

**SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY**

**MINUTES OF THE BOARD OF DIRECTORS MEETING**

*(June 29, 2012)*

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

**1. ROLL CALL AND CALL TO ORDER**

Chair Charlene Haught Johnson called the meeting to order at 1:15 p.m. Directors present were Vice Chair Anthony Intintoli and Director Gerald Bellows. WETA Counsel Stanley Taylor III of Nossaman LLP led the Pledge of Allegiance.

**2. REPORT OF BOARD CHAIR**

Chair Johnson personally engaged each guest and welcomed them to the meeting. She expressed appreciation to staff for all of their recent efforts.

**3. REPORT OF DIRECTORS**

Director Bellows reported that \$67 million in federal ferry funding had passed out of committee.

**4. REPORTS OF STAFF**

Following Director Bellows report, Executive Director Nina Rannells referred the Board to the written report from WETA's federal representative Peter Friedmann of Lindsay, Hart, Neil & Weigler, LLP for further details regarding the status of ferry funding in the MAP-21 bill. She explained that unlike the earmarks or discretionary funding process that was in place under the TEA bill, funds designated for ferries would now be determined by a formula not favorable to WETA. She elaborated that the formula was based on 45% vehicles carried, 35% route miles, and 20% passengers carried. Ms. Rannells noted that although it was not a good deal for WETA, it was based on some logic in that car ferries more closely emulate the function of a highway and that the funding came through the Federal Highway Administration. She added that Mr. Friedmann had put a great deal of effort into attempts to maintain WETA's position and was looking into other funding solutions. Chair Johnson noted her faith in Mr. Friedmann's work and that she looked forward to an update from him regarding his ideas for federal funding alternatives.

Ms. Rannells directed the Board to her written report for additional updates. She then introduced Operations Manager Keith Stahnke, who reported on activities regarding WETA's role during the BART service disruption due to a fire near the West Oakland BART station on June 14.

Mr. Stahnke detailed staffs' quick response in coordinating increased service with Blue & Gold Fleet, primarily in the Alameda/Oakland service corridor most affected by the shutdown of BART's transbay service. Mr. Stahnke noted that the service was able to provide over 40 additional one-way runs with peak departures every 20 minutes, carrying over 9500 people including a 368% increase in passengers on the Alameda/Oakland service alone. He noted that fortuitously there had been a major regional transit emergency response exercise planned for the same day which helped facilitate the readiness of the responders.

Ms. Rannells added that everyone on staff had helped in some way and that most were out helping with crowd control at terminal locations. She said that the service had run relatively smoothly for the day with very few passenger complaints and no injuries.

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Mr. Stahnke said that it was an effort to explain to passengers that the ferry service was not free, but that logistically it had become impossible to sell enough tickets and that many customers had been let through without paying a fare. He said that MTC would be working with affected agencies for reimbursement of lost revenue.

Director Bellows said that he had been on a ferry that day and felt that everyone had done a fantastic job. He added that he had seen the new boats coming in for new passengers as his was going out.

Director Bellows then asked about the scoping meeting for the proposed Richmond terminal noted in the Executive Director's report as scheduled for June 29. Policy Analyst Lauren Duran noted the typo and said that it had been held on June 21.

Planner/Analyst Chad Mason offered a brief report on the meeting, noting that approximately 50 people had attended and that the most common comment was "why is it taking so long?" followed by comments regarding the width of the navigable channel adjacent to the proposed terminal site. He said that he explained the required regulatory process to the attendees, such as CEQA and NEPA and all the other pieces of the permitting puzzle. Mr. Mason also reported on a resource agency scoping meeting held on the 28th with representatives from the USCG and BCDC, both of whom would be submitting comment letters to WETA. He added that the scoping process would continue with a meeting on July 12 at the Harbor Safety Committee and ongoing stakeholder outreach.

Ms. Rannells said that in general the response to the proposed Richmond terminal had been very favorable. Chair Johnson asked how long the process would realistically take. Mr. Mason reviewed the timeline and said that if all went smoothly it could be completed in 2015.

Chair Johnson asked if similar scoping had been done in Berkeley regarding their proposed terminal. Mr. Mason said that the EIR/EIS was currently being prepped for FTA review and that the final document should be ready by fall and that public comment on the process had been ongoing for three years.

#### **5. CONSENT CALENDAR**

Vice Chair Intintoli made a motion to approve the consent calendar which included the minutes from the June 7, 2012 meeting. Director Bellows seconded the motion the item carried unanimously.

#### **6. INITIATE OUTREACH ACTIVITIES ASSOCIATED WITH ESTABLISHING CLIPPER FARES FOR THE ALAMEDA/OAKLAND AND ALAMEDA HARBOR BAY FERRY SERVICES**

Planner/Analyst Mike Gougherty presented this item requesting Board authorization to initiate outreach activities associated with establishing new fares for the Clipper electronic fare payment system for the Alameda/Oakland/San Francisco and Alameda Harbor Bay ferry services.

Vice Chair Intintoli asked if the Senior and Disabled fares were required to be 50% of the Adult fare why they appeared to be more than 50% on the chart. Ms. Rannells explained that the full cash fare was not shown on the chart, and that the Senior and Disabled fares were indeed 50% of the cash fare. She added that the Adult Clipper fares were set to match the current discounted fares customers received when buying monthly ticket books and that ultimately tickets would largely go away.

Mr. Gougherty said that cash fares would remain for the foreseeable future, noting that even after Clipper implementation Golden Gate continued to sell full cash fare tickets, predominantly to out-of-towners. Ms. Rannells then briefly reviewed the status of discussions with SFMTA regarding the

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inter-operator transfer rates for ferry riders who also use MUNI. She concluded noting that the item at hand was specifically to initiate the public outreach process with customers regarding the Clipper fares.

Vice Chair Intintoli requested staff to keep it simple during the outreach process. Director Bellows said he appreciated the consistency of the fare structure.

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

**7. UPDATE ON PLANS FOR THE 34<sup>TH</sup> AMERICA'S CUP EVENT IN SAN FRANCISCO**

Peter Albert, SFMTA Manager of Urban Planning Initiatives, gave a presentation to the Board regarding the planning status of the America's Cup event.

Public Comment

Carolyn Horgan of Blue & Gold Fleet asked for details regarding the lane of the Embarcadero that would be closed to traffic. Mr. Albert replied the west lane would be closed and reserved primarily for emergency vehicle access but that it would also be a perfect opportunity to get bicycle traffic off the Embarcadero sidewalk. He added that this would only occur on weekends and that both lanes of the Embarcadero would remain open in the area around the Ferry Building.

**8. RECESS INTO CLOSED SESSION AND REPORT ON CLOSED SESSION**

Chair Johnson called the meeting into closed session at 2:20 p.m. Upon reopening of the meeting at 3:10 p.m. she reported that the Board had reviewed the Executive Director's performance, noting her achievements over the last three years, a period during which the Executive Director had received no salary adjustment. Chair Johnson said that after reviewing a matrix of competitive salaries, the Board had offered a resolution to authorize her to execute Amendment No. 1 to the Executive Director's employment contract in substantively the form presented to the Board.

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

**9. ADJOURNMENT**

All business having concluded, the meeting was adjourned at 3:15 p.m.

Respectfully Submitted,

Board Secretary

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