

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

(June 7, 2018)

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

1. CALL TO ORDER – BOARD CHAIR

Chair Jody Breckenridge called the meeting to order at 1:33 p.m.

2. ROLL CALL

Chair Breckenridge, Vice Chair James Wunderman, Director Anthony Intintoli, and Director Nick Josefowitz were in attendance.

3. REPORT OF BOARD CHAIR

Chair Breckenridge reported that she and other WETA staff had traveled to Washington, D.C. for an overlapping trip with the Bay Area Council (BAC) where they visited many representatives from transportation and infrastructure committees. She said that WETA's federal representatives have done an excellent job on WETA's behalf, and she reminded Directors that important transportation and infrastructure legislation opportunities will be taken up on Capitol Hill early next year.

Chair Breckenridge thanked WETA staff and Blue & Gold Fleet for their kind and engaging hosting of 140 sixth and seventh grade students from Richmond and Oakland on a ferry ride out on the bay. She noted that for many of those students, that was the first time they had been on a boat. Chair Breckenridge said that everyone who participated in the event was wonderful.

Chair Breckenridge reported that the newest vessel to join the WETA fleet, the MV *Argo*, had just been officially welcomed into service, and that a fourth vessel in the *Hydrus* class was expected to be delivered in early 2019.

Chair Breckenridge thanked everyone who voted in the statewide June 5 election. She extended extra special thanks to those at the BAC who worked tirelessly on the campaign to promote Regional Measure 3 (RM3), the successful passing of which paints an optimistic picture for future WETA service.

Chair Breckenridge said that she and the Vice Chair, along with WETA staff, had attended a meeting in Redwood City to discuss how a future ferry will fit into the city's future waterfront development plans. She said 30 other city and regional employer representatives, including from Google, had participated. Chair Breckenridge further explained that about 1,000 new homes were planned for downtown Redwood City. She said the meeting had included excellent discussions and WETA and the city had a good partnership in place for the future planning.

4. REPORTS OF DIRECTORS

Vice Chair Wunderman reported having good meetings during the BAC and WETA visits in Washington, D.C. where he said he had met with Senators Feinstein and Harris, and with Representative Pelosi. He said it was great to be able to express gratitude in person for the recent federal grant award of \$5 Million

to WETA to refurbish the MV *Solano*. Vice Chair Wunderman said he believed that there were opportunities to expand Washington's support for transportation and infrastructure even further, and he added that the passing of RM3 in California is a strong sign of support for the region's transportation infrastructure and services.

Director Intintoli said he was very pleased that Bay Area voters passed RM3 on June 5.

5. REPORTS OF STAFF

Ms. Rannells shared her written report with Directors and welcomed questions. She reported that on May 23, she and staff had attended the City of Alameda's Site A groundbreaking event at the development site, adjacent to the future home of WETA service at the Seaplane Lagoon Ferry Terminal.

Directors asked about including some additional information on the monthly Director's reports. It was agreed that as a fresh start with the passing of RM3, staff will provide some additional financial and operating statistics information options to Directors for their consideration on future monthly reports.

Director DelBono joined the meeting at 1:48 p.m.

6. CONSENT CALENDAR

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

- a. Board Meeting Minutes – May 10, 2018
- b. Overview of FY 2017/18 Financial Audit Scope and Process
- c. Authorize the Executive Director to Execute a New Master Agreement for State Funded Transit Projects with the California Department of Transportation

Vice Chair Wunderman seconded the motion and the consent calendar carried unanimously.

Yeas: Breckenridge, DelBono, Intintoli, Josefowitz, Wunderman. Nays: None.

7. DISCUSSION AND POTENTIAL ACTION ASSOCIATED WITH TIDELINE MARINE GROUP'S REQUEST TO CONDUCT SMALL VESSEL PRIVATE CHARTER LANDINGS AT THE HARBOR BAY TERMINAL

Ms. Rannells presented this item for Directors to discuss a request from Tideline Marine Group (Tideline) to land four times each weekday at the Harbor Bay Ferry Terminal in Alameda. Director Josefowitz asked if the item should be discussed in closed session because it was related to a potential contractual agreement. WETA legal counsel Madeline Chun of Hanson Bridgett LLP explained that the Item was presented for Board discussion and input regarding Board policy issues, and did not qualify for a Brown Act exemption or require Directors to enter closed session for the discussion.

