

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

*(January 14, 2016)*

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

**1. CALL TO ORDER – BOARD CHAIR**

Chair Jody Breckenridge called the meeting to order at 1:03 p.m.

**2. PLEDGE OF ALLEGIANCE AND ROLL CALL**

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

**3. REPORT OF BOARD CHAIR**

No report.

**4. REPORTS OF DIRECTORS**

Director DelBono suggested holding future Board meetings at times other than in the middle of weekdays for the convenience of Alameda residents and consultants. Chair Breckenridge said that to be as inclusive as possible, the Board may want to consider holding meetings at various times of day and also occasionally at locations other than the WETA office in San Francisco. Executive Director Nina Rannells said that in the past, meetings had been held at various times in both Alameda and Vallejo and that she could look into doing this for occasional meetings. Chair Breckenridge added that she hoped interested citizens were participating in outreach done in their own communities by their City representatives, with WETA staff engagement, throughout planning cycles of interest to them. She also noted that WETA customers were generally in San Francisco during the midday and could attend WETA's scheduled meetings. She recommended that staff prepare an agenda item for a future Board discussion regarding the option to alter the times and places of occasional Board meetings during the year.

**5. REPORTS OF STAFF**

Ms. Rannells referred the Board to her written report and to a letter dated January 11 from Richmond Mayor Tom Butt that asked Directors to include an alternative propulsion technologies component in the Richmond ferry vessel procurement process. Ms. Rannells then introduced Operations Manager Keith Stahnke who had just returned from Florida after attending the Electric & Hybrid Marine World Expo and with whom she had recently met with Siemens to discuss their hybrid-electric vessel technologies.

Mr. Stahnke said he had spent three days at the conference meeting with manufacturers and systems integrators and in that process, had learned that much innovation was taking place in Europe and some work was also being done in the United States. He said he also learned that because of the profiles of WETA's service routes and vessel use requirements, alternative technology considerations would presently be difficult for WETA to successfully implement. Mr. Stahnke said work was nearing completion on an independent study for the North Bay vessel procurement by WETA contractor Elliott Bay Design Group, industry experts in naval architecture, engineering, vessel construction and propulsion systems. Mr. Stahnke said he looked forward to sharing the findings in that report with the Directors by the March Board meeting.

Chair Breckenridge noted that she anticipated that the discussion would be more robust with Directors once the Board had received full information on this subject and that she looked forward to the report expected in March.

Director Intintoli asked for an update on the North Bay Operations and Maintenance Facility construction. Ms. Rannells said final completion was expected in May, and she suggested a date for a ribbon cutting ceremony be decided soon.

Chair Breckenridge asked for an update on meetings and discussions with Super Bowl 50 City planners. Ms. Rannells asked Public Information & Marketing Manager Ernest Sanchez to share an update on staff efforts to accommodate existing and potentially expanded ridership demand during those festivities.

Mr. Sanchez said staff continued to work closely with the Super Bowl 50 Host Committee which had a strong focus on security. He explained that between January 30 and February 7, three security gates with metal detectors would be set up between the Embarcadero and Super Bowl City to screen anyone wishing to enter. He said there would be two options for ferry riders to circumvent those gates by walking around either the north or south ends of the cordoned off pop-up city. Mr. Sanchez added that he would be meeting on January 21 with the U.S. Coast Guard (USCG), Blue & Gold Fleet, and the Port of San Francisco to discuss procedures in the event of a security threat change from MARSEC Level 1 to 2 during the events. He said WETA would be disseminating information to its riders and the public to explain the security level details and other important information related to the festivities through extensive signage at the Ferry Building, hard copy flyers, the Bay Alerts system of emails and texts, onboard captain announcements, Super Bowl 50 Volunteers and extra on-site Guest Assistance Representatives, and in notices and schedules posted on the WETA website. He said of particular note was that no liquids (coffee, etc.) or bicycles would be permitted to be taken into the pop-up city and ferry riders would be forewarned of such details to help them more efficiently plan their trips. Mr. Sanchez added that there were plans to set up a bicycle valet near the lagoon at the South Ferry Terminal (Gate E) for ferry riders and other bicyclists to leave their bikes for the day should they so desire.

