

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

(June 2, 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 1:00 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 thanked City of Alameda and WETA staff for their work on the successful opening of the new O'Lot parking lot at the Alameda Main Street Terminal. She also thanked Directors Donovan and DelBono for their attendance at the opening ceremony on May 23.

4. REPORTS OF DIRECTORS

Vice Chair Wunderman said that regrettably, he had been unable to attend the recent Bay Area Council meetings in Washington, D.C. as he had hoped but that he had been told there was great interest and support for WETA expressed during those meetings.

Director Donovan said he had enjoyed taking part in the O'Lot parking lot opening ceremony the prior week. He said that WETA and City of Alameda staff had done a great job partnering to increase parking capacity and improve access and safety for ferry riders with fresh paint and paving in the lot and the addition of a safe pedestrian crossing with a flashing light and crosswalk. He added that he believed that the new lot will help mitigate the parking challenges at the Main Street Terminal.

Director DelBono said that when he had surveyed the new parking lot earlier in the day, there was a huge sign for it and it was easily accessible, but it was only about a quarter full. He said he saw cars were still being parked in the streets and in the makeshift dirt parking lot. Senior Planner Chad Mason said staff was working with Alameda Public Works to have wayfinding and permanent signage work done to further enhance access and safety. Director DelBono said a local newspaper was running a story on the new lot that very day which would also help to alert riders that it was now open for additional ferry terminal parking. Executive Director Nina Rannells said staff had sent Bay Alert messages alerting riders as well.

Director DelBono apologized to Directors for the late notice and said that regrettably, he would not be able to attend the next regularly scheduled Board meeting. He asked if it would be possible to change the date of the July 7 meeting. Directors' summer travel schedules and other preexisting commitments prevented a mutually convenient time for rescheduling the July meeting. Chair Breckenridge said that if staff had no urgent items for the Board's attention in the month of July, that the July Board meeting would be canceled and the Board would reconvene at its August 4 meeting. Otherwise, the July meeting would be rescheduled to June 23. Directors agreed.

5. REPORTS OF STAFF

Executive Director Nina Rannells welcomed Directors to the meeting. She referred the Board to her written report and offered to answer any questions. Ms. Rannells said she had participated in the ribbon cutting ceremony at the O'Lot the prior week. She thanked Directors Donovan and DeBono, City of Alameda and WETA staff, along with Alameda Councilmembers Tony Daysog and Jim Oddie for their attendance and participation.

Ms. Rannells said she had included an update on discussions with Redwood City in her report and that Manager of Planning and Development Kevin Connolly had scheduled a meeting with Redwood City staff and Redwood City Port representatives to restart a dialog about future ferry service in the City. Ms. Rannells explained that she had received letters back from Redwood City and the Port of Redwood City in response to her letters to them and that staff's primary focus at this time to support future Redwood City service was to assure the project was included in the Metropolitan Transportation Commission's (MTC) Regional Transportation Plan (RTP). She added that the objective was to incorporate MTC's specific rules to define the project, with hopes that this would help assure it will be included in the RTP.

Chair Breckenridge noted that Ms. Rannells had reached out with her letters to Redwood City staff and Redwood City Port representatives in response to the comments they had shared with Directors at recent Board meetings on WETA's draft Strategic Plan.

Mr. Connolly said staff had met with Redwood City stakeholders three times in May and that the initial face to face meeting had taken place in Redwood City and had also included the San Mateo County Transportation Authority. He said there had been two conference calls since that first meeting and the focus now was on how to best present the project to MTC to assure it would be included in its RTP. Mr. Connolly explained that projects presented to MTC that exceeded \$100 million were scored using a set of twenty criteria measurements. He further explained that historically, WETA's projects had scored much lower than they did this time. He noted that the highest scoring project for WETA in this round of scoring had been enhanced Vallejo service. Mr. Connolly added that the third and second lowest scoring projects overall were WETA ferry service in Contra Costa and Redwood City with the absolute lowest scoring project being a dedicated Bay Bridge bus lane.

