisco Port Director Elaine Forbes, the Port of San Francisco for the Mission Bay project. She said staff looked forward to future conversations about TIGER Grants and to supporting those applications.

Ms. Rannells noted that, as indicated in the Board's written Federal Legislative Report, an opportunity existed to repurpose old earmarked funding for current and future projects. She said there had been some funds set aside years ago for a Berkeley service that had never been utilized, and efforts were underway with Senator Feinstein's office to redirect those old funds to current or future projects. Ms. Rannells said she would keep the Directors updated on those efforts.

PUBLIC COMMENT

Alameda Mayor Trish Spencer said she was happy to have WETA visit the city. She said that ferry service was clearly important to the island community as evidenced by the large number of Alameda residents at the meeting. Mayor Spencer added that she very much appreciated that the Directors and WETA staff had visited Seaplane Lagoon, Alameda Point and the Harbor Bay and Main Street Terminals.

7. CONSENT CALENDAR

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

- a. Board Meeting Minutes – March 3, 2016
- b. Authorize Actions Relative to the Resolution of Local Support for the Transit Performance Initiative Incentive Program
- c. Approve Proposition 1B Program of Projects and Authorize Agency Officials to Execute Program Requirements
- d. Authorize Release of a Request for Proposals for Construction Management Services for the Downtown San Francisco Ferry Terminal Expansion Project
- e. Authorize Release of a Request for Proposals for Professional Engineering/Consulting Services to Support Ongoing System Capital, Planning and Operational Projects

Director Donovan asked if the construction management contractors proposing for the Downtown San Francisco Ferry Terminal Expansion Project would be made aware of the Project Labor Agreement requirement for the project and Ms. Rannells said yes.

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

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

8. AWARD CONTRACT TO OVERAA/POWER, A JOINT VENTURE FOR CONSTRUCTION OF THE CENTRAL BAY OPERATIONS AND MAINTENANCE FACILITY

Senior Planner Mike Gougherty presented this item to approve actions for construction of the Central Bay Operations and Maintenance Facility to include the approval of a contract award to Overaa/Power, a joint venture, for design-build construction in an amount not to exceed \$54,670,000, authorization for the Executive Director to negotiate and enter into a contract for this work and take any other related actions as may be necessary to support this work, and authorization of a budget increase to the Central Bay Operations and Maintenance Facility project in the FY 2015/16 Capital Budget in the amount of \$23,900,000 to support the award.

Director DelBono noted that because of the hard work of WETA staff and others, \$3 million of the total funds for the project would be paid using a federal grant.

Vice Chair Wunderman asked why the amount to support the project was higher than initially anticipated. Mr. Gougherty explained that the engineer's estimate, developed in the fall of 2015 for the

project had been \$46 million and that the budget had not yet been updated to reflect this amount. He said the amount being requested as the final number for the contract award was within 10 percent of the engineer's estimate and reflective of the final engineer's estimate after negotiating changes.

Vice Chair Wunderman asked if the Central Bay Operations and Maintenance Facility project was the largest capital project WETA had undertaken thus far and Ms. Rannells said it was. Vice Chair Wunderman asked how the use of Proposition 1B funds for the project would affect other WETA projects. Ms. Rannells explained that when Proposition 1B funds initially became available, the WETA Board had made a commitment to utilize these funds to support implementation of a set of core capital projects needed to support WETA's existing and planned expansion regional ferry system. Consistent with this intent, Proposition 1B funds have largely been used to support implementation of projects like the Central Bay Operations and Maintenance facility, as well as the North Bay Operations and Maintenance Facility, expanded berthing in San Francisco, and the construction of new vessels. She said that moving forward with construction of this project represented a huge step in delivering the original vision and noted that it was a great day for WETA, as an organization. Vice Chair Wunderman said he agreed.

PUBLIC COMMENT

Veronica Sanchez of Masters, Mates & Pilots (MM&P) said she and her union congratulated WETA on the project plans. She said she and the MM&P members had worked very hard to support WETA in its efforts to secure the \$3 million federal grant mentioned by Director DelBono earlier in the meeting. She said she looked forward to MM&P engineers working at the facility once it was built and in service. She also said her members looked forward to working on the tug boats that would be used to build the waterside portion of the facility adding that it was her hope that the contractor chosen for the project, with whom the union historically had a very good relationship, would continue to work with the union's members on the project. Ms. Sanchez said the project was a win-win and that she very much looked forward to working with WETA and its contractor on the facility.

PUBLIC COMMENT

Alameda resident Jim Strehlow welcomed WETA to Alameda. He said there were only 75 parking spaces planned for the Central Bay Operations and Maintenance Facility and it was surprising that there was no mention of an employee shuttle to bring people to work there. He said a shuttle would help ease anticipated traffic and parking congestion at the planned new facility. He also said that the breakwater at Alameda Point had been paid for by someone at some point in the past, and he suggested that WETA also pay for it if the new facility is going to benefit from it.

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.

9. APPROVE A MEMORANDUM OF UNDERSTANDING WITH THE CITY OF ALAMEDA FOR FUTURE SEAPLANE LAGOON FERRY SERVICE PROJECT

Mr. Connolly presented this item recommending Board adoption of a Memorandum of Understanding (MOU) with the City of Alameda for a future Seaplane Lagoon Ferry Terminal Service Project. He said the MOU would formalize the partnership between the City of Alameda and WETA and provide a conceptual level common understanding of the project and future service. Mr. Connolly also noted that the MOU had already been unanimously approved by the Alameda City Council and he thanked those council members for their work on and adoption of the MOU.

Mr. Connolly explained that the City's initial plan years ago was to close the Main Street terminal once the Seaplane Lagoon service was in place. However, those plans had been scrapped and the working plan was that both terminals – in addition to the Harbor Bay service terminal in Alameda – would be in service for Alameda residents. He said the Seaplane Lagoon MOU was a culmination of more than two years of work by the City of Oakland, the City of Alameda and WETA staff. Mr. Connolly said WETA staff was grateful to the City of Alameda as their partner.

Mr. Connolly introduced Jennifer Ott from the City of Alameda who said the City was presently working with the developer on permitting and design for the new ferry terminal at Seaplane Lagoon. Ms. Ott said she really appreciated the partnerships of WETA and the developer on the project. She explained that when the Alameda Naval Base closed several years ago, Alameda lost 18,000 jobs. Ms. Ott emphasized the importance of the Seaplane Lagoon Ferry service to the community because it would return an economic engine to the city. She said investors were keen on having the service up and running as quickly as possible. Ms. Ott also said that the City of Alameda took the concept of partnership very seriously and added that it was wonderful to work with WETA staff as partners on projects. She said that she and her team looked forward to continuing that partnership on the Seaplane Lagoon project and well into the future.

