

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

(December 13, 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 1:40 p.m. Directors present were Vice Chair Intintoli and Director Gerald Bellows. Executive Director Nina Rannells led the pledge of allegiance.

2. REPORT OF BOARD CHAIR

Chair Johnson noted her and Vice Chair Intintoli's attendance along with WETA staff at a meeting with Senator DeSaulnier and representatives from Contra Costa County cities regarding the inclusion of potential ferry services in WETA's Short Range Transit Plan.

3. REPORT OF DIRECTORS

No report.

4. REPORTS OF STAFF

Ms. Rannells elaborated on Chair Johnson's report regarding the meeting held at State Senator DeSaulnier's office with representatives of Antioch, Hercules and Martinez regarding the status of WETA's projects in those cities. She reported that she thought the meeting had been successful, noting that all the cities were eager for ferry services and that the discussions had provided an opportunity to discuss the financial realities of the program. Ms. Rannells said that the consensus reached at the meeting had been to continue the current work on these projects. She indicated that the Senator had requested that WETA include \$25 million in capital funding for the expansion of ferry service to either Antioch, Hercules or Martinez in the SRTP, contingent upon development of a sustainable funding plan for ongoing service operation.

Mr. Rannells then reminded the Board that WETA had contacted the Contra Costa Transportation Authority during the summer to recommend a consolidated staff discussion regarding expansion ferry services in Contra Costa County and that two meetings had already been held. Ms. Rannells said that it had been agreed upon at the meeting with Senator DeSaulnier that CCTA meetings were the proper forum for discussion of the details of the expansion services going forward as they were the local tax and transportation planning authority for the county.

Chair Johnson stated that WETA was committed to these projects, but that a pragmatic approach was required in the current fiscal environment. Ms. Rannells added that the context of the discussion was regarding WETA's Short Range Transit Plan and that the crux of the issue had been WETA including these projects as long-term, rather than short term, projects due to lack of both capital and operating funds.

Director Bellows asked if this message was delivered clearly at the meeting. Ms. Rannells said that she felt it had been delivered clearly, but that it was not the first time this conversation had occurred between WETA and the cities at the staff level.

5. CONSENT CALENDAR

Director Bellows made a motion to approve the consent calendar which included the minutes from the November 1, 2012 meeting and the Independent Auditor's Annual Financial Reports for Fiscal Year 2011/12. Vice Chair Intintoli seconded the motion the item carried unanimously.

6. AUTHORIZE CHANGE IN STATUS FOR ONE FULL-TIME PLANNER POSITION

Ms. Rannells presented this item to the Board requesting authorization of a change in status from "Limited Term" to "Permanent" for one existing full-time planner position within the organization. She noted her satisfaction with Planner/Analyst Chad Mason's work and that the change in status would carry no additional fiscal impact as the position is budgeted for the full year.

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

7. RICHMOND FERRY TERMINAL PROJECT UPDATE

Mr. Mason presented this informational overview of the Richmond Terminal Project with a status update and summary of next steps. He noted that the Richmond service would provide a new route between the Ford Peninsula in Richmond and downtown San Francisco and that the 2035 projected daily ridership for the Richmond service was 1,715 passenger trips.

Ms. Rannells asked Mr. Mason to elaborate on the federal consultation process. Mr. Mason responded that FTA was a partner in initiating the process with other federal agencies and that due to the anticipated length of the process that plans were already underway to begin consultation with National Marine Fisheries in January 2013.

Vice Chair Intintoli asked what other agencies would be involved in addition to the National Marine Fisheries. Mr. Mason replied that additional consultation would be required with the Army Corps of Engineers and NOAA as well as with BCDC. Ms. Rannells noted the delays incurred on the Central Bay Maintenance Facility and expressed concern that the Richmond project be advanced in anticipation of the potential for similar delays.

Vice Chair Intintoli asked that a report be prepared for the Board regarding the projected operating costs of a Richmond service so that if there was a funding issue it could be anticipated now. He expressed concern that expansion of ferry services not come at the cost of existing services, noting that WETA's experience with the SRTP process highlighted the need to clarify funding for operational costs.

Ms. Rannells agreed that this was an important point, noting that comments on the SRTP had fallen into two different camps, with some strongly favoring an expansion of services and some focused on maintaining existing services. She noted that this direction would need to be clarified and determined at the Board level and that the RM2 funding which had been intended for expansion services was currently being directed toward maintaining existing operations.

Director Bellows agreed that it was an important discussion to have and added that staff seemed to be on the right track.

Vice Chair Intintoli said that there was no question that there was a need for service expansion but that the priority needed to be identifying operational funding and that expansion should not take place at the expense of existing services.

