

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

(February 7, 2019)

The Board of Directors of the San Francisco Bay Area Water Emergency Transportation Authority met in regular session at Pier 1, Port of San Francisco.

1. CALL TO ORDER – BOARD CHAIR

Chair Jody Breckenridge called the meeting to order at 1:32 p.m.

2. ROLL CALL

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

3. REPORT OF BOARD CHAIR

Chair Breckenridge proposed reordering the meeting agenda to move Item 12 - public comment on non-agenda matters - ahead of Item 10 calling for a closed session discussion. She explained that this would allow guests who want to comment at the meeting to be heard without having to wait throughout the duration of the closed session for Directors to return. It was agreed by all this should be done and the items were reordered as proposed.

Chair Breckenridge welcomed Directors, staff and guests to the meeting. She said she was very excited about the new Richmond service that WETA launched on January 10 and she noted that the Richmond launch event had been incredibly successful, with many community members in attendance to help celebrate. Chair Breckenridge extended the Board's thanks and appreciation to WETA staff and partners for making the event so successful.

Chair Breckenridge noted that WETA had been impacted by recent federal government events. She said that WETA had projects at risk due to the shutdown, and she emphasized the importance of making WETA's California ferry coalition partners aware of how the agency had been impacted in the event that a second shutdown seemed likely.

Chair Breckenridge said that while she was excited and feeling positive about the potential future funding for WETA's services that could come from Regional Measure 3 (RM3), she felt that WETA's programs and projects are at risk due to the pending litigation of the RM3 program. She suggested to Directors the need to meet to review WETA's near-term projects and initiatives in light of constrained finances and to review its larger program of plans and projects for RM3 funding. It was agreed that a Directors workshop-style meeting to review WETA's program and projects would be scheduled. Chair Breckenridge clarified that this would be an informational discussion.

4. REPORTS OF DIRECTORS

Vice Chair Wunderman said WETA had received a lot of very positive media coverage with the launching of the new Richmond service and he was very excited about the new route. He said he shared Chair Breckenridge's concerns about RM3 funding and WETA's funding for service and expansion in light of the litigation threatening the measure's validity. He said a workshop for Directors to drill down on project and plan funding was welcome.

Director Intintoli said he was also delighted with the response from the Bay Area to the new Richmond service. He said that it was difficult to project how many riders a new service will see initially and he was thrilled with the amazing ridership in Richmond already. Director Intintoli cautioned that a great deal of expectation and hope was swirling about in anticipation of new and expanded ferry service. As an example, he explained, he had read an article earlier in the day about Giants game ferry service from Redwood City. He also said that a workshop to discuss WETA's projects would be helpful and welcome.

Director DelBono said he agreed with other Directors about the Richmond service and launch event's success. He reiterated his interest in organizing a program for economically disadvantaged youth in Richmond to be able to ride the ferry and visit San Francisco, and Chair Breckenridge encouraged him to continue exploring ideas for that objective.

Director DelBono also noted that the Alameda City Council had voted the night before to reject an appeal blocking construction of a new hotel next the Harbor Bay Ferry Terminal that would provide additional parking spaces on a shared basis for ferry riders. He said that the hotel project would move forward but that there is now a proposal for it to be built back away from the shoreline which would likely impact the commitment for ferry rider parking space availability. Director DelBono said this change would need to be confirmed and discussed in light of the agreement with the developer that WETA would share the additional parking with the hotel for Harbor Bay ferry riders to use.

Director Josefowitz said he was also very happy about the new Richmond service launch.

5. REPORTS OF STAFF

Ms. Rannells shared her written report with Directors. She said that an estimated 800 people had attended the service launch event at the new Richmond terminal on January 10 and that there had been at least 73 media reports on the new service in all of the region's major online media outlets and newspapers. Ms. Rannells noted that the new Richmond ridership is averaging 636 passengers per day in less than one full month of service. She noted that more than 12,000 riders had utilized the new service and that the Richmond service was already carrying more riders than the South San Francisco service.

Chair Breckenridge noted that a survey of the Richmond service riders may reveal that there is a much broader region of people taking the ferry than initially projected. She said if that is the case, it would be helpful to be able to identify those areas and how many riders are driving in from other areas to take the WETA ferry.

Ms. Rannells thanked WETA's Public Information & Marketing Manager Thomas Hall for his efforts to get the word out and ensure that the Richmond launch event and service was a success.