Chair Breckenridge thanked Ms. Ott for helping the Directors visualize the bigger pictures around the Alameda ferry service during the tour the Directors had taken before the meeting. She explained that when she first joined the WETA Board, the understanding had initially been that when the Seaplane Lagoon service was in place, the Main Street Terminal would be closed. She said that with the increase in ferry ridership and due diligence on the part of staff and the Directors, it had since become very clear that the Main Street service should not be shut down, even with the addition of the new Seaplane Lagoon service. She said there was much work to be done to get the new service up and running and she very much looked forward to the continued work with the City of Alameda and added that she was grateful for the strong partnership with the City.

Director DelBono said that historically, Alameda had not been a place for tourism but that with the addition of the ferry service to Alameda Point, where the Seaplane Lagoon service was planned, he expected it would attract lots of visitors to the many attractions already in place and planned for the near future by the City. He added that in just the short time of a couple years that he had been on the WETA Board, he had seen the dysfunctional relationship between WETA and the City of Alameda turned around, with both staffs working in concert diligently to create a strong, communicative, and impressive partnership.

Director DelBono asked why the 400 planned parking spaces in the MOU were going to be temporary initially, when they would become permanent, and how the number of 400 was decided on as the target for how many spaces would be needed at the facility. Director DelBono asked if there would be shuttle service in addition to the planned AC Transit bus service.

Mr. Connolly said the estimate for how many parking spots were needed in Western Alameda was about 1,200. He said it was not likely that 1,200 spaces could be built out at the Main Street terminal. He said there would be better bike access at the Seaplane Lagoon terminal, and AC Transit was designing a Grade A facility at the site for their bus service which they would be providing with a frequency of every 15 minutes. He said that once the permanent commercial development was in place, the parking spaces would also be permanent but until then, the 400 temporary spaces were committed per the MOU.

Ms. Ott said that the developer was committed to funding transit from the 12th Street BART Station to the terminal by paying a tax. She said the first objective was to have the service be provided by AC Transit if that will be possible and if not, the service would be provided by a private shuttle service. She said the transit to the terminal will have 15 minute headways from day one of service operations and that this

service, coupled with the ferry service, was expected to be a huge benefit to developers and home buyers at Alameda Point and the transit user was the type of buyer the City wanted to attract.

PUBLIC COMMENT

Executive Director of Rhythmix Cultural Works and Alameda resident Tina Blaine said she hoped WETA was planning to support more bikes at the terminals, preferably with locking facilities to ensure security. She said it was also important for the City to provide transit such as buses for people to get from the west end of the island to the east end where her organization was located. Ms. Blaine said she was very excited about the new service plans and the adoption of the MOU for the Seaplane Lagoon service.

PUBLIC COMMENT

Representing the non-profit Alameda Community Sailing Center, Kame Richards said that the Seaplane Lagoon body of water was a very special body of water and he didn't know when or where but he hoped to share the lagoon with the ferries at some point in the future by putting the Alameda Community Sailing Center in the center of the lagoon along with the ferries. Mr. Richards said he wanted to assure private users would also have access to the lagoon.

PUBLIC COMMENT

Alameda resident Jerry Serventi thanked Directors for being in Alameda. He said the Seaplane Lagoon project was wonderful in that it had a strong three point partnership with the developer, WETA and the City of Alameda. Mr. Serventi said that he used to have to drive through the Alameda Tube to commute and it was very difficult. The ferry, he said, was a beautiful thing, and he very much wanted to see it continue developing. He said WETA had the opportunity to solve a really big regional transportation challenge with ferry service, and he urged Directors to approve the MOU.

PUBLIC COMMENT

SRM Ernst Principal and Alameda resident Joe Ernst said that in addition to being an Alameda resident, he was also a partner of Alameda Point Partners, the developer for Alameda Point. Mr. Ernst said the planned Seaplane Lagoon project ferry service was a huge component of the anticipated success of the Alameda Point development. He further noted that it was already clear to many what benefits would be provided by the ferry service generally, but he felt strongly that the project would also be a huge benefit to the growth of water transit in the Bay Area because of the inclusion at the outset of infrastructure and operation plans for integrated, multimodal public transportation options to support a centrally located major urban redevelopment project. He added that this notion had been validated repeatedly in the process of securing investors and other partners for the project. Mr. Ernst said he very much looked forward to the continued work and partnerships with WETA and the City of Alameda to bring the Seaplane Lagoon project to fruition.

PUBLIC COMMENT

Member of the Alameda Home Team, Alameda resident and Port of San Francisco representative Anne Cook said that the Alameda Home Team was working to diversify the mix of housing types and density in the City of Alameda and very much looked forward to having the Seaplane Lagoon ferry service up and running. She said she expected that the service will contribute to making Alameda a destination as well as being home base for Alameda commuters. Ms. Cook further explained that as a waterfront Planner for the Port of San Francisco, she was in process of updating the waterfront development plan and she and her colleagues, like so many people, had no expectation that demand for service would be so high so quickly. She said as the ferry system continued to grow, identifying how best to meet those needs for support from a development standpoint was a pleasure, and she and the Port very much enjoyed the challenge. Ms. Cook also said that the emergency component of WETA's mission was not to be overlooked and was especially important to the island community of Alameda.

Ms. Cook said that as a rider, she recognized that WETA had a huge challenge to try and accommodate all of the new ferry riders. She said she has been riding the ferry off and on from Alameda Main Street for a long time, and because she often works late, she leaves for work later on those mornings and generally has to park very far away from the terminal because of the parking challenges. She said that when she returns at night in the dark, it is a very long walk to her car and for this reason she often will choose to take BART on those days instead. Ms. Cook said she hoped that as WETA considers parking for riders, that it considers good lighting as well as more spaces.

PUBLIC COMMENT

Alameda Point resident and Bike Walk Alameda Treasurer Brian McGuire said he was really looking forward to the terminal and facility plans on Alameda Point, most especially because the development of the sites would be from the ground up and because the City would retain the rights to the two sites. He said it made sense for the City to retain control of the land because they plan to develop all around the sites. He added that temporary versus permanent parking made sense at this time for the Seaplane Lagoon terminal but that it probably made sense now, as WETA was growing up, to make parking spaces at the other two terminals permanent. He added that it may make sense to begin charging for parking to help offset costs. Mr. McGuire said he wanted to echo a comment made by a representative from Bike East Bay at the Alameda City Council meeting the prior Tuesday night which was that as the design is considered for the new terminal, it would be important that there was a barrier between the bike lane and the drop-off lane to assure that the bike lane did not become the drop-off lane for obvious reasons.