Ms. Rannells explained that staff had identified potential slots in between the regularly scheduled WETA Harbor Bay commuter ferry landings at the terminal that could possibly support the proposed landings without predictable disruption to regular WETA service. She said that after the demonstration landing tests with Tideline's vessel, staff worked with legal counsel to draft a landing rights Agreement which had been provided to the Tideline team and was included with the Item for Board review.

Ms. Rannells reviewed eight areas of concern relating primarily to safety, accessibility, and operational compatibility that had been compiled by staff after three demonstration meetings with Tideline at the Harbor Bay Terminal facility to test the landing of their small vessel, the *Osprey*, and its physical fitting and match-up to the terminal. The 8 areas for discussion that were identified include Americans with Disabilities Act (ADA) accessibility of the vessel, U.S. Coast Guard vessel compliance, contract draft

terms, landing fees, timing, customer experience, prevailing wage standards, and WETA's underlying rights.

Ms. Rannells said that Tideline had made some modifications to the back of their vessel to improve fit at the terminal, the results of which Directors were able to view in photographs provided with the Item. She noted that one of the issues of paramount concern was the rejection by Tideline of the draft contract terms that would allow WETA to cancel the contract freely and at any time for convenience, should that need arise prior to the end of the proposed six month trial period. Ms. Rannells added that the liability protection of Blue & Gold Fleet, WETA's contract operator whose engineers are responsible for hands-on maintenance of the Harbor Bay Ferry Terminal facility, was also of particular concern.

Ms. Rannells further explained that WETA does not own the Harbor Bay Ferry Terminal property, and its landing rights at the facility had been granted to WETA by the City of Alameda, which had been granted that ability by the Harbor Bay Isle Associates. She said that the City of Alameda must be consulted on Tideline's request, and these original agreements will need to be carefully reviewed to clarify whether WETA is the legal entity with rights to grant ongoing, regular landing rights at the property to other entities.

Ms. Rannells explained that WETA has worked diligently since its inception on project labor agreements for its facilities construction projects, and has worked with Blue & Gold Fleet through their labor negotiations to assure prevailing and living wages for its contracted onboard crews and vessel and facilities engineers. She noted that this was also a very important standard to consider in this discussion.

Ms. Rannells reminded Directors that the Board had recently created a committee to study the role of small vessels in WETA service, and she suggested that it made sense to develop a policy for small vessel landings, such as the Tideline request, as a part of this study. She further noted that while Tideline would not be a WETA operator, any passenger experience on a Tideline vessel that is landing at a WETA terminal will inevitably be associated with the San Francisco Bay Ferry brand. She said that an important consideration in creating policies for this request will be whether Directors want to require safety and service standards equal to the WETA safety and service standards already established and in use across all WETA service operations.

Director Intintoli thanked Ms. Rannells for recognizing that the staff concerns presented are policy issues that will require Board thought and input. He asked, with these outstanding concerns that have arisen in the consideration of the request, why the Board would even want to grant landing rights to another entity. He said the small vessel study committee should review this request, along with all of the other things related to small vessels that it is studying. Director Intintoli added that he was especially concerned about safety and accessibility standards for people with mobility challenges. He said that he does not want to just rush this request through and added that he is not in favor of using the public's tax dollars for maintenance and support of a facility that supports private, commercial entities.

Director Intintoli also said that the Board needs to discuss small vessels in relation to WETA's emergency response mandate. He explained that in the event of an emergency, WETA will need to move crews and smaller groups of people and they will need their own small vessels to utilize for that purpose.

Director DelBono said he believed that working through this process was a really important step in increasing the quality of life for Bay Area residents, and especially those living in the Harbor Bay area in Alameda. He said everyone in the Bay Area is clamoring for more and better transportation options, and he definitely wants to see more ferry service. Director DelBono said safety and accessibility were crucial

considerations and that since WETA's small vessel study was already underway it should include review and consideration of Tideline's request.

