

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

(November 7, 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 1:05 p.m. Directors present were Vice Chair Anthony Intintoli, Director Gerald Bellows, Director Jeffrey DelBono and Director Timothy Donovan. WETA legal counsel Stanley Taylor of Nossaman LLP led the pledge of allegiance.

2. REPORT OF BOARD CHAIR

Chair Johnson thanked WETA staff and Blue & Gold Fleet for their service during the BART strike, adding that she had been impressed by the level of service offered and number of passengers carried. She noted that the public appeared to have been made aware of ferry system as an alternative to BART.

Chair Johnson asked the Board and staff to maintain an awareness of any parties who could be useful to WETA as state legislative outreach partners and for potential funding opportunities.

3. REPORT OF DIRECTORS

Director Bellows said that the BART strike had demonstrated WETA's ability to meet its mission and that he had been impressed by the service during the strike.

Director Donovan agreed and thanked Executive Director Nina Rannells for keeping the Board informed of activities and ridership during the strike. He asked if there had been any constraints to service due to fuel supplies. Ms. Rannells said that Blue & Gold appeared to have no issues with maintaining fuel supplies noting that the primary concern had the strike continued would have been providing necessary vehicle maintenance as well as maintaining adequate crewing and staffing levels.

Director Donovan and Director DelBono asked that a letter of appreciation be sent on behalf of the Board to Blue & Gold Fleet. Ms. Rannells said that would be done and that an event would also be planned to thank Blue & Gold staff and crews.

4. REPORTS OF STAFF

Ms. Rannells referred the Board to her written report, noting that it contained a full summary of WETA's activities during the BART strike. She said that the service had gone even more smoothly than it had during the BART strike in July, noting that both strikes had highlighted terminal facilities as a significant limitation to meeting capacity demands. Ms. Rannells thanked Golden Gate Ferry for the use of two vessels from their fleet which provided additional service between San Francisco and the East Bay during the strike. She also thanked Manager of Public Information and Marketing Ernest Sanchez, who with assistance from MacKenzie Communications organized outreach and media activities, as well as other WETA partners including the Ports of Oakland and San Francisco, MTC, Clipper customer service and Blue & Gold Fleet. She noted the extensive media coverage of the ferry service both locally and nationally on the front page of the *New York Times*.

Vice Chair Intintoli asked what the status was of the Contra Costa County Ferry Subcommittee white paper. Ms. Rannells reminded the Board that this document was being prepared by the Contra Costa

County Transportation Authority and is intended to assess the potential viability of each of the four potential Contra Costa service expansion sites and to examine funding opportunities. Kevin Connolly, Manager of Planning and Development, added that the document was very near completion in first draft form.

Vice Chair Intintoli asked about the farebox recovery line in the financial summary included as Item 5b in the Executive Director's report. He noted the 38% figure and stated a concern for dropping below 40%. Manager of Finance and Grants Lynne Yu replied that MTC's farebox recovery requirement for the Alameda/Oakland and Vallejo services was 30% and 40% for both the Harbor Bay and South San Francisco services. She noted that the average included in the report for all the services was just under 40%. Ms. Rannells added that staff was continuing a dialogue with MTC regarding the concept of considering farebox recovery system-wide rather than route-by-route.

Regarding the capital expenditure item for the Central Bay Operations and Maintenance Facility, Vice Chair Intintoli asked if the \$4.9 million item was correct as it seemed low. Ms. Yu replied that this number was for pre-construction environmental work and did not include construction as that would not occur in the current budget year. She added that the North Bay Operations and Maintenance Facility item did include a construction budget for the current year which is why it was considerably higher.

Ms. Rannells concluded her report pointing out the system-wide growth indicated in the operations report, noting that regardless of BART strikes and the Bay Bridge closure that growth had been extraordinary in the past year.

5. CONSENT CALENDAR

Vice Chair Intintoli made a motion to approve the consent calendar which included the minutes from the October 3, 2013 Board of Directors meeting. Director Bellows seconded the motion and the consent calendar carried unanimously.

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

6. BOARD OF DIRECTORS MEETING SCHEDULE FOR CALENDAR YEAR 2014

Ms. Rannells presented this item requesting that the Board approve a WETA Board of Directors meeting schedule for Calendar Year 2014.

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

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

7. STATUS REPORT ON SOUTH SAN FRANCISCO FERRY SERVICE

Mr. Connolly delivered an informational presentation to the Board regarding the status of the South San Francisco ferry service which began in June 2012 and was expanded in April 2013 with a 12-month demonstration project, noting that his report was coming roughly half-way into this expansion.

In response to Mr. Connolly's comment that the mid-day South San Francisco to San Francisco runs were utilizing an existing deadhead run, Director DelBono asked what a deadhead was. Mr. Connolly replied that a deadhead was a repositioning of a boat and crew without revenue passengers aboard, typically after the last run of a scheduled revenue service.

Vice Chair Intintoli said that it would be interesting to know how many people would be on the 5:20 if they couldn't be on the 6:20. Mr. Connolly said there would be additional surveys on the service that would ask questions exactly like that.

Public Comment

Veronica Sanchez of Masters, Mates and Pilots (MMP) said that the presentation had been informative and that she looked forward to Mr. Connolly speaking to crew at the MMP meeting in the coming week.

Ms. Sanchez then noted her frustration with the *San Francisco Chronicle* for not reporting that the South San Francisco Ferry was an alternative commute option to the Peninsula during the BART strike. Mr. Sanchez said that he understood Ms. Sanchez' concern adding that the *Chronicle* had been contacted again but had not updated their table. Ms. Sanchez recommended a letter be sent to the *Chronicle*.

8. ADJOURNMENT

All business having concluded, the meeting was adjourned at 1:45 p.m.

Respectfully Submitted,

Board Secretary