PUBLIC COMMENT

Karen Bey said she had lived in Alameda for 35 years and had been riding the ferry for 15. She said she had been very concerned about the amazing increase in the ferry ridership in recent years and was actually fearful about capacity concerns, most especially with the project growth for the City. Ms. Bey said she was so happy WETA was in Alameda for the meeting and that this MOU was being shared with residents. Ms. Bey said she urged the Board to adopt the important MOU because Alameda was an island city – with no BART or Muni – and that water transportation was very important to the City.

Chair Breckenridge said that in addition to the evening's public comments on the item, the Board had also received written correspondence via mail and email from Karen Thompson, Dean Santner, William Delaney and Vicki Sedlac, all of whom supported the project and the adoption of the MOU.

PUBLIC COMMENT

Alameda resident Bruce McBride said he suggested looking at traffic congestion on Alameda Point when it was at an extreme, on the first Sunday mornings of the month before and after the Antique Fair that is held there. Mr. McBride said that WETA was tasked with supporting emergency response and said it was imperative that at a minimum, emergency signage be posted along the roads to support that and to help alleviate some of the general traffic congestion. He said that not everyone had to use the same road and that drivers could use other roads, thus reducing traffic. Mr. McBride added that the Port of Oakland was the fourth largest port in the country and said Alameda's ferry service was significant in that the vessels shared the waterways on a huge container ship route. He said Alameda was also unique in that it shared its home with the hemispheric headquarters of the United States Coast Guard. He said that as a result of that, there was more helicopter flyover than most other cities. He said it was also interesting to note that the Alameda ferry line was under the flight path of two different international airports, further increasing the amount of air traffic above its city limits. Mr. McBride said he would hope that the Board would take a wider view of the proposals they were considering to include various sorts of emergency agency needs also, and not limit their concerns to just immediate and near term parking challenges.

PUBLIC COMMENT

Alameda Vice Mayor Marilyn Ezzy Ashcraft said she was married to a very long term rider who began taking the ferry from the Main Street Terminal right after the Loma Prieta earthquake. She said the statistics she had received from WETA Manager of Planning and Development Kevin Connolly indicated that there were more than 1,000 riders who took the ferry from the Main Street terminal every weekday morning. She said that was 1,000 cars taken off the Bay Area's congested highways. She said she saw the naval base close and it was very sad and painful but that the City was now on the brink of an economic recovery from those losses and it was very exciting to have the new sites at Alameda Point play such a large role in that. Vice Mayor Ashcraft said that water transit was now an integral part of the Bay Area transportation network given the limited funding and space for highways and land transit. She said that as public officials, she and the WETA Directors all had an important task to follow mandated legislation to reduce greenhouse emissions. She said that happens by getting cars off the road and she thanked WETA for doing their part in those efforts.

Director DelBono made a motion to approve the item.

Director Intintoli seconded the motion and the item carried unanimously.

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

10. CURRENT STATE OF ALAMEDA FERRY SERVICE

Mr. Connolly provided a presentation on the state of Alameda ferry service including current ridership and ridership trends, recent and planned capital investments, upcoming schedules, future service improvements and expansion plans, Seaplane Lagoon plans, the new Alameda Point Maintenance Facility, terminal access needs and planned improvements, and WETA's Strategic Plan. Mr. Connolly also noted that about 40 percent of the South San Francisco service was from Alameda and about half of those riders brought their bikes onboard.

Mr. Connolly said that 41 percent of WETA's ferry riders surveyed said that if they were not able to ride the ferry, they would drive. He explained that improvements to the Alameda Main Street terminal included parking lot repaving, Clipper implementation, float relocation and gangway rehabilitation, new bike lockers, O'Club parking lot access and improvements (currently underway), *Encinal* engine overhaul and *Peralta* mid-life refurbishment. He noted that the *Encinal* was due to be replaced in early spring 2017.

Mr. Connolly said that some of the improvements to the Harbor Bay Terminal included emergency pile repair, parking lot repaving, Clipper implementation, channel dredging, awning replacement, ADA restroom upgrades, gangway and float rehabilitation and pile replacement. He said the *Bay Breeze* was given a mid-life refurbishment and the Harbor Bay Express II, a new vessel for the service, was due to be completed in spring 2017.

On the operating side, Mr. Connolly explained, a number of changes had happened since the fall of 2013, including support for commuters with increased service during the BART strikes and various Bay Bridge closures, 30 minute morning commute frequencies in scheduling, a dedicated Alameda vessel with a split 8:10 and 8:20 morning trip and additional mid-day trips, the addition of a 6 p.m. trip to address the capacity issues on the 5:35 p.m. departure, larger vessel deployment for the morning service during summer and the addition of an evening departure for the South San Francisco route.

Mr. Connolly said that ridership continued to grow and that in the summer at Main Street and in the fall at Harbor Bay, there may be leave behinds. He said other concerns to note were that capacity on vessels leaving the Ferry Building in San Francisco throughout the evening commute challenged the boats to adhere to their official schedules. He said with larger crowds, the vessels can end up leaving after their scheduled departure times and arriving later than expected at their destinations. Mr. Connolly

explained that with the growing ridership, more and more bikes were also being brought onto the boats which was great but contributed to overcrowding in the bike storage areas. He said many boats were now carrying 40 or 50 bikes on each trip. He added that with the anticipated summer peak congestion, riders should expect that commuters plus tourists plus Giants fans were going to equal very crowded boats.

Mr. Connolly said that staff had been working on some creative solutions for the anticipated capacity challenges this summer to include three additional mid-day trips on the weekends, three additional weekday evening trips, a dedicated Pier 41 trip that will travel direct to the East Bay, creating space on the 4:30 and 5:20 p.m. trips, and use of an old-style monohull boat which would be a slower boat but could be put in service outside of the peak trip hours and allow all of the high speed vessels to be put into service when they were most needed.

PUBLIC COMMENT

Twenty year veteran ferry rider Tim Neilson said he appreciated Director DelBono's and other City staff's interest in hearing community feedback. He said the Harbor Bay Terminal shelter was not sufficient to protect riders queuing up in inclement weather and he found it ironic to see funding for expansion efforts when current service needed dire attention for basic things like parking and shelter for riders. He said he hoped WETA staff would be able to focus on current service needs and perhaps redirect some of the funding being put forth to expand service back to current riders who have been supporting the ferry for years whose basic needs were not being met.