Ms. Rannells said that WETA's newest fleet addition, the MV *Carina*, was due to be put into service in mid-February and that the MV *Pyxis*, the first of three of the new class of high speed North Bay vessels, was expected to begin passenger runs by early March. She noted that staff was planning a small christening event for the new MV *Pyxis* and an open house event for Vallejo riders to preview the new vessel at the end of February.

Ms. Rannells reported that WETA had opened a new gate on The Embarcadero waterfront in San Francisco as part of its Downtown San Francisco Ferry Terminal Expansion (FTX) project. She said that Gate G had opened on December 20 and was in full operation, and that Gate F was planned to open on February 14. Ms. Rannells explained that these new gate openings mark a major milestone for the FTX project, and she said that Gate E can now be completely closed down for full refurbishment.

Ms. Rannells commended Project Manager Michael Gougherty for doing a wonderful job managing all of the intricacies of this vital project for the Bay Area region. She said the grand opening of the full, completed new facility will be scheduled for January 2020 when the project was scheduled to be completed.

Ms. Rannells noted that WETA staff had been working with the Port of San Francisco and the Golden State Warriors on a possible temporary terminal at Pier 48 to support ferry services to special events at the Chase Center prior to the opening of a permanent Mission Bay ferry terminal.

Ms. Rannells said that the Federal Transit Administration (FTA) was completely closed during the government shutdown and that the United States Coast Guard (USCG) was partially shut down. She explained that during the shutdown, WETA grant applications and capital cost expense reimbursements filed with FTA were not processed. Ms. Rannells said that WETA was able to use cash reserves to close the gap while FTA federal funds were held up, but that this would create a financial issue if there was a prolonged shutdown. She said she was very grateful for the time and resources provided by the USCG during the shutdown to keep the inspection and approval processes for WETA's new vessels under construction moving forward despite their limited staffing.

Ms. Rannells reminded Directors of their approval in September 2018 to enter into an agreement that would allow Tideline to run a private ferry charter service for employer Exelixis to shuttle its employees from South San Francisco to work in the morning at the Harbor Bay Terminal in Alameda, and then back to South San Francisco at the end of the day. She noted that the Harbor Bay Isle Associates had approved the plan and that the Alameda City Council was scheduled to vote on the matter on February 19. Ms. Rannells said WETA had received the required USCG vessel inspection certificate for the *Osprey* from Tideline and had worked with Tideline to complete a final vessel fit-up to the WETA terminal. She noted that Tideline had recently purchased a 149 passenger vessel – the *Peregrine* – and she said this new vessel was not the vessel approved for the WETA terminal landing. Chair Breckenridge asked how the new pilot service from South San Francisco to Harbor Bay was going. Ms. Rannells explained that very few people were using the new pilot service on that route, but that 40-50 riders were already consistently riding the morning vessel between Harbor Bay and South San Francisco that was added in combination with the pilot program.

Director Josefowitz expressed concern about WETA resources being utilized to support interest in a Berkeley terminal and future ferry service. He said the Bay Area needs transit to be built where people live and work and the Berkeley marina - where the City is exploring adding public transit ferry service - has no housing and no employers. He emphasized that it doesn't make sense to put transit at the marina currently because there are so few people living and working at that location. Chair Breckenridge said there was a major university just up the street from the Berkeley marina which was a great source of young people who travel to San Francisco for work and important internships that are part of their study program. She emphasized the challenges of the Interstate Highway 80 corridor in the East Bay, with traffic congestion and delays, and noted that a ferry in Berkeley could help alleviate some of that and provide much needed transit to the people in the City of Berkeley and surrounding areas.

It was agreed that building public transit service next to housing and employers was ideal, and it was noted that it was not always possible to build terminals directly adjacent to those populations. Directors discussed the less than ideal historical shoreline development in the Bay Area and noted that the future affords many opportunities for high quality development on the waterfront that can include housing, employment, and public services, including transportation. It was agreed that WETA can play a role in that process with careful consideration and study of its expansion plans and by working closely with its regional partners. Directors acknowledged that WETA public ferry service in the city of Berkeley had been on the horizon for consideration for some time as part of WETA's twenty year Strategic Plan.

Chair Breckenridge said she would like an update in the March Executive Director's Report on any takeaways and lessons learned during recent training and emergency response exercises at the Central Bay facility.

Chair Breckenridge asked about feedback received from the California Air Resource Board (CARB) during the emissions testing of WETA's vessel engines. Ms. Rannells said CARB had been positive, that the work continued, and that CARB would likely drive Environmental Protection Agency standards as a result.