Mr. Sanchez said that service would be expanded for the week, with two additional weekday and four additional weekend day departures on the Alameda/Oakland route. Vallejo riders would have five additional departure options, one on weekdays and four on weekend days, with no schedule changes to Vallejo's Route 200 bus service. He added that special event service had been added to and from the Metallica concert at AT&T Park for Alameda, Oakland and Vallejo riders on the evening of February 6.

Chair Breckenridge reiterated her concerns about possible delays and impasses that the Super Bowl 50 festivities could potentially present for people trying to get to the waterfront. She asked the Board if they wanted to change the date of the February Board meeting from February 4, when the Super Bowl 50 pop up village and festivities would be in full swing creating possible difficulties in getting to the meeting at the WETA office, to the following Thursday, February 11. She added that Vice Chair Wunderman had preferred February 11 to February 4. The Directors all agreed it made better sense to change the meeting to February 11.

Director Donovan asked if there would be any changes to the South San Francisco service route during the festivities. Mr. Sanchez said the regular South San Francisco schedule would remain in effect to give riders the opportunity to get to San Francisco and then get back home again on weekdays. He explained that no additional evening service would be added to the route because there was no fleet capacity to support the additional service.

**PUBLIC COMMENT**

Veronica Sanchez of Masters, Mates & Pilots asked when the Super Bowl 50 schedule changes would go into effect. Mr. Sanchez explained they would take effect on January 30 and run through February 7 and added that the new schedules would be published by January 19.

Director Intintoli said he would like to have a future meeting in which the Board focused on the issue of funding, both for current operations and potential future service expansion. Director Intintoli said he did not want WETA to do what so many private businesses in the Bay Area had done in expanding their businesses without securing adequate funding to do so, subsequently failing in their expansion efforts and often collapsing altogether.

Ms. Rannells referred the Board to the Federal Legislative Board Report and said she had asked Barry Broad, Principal of Broad & Gusman and WETA's California Legislative Representative, to attend an upcoming Board meeting to provide an in-person report to Directors.

**6. CONSENT CALENDAR**

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

- a) Board Meeting Minutes – December 10, 2015

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

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

**7. AUTHORIZE RELEASE OF A DRAFT FY 2015-16 TO FY 2024-25 SHORT RANGE TRANSIT PLAN FOR PUBLIC COMMENT**

Ms. Rannells prefaced the item presentation by explaining that drafts of the Short Range Transit Plan (SRTP) and the Strategic Plan (SP) were being presented in concert because the two documents complemented each other. She said that while each plan served a different purpose the two Plans had great synergy between them, and it was important to present them to the Board and the public together for review and feedback. She said staff looked forward to bringing the Plans back to the Board in March, once feedback had been received and incorporated into the final versions. Ms. Rannells then introduced Senior Planner Michael Gougherty who presented the item to authorize the Executive Director to release the draft FY 2015-16 to FY 2024-25 SRTP for public comment.

Mr. Gougherty provided an overview of the SRTP. He explained that the SRTP was a fiscally constrained, ten-year plan that set forth agency mission values and policy guidance and was, more broadly, a document used for WETA's planning process. He emphasized that the SRTP was only for projects already planned for execution in the next ten years which had already been substantially or fully funded. He said that unlike the Strategic Plan, the SRTP would normally get updated on a regular cycle – every two to three years – and added that its budget components could be updated even more often as deemed necessary to reflect the annual budget process and planning.

Chair Breckenridge further clarified that the SRTP included a how-to for its projects whereas the Strategic Plan more generically contained a vision for which funding had not yet been secured or identified. She added that there would be a separate plan, similar to a standard business plan, to detail the specifics for that vision's execution.