Chair Breckenridge said she and other Directors and staff had just visited the Harbor Bay Terminal before the meeting during the site tour. She said she had seen photographs before but during the tour, had seen firsthand what he had just described. She said everyone had also seen the state of the restrooms at the Harbor Bay terminal.

11. LANDSIDE ACCESS STATUS REPORT FOR MAIN STREET AND HARBOR BAY TERMINALS

Mr. Connolly presented this report on the landside access status for the Main Street and Harbor Bay Terminals. He explained that ferry ridership at both terminals had continued its strong growth, with Alameda/Oakland ridership growing at a 30 percent rate and Harbor Bay growing at 20 percent over the last year. Mr. Connolly said ridership continued to grow despite capacity constraints both on board vessels and in the parking supply at both terminals.

Mr. Connolly said that 75 percent of riders at the Main Street Terminal drove to it and parked their cars. He said that number was 62 percent at the Harbor Bay Terminal. Mr. Connolly explained that WETA staff had been engaged in a three year effort to improve access to both terminals through working partnerships with both the City of Alameda and with AC Transit staff. These efforts, he said, involved reaching out to both communities and ferry riders through WETA's own planning study and the efforts of the City and AC Transit. Mr. Connolly said that there were 250 parking spaces at the Harbor Bay terminal and 324 at the Main Street Terminal but both terminals regularly experienced a significant amount of spillover parking onto nearby streets and informal lots. He said at Main Street, there were approximately 400 spaces within a ten minute walk to the terminal that were on unmarked sections of the Main Street shoulder or City-owned dirt and asphalt lots adjacent to the Oakland Estuary. He further noted that this terminal lot was typically full by the 7:45 a.m. departure on most weekdays and that there could be as many as 400 cars parked on the street and in informal lots. At Harbor Bay, he said the lot was full by the 7:30 a.m. departure and spillover parking occurred on nearby Adelphian Way and throughout residential neighborhoods near the terminal. He added that there was no resident permit parking program presently in force in Harbor Bay.

Mr. Connolly further explained that AC Transit provided bus service to the Harbor Bay terminal through its local Line 21. He said drop-offs and pickups were timed to meet the WETA ferry schedules. Mr. Connolly said ridership was low on AC Transit partly due to its 66 percent on-time performance for buses dropping passengers off at the terminal. He said that through a cooperative agreement with AC Transit, fares were free on that bus when riders transferred to the WETA ferry using their Clipper Cards. He said there was no bus service at the Main Street Terminal because service had been discontinued in 2009.

Mr. Connolly said that there had been recent improvements and setbacks for rider access at both Alameda terminals and WETA staff had been working closely with their counterparts at the City and AC Transit and would continue to advocate for access improvements on behalf of its riders.

Mr. Connolly explained that at Harbor Bay, the City had initiated a planning effort in the fall of 2015 and winter of 2016 with nearby Homeowners Associations and the City's Transportation Commission to address spillover parking in residential neighborhoods. WETA staff, he said, had participated in the effort and provided data and input through a working group established by the City to address ferry terminal access issues. He said the plan adopted by the Transportation Commission recommended adding 46 parking spaces along Harbor Bay Parkway and eliminating on-street parking on Adelphian Way. Mr. Connolly explained that in order to implement these improvements, the City was required to amend a permit with the Bay Conservation and Development Commission (BCDC) and that their staff had been slow to act on the City's permit request and recently indicated that only a limited number of parking spaces would be allowed on the Harbor Bay Parkway. Mr. Connolly said the City and WETA would continue to work together, along with the residents of Harbor Bay, to explore alternatives for improving access to the ferry based on the leadership of the Alameda Transportation Commission.

At the Main Street terminals, Mr. Connolly explained, the City and WETA worked together to improve access through increased bicycle parking, conversion of a city-owned parking lot and exploring possibilities for bus service. He said the City and WETA executed a License Agreement to improve the parking lot for the old Officer's Club across Main Street from the terminal and it was expected that this lot would then become available for overflow ferry parking. Mr. Connolly said these capital improvements included repaving and lighting along with the installation of a new crosswalk to improve safety. He said WETA had also recently installed 12 electronic bike lockers and increased the number of bike racks at the terminal to encourage bicycle use. Mr. Connolly added that in the midterm to long term, some of the creative problem solving idea possibilities included relocating the dog park adjacent to the terminal and converting it to parking, installation of bike lanes on Main Street, and exploring shuttle or privately funded feeder services.

Mr. Connolly said that AC Transit had recently conducted outreach to increase local bus service throughout its service area using new sales tax revenue. He said that for Alameda, AC Transit was able to introduce one new bus route and that the City had been given a choice of routes to serve schools and the ferry terminal or serve future development on the northern waterfront. Mr. Connolly explained that City staff and the Alameda City Council had recommended that AC Transit direct their available resources to the future development service which meant that the terminal would continue to not be served by AC Transit buses. Mr. Connolly added that despite this, WETA staff would continue to meet with the City and AC Transit staff to develop new proposals for AC Transit or private shuttle service to the terminals. He also said that AC Transit recently began their own planning efforts which were expected to incorporate better access to the ferry terminals in Alameda, and that WETA staff would also be participating in Alameda's new Citywide Transportation Study. Mr. Connolly said it would require the ongoing efforts and attention of WETA staff and Directors, City of Alameda staff and Council and other agencies such as AC Transit to creatively address the ongoing terminal access challenges.

PUBLIC COMMENT

Harbor Bay resident and board member of the Alameda Headlands Homeowners Association Chad Otten said he very much appreciated WETA coming to Alameda and that Mr. Connolly had addressed his primary reason for attending the meeting which was the Harbor Bay terminal access and parking concerns. Mr. Otten said he walked to the terminal but riders who had to drive needed a place to park their cars. He added that for years there had been discussion about possibly using the adjacent land to the Harbor Bay Terminal for parking but that he had recently heard that this land was no longer available. He said he wanted to see if anyone could confirm that this was true and further explained that he thought this land might now be under contract to a planned senior care facility and he didn't know if any possibility remained to use it for ferry rider parking. Mr. Otten said that land would be an excellent solution to the problem, and though there would likely be zoning issues if it could be used, he and others in the community were prepared to work with WETA staff and the City to support utilizing it for parking.