Director DelBono said that the prevailing wages issue for vessel crews was absolutely required from his perspective for anyone providing ferry service that could be connected to WETA in any way, and that if this kind of request were to be granted to Tideline, or any entity, that all safety and accessibility standards should be equal to WETA standards and all liabilities for WETA and Blue & Gold Fleet should be mitigated with ample insurance coverage levels. He said landing fee levels would also need to be established and applied to help assure that facility maintenance cost portions were identified and appropriately charged. Director DelBono emphasized that at this time, his preference for any kind of small vessel service in the Bay Area is that it would be provided by WETA, the established public agency mandated to provide public transit ferry service in the region, and he added that he is looking forward to seeing the findings and outcome of the small vessel study as soon as a report is available.

Director DelBono said that prior to the passing of RM3, this sort of agreement might have been the best way to increase ferry service in the Bay Area, and if that had been the case, such a decision would have needed to go through a public Request for Proposals (RFP) process to assure transparency and fairness. He reiterated that, especially since RM3 will bring WETA increased service funding, WETA should operate a small vessel service if that is the determination of the committee and something the Board wants to move forward. He added that it was his belief that a smaller vessel public service was overdue, and he emphasized that he does not want this issue to be put off for a year or two because Bay Area residents need better transportation options right now. He said he would like to see a survey to determine the number of people working in Alameda and in South San Francisco who would utilize a ferry service to commute back and forth.

Director DelBono asked if WETA could require local hiring as a stipulation for providing service to WETA as a contractor through a public RFP process. Ms. Chun said she would have to confirm, but that because of Federal and state laws may preclude a mandatory local hire component.

Vice Chair Wunderman said staff did a good job putting this Item together and providing clarity and details on the open issues. He explained that his bias has always been one of maximizing the opportunities for water transportation in the Bay Area and he said this is WETA's role as an agency. He said Tideline is the kind of business we want to see springing up in the Bay Area because it helps in the mission of getting people out of their cars. Vice Chair Wunderman said Tideline has a potential client who wants to use the water to transport their employees and this only augments what WETA is already doing. He emphasized that WETA should keep an open mind to develop more ferry service options for the public that WETA doesn't provide.

Vice Chair Wunderman said that the 8 concerns raised by staff were serious issues. He said that he initially called for a small vessel study, and it was not his intention to stop small private operators from being used for service. Vice Chair Wunderman said assuring safety and accessibility, including full Coast Guard approval, was necessary to support an agreement such as this one. Once the small vessel study findings are shared, the Vice Chair added, the Board may determine that a public and transparent RFP process is the best decision for something like this.

Director Josefowitz said that if WETA has facilities that are not in constant use and there is availability for and interest by another ferry service provider to land at a WETA terminal, and they are willing to pay for that right, then the Board should figure out a way to make that happen. He added that such a provider needs to meet the same standards as WETA's with regard to safety and accessibility. He said WETA should not be subsidizing such a service, and crews on those vessels should be paid a prevailing wage. Director Josefowitz said that if WETA subsequently was able to provide the same service, the arrangement should then be dissolved.

Director Josefowitz said that if this agreement with Tideline could be worked out, the resulting policies could apply to many other companies who could use the WETA facilities and that this could result in revenue for WETA.

PUBLIC COMMENT:

1. California Maritime Academy graduate, Inlandboatmen's Union member, Crowley Marine employee, and lifetime maritime professional Keith Madding said that landing a small ferry that was not designed to land under the challenging conditions at the Harbor Bay Ferry Terminal, and would present a danger to the public. He said that he has been operating boats in the area for 30 years and he is very familiar with that terminal. Mr. Madding explained that because of the weather and tide conditions there, a small vessel could unpredictably and literally end up on the float or even up on land when it tries to dock, and it's just not safe. Mr. Madding said that the taxpayer is the true owner of the Harbor Bay Ferry Terminal and it was built for and by the public to support non-profit service for the public. He added that for a commercial start-up company to expect a public agency to allow them to profit from this public service facility is unfair to those taxpayers.

Mr. Madding noted that the regular WETA service would definitely be disrupted by Tideline vessels on windy days. He said WETA vessels would regularly be forced to stand by to land until the smaller vessel wrangled all of the problems it would inevitably encounter due to the location's persistently dangerous weather conditions.