Director Intintoli asked if the SRTP would be updated if a project not already included was to become feasible in the next few years and Mr. Gougherty said yes. Mr. Gougherty further noted that Emergency Response, a key component of WETA's legislated mandate and a unique one in comparison to other public transit operators, would not be addressed in the SRTP but was included as a part of the Strategic

Plan. He added that Emergency Response was comprehensively detailed in the WETA Emergency Response Plan, on which the Board had received a status update at the December meeting.

Mr. Gougherty reviewed WETA's projected reserve funding summary and explained that this element that had not been in the prior SRTP would be included in the updated 2016 SRTP. Mr. Gougherty said there were three different reserve funds. The first was a fixed, \$3 million capital reserve fund to allow for unexpected capital repairs and replacement needs. The second, an operating reserve of 17 percent of the annual operating budget, would allow service to operate for two months if all operations funding were to be unexpectedly exhausted. The third and final reserve fund of a fixed \$17 million was unrestricted, Mr. Gougherty said. Because the subsidies WETA received did not increase over time, this third reserve fund was crucial to balance the operating and capital budgets by filling any unexpected gaps, he explained. Ms. Rannells added that this third reserve fund was already in place as a natural outgrowth of fiscal management, relatively stable costs, and decreasing fuel prices. She said in the event that fuel prices did increase, the reserve could cover a shortfall in the budget for a short time but that obviously, the reserve could be depleted pretty quickly once utilized. Mr. Gougherty said that this final reserve was expected to be depleted by the end of the ten year period of the SRTP. Ms. Rannells further clarified that the funds in the third reserve were from Regional Measure 1 which do not have the same restrictions as Regional Measure 2, and can be rolled forward if not spent in a year.

Chair Breckenridge asked if the SRTP would need to be sent to The Federal Transit Administration (FTA) as well as to The Metropolitan Transportation Commission (MTC). Ms. Rannells explained that WETA's obligation is to forward the plan to the MTC, and that it is used to meet FTA planning requirements. She explained that the bulk of federal money for transportation in the region was divvied up and programmed for distribution by MTC. She added that the SRTP was referenced during engagement with MTC and was a requirement to qualify for federal funding.

Director DelBono asked how stakeholders, partners and the public would be able to access the Drafts of the SRTP and the Strategic Plan to provide feedback. Manager of Planning and Development Kevin Connolly said the Drafts would be posted to the WETA website where people could easily access, read, review, research, and provide feedback on the plan drafts. He added that individual meetings with local governments would take place, and said letters and emails could also be sent directly to WETA by anyone wishing to share feedback on the Plans. Director DelBono said development partners who were not riders but were interested in transportation issues would want to provide feedback as well, and he asked how those partners would do so. He also said it was important for communities and partners to be educated to better understand the funding requirements for operations. Chair Breckenridge said she hoped that communities served by current and future planned service would be regularly engaging their citizens to help spread the word and solicit their own feedback to digest and share.

### **PUBLIC COMMENT**

City Engineer and Director of Public Works Mike Roberts of the City of Hercules said Hercules applauded WETA's recent planning efforts and work on the SRTP and Strategic Plan and was a strong supporter of WETA. Mr. Roberts said he was surprised that the SRTP made no mention of the Hercules Intermodal Transit Center (ITC) that was presently under construction, which would be the largest transit-related development project in California. He said the new ITC would be transected by the Bay Trail and would serve buses, trains and ultimately, ferries. Mr. Roberts added that he felt the rider projections in the SRTP should be reconsidered given the anticipated impact the ITC was expected to have. Mr. Roberts also explained that the City had identified Hercules Point as a preferred site for a Hercules ferry terminal because this location was expected to significantly reduce previously projected dredging, operational and maintenance costs.