PUBLIC COMMENT

Columbia Homeowners Association Board member and longtime Alameda resident Paul Ravetti said he was a regular ferry rider from both terminals, that he very much enjoyed his rides, and that he felt the WETA vessel crews were extremely professional and responsive to riders. He added that he really appreciated their service. Mr. Ravetti also said his children rode the ferry now and again and he felt the ferry service was one of the safest methods of transit to get from Alameda to San Francisco. He congratulated WETA Directors and staff on the surges in ridership, and said the additional 4,347 riders on the Harbor Bay ferry in the month of February were coming from faraway places such as San Leandro, Castro Valley and Hayward and not from Alameda. He said these people from other cities found out about the ferry during the BART strike and learned how wonderful it was - which was great - but the infrastructure to support all of these new riders was not in place.

Mr. Ravetti said that right now he and other Alameda homeowners felt they were subsidizing parking on all of the riders' behalf. He said as a homeowner, he was not encouraged to park on the streets so that children could use the streets to play. He further explained that he had witnessed people speeding around blind spot corners to get to the terminals when children were in the streets or on their bikes going to school. He said children on bikes, and mothers, sometimes with four children and strollers, were coming out of garages while ferry riders in their cars were doing unsafe things like backing up into those driveways, focused only on the clock and parking their vehicles. Mr. Ravetti said this was a serious safety issue and it needed to be addressed before something awful happened.

PUBLIC COMMENT

Corporate Secretary and counsel for the Harbor Bay Business Park Association Dan Reidy said the Association was a stakeholder and supporter of the Harbor Bay ferry service. Mr. Reidy said the Association's members contributed a cash subsidy to WETA's operating budget, in amounts based on the size of their spaces in the Business Park. He added that there was an agreement with the developer of the Park for a Transportation Improvement Fund (TIF) that also contributed \$500,000 annually to the WETA operating budget. Mr. Reidy said additionally, the Association's members paid for a free shuttle service that ran from the BART station to the terminal during peak commute hours. He said the number of people coming into the city from San Francisco on the shuttle in a reverse commute was growing. Mr. Reidy said when the City began expressing concerns about the parking challenges, the Association polled its members and found them to be in support of more parking at the Harbor Bay terminal with a few caveats. He said perhaps the shuttle could go through the residential areas picking people up and taking them to the terminal with agreed upon areas established for residents to congregate and catch the shuttle. He said this is something WETA and the City should consider as a permanent solution to the growing parking problem.

PUBLIC COMMENT

Mr. Neilson said he wanted to echo some of the points that had been made. He said he was thrilled with the service and loved riding the ferry but that the parking challenges were not a new problem. He said it

was frustrating that there had been adjacent land available for a long time that could have been utilized for additional parking and that, as Mr. Otten proposed, if there was any possibility of getting that land for parking, WETA and the City should do that or at least get part of the land before it was fully developed. He said if that was not a possibility, a multistory garage would have to be considered which would likely create additional problems. Mr. Neilson said he wanted some sign that people were focusing on that land. He said he lived far enough away that he was not affected with riders parking in his neighborhood but he had many friends closer to the terminal who experienced myriad problems caused by the increase in ridership, including not receiving their mail.

PUBLIC COMMENT

Columbia Homeowners Association and Alameda resident Steve Cvitanovic thanked the WETA Directors and staff for bringing the Board meeting to Alameda. He said he was especially appreciative that Director DelBono had met with him and others to discuss the parking challenges. Mr. Cvitanovic said he lived within a five minute walk to the terminal so he never had trouble parking but did have trouble with the parking of other riders' vehicles on residential streets. He said he had recently reviewed the last three General Plans along with the environmental approvals for the ferry service and one thing that particularly had struck him in doing so was a section in the 1979 Plan, before the Harbor Bay ferry service existed, regarding potential ferry service that read, "... maintaining and enhancing the residential environment of the Alameda neighborhoods". Mr. Cvitanovic said that for the last twenty years or so, the ferry service and residential neighbors had lived together quite harmoniously and in synchronicity, with one benefitting the other. He said the ferry service had been an asset to residents who in turn were an asset as riders to the ferry service. Mr. Cvitanovic said that as the vessels for the service have grown in size, so have the problems created for residents by the ferry service. He added that now, it was generally felt that the ferry service was infringing upon the rights of the residents and this was very important to recognize. He said solutions dwindled as time marched on, and he wanted to be certain that the Directors understood it was their job to fix these parking problems. He added that it was very frustrating that it had taken the City 8 or 9 months to sort out the issue with the Bay Conservation and Development Commission (BCDC) permitting, only for the application to ultimately be denied.

Mr. Cvitanovic said it was also frustrating that the land next to the terminal had been available for a long time and that opportunity may have also since passed. It was also very frustrating, he said, that the developers who stood to profit from the Seaplane Lagoon development had decided to sell the land adjacent to the Harbor Bay Terminal to other developers who planned to build a senior care facility and that no one had provided true clarity on that project and those plans to the community. Mr. Cvitanovic invited Mr. Ernst to explain what exactly was really planned for that land. Mr. Cvitanovic also said it was frustrating to hear that WETA was planning to invest in expansion when current, long time service users' and the community's concerns and needs were not being addressed and resolved. Mr. Cvitanovic thanked Directors and staff again and said he truly appreciated that the meeting was being held in Alameda. He said he looked forward to being provided with more information on the matter at the next Board meeting.

PUBLIC COMMENT

Mr. McGuire from Bike Walk Alameda said additional concerns his organization wanted to raise included movement within the terminal for bicycle riders. Mr. McGuire said greenhouse emissions and growing parking challenges could be reduced at the Main Street Terminal if bicycle riders were allowed to disembark the vessels first so they would not compete with motorists trying to exit the parking areas simultaneously. He said having bike users exit last mixed them in with the cars and created unsafe passage for bicyclists. Mr. McGuire also said that the paths were not sufficient for bike users. He said that because parking was free, people just drove their cars instead of finding alternative methods to get to the terminal. Specifically, he said he knew there were Bay Farm residents – just a half mile or so away from the terminal – who drove to the terminal and parked to catch the early ferry.

Mr. McGuire suggested that if WETA charged a nominal fee for parking, it was likely those people who were that close to the terminal would get out of their cars, helping to mitigate the parking challenges. He said protected bike lanes to and from the terminal were really important to get into place as soon as possible. Mr. McGuire added that he knew Mr. Ernst had access to acres and acres of land that possibly could be utilized for parking purposes with the assistance of a shuttle to the terminal.