Mr. Connolly further explained that if a project was not included in the MTC RTP, it would not qualify for federal or state funding but that if a project cost less than \$100 million, it was automatically included. He said the objective for Redwood City service was to retain the integrity of the project by having it meet the usual WETA expansion policy guidelines without making it into a fictitious project on paper just so it would do well in MTC's scoring process. He said that the plan to meet that objective was to redefine the implementation of the service so that it would happen in phases. He said the primary departure from the usual model would be to build a terminal first, that the city would own and maintain and to allow other operators to provide service right away with a subsequent phasing plan to ultimately provide regular WETA public transit service at the terminal. Mr. Connolly explained that this approach would keep initial costs below the \$100 million threshold and assure the project was included in the MTC RTP. He noted that Contra Costa officials had planned a similar approach for their RTP project and Vice Chair Wunderman asked what cities were included for Contra Costa.

Mr. Connolly said the Contra Costa project was for a linked service between Antioch, Hercules, Martinez and San Francisco. He said the Contra Costa Transportation Authority (CCTA), consistent with the feasibility studies they had done, linked the three cities together for a future ferry service outside of the traditional WETA system, to be provided by private operators, at least initially. He said this remained CCTA's plan for the project.

Vice Chair Wunderman said that Redwood City ferry service was the highest priority for him and Bay Area Council members because the city was in a corridor of paramount importance to the economy of the region. He asked if there was any possibility that funds could be deposited into an account to support the project, and whether, if there were monies already on deposit in a coffer for the service, those funds might raise the MTC scoring of the project. Mr. Connolly said that the scoring was based on the total cost of the project and was unaffected by the origin of the funding or by the amount of funding required to support the project, other than being under the \$100 million threshold which automatically included in the RTP. Vice Chair Wunderman asked staff to advise him if he or any of the Bay Area Council members would be helpful in supporting WETA and its pursuit of future Redwood City ferry service with MTC. He added that if the founders of companies like Oracle, Google and Facebook, all big South Bay employers, had held back in their pursuits to build their organizations because of a possibly obsolete scoring system and judgment, those thriving companies would not exist today. Vice Chair Wunderman said that progress often involves risk.

Mr. Connolly thanked Vice Chair Wunderman for his offer and said he was optimistic about the planned way forward strategy to assure the project would be included in the MTC RTP. He said it did involve some risk on the part of both parties and that it was unusual to handle a project this way but that doing so would speed up the process of getting service into Redwood City, with public process to follow.

Director DelBono said that he had been receiving many questions from the public about Mission Bay and that there seemed to be quite a bit of confusion around a timeline for ferry service for the project.

Ms. Rannells referred the Directors to her written Executive Director's report which included an update on the ongoing discussions about Mission Bay. She explained that staff had been working with Mission Bay stakeholders and planners going on more than a year and had just met last week with Port of San Francisco (Port) Interim Executive Director Elaine Forbes and Port engineering and planning staff to discuss the project. She said that at the conclusion of that meeting, staff all agreed that it made sense to develop a project Memorandum of Understanding (MOU) outlining roles and responsibilities for moving forward with a new terminal project. Ms. Rannells further explained that at this time, the Port was positioned to move forward with the environmental, design and construction of the terminal and that WETA would ultimately develop plans to serve the terminal. She said details of a draft MOU would be shared with the Board at the next meeting to spur discussions and garner Directors' input before its final version would be presented to the Board for adoption.

Chair Breckenridge said there was confusion about the Port's and the City's roles and plans for the project, with each sharing different timelines and expectations despite the Port being part of the City. Mr. Connolly said that he had been told that the project was one of San Francisco Mayor Ed Lee's highest priorities and that the Port, City, the San Francisco Municipal Transportation Agency (SFMTA), the Office of the Mayor and the Office of Workforce Development were all active stakeholders involved in the process developing the project. He said he would invite these partners to take part in a presentation to the Board on the Mission Bay ferry service project status.

PUBLIC COMMENT

Veronica Sanchez of the Union of Masters, Mates & Pilots said she was looking forward to hearing an update on the Mission Bay ferry terminal at the next Board meeting and was pleased to hear that there was positive movement forward in the plan to create a joint MOU for the provision of ferry service. Ms. Sanchez said that on behalf of the WETA Board that she and Marina Secchitano, Co-Chair of the Port of San Francisco Maritime Commerce Advisory Committee (MCAC) and her counterpart at the Inlandboatmen's Union, along with Port of San Francisco MCAC Co-Chair Ellen Johnck, had spoken at the most recent Port of San Francisco Commission meeting and had asked Commissioners to pause moving forward on the design and engineering contract they had before them for the Mission Bay ferry terminal.