Mr. Roberts further commented that Interstate 80 was one of the most congested traffic corridors in the Bay Area. He said while the City of Hercules was excited about the expanded service WETA had

planned for the City of Richmond in the next few years, it was important to note that Hercules had loaned Richmond half of the Measure J funds it had been entitled to which was what, he felt, had helped to make the Richmond service financially feasible. He added that Hercules recognized that the ferry service in Richmond was a huge regional benefit, and Hercules wanted to participate as possible in their partners' successes to help mitigate the region's transportation challenges. Mr. Roberts said the City of Hercules, as a stakeholder, would like the opportunity to meet with WETA staff to further discuss the Plans during the comment period.

**PUBLIC COMMENT**

Alameda Point Chief Operating Officer Jennifer Ott from the City of Alameda explained that she oversaw the reuse and redevelopment of the Alameda Naval Air Station as well as efforts to create a citywide transit and transportation management plan. Ms. Ott said Alameda was excited about its partnership with WETA and that City staff would continue to work closely with WETA staff to meet the challenges of ridership demands, traffic congestion reduction, and ferry access improvements, and to sort infrastructure requirements and improvements.

Ms. Ott said the City already had two ferry terminals, both with record-breaking growth in ridership demands, and was excited about creative opportunities for addressing the challenges in getting ferry service into Seaplane Lagoon to provide service to West Alameda where 9,000 jobs were expected to be coming online along with thousands of homes and millions of commercial square feet. Ms. Ott said she and City staff were committed to maintaining a long term partnership with WETA to fund that service successfully and provide transportation that supported the Seaplane Lagoon development. Ms. Ott said City staff would also continue their support of WETA's Central Bay Operations and Maintenance Facility plans, adding that Alameda would provide a robust partnership with WETA and its other partners in support of Regional Measure 3 funding for the ferry in Alameda and elsewhere. Ms. Ott said she looked forward to reviewing the WETA Plans with her colleagues and expected to provide Alameda's formal comments on the Plans during the comment period.

**PUBLIC COMMENT**

President and Chief Executive Officer of Korve Consulting Hans Korve said the SRTP presented service over the next ten years the same way service was being provided today. He suggested that WETA staff reconsider how passengers were being loaded and unloaded, and said that loading and unloading the vessels simultaneously would increase capacity with no additional expenses because reduced loading and unloading times would mean vessels could make more runs. Mr. Korve used an example of Southwest Airlines versus Alaska Airlines, 8 minutes and 30 minutes to unload and load passengers respectively. He added that it was important to get the boats out quicker and said sequential unloading and loading was inefficient because WETA paid for crews and engine idling. Mr. Korve said WETA should tweak its terminals to get passengers on and off faster, and include those changes in its Plans.

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

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

**8. AUTHORIZE RELEASE OF A WETA STRATEGIC PLAN FOR PUBLIC COMMENT**

Mr. Connolly presented this item to authorize the Executive Director to release a draft WETA Strategic Plan (SP) for public comment. He explained that the SP presented a twenty year vision for ferry service in the San Francisco Bay Area and said the document would be used to share with stakeholders and funding partners to provide a history of WTA and WETA, a fundamental understanding of WETA's current operations, and its plans for ferry service and expansion over the next two decades. He emphasized that the SP was a concept plan that would provide high level policy direction to guide other action and implementation plans such as a business plan, feasibility studies and the SRTP.

Mr. Connolly shared a Project Implementation Timeline which listed the Board-adopted steps required to begin new service operations; Project Origin, Feasibility Studies, Project Memorandum of Understanding (MOU), Environmental and Preliminary Design, Permitting and Design, Vessel Procurement, Construction, and Operations Commencement. Director Intintoli noted that the Timeline was crucial for WETA partners, stakeholders and the public to understand. He said when the WTA was originally established – as a planning agency with no operations – significant amounts of time and money were spent on environmental studies for services, without first establishing a project MOU, that did not have funding for implementation or that ended up being infeasible. He emphasized that the MOU had to be secured with all parties onboard and funding feasibility worked out before future environmental studies should ever be done. Chair Breckenridge agreed and reminded the Directors that this had been a driving factor in their adoption of the Expansion Policy.