PUBLIC COMMENT

Alameda resident John Galloway said that like everyone else, he loved the ferry but the parking issue was terrible. He said he understood the Directors were talking about it but he wanted more data. He said it had been mentioned that the Main Street Terminal would exceed its capacity by 2019 if ridership continued to grow but that it was already over capacity. Mr. Galloway also said that the dirt path needed to be paved and lit. He said there was no visibility on the path at night, even in good weather. He added that he takes the earlier ferry to assure he can get parking but he would prefer to take a later ferry. Mr. Galloway said he was also an advocate for bike lanes on Main Street and that reconfiguring the crosswalk on Main Street would be wise since when the light changes, pedestrians are put into conflict with bike riders and motorists.

PUBLIC COMMENT

Bay Crossings founder Bobby Winston thanked the Directors and staff for holding the meeting in Alameda. He said he encouraged Directors to continue visits to the communities the WETA ferries serve and that Directors should have a meeting on the peninsula and in Richmond as well.

PUBLIC COMMENT

Alameda resident Maria Vella said that the presentations at the meeting had been extremely helpful. She said she was especially pleased about the planned improvements to the terminals and that it was really important, when discussing expansion to other sites, to remember that the existing terminals needed attention and care. Ms. Vella said there was a severe lack of signage in the City to get people to the terminals, especially for bike riders, with information such as distances. She said alternative route signage, especially at Alameda Point, was also important for both bike riders and motorists. Ms. Vella said there were safety issues for bike access in and out of the terminals because bike riders had to go through the middle of cars and also interact with pedestrians. She said this was creating a lot of issues for everyone involved. She added that lighting was also terrible in the parking lots and that when she comes home late at night and has to walk over to her car or find her way on her bike it is very difficult and could be unsafe. She said there was a very high demand for a bike lane on Main Street.

Ms. Vella also said she had friends on the island who had experienced consistent problems finding parking in front of their own homes near the terminals when they returned from work at night, sometimes even as late as 9 p.m., and further noted that many parents were experiencing trouble turning at the intersection of Adelphian and McCartney while trying to get their children to school because of the traffic congestion there in the mornings and evenings. She suggested a reconsideration of the speed limits in the areas of the terminals because people were traveling considerably faster than legally allowed and this was dangerous and especially contributed to safety issues for bicycle riders. Ms. Vella said she hoped more resources would be funneled to the increasingly popular Harbor Bay Terminal and its pressing improvement needs, and noted that more electronic bike lockers were especially desirable at that terminal.

PUBLIC COMMENT

Board Chair of the Harbor Bay Homeowners Association Charles Hodgkins said his association was responsible for the twenty projects in Bay Farm. He said he echoed everything that everyone had shared throughout the evening. Mr. Hodgkins said there were way too many people trying to park. He said he had met with the City earlier that day and the hope was to develop a plan to improve shuttle access and restrict private street parking. He said the expectation in doing so would be to help move

more people out of their cars and mitigate the parking problems. He said he didn't want the ferry service to go away most certainly, but he and his associates felt strongly that the situation required immediate attention, particularly if WETA had service expansion plans. He added that the land next to the Harbor Bay Terminal was no longer for sale and no longer a viable solution to the problem.

PUBLIC COMMENT

Columbia Homeowners Association Board member Gary Lym thanked the Directors for coming to Alameda. He said that like Mr. Hodgkins, he also served on the master Board. Mr. Lym said he appreciated that Director DelBono had met with residents. He said the overarching concern around the parking situation and overcrowding at the terminals was safety and that this was a fundamental issue affecting quality of life for Alameda residents. He added that one of the things he had seen in the earlier presentation was that WETA had an objective to increase ridership and that was incompatible with the residential neighborhoods. He said some of the Homeowners Associations were private and some were public. He explained that the private Associations could prevent ferry riders from parking in their residents' guest parking places with a permitting process, but the public Associations did not have that luxury. Mr. Lym said he had neighbors who had riders park in front of their mailboxes which prevented these residents from receiving their mail for sometimes up to three days because the mail carrier could not access their mailboxes. Mr. Lym asked that Directors be diligent in addressing the parking problems in a permanent way and not just with Band-Aid solutions of quick, temporary fixes.

PUBLIC COMMENT

Alameda resident Paul Anzel said he was a ferry rider and bicycle commuter. He said he wanted to add his voice to the chorus of people who want to impress upon Directors the importance and appreciation of the ferry service in Alameda. He said he also wanted to join the voices of those bike riders requesting improved access to the Main Street Terminal, especially on Main Street. Mr. Anzel suggested the installation of bike repair stations which he said cost about \$1,000 each. He said he had picked up glass at the San Francisco Ferry Building in the past and if repair was possible before his ride home, that would be so helpful for common situations like that. Mr. Anzel said he had seen the existing, informal Main Street motorcycle and scooter parking spaces filling up and if a car space or two could be opened up for these smaller vehicles, a lot more riders would have parking access right away.

PUBLIC COMMENT

Alameda resident Patrick Clancy thanked the Directors for holding the meeting in Alameda. He said the ferry was wonderful and that he and his wife had discussed the fact that if they were to ever move, their new home would need to be in a place near ferry service. Mr. Clancy said he fully understood the immense challenge WETA faced with the parking crisis. He said riders and residents were frustrated, most especially at the Harbor Bay Terminal which is where he caught the ferry.

Mr. Clancy said there was a lot of vehicle crime taking place at the Harbor Bay Terminal facility. He said that on a near daily basis there was broken glass and that just the other day, someone broke the window in a friend's car and stole her stereo. He asked that Directors keep that in mind when considering solutions to the parking problem there because the safety and security of riders' vehicles was important.

Mr. Clancy further explained that he and his wife take their daughter to a daycare facility on North Loop Road in Alameda which is only about 3 minutes from their home. He said he didn't know how they would be able to manage a daycare situation without having the ferry so close. He said it was very convenient to be able to just drop her off and then go directly to the terminal and park their car. Mr. Clancy said that because of the parking problems at the Harbor Bay Terminal however, they were forced to have to take the 7:30 a.m. ferry because if they arrived after that, there was no parking available and they then had to take BART which also often had no parking available. Mr. Clancy said that on the occasions that there

was no parking at the ferry terminal and no parking at BART, he and his wife had been forced to work from home.