Ms. Sanchez further explained that she felt that WETA needed to play a role in that process since it was responsible for regional public ferry service in the Bay Area and because the agency would ultimately be responsible for providing the new service. She further noted that she felt it was premature for the Port to move forward on the terminal without the involvement of the WETA Board. Ms. Sanchez said that the Commission was receptive to the request and that President Willie Adams asked staff to consult with stakeholders before proceeding. She said that Commissioner Adams subsequently emphasized that the Commission wanted the Mission Bay project to have full transparency and public participation.

Ms. Sanchez said that the Port had set aside \$3 million to invest in the project and had also already completed a feasibility study. She added that her primary concern was to assure there was no confusion for the public with regard to which agency was responsible for the provision of public ferry service in the Bay Area region.

Director Donovan said that he understood the MOU would tie the agencies together and clarify which agency was responsible for what. He asked if it was possible to take full control of the Mission Bay project. Ms. Rannells said if the Port was willing to assign WETA as the project lead, with their full support, WETA could take on this responsibility, but that, to date, the Port had taken the lead role in advancing the project as it is on their property. Director Donovan asked if it was WETA's responsibility to take the lead on the project given WETA's role as the lead agency for public water transportation service on the San Francisco Bay.

Ms. Rannells said that one of the challenges regional agencies like WETA faced, when working with local agencies, was to get them to use their scarce financial resources to support regional agencies' projects. She noted that if WETA were to assume sole control of the project, it might lose the focused commitment from the City and Port staffs, as well as the Port's current funding commitment. She added that Mayor Lee considered the project a high priority and a collaborative approach from both agencies – with upfront discussions clarifying which agency will take the lead on which pieces of the project, how funding will be approached and secured, and the myriad of other pertinent details involved in a project such as this one - would result in the best project outcome. Ms. Rannells added that developing a project MOU would go a long way in supporting a joint agency approach to development of this project.

Director DelBono said he felt that WETA needed to be the lead agency for all ferry service in the Bay Area. Vice Chair Wunderman thanked Ms. Sanchez for her comments. He said taking a step back on Mission Bay was appropriate and that this project was a good example of moving too quickly. He said it was WETA's responsibility to drive regional water transportation in the Bay Area and that every project was different. Vice Chair Wunderman further noted that the City of San Francisco was going to benefit greatly from a Mission Bay ferry service and if they had funding set aside for it, it should most certainly be used for the project. He added that it should never be assumed that WETA would be the bank for every project and said a collaborative approach to find the right mix of funding and involvement on projects was paramount to all projects' success.

Chair Breckenridge said aggressive development was already underway with signed contracts for the waterfront land in and around Pier 70 that the Port was already driving. She said it would be very important for the Port to work collaboratively with WETA on the Mission Bay project. Vice Chair Wunderman suggested that Chair Breckenridge consider assigning a Director to work with staff on a team for Mission Bay as she had done to tackle the Strategic Plan.

Director DelBono said that Treasure Island development had also been in the news a lot recently and he asked for an update. Ms. Rannells said staff had been meeting with stakeholders about Treasure Island for many years and continued to do so. She offered that an item could be added to the next meeting agenda for staff to provide the Board with an update.

Director Intintoli referred to the unforeseen challenges to the completion of the North Bay Operations and Maintenance Facility that were noted in the Executive Director's Report and asked for an update. Mr. Mason explained that because of the massive weight of the float, it was designed, constructed and then moved in two parts. The concrete main float pieces were then secured to a ballast slab with rods. Mr. Mason said that on May 18, several of those rods failed, causing other rods to fail, which resulted in the ballast slab of concrete separating from the float. He said no one was injured and no product was lost, but there was some damage caused by the failure. Mr. Mason said the extent of that damage would be clarified by a diver scheduled the next day to perform an inspection as part of the investigation that was underway to determine exactly what kind of failure had occurred and why. Mr. Mason said the project's design and construction teams were very concerned about the incident and were not rushing to gloss over the problem by simply fixing it as quickly as possible. He said they were working diligently to identify the root cause of the problem and a safe, logical way forward to assure a permanent solution. Mr. Mason said the information garnered thus far from the preliminary investigation indicated that three of the rods used were not to specification and this caused the other three to also fail because of the weight. He said he is having daily calls about the issue, and he expected to have clarity on the matter and the resolution by the next Board meeting.

Chair Breckenridge asked for an update on the final permitting from the Bay Conservation and Development Commission (BCDC) for the new Richmond project. Mr. Mason said a check was presently being processed to pay for the permit and that the process remained on track.