Chair Breckenridge said it was important to remember that growth could happen in various ways including by adding trips or expanding hours and days for service already in place, and the addition of entirely new service routes with their own terminals and vessels. She said that in thinking about service expansion with regard to staffing levels and capabilities, it would be crucial to include all of the factors involved to support the day to day work for service and expansion projects. She also noted, as an example, that each vessel mid-life overhaul required substantial planning, administrative and funding efforts, as well as contract negotiations, management and oversight. Chair Breckenridge said everyone was excited about growing service, but that growth needed to happen within reality and it was extremely important to keep reality in mind when creating these Plans. She added that safety first was an essential WETA tenet that would remain a foundation for all future planning.

Chair Breckenridge said a key component of the draft SP, not previously included in WETA planning strategies, was private funding partnerships, and said private support could be utilized to further future expansion with the Board adopted Expansion Policy serving as a vital document to help guide such partnerships and projects.

Director Intintoli asked if WETA's current staff of 13 people were truly expected to execute a comprehensive Emergency Response Plan for the Bay Area. Chair Breckenridge said that was a reasonable question and that the Directors would be continuing that discussion with their review of the upcoming Emergency Response Plan, a draft of which would be presented to Directors in the next few months.

Director Donovan said there was a lot of information that had been presented, and the Directors had a lot of work to do in reviewing it all. He said WETA put the customer and its emergency response responsibilities first and that was a good thing. He also said it was likely staff would need to be adjusted to support the great amount of work needed. Chair Breckenridge said further discussions would take place and, in preparation for those discussions, asked the Board to think about how much work should be contracted out and how much work should be kept in-house in staff's hands.

Ms. Rannells said she had begun an internal process to look at staffing in her work on budgeting for the next fiscal year. She noted that the staff level had remained about the same throughout the recent huge ridership growth, and said there were several areas she had concerns about with regard to staffing levels. Ms. Rannells said she would share her findings on staffing levels with Directors soon, and would be providing some analysis to inform those discussions. Chair Breckenridge said building a good business case for funding to support all that was required for the agency as a whole versus piecemeal funding pursuits for staffing, operations, expansion, etc. would be an important objective for Directors to keep in mind for the discussions.

Director DelBono said he felt staff had done a great job on the Plans. He said he remained concerned about those riders who might be squeezed out of ferry service as a viable transit option because of cost.

Using Richmond residents as an example, he said he wanted to be sure low income riders would continue to have access. He added that the inclusion of private partnerships to the Plans was positive, and said that he wanted to see more creative legislative funding options explored and secured. Director DelBono added that with the current limited staff, he recognized that this could be difficult but that there were ways to support those pursuits with additional staffing. He said he also wanted to be sure Directors would be able to review the comments received in response to the Plans.

**PUBLIC COMMENT**

Bay Area Council (BAC) Policy Manager Emily Loper said Vice Chair Wunderman was sorry to not attend the Board meeting but that he had been called away to Florida for a family obligation. She said he firmly believed in WETA and in water transit, and he felt strongly that the SP should include a more ambitious vision for the future, along with a strategy to achieve that vision. Ms. Loper referred to a copy of a letter addressed to Ms. Rannells from the BAC, dated January 13 and signed by Vice Chair Wunderman, which further detailed this feedback.

**PUBLIC COMMENT**

Mr. Korve said operations and funding information belonged in the SRTP and not in the SP, which was meant for WETA's future vision, not as a picture of today's operations. He said the SP should include moving decimals. For example, he explained, instead of serving 2 million people as the agency did today, the decimal could be moved over to create a vision to serve 20 million people in 50 years. He said he was on the BAC trip to Seattle recently, where the ferry system was already serving 20 million people. He added that as a member of the BAC Water Transit Subcommittee, he had received threats from Bay Area businesses that they would leave the Bay Area if they didn't get the transportation needs for their workforces met. He said it was critical to come up with a vision that would support these companies' needs and he didn't see that vision in the draft SP. Mr. Korve said right now there were companies ready to fund the visions they had for expanded water transit service and WETA should include those broader visions in the SP, and then drill down from there to find the funding to execute them. Mr. Korve suggested that WETA add a bond measure to the ballot to get more funding and said that the two plans should not be adopted together.