PUBLIC COMMENT

Alameda resident Emily Thiagaraj said her daughter goes to the same school as Mr. Clancy's daughter. She said she and her husband both rode the ferry regularly from the Harbor Bay terminal. She said she regularly dropped her daughter off and then drove to the terminal to take the 8:30 a.m. ferry and she was one of the riders that everyone was talking about who was parking on residential streets. She said she was very careful to not park in front of mailboxes and to not block residents' driveways, but she saw so many other riders who were not careful in the same ways. She said there had to be more parking because for people like her, there was just no other option than driving to the terminals to use the service. She said until the problem was solved, there should be people on the street ticketing drivers who park in residents' driveways, block their mailboxes, or exceed posted speed limits. She suggested that police officers be planted in the neighborhood to catch people in speed traps because drivers consistently speed through the neighborhood. She said a shuttle service from North Loop Road, which had ample parking places and a popular daycare facility, would be wonderful if there was no possibility to build a parking structure.

Ms. Thiagaraj said that her daughter was on a wait list for a school closer to the Main Street Terminal because if she can't find parking at Harbor Bay, she would have to move her daughter to a different school. She said that she and her husband don't want to have to move her from her current school but because BART and the bus were unreliable and took too long, they had to take the ferry and they had to be able to park their car to do that, even if it meant changing their daughter's school.

PUBLIC COMMENT

Mr. McBride proposed extending the Bay Trail behind Bay Ship & Yacht over to the unused Navy housing area where there were currently no pedestrians, bikes or cars. He said this would be just about 600 paces away from the terminal and would provide about a mile and a half of parking spaces. Mr. McBride said that he knew people now walked sometimes as much as 1,000 paces to the terminal after parking their cars and that this area would be closer than that. He added that this would increase the parking amount by 30% and provide a safe and delightful promenade walkway at Alameda Point. He noted that Alameda should have a beautiful bike path right along the estuary which could feed into the Bay Side Trail and terminate at the terminal.

PUBLIC COMMENT

Gerald Bryant from the 6th Street Block Association said that unlike most of the people in the room, he regularly used public transportation in Alameda. He said that despite everything that had been said throughout the evening, only the minimum amounts of effort and resources had been put into public transportation on the island. Mr. Bryant said he lived on the West End and that in addition to cars in the West End, there were many people there who relied on public transportation and used it regularly. He said it was ironic that there were more public buses on the East End of the island when there were more bus riders on the West End. He added that the public bus service on the island was inadequate and poorly timed and deserved more resources and planning efforts.

Mr. Bryant said there were problems with the parking for the ferry terminals because there were no buses that served the terminals. He said that there used to be bus service to the terminals but they were inadequate, providing only 30 minute frequencies and often not on time. He said it was ridiculous to expect people to rely on such inadequate service. Mr. Bryant added that if all of the drivers who took the ferry got out of their cars and hopped on a bus to get to the terminal, they and the City wouldn't have all this worry about parking and having their cars broken into at the terminals.

Director DelBono said he had spent some time on Bay Farm Island and met with many of the speakers the Directors had heard throughout the evening. Director DelBono said he had also met with some of the businesses in the area and sat down and talked with the developer of Bay Farm Island and spoke with his company, Doric, in efforts to see what might be done to resolve the parking issues. Director DelBono said that the Main Street Terminal issue was being addressed at least temporarily in the partnership with the City to open the Officer's Club parking lot for riders. He said the City and WETA staff had worked hard to move that solution forward and it had taken a while but considering all of the various agencies involved, it was happening relatively quickly and ground had been broken already. Director DelBono said he was a proponent of better and safe bike access to that terminal and he felt like the Directors, staff and the City all agreed with that objective.

Director DelBono said the Harbor Bay Terminal had been built out right in the middle of a residential development and while there may be land near the terminal, WETA and the City were not able to just make land claims and use it as they saw fit, unfortunately. He said that to solve the parking issues at the Harbor Bay Terminal, WETA was going to have to partner with the same people it had to partner with on the Seaplane Lagoon project and the Officer's Club solution, which were the residents of Harbor Bay, many of whom had spoken at the meeting. Director DelBono said that if 94 percent of the riders from that terminal were originating in the 94502 area code and those people felt that they had to drive their cars to get there, then there was truly a parking issue. He added that people often perceived Alameda as a small, walkable little community and that just wasn't the case. He said it took a good hour or more to walk from the East end to the West end. Director DelBono asked what would motivate people to get out of their cars. He said there absolutely could be improvements to the Harbor Bay Terminal and everyone who took the tour earlier that day had seen that.

Director DelBono proposed a working group made up of City staff, WETA staff and community members to brainstorm the overall parking challenges with the objective of figuring out some real options to consider as solutions. He said he was hearing the same thing from everyone and that was that they loved the ferry service and they want the ferry service and they want more parking. He further noted that there was no clear solution to the parking problems and said it was his hope that two or three sessions of this proposed working group could bring ideas back to the Board for consideration. He said he wanted to find a solution and not just come out to Alameda and listen to everyone and then just walk away.

Chair Breckenridge asked when the next survey was planned and Mr. Connolly said it was planned for the fall of 2017. Chair Breckenridge said that a number of the recommended solutions had already been tried several times and failed. She said Directors did not know what it would take for people to get out of their cars but it was important to find out. She said data would allow the Directors to put money into solutions that would be more likely to succeed and that determining ways to have riders access the terminals without their vehicles was paramount to finding a solution for the parking challenges given the limited options seemingly available. Director DelBono said collecting the data would be one of the objectives of the working group he proposed. Chair Breckenridge suggested that perhaps additionally, an online survey might be one of the possible methods to gather data. Director DelBono said he would like to agree on a timeline to have this working group formed and take the steps necessary to move toward a solution.

Ms. Rannells said Mr. Hodgkins mentioned when he had spoken to Directors that there had been a meeting with the Homeowners Associations and the City prior to the WETA Board meeting. She said staff would find out what was discussed and bring back information on this work at a future Board meeting. Chair Breckenridge said she wanted the engagement to continue on identifying solution sets for the problem. The other Directors agreed. Director DelBono reiterated that the issues in question and in order of priority were parking, shelter, and security at the Harbor Bay Terminal. Director DelBono asked if there was any security currently at the terminal and Ms. Rannells said WETA paid for security patrols at the terminal through the Harbor Bay Business Association. She said staff could do a

reassessment of that process to get clarity on how often and when the patrolling was happening. Chair Breckenridge added that the reported issue of the thefts and criminal activity at the terminal needed to be validated.

