

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

*(October 3, 2013)*

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 1:35 p.m. Directors present were Vice Chair Anthony Intintoli, Director Gerald Bellows and Director Jeffrey DelBono. Vice Chair Intintoli chaired the meeting and led the pledge of allegiance.

**2. REPORT OF BOARD CHAIR**

Chair Johnson remarked on the performance of San Francisco Bay Ferry during the America's Cup races, noting that she was impressed by the service provided throughout the duration of the event. By the Chair's request, Executive Director Nina Rannells reported on a meeting with Congressman Garamendi which included WETA staff, Chair Johnson, and Veronica Sanchez of Masters, Mates & Pilots which included a waterside tour of the site of the future Central Bay Operations and Maintenance Facility followed by a general maritime roundtable discussion arranged by Congressman Garamendi and held at the Metropolitan Transportation Commission offices. Ms. Rannells added that such meetings were recommended by Federal Legislative Representative Peter Friedmann to strengthen congressional support and noted that Congressman Garamendi sat on the House Transportation and Infrastructure committee, which is responsible for federal transportation funding programs. Chair Johnson encouraged future meetings of this type and suggested that the Congressman Garamendi would be a great ally.

**3. REPORT OF DIRECTORS**

Director DelBono reported on an informational lunch with Amy Worth, Mayor of Orinda and MTC Chair, Ms. Rannells, and Bobby Winston of Bay Crossings as well as a September 10 tour of Alameda Point and future development locations with City of Alameda staff, Assemblyman Jim Frazier, and former State Senate President pro tempore Don Perata. Vice Chair Intintoli reported on a North Bay tour and meeting with Congressman Mike Thompson and Ms. Rannells.

**4. REPORTS OF STAFF**

Ms. Rannells referred the Board to her written report. She welcomed visitor Hannah Henn, Assistant Vice President of the New York Economic Development Corporation, who was on an information-gathering tour of Bay Area ferry services.

Ms. Rannells noted that, as directed by the Board of Directors, she is continuing work to develop a Project Labor Agreement for the agency to utilize for up-coming large construction projects. She noted that Andreas Cluver from the Building and Construction Trades Council of Alameda County has taken the lead in coordinating the PLA discussion on behalf of Bay Area labor councils and further indicated that she hoped to be in a position to bring a PLA forward for Board consideration at the November or December board meeting. Vice Chair Intintoli said to let the Board know if it would be helpful to form a sub-committee to support the process.

Ms. Rannells then introduced Manager of Operations Keith Stahnke, who discussed preparation for a potential BART strike in October. Mr. Stahnke reviewed WETA's coordinated planning efforts with Blue & Gold Fleet as well as MTC and local and regional transit agencies. He noted that Golden Gate Ferry

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had offered additional vessels to supplement the fleet, and that Clipper would be implemented at the Ferry Building's Gate B ahead of the possible strike date.

Director Bellows asked if the enhanced strike schedules and service would be sustainable over the course of a lengthy strike. Mr. Stahnke said that it would be a challenge and that shore-side support was near maximum capacity. Director Bellows and Chair Johnson reiterated their appreciation of staff and Blue & Gold Fleet's planning and performance during the July strike. Ms. Rannells noted that Blue & Gold's excursion season was winding down, and, as a result, vessel and crew availability shouldn't be as challenging as it was during the strike in July.

Vice Chair Intintoli asked when the M/V Vallejo was scheduled for replacement. Mr. Stahnke replied that its programmed 25 year service life would end in 2016. Manager of Finance and Grants Lynne Yu noted that MTC approved \$2 million for construction management for a replacement vessel, which will be included as a project in WETA's capital budget next year.

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

Vice Chair Intintoli made a motion to approve the consent calendar which included the minutes from the August 29, 2013 Board of Directors meeting, approval of an amendment to agreement 12-005 with MacKenzie Communications, and approval of an amendment to agreement 12-002 with Robert Anthony Strategic Marketing and Design. Director Bellows seconded the motion and the consent calendar carried unanimously.

Yeas: Haught Johnson, Intintoli, Bellows, DelBono. Nays: None.

#### **6. AUTHORIZE RELEASE OF A REQUEST FOR PROPOSALS (RFP) FOR VESSEL CONSTRUCTION MANAGEMENT SERVICES**

Mr. Stahnke presented this item requesting Board authorization to release a Request for Proposals for Vessel Construction Management Services for the procurement of two replacement vessels. He reviewed the need for replacement of the vessels *Encinal* and *Harbor Bay Express II* which had reached the end of their useful lives.

Vice Chair Intintoli asked if these vessels would have a capacity and speed similar to the Vallejo vessels and if WETA was seeking vessels suitable for all services. Mr. Stahnke replied that these would likely be vessels under 30 knots and that the vessels would run at a lower speed than those that typically serve Vallejo. The replacement vessels would have capacity and be able to back up the Vallejo service if needed.

Vice Chair Intintoli asked if local employment was up from prior years. Kevin Connolly, Manager of Planning and Development, said that it was and Ernest Sanchez, Manager of Public Information & Marketing, further noted that ridership was up nearly 13% over the prior year. Ms. Rannells said that 149 capacity vessels were simply not sufficient to meet demand, adding that staff would be presenting a larger discussion about efforts to address increased ridership demand on the Alameda services later in the meeting.