**PUBLIC COMMENT**

Jerry Bellows of MARAD said he had been given the opportunity to review the Emergency Response Plan, as well as the SRTP and the SP presented in the meeting, and said he felt the Plans were well thought out. Mr. Bellows added that he was excited to see the feedback WETA would be gathering on all of the Plans.

**PUBLIC COMMENT**

Charlie Bogue of Wind+Wing Technologies submitted two letters to the Directors, one dated January 11, 2016 from Contra Costa Transportation Authority (CCTA) Chair Julie Pierce, and another dated August 20, 2015 from BAC Chief Operating Officer John Grubb. Ms. Rannells said she had not seen the letters and asked to whom they were addressed. Mr. Bogue said that the CCTA letter, which was addressed to Board Chair Breckenridge, had just been mailed out so no one would have received it yet.

Mr. Bogue read the CCTA letter from Ms. Pierce which requested that WETA include alternative propulsion technology exploration in its Richmond service vessel procurement if it was possible to do so and still meet the previously determined service implementation timeline. Ms. Pierce said that doing so might reduce fuel costs emissions over the long term because wind-assist or electric propulsion, along with traditional diesel, appeared to be able to meet the performance criteria required to be effective on the Richmond route. Ms. Pierce also requested that alternative technologies be considered and included in the SRTP, and she noted that by documenting an alternative technologies commitment, WETA could continue its leadership in ferry operations and position itself to receive capital funding specific to technology-driven projects.

Mr. Bogue said he brought the BAC letter from Mr. Grubb to the Board meeting in August and that it had also been emailed to the Board in August. Mr. Grubb's letter said the BAC represented hundreds of the largest employers in the Bay Area, and requested that WETA explore new technologies that would enhance the fuel efficiency and environmental sustainability of its ferries. Mr. Grubb further noted that WETA was an environmental leader with the nation's least-polluting ferries but that there were emerging, even cleaner technologies – such as sail-assisted, battery-diesel hybrid, and 100 percent battery-electric – that could position WETA to ensure it remained at the forefront of environmentally friendly transportation. Mr. Grubb closed his letter with a request that new sustainable technologies be explored as part of WETA's master planning efforts.

Mr. Bogue said he and others were also involved in soliciting the letter dated January 11 from Mayor Tom Butt and the City of Richmond. Mayor Butt's letter, a request for inclusion of Alternative Technical Concept in RFP for vessel procurement, was addressed to Chair Breckenridge and Board members. In the letter, Mayor Butt said he wanted to assure that WETA examined all propulsion technology possibilities while maintaining the already established new Richmond service implementation timeline because it had been brought to his attention that there was a potential that wind-assist and electric-diesel hybrid propulsion technologies could achieve the same desired WETA performance standards with greatly reduced operational cost and environmental impact.

Mr. Bogue said he and others were also working on getting a letter from Bay Area Air Quality Management which, he said, would be sent to the Board as soon as they received it. He said there was also a draft resolution being sent to the Richmond City Council with the same core request that emerging, alternative technologies be included along with traditional, proven technologies for comparison as apples to apples in WETA's vessel procurement Requests for Proposal.

Copies of the CCTA letter addressed to Chair Breckenridge from Ms. Pierce at CCTA, the letter addressed to the entire Board from Mr. Grubb at the BAC, Mayor Butt's City of Richmond letter addressed to the Board, and Vice Chair Wunderman's letter addressed to Ms. Rannells from the BAC were distributed to the Directors.