12. UPDATE OF HARBOR SEAL HAUL-OUT AND CALIFORNIA LEAST TERN HABITAT RESTORATION AS PART OF THE CENTRAL BAY OPERATIONS AND MAINTENANCE FACILITY PROJECT

Senior Planner Chad Mason presented this informational overview of WETA's work in Alameda to restore California Least Tern habitat and replace a Harbor Seal haul-out, both components of the planned Central Bay Operations and Maintenance Facility. Mr. Mason explained that to mitigate the disruption of the Least Tern foraging habitat restoration as required by the biological opinion on the facility impact, WETA procured 3,000 tons of Angel Island coarse sand, delivered it to the site, and spread it over five acres at a depth of 3 to 5 inches. Mr. Mason said there was only one source for the Angel Island sand and that source did not provide delivery so the pickup and delivery was coordinated with a trucking company. He said the spreading of the sand over the five acres had to be coordinated with a third company. Mr. Mason explained that close consultation and coordination with the U. S. Fish and Wildlife Service was in place throughout the project and they were actually on the ground to direct the spreading of the sand.

Mr. Mason said the California Least Tern was protected on the endangered species list and the colony in Alameda was part of the Alameda National Wildlife Reserve. Mr. Mason said the terns nest and roost in the sand in this area and the site required a continual replacement of the sand every few years because it regularly blows away. He added that this project was completed in March and the U.S. Fish and Wildlife service provided confirmation that WETA's obligation to the Terns had been fulfilled.

Mr. Mason said the former naval marina dock at the site was dilapidated and falling into the bay. He said it had been brought to the attention of WETA staff and the BCDC that there were Harbor seals who used the decaying dock for resting. Mr. Mason explained that WETA's plan to address the concerns of residents that the seals would lose this resting place with the construction of the new Central Bay Facility was to replace the decayed dock with a new 500 square foot haul-out for the seals. He noted that WETA had funded the study, design and construction of a replacement haul-out with the assistance of seal expert Dr. James T. Harvey from the Moss Landing Marine Laboratories. Mr. Mason said permitting was secured through the Army Corps of Engineers and the National Marine Fisheries Service with the help of a consultant familiar with these entities' processes. Mr. Mason said final construction would be underway in the next week and delivery of the haul-out was expected within the next six weeks. Upon delivery, he explained, the seals would be acclimated to the haul-out at an interim site before it was moved at least once, and possibly twice, before permanent placement. Mr. Mason said that once the haul-out was in place permanently, monitoring by the Seal Working Group would continue throughout the construction of the facility and thereafter to assure the haul-out remained effective for the seals.

Director Intintoli congratulated Mr. Mason on his tenacity in executing these two important projects. Vice Chair Wunderman asked what would happen if the seals did not like the haul-out. Mr. Mason said that as part of the MOU with the City of Alameda, the City will own the haul-out. He said WETA would be setting up the monitoring plan with BCDC and there were some longer term strategies for monitoring. He said his hope was that the seals will like the new haul-out and that instead of driving piles to support it, it was going to be anchored to allow easier movement if needed.

Chair Breckenridge said there had never been a clear path to resolution on the seal concerns because not a lot of these sorts of projects had been done. She thanked Mr. Mason and WETA's partners who worked on the project.

PUBLIC COMMENT

Harbor Seal Working Group member Mark Klein thanked WETA for trying its best to accommodate the seals instead of just disregarding them as so often happens with development projects. Mr. Klein said these seals had a following and there were a number of people who enjoyed seeing the seals in the harbor, much as tourists did when they saw the sea lions in San Francisco. He said there was a very good chance that the seals would like the new haul-out because the spot they hang out in is a great fishing spot for them and it is sheltered from the rougher bay by the breakwater. Mr. Klein said this was a bit of an experiment but it was certainly worth trying and he was grateful to WETA staff and the Directors for trying. Mr. Klein said there was an online database which was being incorporated into the BCDC monitoring program that tracked the seals in the group on a daily basis. He said he and his group would be happy to help with their monitoring.

Chair Breckenridge thanked Mr. Klein for his and his colleagues' partnership on the seal relocation efforts.

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

PUBLIC COMMENT

President of Tideline Marine Group Nathan Nayman said he had come before the WETA Board on several occasions in the past and Directors were aware of Tideline's growth and expansion of services since inception. He said his company was poised to provide much needed transportation to San Francisco from Berkeley. He said Tideline had been waiting for nearly five months for the California Public Utilities Commission to act on their application to provide that service, despite there being no opposition and having received tremendous support from various entities and people in the Bay Area, including many in Berkeley. Mr. Nayman said his hope was that upon conclusion of the CPUC process, that WETA would see Tideline as a colleague that wished to forge a relationship with WETA. He said Tideline wanted to work as a partner with WETA to foster changes that would ease congestion of traffic and make commuting to work easier and more pleasant for people, and free up some of their time to spend with their families. Mr. Nayman said the Port of San Francisco had incorporated water taxis into their waterfront plan and Tideline Marine was an integral part of the water taxi community. He added that he hoped the City of Alameda would think similarly.

Mr. Nayman said Tideline now had three vessels with the ability to carry about 100 hundred passengers in support of a common vision shared by WETA, that of moving commuters on the water throughout the regional Bay Area. Mr. Nayman said he looked forward to working with WETA and that as Tideline continued to grow, also looked forward to a private public partnership as soon as possible because Tideline was ready for that right now on behalf of Bay Area commuters and in an effort to help WETA realize its vision. Mr. Nayman added that the Tideline vessels also carried bicycles.

PUBLIC COMMENT

Co-owner of Bay Ship & Yacht in Alameda and Board member of the Alameda Chamber of Commerce said she was very happy to have WETA in Alameda. She said she was excited about increasing tourism on the island and was keen on excellent shuttle service possibilities to be able to move people around once they arrived in Alameda on the ferries. Ms. Cameron said that Bay Ship & Yacht was involved in the Working Waterfront Cohort which recently partnered with the College of Alameda to create a new class for maritime painting. She said some of those graduates would be involved in painting the ferries. Ms. Cameron said she looked forward to collaborating with WETA in any way possible to strengthen its partnership with the City and generally increase WETA's engagement on the island.

Chair Breckenridge thanked everyone for their comments and attendance. She said attendance at the meeting was wonderful and the Directors had listened to everyone who spoke and they had heard every single word. She said the Board and staff wanted to be very serious partners, not just with City staff but

also with the community members. She said she very much appreciated the hospitality of the City, looked forward to a strong and continued partnership and the great challenges ahead.

14. ADJOURNMENT

All business having been concluded, the meeting was adjourned at 10:08 p.m.

Respectfully Submitted,

Board Secretary