2. Theodore White, a Blue & Gold Fleet deckhand and Inlandboatmen's Union member, thanked Directors for the opportunity to weigh in on Tideline's unique request. He said he has worked on the vessels that land at the Harbor Bay Terminal and the process is tricky and dangerous. He said Blue & Gold Fleet captains and crews take great pride in their abilities to get passengers on and off board at that terminal, which has the most exposed floats of all terminals currently used throughout the WETA system. Mr. White said he and many of his colleagues were especially concerned to see that Tideline was proposing using removable stairs to load and offload passengers because the Harbor Bay float never stops bouncing up and down, even on a calm day. He said this proposal was very dangerous and it was his hope that the Board will take a very close look at the conditions those stairs would create for passengers.

3. Blue & Gold Fleet deckhand and Inlandboatmen's Union member Jerry Norton said he agreed with everything that Mr. Madding had expressed about his concerns with this proposal because he knows what he is talking about. He added that the Harbor Bay Terminal was in a dangerously rough and windy location and it would be safer for people if WETA had vessels that could go into that area, perhaps that were smaller if that's what the public wants.

4. Inlandboatmen's Union member J. B. Davis said WETA assures that their crews and vessel engineers are all paid living wages and that these employees have chosen the maritime industry for their lifetime careers. He said they all take a great deal of pride in their work and are committed to building and improving their maritime skills to assure the safety of passengers, and support their work on WETA's behalf. Mr. Davis said all of these employees have passed extensive background checks, and all have Transportation Worker Identification Credential (TWIC) cards. He add that any agreement WETA makes with other entities that allow them to use their terminals for landing should definitely require that the people crewing those vessels have passed the same background checks and that all possess TWIC cards. Mr. Davis said all Blue & Gold Fleet employees are also regularly and randomly tested for drug and alcohol use, and he emphasized that any policies adopted by the Board on this matter should include the same testing because it was a crucial step in assuring their primary concern of passenger safety. He said that Mr. Madding's comment about normal WETA service being inevitably delayed when its vessels have to wait to land was accurate, and should also be a factor in this discussion with regard to timing and schedules.

Mr. Davis concluded his comments by noting that WETA already provides service to South San Francisco with its own vessels that return to Alameda. He said it makes a lot more sense for WETA's operations team to get together with the Blue & Gold Fleet team and figure out how to fill those vessels on their return trips to Alameda in the morning and evenings, thus eliminating the need for another entity to provide this service that they feel WETA is not providing. He said WETA already has the assets and crews needed for this service.

5. Inlandboatmen's Union member Sean Smith said he agreed with all of the safety concerns already expressed by his colleagues. He said that from personal experience, he has learned to be very critical of any commercial company that asks a public entity to take on the bulk of the responsibility and liability for them. He said he hopes Directors will be very cautious as they consider Tideline's or any other commercial company's request to do so.

6. Exelixis Executive Vice President of Business Operations Dana Aftab said that Exelixis was in South San Francisco for about 20 years and moved to Alameda about 2 years ago because they had a good opportunity to expand there. He said many of the company's employees still reside in and around South San Francisco and they need a better way to get to the new location than what is currently available. Mr. Aftab said the company formed a committee to explore transportation options for these employees and a ferry option was determined to be an excellent option. He said they approached WETA about offering this service and had been told it was not possible at the time. Mr. Aftab said they then spoke to two different private ferry operators and Tideline was the only one who offered to help them. He emphasized that all they need is just for a ferry to do two runs from west to east in the morning, and then east to west after their work day. Mr. Aftab said their plan is for their employees to park away from the terminal at Oyster Point and then take a company shuttle to the terminal in the morning and then a shuttle from the Harbor Bay Terminal to their office in Harbor Bay Business Park. He said he would like WETA to allow this private service and added that his employees are super excited about being able to commute on the bay. Mr. Aftab said he would like this service to start as soon as possible, and promised that the company will share its rider data with WETA. He said they did a transportation survey in February and they expect that about 60 people were potentially interested in utilizing this service if they can make it happen. He said there may be as many as 80 people interested.

7. City of Alameda Development Manager Eric Fonstein said that the City has been working with Exelixis on their move to Harbor Bay Business Park, a major employment center in Alameda with over 1,500 employees, 300 of which work for Exelixis. He said the company has made a substantial commitment to the Business Park. Mr. Fonstein said that this service would reduce traffic and he noted that service and safety issues were very important and the City of Alameda will be looking to WETA to identify requirements in this area as that is their area of expertise and not the City's.