Chair Breckenridge asked if MTC staff had set a meeting date, as they previously indicated they would do, for some time in early June to discuss the transbay corridor service enhancement plan staff had proposed. Ms. Rannells said MTC had put together a master plan for about \$40 million in transbay corridor transit service enhancements - including the WETA proposal - that would go before the July Commission for approval.

PUBLIC COMMENT

City of Alameda Base Reuse Director Jennifer Ott said she was grateful to staff and the Directors for the partnership and diligence in getting the O'Club parking lot opened at the Alameda Main Street Terminal. She said she was committed to continuing work with staff to assure riders were aware of the lot and using it. Ms. Ott said she was also continuing work with staff and other stakeholders to resolve the Harbor Bay Terminal parking challenges. She explained that the parking capacity problem was being addressed with a three-pronged approach of residential parking permits for Harbor Bay residents, plans to charge a nominal parking fee for those riders who must drive their cars to the terminal and a free, reliable transit service that would pick up Harbor Bay residents and deliver them to the terminal. She said there was a lot of work ahead to bring the conceptual plan, already approved by the Alameda County Transportation Commission and Harbor Bay Homeowners Associations affected by the proposed permit policy, to fruition, and that the Alameda City Council was expected to vote on the plan on June 7.

Ms. Ott said the City of Alameda had the lead project management on environmental work and permitting for the Seaplane Lagoon Terminal. She said a funding gap remained for the project but that City staff was diligently working to advance the project with grant applications. She said they expected to submit permit applications for the project to the Army Corps of Engineers and the State Water Resources Control Board the next day and to take plans to the BCDC Design Review Board on June 7.

Ms. Ott said she had reviewed the proposed revisions to WETA's Mission and Vision statements and fully supported the changes. She said language such as state of the art, expansion and enhanced was especially appreciated.

PUBLIC COMMENT

Port of Redwood City Executive Director Mike Giari said that he appreciated the work and cooperation of staff in moving forward for MTC's Plan Bay Area 2040 with a redefined project for Redwood City. He said he looked forward to the continuing discussions with staff and Directors regarding the new strategy.

PUBLIC COMMENT

Redwood City Councilmember Diane Howard said she had served along with Ron Cowan on the Blue Ribbon Task Force responsible for creating a comprehensive plan for regional water transportation in the Bay Area. She emphasized that she had really enjoyed that time. Ms. Howard said Redwood City and the Port of Redwood City appreciated WETA's support of bringing long desired ferry service to Redwood City. She said WETA staff brought vital expertise to those efforts and she looked forward to continued partnership with the staff and Board. Ms. Howard said concerns remained however, about the ridership survey that had been used by MTC in their scoring for Redwood City ferry service and added that the ridership numbers needed to be updated to reflect current trends and the recent surge in the City's development. Ms. Howard said that the ridership study used by MTC to score the project had caused it to receive a very low score. She explained that recent discussions had taken place with MTC with an objective of redefining the Redwood City ferry project in the Play Bay Area update as a public terminal to support private service. She said this could be a very helpful first step to providing future public ferry service and could be paired with a reevaluation of the 2012 terminal work and new ridership studies. Ms. Howard asked Directors to support these efforts and thanked the Board for their support. She said she hoped Directors would accept the invitation to come to Redwood City and meet with other stakeholders there about these efforts.

Chair Breckenridge thanked Ms. Ott, Mr. Giari and Ms. Howard for their attendance and engagement, and said Directors and Staff looked forward to continued partnerships with them.

Chair Breckenridge asked if capital funds remaining in the budget at June 30 - the end of WETA's current fiscal year - would be rolled over to the new fiscal year. Ms. Rannells said yes and that secured capital grants do not expire.

6. CONSENT CALENDAR

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

- a. Board Meeting Minutes – May 5, 2016
- b. Authorize Filing Applications with the Metropolitan Transportation Commission for FY 2016/17 Regional Measure 1 Capital and Regional Measure 2 Operating Funds
- c. Approve Amendment to Agreement with Nematode Media, LLC for Services
- d. Approve Contract Award to Fast Ferry Management, Inc. for Professional Marine Consulting Services

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

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

7. APPROVE AMENDMENT TO AGREEMENT WITH SOLANO COUNTY TRANSIT FOR THE PROVISION OF BUS SERVICES

Ms. Rannells presented this item to approve an amendment to the Agreement with Solano County Transit (SolTrans) for the provision of bus services. She explained that the current Agreement had been in place since WETA assumed the Vallejo ferry service and said the provision of bus service to supplement or replace ferry departures was unique to the Vallejo route in the WETA system. Ms. Rannells said that in recent discussions, SolTrans representatives had expressed to staff a need for WETA to purchase new buses to support the Route 200 service they are contracted to provide to WETA to supplement ferry service.