Vice Chair Intintoli said that the Route 200 bus service out of Vallejo was started many years ago when passenger demand exceed vessel carrying capacity in Vallejo.

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

Yeas: Haught Johnson, Intintoli, Bellows, DelBono. Nays: None.

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## **7. DISCUSSION REGARDING RIDERSHIP INCREASES AND CAPACITY CHALLENGES AT ALAMEDA TERMINALS**

Mr. Connolly delivered an informational presentation to the board regarding significant ridership increases in the Central Bay services and outlined staff response to capacity concerns which included modifications to vessel deployment as a short term solution.

Vice Chair Intintoli said that similar issues had occurred in Vallejo in 1989 and that temporary parking had been added at the time which never went away. He asked Mr. Connolly if the situation in Harbor Bay was similar. Mr. Connolly replied that the July BART strike and the Bay Bridge closure had been enlightening in that although parking was at capacity, people continued to find ways to get to the terminal.

Vice Chair Intintoli asked if a temporary lot had been used in Harbor Bay. Mr. Connolly said that there was an off-site lot that had been made available and that the City had also temporarily relaxed enforcement of on street parking. Vice Chair Intintoli asked if the Alameda Main Street parking situation was similar. Mr. Connolly said that there was additional parking along Main Street beyond the designated lot, that it was frequently used, and that to date, it had not been an issue with the City.

Vice Chair Intintoli asked how passengers had been notified of the schedule change in Vallejo resulting from the modification to vessel deployment. Mr. Stahnke said that notices had been handed out to passengers, posted at all terminals, displayed on NextBus signs and posted on the Route 200 buses. Mr. Sanchez added that notices had been sent to email lists and posted on the [sanfranciscobayferry.com](http://sanfranciscobayferry.com) as well, but that no matter how well the information was distributed that there was always a possibility a passenger may overlook it. Vice Chair Intintoli said he understood and appreciated that the outreach was done.

Director DelBono said that bicycle use should be encouraged on the Alameda ferry service, noting that the ferry was unlike BART or AC Transit in its ability to serve large numbers of cyclists. Mr. Stahnke noted that Blue & Gold had deployed additional staff to help load and unload bicycles, especially on vessels when bicycle capacity was near maximum.

Director DelBono asked if bicycle capacity and easy loading would be considered in the design of the new boats. Mr. Stahnke acknowledged that it would be an important part of the design.

Director DelBono noted the considerable development planned in Alameda, specifically in the Seaplane Lagoon area and asked what planning activities were underway to provide additional ferry service to meet anticipated demand. Ms. Rannells replied that a key point in discussions with the City of Alameda during the negotiation of the service transfer had been an anticipated need for additional service in response to the development of Seaplane Lagoon. She said moving the Alameda Main Street terminal to Seaplane Lagoon would require bifurcation of the Alameda and Oakland services and that as revenue for the service was capped there would be a need for discussions regarding funding sources for building a new terminal and funding the increased operating cost associated with a bifurcated service.

Director DelBono said that he understood these challenges and that WETA was in a difficult position to not have more details regarding the development timeline but that it was important to consider the project as part of future planning for the ferry service.

Ms. Rannells noted to the Board, as Mr. Connolly's presentation pointed out, that changes to the service were more complex than simply adding boats. She said that this deployment change was one of the first examples of the opportunities available to WETA as a consolidated ferry service, noting specifically the Vallejo crew that had previously been serving only one run were now adding an additional run on the Alameda service. Ms. Rannells said that this was an example of how WETA could

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find new ways of maximizing the utilization of vessels, facilities, and crews to better serve ferry customers.

Director DelBono asked if there were any plans underway to survey riders this year. Mr. Connolly said that there was a brief survey in place for the BART strike should it occur and that there would be additional surveying in the coming year.

Vice Chair Intintoli asked if interest in the South San Francisco service continued. Mr. Sanchez said that South San Francisco ridership had shown signs of steady growth and was also benefiting from Genentech's increased commuter benefit to its employees.

Mr. Stahnke commented further on Mr. Connolly's presentation that the temporary vessel reassignments had been adequately addressing capacity issues for the time being and that the reassignment would likely conclude with the return of *Bay Breeze* to service in spring 2014.

#### Public Comment

Veronica Sanchez of Masters, Mates and Pilots said that she was ecstatic about ridership growth. She suggested that future surveys include Mission Bay as a potential terminal to be served for riders with SOMA destinations in response to growth in that area and the new UCSF medical center.

Mr. Connolly agreed that that would be informative. Ms. Sanchez said she would also like to know what mode commuters to SOMA and Mission Bay currently use to get to work.

Director Bellows said that he appreciated the staff's creative problem solving and asked that they keep it up.

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

Chair Johnson called the meeting into closed session at 2:50 p.m.

Upon reopening of the meeting at 3:40 p.m., she reported on the Board's review of the Executive Director's performance. She offered a motion that the Executive Director's contract be amended to include a salary increase of 2% retroactive to March 1, 2013, with an additional 3% increase on March 1, 2014, conditioned upon a satisfactory performance evaluation to be completed no later than February 2014, and to include a three month severance payment for termination without cause. Director Bellows seconded the motion and the item passed unanimously.

Yeas: Haught Johnson, Intintoli, Bellows, DelBono. Nays: None.

### **9. ADJOURNMENT**

All business having concluded, the meeting was adjourned at 3:42 p.m.

Respectfully Submitted,

Board Secretary

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