8. President of Tideline Marine Group Nathan Nayman said Tideline has been working with WETA since March on this matter trying to address all concerns and answer all questions. He said the service plan Tideline hopes to provide is not a public service but a private one that falls under one of Tideline's two permits issued by the California Public Utilities Commission. He said the permit that pertains to the service being discussed allows for Tideline to operate private, on-demand service. He noted that with this type of service, walk on service is not permitted. Mr. Nayman emphasized that passenger safety is also Tideline's number one priority and Tideline will never jeopardize its passengers' safety. He said that Tideline does not operate its vessels when weather is rough, and notifies its passengers in advance that there will be no service under such conditions. He said they are able to do this because they constantly monitor the weather conditions and bay tides.

Mr. Nayman said Tideline knows its passenger count before sailing and is in full compliance with Coast Guard requirements for the kind of service they plan to offer. He noted that this was different than the

standards imposed on WETA's service because WETA doesn't know their expected passenger count prior to boarding. Mr. Nayman said if WETA has standards imposed on it by the Coast Guard for the exact same kind of service being proposed in this request, that those standards should be shared with Tideline and they will comply with them exactly also. He said the Coast Guard does full background checks on Tideline captains and crews and they have approved the proposed service route and the Tideline boarding platform. He said he would be happy to provide WETA with the Certificate of Inspection (COI) received from the Coast Guard once Tideline has received a contract granting the landing rights for this service.

Mr. Nayman said the Port of San Francisco has accepted Tideline's on-demand service and that an updated Coast Guard COI was expected in the next few days. He said Tideline accepts all contract terms in the draft contract provided by WETA and said he does not see any value in waiting for this service to move forward. He emphasized that what Tideline is proposing is a private service, not a public service, and added that Tideline already pays its captains and crews prevailing wages and is moving forward to secure captains and crews to support this service. Mr. Nayman added that he will make sure in working with Tideline's client that there will not be any conflict with WETA's vessels, and he said he can assure 100% that there will be absolutely no disruption to WETA's regularly scheduled service at the Harbor Bay Terminal if WETA will approve this agreement.

9. Client Manager and Business Developer Alex Kryska of Prop SF thanked Tideline and Exelixis for bringing their request to WETA. He said he thinks it is a great idea and exactly the direction he wants to see WETA moving in the future. Mr. Kryska said that anyone proposing this kind of service definitely must have the same standards as WETA, including employing union employees, because whatever bar is set now is what will be in place for the companies that will inevitably follow Tideline in wanting to utilize WETA's facilities for their private services. He said he really appreciated that Tideline would be the first company to set this high standard.

Director DelBono asked about the initial conversation about Exelixis's needs that had taken place some time ago with WETA. Planning Manager Kevin Connolly said he remembered the conversation and at the time, the WETA schedules were set up to interline crews and maximize fleet resources which resulted in vessels going to South San Francisco and returning to the Alameda Main Street and San Francisco terminals, not the Harbor Bay terminal. He added that those decisions could be revisited and other possibilities considered, especially since WETA will now have more resources than it has had available historically. He said that right now, about 90 people are already utilizing WETA service to commute from San Francisco to the Harbor Bay Terminal for their jobs at The North Face in Alameda. He noted that there is currently space for a maximum of 62 vehicles to park at the South San Francisco Ferry Terminal and Ms. Rannells explained that during WETA's negotiations and permitting for the construction of the South San Francisco Ferry Terminal, the City had dictated that it was to be predominantly a destination terminal.

Director Intintoli said that if and when the Board decides it wants to do something like this, due diligence in examining the many issues that staff has identified as areas of concern will benefit not only Tideline, but other private ferry operators who might be interested. He said it was important to make this a competitive process in a public and transparent RFP process, and said that the Board should not just hand something like this over to the first company that asks for it. Director Intintoli said policies do not exist for what is being discussed and determining such policies needs to be the next step in this process.