Ms. Rannells further explained that the recommended Amendment was to provide a six month extension to the current Agreement to allow time for an evaluation of the supplemental bus service. She said one of the questions that had arisen was whether or not the bus service could be replaced with additional ferry departures to restore a robust service offering to Vallejo riders. She said that for the next six months, the supplemental bus service needed to remain in place to support the reevaluation period and that the Board would be asked to weigh in further on the matter in future meetings when additional information would be presented for discussion.

Director Intintoli said he felt it was important to have these discussions because the supplemental bus service had been put in place under very different circumstances than existed today. He said he would like to see WETA provide ferry service to Vallejo, not bus service, but he wants to first assure any future capacity challenges can be addressed with ferries. Ms. Rannells said that the general and current trend for ferry riders was that they will wait for the next ferry if they are not able to board on their preferred ferry rather than getting on the bus parked at the curb. She said this was likely because of the long transit times caused by traffic congestion, especially in downtown San Francisco en route to getting on the Bay Bridge. Ms. Rannells said that with limited funding available, spending resources on buses may not be the best solution to meet riders' needs in the transbay corridor, and added that it may make more sense to use those dollars to enhance ferry service which is generally much faster than buses. She added that in keeping with the WETA Strategic Plan vision of a regular and robust 15 minute interval departure objective, focusing limited funds on ferry service may make better sense than spending resources on buses, and added that this new development from SolTrans may provide the opportunity for WETA to return to its core mandate of providing water transportation.

Director Intintoli said he would like staff to make presentations on the Vallejo route service, including Route 200 buses, to the Solano Transportation Authority and to Solano County.

Director Intintoli made a motion to approve the item.

PUBLIC COMMENT

Tideline Marine Group, Inc. President Nathan Nayman said that more buses on the highways equals more traffic congestion on the highways. He said he had come before the Directors numerous times to offer Tideline services to WETA to help mitigate ridership capacity challenges and Tideline Marine Group's water taxis were poised to assist WETA with ferry capacity challenges and in times when there are no capacity issues. Mr. Nayman asked that Directors partner with his company.

Chair Breckenridge said that one of the first questions she had asked when she was appointed to the Board had been why WETA was in the bus service. She said the buses were not reliable and it was time to ask the question again. She said the six months in this Amendment would provide staff and the Directors the time required to have those discussions.

Vice Chair Wunderman seconded the motion and the item carried unanimously.

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

8. APPROVE AMENDMENT TO AGREEMENT WITH BROWNSTEIN HYATT FARBER SCHRECK, LLP FOR STRATEGIC CONSULTING SERVICES

Ms. Rannells presented this item to approve Amendment No. 3 to the current Agreement #14-004 with Brownstein Hyatt Farber Schreck, LLP (BHFS) in the amount of \$270,000 for the provision of strategic consulting services for the period of July 1, 2016 through June 30, 2019 and authorize the Executive Director to execute the Amendment.

Ms. Rannells said that WETA's BHFS representative, Don Perata, was uniquely positioned to play a role in helping to secure Regional Measure 3 (RM3) funding given his long term, passionate support of WETA and his solid history of helping the agency at the state level. She added that Mr. Perata would be working on WETA's behalf in tandem with Barry Broad, WETA's state legislative representative in Sacramento. Ms. Rannells said that at the Bay Area Partnership Board meeting on June 1, MTC Executive Director Steve Heminger indicated that the gas tax MTC was considering would primarily be for roads and highways and that the next real opportunity for transit funding for agencies was going to be RM3. She explained that Regional Measure 2 had provided WETA's primary funding to date, with \$18.3 million annually for operations and \$84 million in capital funding, and she emphasized that the agency's next real funding lifeline would be RM3. She said WETA's long term operating and expansion plans would depend on this funding. Ms. Rannells said this Item, along with the next Item (9) on the Agenda for Broad and Gusman, were paired together because the two complemented each other. She said that both items were very important for the agency.