Chair Johnson said that it seemed crazy to talk about shutting any existing services down. Ms. Rannells agreed and clarified that this was never up for consideration. She further noted that now that WETA had completed its service transitions, staff will have the opportunity to conduct a comprehensive review of the system to consider what sort of tweaks or changes might be made to the system that could result in system improvements or efficiencies, making the overall system

more sustainable over time. Ms. Rannells noted that this could feed into a larger discussion regarding long-term system funding that would need to engage and involve all system stakeholders including MTC and potentially even the State Legislature.

Vice Chair Intintoli further noted that RM2 funding was also for existing services which should not suffer at the expense of new services that may not succeed.

Ms. Rannells reviewed some of the history of the RM2 legislation and subsequent changes, noting that language changes from the initial measure approved by voters were intended to provide flexibility in the use of funding, not to override the original intent. She noted that there were many parties involved in passage of RM2 and in the development of WETA's expansion program over the years, and that WETA needs to work through the operating funding discussion carefully and with all affected parties included.

Director Bellows asked if the permitting process regarding approvals for the Richmond project could be advanced with congressional support. Ms. Rannells replied very much so and that this was being worked on.

Public Comment

Veronica Sanchez, Masters, Mates & Pilots, asked about the Richmond Ridership studies and if the catchment area was impacted by a potential ferry in Berkeley.

Mr. Mason said that there were maps of the catchment areas and that scenarios had been examined where both or either project was operational. He said that each project primarily captured its own area with slight overlap.

Director Bellows asked about the status of the overpass to Point Richmond.

Public Comment

Chad Smalley, City of Richmond Redevelopment Agency, said that it was under construction and would be completed this year.

8. SUMMARY OF 2012 EMERGENCY RESPONSE ACTIVITIES

Manager of Operations Keith Stahnke presented this informational item summarizing the emergency response activities that WETA staff had engaged in during calendar 2012.

Ms. Rannells noted that emergency response had come up as part of the discussions with Contra Costa County cities, adding that expectations regarding emergency response were often out of step with agency funding realities. She said that while WETA was assigned a lead role through its enabling legislation in coordinating the waterborne transit response in an emergency, the State Legislature failed to provide the agency with any operating funds to support staff time or service operation serving in this capacity. WETA's only operating funds are tied to operating public transit services. In our role as a public transit operator, we have a responsibility, like any other transit agency, to be prepared and engaged in emergency readiness and provide services as we are able.

Mr. Stahnke noted that WETA faced many unique expectations from agencies and utilities who believe that WETA could provide extensive transit of emergency workers and heavy equipment across the Bay during an emergency. Ms. Rannells added that engaging in these exercises helped other agencies understand the reality of WETA's limited capabilities.

Director Bellows noted that the MARAD received reimbursement from FEMA for emergency response activities and Mr. Stahnke agreed that it would work the same way for WETA. He also noted that there was some potential funding in MAP 21 for emergency response activities but that

he did not yet have any details. Director Bellows also expressed his approval that staff frequently tested their communication equipment.

Public Comment

Ms. Sanchez noted how critical it was to make sure that captains and crews would have the ability to perform their duties. Mr. Stahnke said that this had just come up in an exercise and that he agreed that it was imperative to find ways to ensure that personnel would have credentialing and access to get through barricades or restricted areas. He noted that the state had no such credentialing system and that each municipality had their own system. Ms. Sanchez then asked how it would be determined which vessels would be activated and where they could dock if engineers had not yet been deployed to inspect facilities.

Public Comment

Patrick Murphy of Blue & Gold Fleet explained that through FEMA activities a matrix had been developed of all available vessels and docking facilities in the Bay and that this would be used to activate the appropriate response.

Public Comment

Marina Secchitano of the Inland Boatman's Union recommended the use of Twitter as an emergency response communications tool.

Director Bellows said that regarding credentialing, the state did credential medical staff and he suggested that WETA could use some variation of that program. Mr. Stahnke said that there was discussion of the DMV implementing disaster service worker credentialing but that it had not yet occurred.

9. SUMMARY OF FIRST QUARTER FY 2012/13 OPERATING STATISTICS AND SPECIAL EVENT SERVICES

Mr. Stahnke presented a summary of first quarter FY 2012/13 operating statistics and special event services to the Board as an informational item. He noted that it was the first full quarter of the consolidated, WETA operated services and that the quarter showed solid growth over the prior year.

Manager of Public Information & Marketing Ernest Sanchez noted that he was thrilled with Blue & Gold's services and added that he was extremely pleased with the crews' performance during the busy Fleet Week and World Series events.

Public Comment

Ms. Secchitano thanks Mr. Sanchez for attending a union event and directly addressing crewmembers' questions and concerns.

Director Bellows agreed that the crews performed well and said that he had been consistently impressed by them whenever he rode the ferry.

10. 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 2:45 p.m. she reported that no action had been taken.

11. ADJOURNMENT

All business having concluded, the meeting was adjourned at 2:45 p.m.

Respectfully Submitted,

Board Secretary