Vice Chair Wunderman suggested that allowing Tideline to land for the trial period could inform the small vessel committee's study. He said Tideline has agreed to share their data that they collect from operating the service with WETA. He added that Alameda was growing and is an important partner to WETA. Vice Chair Wunderman said that Mr. Nayman has just said that that Tideline will comply with

everything WETA is requesting. He said legal counsel could review the plan and if everyone was in agreement, that the service should be able to move forward. Vice Chair Wunderman said that Director DelBono's idea of finding out how many people are interested in this kind of service is a great idea so that the potential interest is better understood. He said that with regard to prevailing wages, a clause for labor harmony had been included in employer shuttles agreements with their drivers and that process had worked beautifully and could be considered for this service also. He thanked Prop SF for being at the meeting and supporting their competitor Tideline. Vice Chair Wunderman said another consideration in this process of course, is whether private operators would be competing with WETA service. He said he would be in favor of supporting private service operators as long as they meet the high bar of WETA service and safety standards.

Director DelBono said that no private, commercial company is required to share its data and that if any agreements are ever made with private companies who promise to share their data that the requirement needs to be part of their formal agreement to assure it will happen.

Chair Breckenridge said that regardless of everything else that has arisen from this Item's discussion, clarity on the Harbor Bay Terminal landing use rights was paramount, as was considering all of the issues laid out in the staff report on the Tideline proposal. She motioned for a vote to have staff take the delineated policy issues detailed in the Item, plus the information shared by Directors and speakers during the discussion, and work to develop policies for the use of WETA facilities by entities other than WETA, that the Board can review and consider for adoption.

Vice Chair Wunderman asked what that would mean for Tideline and their client who are already invested in this plan, and need to provide transportation for their employees now. He said he would like to propose that staff and the Board's legal counsel continue to work on these specific issues of concern with Tideline with an objective of moving this service forward as soon as possible. He added that if the issues at hand can be resolved and the service could get going, the Board would be more informed for its future policy on the matter. He also emphasized that he is not comfortable moving something forward that has not been recommended by staff and he hopes that the Tideline request can be used as a model to move forward on these questions.

Ms. Chun summarized the Board discussion as direction to staff to develop policies for use of WETA facilities by private operators, noting that while a number of open issues remain, the Board has provided input to guide how to work all of this information into policy. Standards will be set in policies to be adopted by the Board to clarify how best to move forward - or not move forward - on this specific request from Tideline. At this time, WETA will not be able to allow Tideline's request to operate this service immediately, but their request will be used to inform the development and adoption of these policies. She noted that staff had a very full plate at the moment and that this work will be added to that.

Director Intintoli said he wanted to reiterate that accessibility and matching WETA's roll-on, roll-off policy for people with mobility challenges was of the utmost importance in his mind. He said any service offered needs to be the same for everyone and not discriminate in any way.

Director DelBono reminded Directors that approval to operate a private ferry service similar to the one that Tideline is proposing had been requested of WETA in the past by Google. He said these requests will not go away and the Board needs to develop these policies. Director DelBono said everyone in the room should be clear about a timeline for the process and this was echoed by Director Josefowitz and agreed as important by all Directors.

Director Josefowitz said the Board should not be overly prescriptive in its objective of assuring accessibility and that there are various ways that accessibility is provided and assured across different kinds of Bay Area transportation services.

The Board directed staff to research the landing rights at the Harbor Bay Ferry Terminal as related to the City of Alameda and the Harbor Bay Isle Associates as its next step in this process, and to provide the Board a timeline for when they can expect to receive policy guidelines to review.

Because Director Wunderman had a competing time commitment for the afternoon, it was agreed that the meeting agenda would be reordered to move Item 10 ahead of Items 8 and 9.

8. DISCUSSION REGARDING THE OUTCOME OF THE JUNE 5 PRIMARY ELECTION VOTE ON THE REGIONAL MEASURE 3 BALLOT MEASURE

Ms. Rannells presented this item (originally agendized as Item 10) to discuss the outcome of the vote on RM3 in the June 5 statewide election. She read a letter from Bobby Winston, owner of *Bay Crossings* that congratulated WETA on the successful passing of the measure and praised Vice Chair Wunderman, Director Josefowitz and others for their hard work and commitment to educate the public and promote the benefits of passing the measure. Mr. Winston said that the passing of RM3 will make the San Francisco Bay Area a better place to live, work and play.