Vice Chair Wunderman said it was ironic that a government agency had to use private resources to influence government agencies on its behalf but that this was the present. He said Mr. Perata had been the architect of both SB 976 that created WETA and of RM2 which has funded WETA. He said he had great confidence in Mr. Perata and was sure he would do a good job advocating for the agency.

Director Intintoli said he would like to see a list of the other BHFS representatives, especially because of the length of the contract. Chair Breckenridge said she would like to see an action plan from BHFS for their planned work and objectives, along with which representatives were assigned to tackle which items. She emphasized that BHFS should have the lead in the overall strategy of the efforts.

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.

9. APPROVE AMENDMENT TO AGREEMENT WITH BROAD & GUSMAN, LLP FOR STATE LEGISLATIVE REPRESENTATION

Ms. Rannells presented the item to approve Amendment No. 6 to Agreement #10-016 with Broad & Gusman, LLP in the amount of \$210,000 for the provision of state legislative representation for the period of July 1, 2016 through June 30, 2019, and authorize the Executive Director to execute the Amendment.

She explained that Broad & Gusman was familiar with WETA's program and they had been successful over the years in helping to monitor pertinent legislative activity in Sacramento, secure meetings with legislative representatives and staff, develop legislation to address agency issues, secure funding, and provide other legislative support as requested. Ms. Rannells said that in addition to continuing the good work Barry Broad has been doing in Sacramento on the agency's behalf, he would be focusing on working with Mr. Perata on RM3.

Director Intintoli made a motion to approve the item.

Director DelBono seconded the motion and the item carried unanimously.

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

10. ADOPT REVISED WETA MISSION AND VISION STATEMENTS

Mr. Connolly presented this item to adopt revised WETA Mission and Vision statements as developed by the Strategic Plan working group. Mr. Connolly explained that in discussing the mission and vision of today's Water Emergency Transportation Authority, the working group - comprised of Vice Chair Wunderman, Director Donovan, Ms. Rannells, facilitator Diana Dorinson of Transportation Analytics and himself - had considered the themes and input that had arisen during the Strategic Plan process. He explained that if adopted, the recommended revisions would be incorporated into the Strategic Plan.

Mr. Connolly said that transportation disruptions in the Bay Area were becoming more and more common and when they occurred, because BART and AC Transit were usually operating at or over capacity, WETA had become the go to agency to step in and help mitigate those disruptions. He said it was important to include the transportation disruptions language in the revised Mission Statement. Vice Chair Wunderman thanked Mr. Connolly, Ms. Rannells and WETA staff for their work in the revision process. He said a lot of effort had been put into these statements and into the Strategic Plan Draft prior to him joining the Strategic Plan working group. He thanked Chair Breckenridge for creating the group and Director Donovan for his work in the group. He said these were critical efforts that brought everyone together to create something really important for the region.

Director Donovan thanked Chair Breckenridge for appointing him to the working group. He said he felt the revised statements were accurate and solid, and they accurately represented what it was that WETA was doing and continued to strive to do, including expansion into the future. He said the discussions had been difficult at times, and those difficulties had ultimately resulted in what he felt were excellent revised statements which would continue to uphold the good reputation of WETA service and serve the agency well into the future.

Chair Breckenridge said she really liked the language of reliable and state of the art and asked for a definition of the word "attractive" as it appeared in the revised Vision Statement. Mr. Connolly said that while BART and AC Transit do heroic work every day, it was unlikely that a public transit user would ever see the words relaxing and enjoyable, both adjectives that appear in WETA's Strategic Plan, in their Strategic Plans or Mission Statements. He said that WETA ferry service provided riders with an attractive choice in comparison to their other public transportation options in the Bay Area.

Director Donovan said there were a number of things that made WETA service attractive to riders, including being able to move into the cabin if it's cold outside, having access to knowledgeable and helpful crews, and being able to order a refreshment from the snack bar.

Director Intintoli thanked Vice Chair Wunderman and Director Donovan for their work in the group responsible for the revisions. He said he had never received a complaint about WETA ferry crews.

Director DelBono thanked the working group and said they had done a great job on the revisions.

PUBLIC COMMENT

Jerry Bellows from MARAD said he interpreted attractive in this context as being a customer-friendly service and he believed the public would do so also.

Vice Chair Wunderman said the group had liked the word attractive because it encompassed and represented many good and true things, like being customer-friendly, but also because it was an action word, as in attracting funding.