Director Donovan asked Mr. Stahnke when the Board could expect to see the North Bay Vessel Procurement report for alternative propulsion and Mr. Stahnke said it was expected to be completed by March.

### **PUBLIC COMMENT**

Adventure Cat Sailing Charters owner Jay Gardner said he had worked on the bay with his sailing boats for 25 years. He added that he had also been instrumental in convincing Mayor Butt to write the letter to WETA, but the Mayor had scant time because he had been asked to do so just as he was on his way to Paris, along with many other local, state, national and international leaders, to take part in discussions about how to reduce greenhouse gases. Mr. Gardner said Mayor Butt had been excited about the possibility of reduced emissions on the Richmond service route.

Mr. Gardner said the bad news was that, using data published by WETA for the Richmond service route, he had determined that vessels would get only 3.46 passenger miles per gallon (mpg) and that in the best case scenario in year 2035, that number would only rise to 6.7 passenger mpg. To put that into perspective Mr. Gardner said, a helicopter gets 4 passenger mpg. He said he could drive a Cadillac Escalade with a fuel economy of 19 miles to the gallon across the bridge and be approximately five times more efficient than riding the ferry. Mr. Gardner said he strongly believed in the ferry system, but there were state and federal mandates that WETA was going to have to meet to help reduce greenhouse gases. He added that BART got approximately 300 passenger mpg, and a bus with a fuel economy of 6 miles to the gallon that carried 50 passengers also got approximately 300 passenger mpg.



Mr. Gardner said his company's charter sailing vessels could get around 800 passenger mpg for about 10 months out of the year using wind during certain times of the day, five to eight times each day.

Mr. Gardner further noted that there was Cap & Trade funding from the state as well as upcoming federal funding available for alternative propulsion technology. He said he was working with Siemens, a company with 480,000 employees worldwide for anyone unfamiliar, which had 20,000 employees in their marine division. Mr. Gardner said Siemens was the top transportation company in the world and they were convinced they had diesel-electric hybrid technology for WETA's Richmond vessel procurement. Mr. Gardner said that based on the demonstration vessel built with WETA's support back in 2014, he believed there could also be a wind-assist option to consider. He said the Siemens technology was already working in some other countries. Mr. Gardner further noted that Shell Oil had just given their support to an upcoming carbon tax because they wanted everyone to be on a level playing field. He said if fuel was presently less than \$2/gallon, imagine what would happen to WETA costs when the carbon tax was added. Mr. Gardner said alternative propulsion technologies would reduce expenses, and it would not cost WETA anything for companies to provide bids that could save fuel and reduce greenhouse gases if RFPs asked for them.

Chair Breckenridge said it was important to engage the USCG in conversation about how inclusion of alternative technologies on WETA vessels would be received with regard to USCG requirements and to learn about the progress the USCG had made to date in new technology research and adoptions. She said this would be done once staff received the North Bay Vessel Procurement report with the information about alternative propulsion options.

#### **PUBLIC COMMENT**

Mr. Gardner said a design review had been done through the Washington, D.C. USCG office in September and that all technical data for the wind-assist technology had been submitted at that time. He said he had received a letter back from the USCG stating that they didn't have any problems with wind-assist for USCG-certified passenger vessels, and they also approved wing in concept. Ms. Rannells asked Mr. Gardner for a copy of his USCG letter for the benefit of WETA's work, and Mr. Gardner said he would provide that. Chair Breckenridge said that was great news but that it was crucial to engage the local USCG jurisdiction as well on the matter, since they were the ones with jurisdiction over WETA vessels.

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

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

#### **9. OPEN TIME FOR PUBLIC COMMENTS FOR NON-AGENDA ITEMS**

Chair Breckenridge asked if there were any additional public comments and there were done. She thanked everyone for their comments and attendance.

#### **10. ADJOURNMENT**

All business having been concluded, the meeting was adjourned at 3:28 p.m.

Respectfully Submitted,

Board Secretary