Vice Chair Wunderman praised BAC Chief Operating Officer John Grubb and BAC Policy Director Emily Loper for the persistence and tenacity in their efforts to get the word out about the measure's potential benefits. He said there had been no guarantee that the measure would pass and some of the polling that had been done indicated that the measure might not pass right up until the election. The Vice Chair said the press conference about the measure that had been attended by local mayors and the corporate and individual contributions that had poured in to support it had both made a substantial impact at the polls. He added that the public trusted the endorsement of a local transit engineer more than anyone else who had spoken publicly about the measure. Vice Chair Wunderman emphasized that all of the other transportation agencies in the Bay Area have funding options other than RM3 to fall back on but WETA only really has RM3 to fund its future service. He said he is looking forward to working on all of the water transportation opportunities the public has committed to support by passing this measure as Directors move forward with exciting plans for WETA's future, and the future of transportation options in the Bay Area.

Ms. Rannells said that one of the requirements of future RM3 funding is that WETA will need to create and adopt a plan that examines system-wide and route specific measures. She explained that MTC will be looking for a five year capital plan, specifically. She said that this plan will be the priority for WETA staff which is also presently focused on three large capital projects and multiple vessel construction projects, while also working to launch a brand new service route in a few months out in Richmond. She said staff will work closely with MTC in the coming months to develop the necessary information to secure RM3 funds for WETA's projects.

Director Josefowitz said that MTC and the Association of Bay Area Governments has resources available to assist agencies with their planning needs. He said this might be a good resource if staff needs additional support with the process. Director DelBono said he recognizes that the WETA staff is very small and he wants to assure the staff has resources needed to move forward with the additional work that will be immediately added to their plate.

Vice Chair Wunderman left the meeting at 3:49 p.m.

Director Josefowitz said that as WETA grows with the additional funding and work in its near future, it will be important for it to not only provide point to point ferry service, but to look at the bigger picture of planning in concert with communities working to build and improve their cities and services with efforts like building more housing and increasing educational or office space. He said now that WETA will have the resources it requires, the agency can grow and shape itself to play a larger, more regional role in the

Bay Area. He added that he is really excited about the new opportunities for the region with the passing of this measure.

Director DelBono said he hopes WETA will continue to provide the highest customer service for its riders as it grows. He also noted that emergency response will also be an important focus now that WETA will have the additional funding. He extended thanks for the work on RM3 to Ms. Loper.

Chair Breckenridge said she was very happy that WETA will now have the basic support RM3 will provide the agency such as financial reserves for vessel or facility emergencies. She added that the measure's funding will provide WETA with more control over its own destiny.

9. AWARD OF A SOLE SOURCE CONTRACT WITH PACIFIC POWER GROUP FOR MAIN ENGINES COMPONENT PURCHASE FOR THE MV SOLANO

Operations Manager Keith Stahnke presented this item for the award of a sole source contract with Pacific Power Group for main engines component purchase for the MV *Solano*.

Director Josefowitz made a motion to approve the item.

Director Intintoli seconded the motion and the item carried unanimously.

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

10. AWARD CONTRACT TO CITY ID FOR SIGNAGE AND WAYFINDING DESIGN

Senior Planner Mike Gougherty presented this item to award a contract to City ID for signage and wayfinding design. Director Josefowitz said he would like to see more clarity for passengers queuing to board WETA ferries. He said he would like the queuing areas better defined and prominent especially for people who are not regular ferry riders. Mr. Gougherty said that objective was consistent with the project's scope.

Director DelBono made a motion to approve the item.

Director Josefowitz seconded the motion and the item carried unanimously.

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

Program Manager/Analyst Lauren Gularte showed a short video of an emergency response exercise that WETA participated in with the Oakland Airport and other regional agencies to exercise the airport's water rescue of passengers floating in the bay moved to safety aboard a WETA vessel.

11. OPEN TIME FOR PUBLIC COMMENTS FOR NON-AGENDA ITEMS

Ms. Chun noted that a year ago the WETA Board made the decision to work with Hanson Bridgett LLP. She said it has been a fun and intense year, and Ms. Rannells said that the decision had been an excellent one for WETA.

All business having been concluded, the meeting was adjourned at 4:04 p.m.

- Board Secretary

END