PUBLIC COMMENT

Ms. Sanchez said she felt it was important to include the word environmental in the revised statements because environmentalists were tough political activists to win over. She said she could not identify where WETA's clean technologies were represented in the statements. She also suggested using the word green.

Director Donovan said that the state of the art language addressed Ms. Sanchez's concerns. Vice Chair Wunderman agreed and said WETA wants to have the best vessels, terminals, facilities and standards, and this included being environmentally responsible. He said these statements were high level and were meant to provide a broad overview, with granular details available in the Plans and other sources for further scrutiny by funding partners and other stakeholders.

Director Intintoli said the revisions represented the agency well and that the group had done a great job on them. He recommended that the Board adopt the revised statements as presented and added that if they needed to be changed again in the future, they could be revisited then.

Director Intintoli made a motion to approve the item.

Director DelBono seconded the motion and the item carried successfully.

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

Mr. Connolly explained that as a follow-up to this change, WETA staff and consultants would revise the draft strategic plan to reflect the changes and would return to the Board at a future meeting with a revised plan for adoption.

Chair Breckenridge thanked the Directors and staff and said she looked forward to seeing the Strategic Plan revision at a future meeting.

11. VESSEL AND FACILITY NAMING DISCUSSION

Ms. Rannells presented this item for discussion and referred Directors to the item detail in the Board packet which provided an analysis of the costs and time required to rename a WETA vessel in honor of Ron Cowan, per Vice Chair Wunderman's request in prior meetings.

Ms. Rannells said that the most prudent time to take a vessel out of service for a name change would be during the winter months when ridership demand was lowest. She said the process would take about a week and was expected to cost about \$10,000.

Director Intintoli said he felt strongly that WETA should not name vessels after people. He said if Directors decided that this was something WETA should be doing, he felt that Charlene Johnson, who was currently also in ill health and had worked tirelessly in the early days for the agency and secured some of the first funding for WETA, should also be honored in this way. He said there were so many important people deserving of recognition that it would be impossible to pick and choose whose name ended up on a boat and whose did not. Director Intintoli reiterated that he would like his name removed from the vessel named by the City of Vallejo in his honor prior to the service being transferred to WETA, if and when it made sense to do so and if it could be done with minimal or no cost and service disruption.

Vice Chair Wunderman thanked Director Intintoli for sharing his thoughts on the matter and said he understood his concerns. He said he had been encouraged by the suggestion at the last meeting to name a facility after Mr. Cowan rather than a vessel. He said if WETA rebuilt the Harbor Bay terminal that might be a viable and fitting option but a more realistic idea might be the new Central Bay facility,

also in Alameda. He said he also liked the idea of honoring Ms. Johnson if that was something the Board wanted to do. He said WETA would not exist without the efforts of Mr. Cowan and he would like the Board to make a decision soon about how best to honor him since his health was failing. Vice Chair Wunderman reiterated that Mr. Cowan had played a vital role in the creation of the agency. He said that a regional water transportation and emergency response agency was the vision of Ron Cowan and time was of the essence to honor him.

Vice Chair Wunderman asked that an Item be added to the next meeting agenda to consider naming the Central Bay facility in Alameda in Mr. Cowan's honor. Director DelBono agreed with the request and Chair Breckenridge asked staff to add the item for action at the next meeting.

12. MATRIX OF ALAMEDA PUBLIC COMMENTS FROM APRIL 2016 BOARD MEETING

Mr. Connolly presented this item per Chair Breckenridge's request at the May 2016 Board meeting. He referred Directors to a Matrix of Alameda Public Comments from the April 2016 Board Meeting which detailed the comments and suggestions received from Alameda residents during the public comments period of the meeting, matched with WETA responses and future possible actions. Mr. Connolly explained that many of the concerns would be addressed with the recent opening of the new O'Club Parking lot at the Main Street terminal. He also briefly reviewed the other items and explained that the comments ranged from maintenance requests to policy input on future service and expansion. He said the Board would be asked to weigh in on some of the items as staff worked through them.

Mr. Connolly said that part of the enhancement service that staff had presented to MTC included feeder bus service to the Alameda Main Street Terminal. Chair Breckenridge said that while staff was already very solidly engaged with the Alameda community, she would like Director DelBono, if willing, to take the lead on providing necessary feedback to the community members whose concerns were detailed in the matrix. Director DelBono said of course.

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

No additional public comments.

14. ADJOURNMENT

All business having been concluded, the meeting was adjourned at 2:57 p.m.

Respectfully Submitted,
Board Secretary