Ms. Rannells said that she and Chair Breckenridge had met with federal Transportation & Infrastructure Committee Chairman DeFazio on their last trip to Washington. Chair Breckenridge noted that Chairman DeFazio was well aware of the ferry coalition and the myriad challenges faced by public ferry service providers. Ms. Rannells said she was working with Ray Bucheger, WETA's Federal Legislative Representative at Lindsay Hart, LLP, to identify and communicate WETA project needs for a ferry coalition infrastructure bill.

Directors agreed that identifying and pursuing funding for green vessel initiatives, particularly for the Treasure Island service, makes a lot of sense. Director DelBono asked that staff work with WETA's State Legislative firm Broad & Gusman, to see what funding opportunities may be available with the collection of the new gasoline tax assessment.

PUBLIC COMMENT

An anonymous meeting guest asked the Board the purpose of WETA's small vessel study work. Chair Breckenridge explained that the study was connected to WETA's Strategic Plan, and investigated the potential pros and cons of employing vessels smaller than WETA's current two classes of vessels in its emergency response mandate and its service offerings to better meet the entire region's needs.

6. CONSENT CALENDAR

Director DelBono made a motion to approve the single item in the consent calendar:

- a. Board Meeting Minutes – January 10, 2019

Director Intintoli seconded the motion and the consent calendar carried unanimously.

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

7. STATUS OF TREASURE ISLAND TRANSPORTATION PROGRAM

Planning & Development Manager Kevin Connolly recognized Frank Furger, a consultant working with the Treasure Island Mobility Management (TIMMA) team on project development. He then introduced Eric Cordoba, Deputy Director for Capital Projects at the San Francisco County Transportation Authority (SFCTA) and TIMMA. Mr. Cordoba shared an update on the planning status and assumptions for development and future public transit service on Treasure Island.

Mr. Cordoba explained that TIMMA was responsible for establishing rates, revenue, and hours for any toll program to access or depart Treasure Island, as well as an affordability program to assure access for all. He said the TIMMA Board, which includes members of the public, is tasked with addressing a universal transit tax program. He said that the year 2021 is the current planning target to have the first new homes built and occupied, and to be able to offer those residents initial 30 minute interval peak ferry service. Mr. Cordoba explained that full funding for public transportation of all sorts for the Island was not expected by 2021 so the service would initially be limited to every 30 minutes during peak times only. He added that Muni and AC Transit service was also expected to begin in 2021 and increase over time as the Island's population grows.

Mr. Cordoba explained that the project was expected to build out about 500 residential units each year, with a final total of about 2,500 units by 2026. He said the project is revenue constrained in the early years, with primary revenue sources being transit fares, developer subsidy, tolls and parking on the Island. Mr. Cordoba said the developers were contributing funds to purchase some transit vehicles and to build the \$30 million ferry terminal. He said smaller ferry vessels make best sense for the Island's service, since it is just a 10 minute ride over to San Francisco. Mr. Cordoba said hybrid electric vessels would be ideal, and would likely be the travel mode of choice for the future residents.

Mr. Cordoba thanked WETA staff for their efforts thus far in working with TIMMA on developing the project. He said terminal construction was expected to begin this summer with a completion date of 2021 and a cost of about \$30 million. Mr. Cordoba said the developer plans to use the ferry to sell the residential units and wants the service to begin as soon as possible. He said it would be important to lay all of the required groundwork to support this objective with the Port of San Francisco and all other partners.

Director Intintoli asked Mr. Cordoba to confirm that the developer would still be purchasing the vessels for the new ferry service and paying to build the terminal to support the service, as originally planned. Mr. Cordoba said that the transit vehicles the developer will be buying were not ferries. He added that he wasn't sure about the possible miscommunication but that purchase of the ferry vessels was not in the development agreement for the project as far as he was aware. He noted that he joined the project about three years ago. Director Intintoli asked if the developers were not purchasing the vessels, who would be doing so. He reiterated that his understanding was that the developer would be building the terminal and paying for the vessels for the new Treasure Island ferry service.

Director DeIBono asked if TIMMA had been in discussions with private vessel operators about operating the service in lieu of WETA doing so, and Mr. Cordoba said that preliminary discussions with private operators had occurred. Director Josefowitz asked whether he had correctly seen something about ferry operator evaluations in Mr. Cordoba's presentation and asked what this meant. Mr. Cordoba said that it would all come down to finances and that they need to strike a deal that works for them in the early year when funds will be limited. He indicated that he thought that they could work out an agreement with WETA and that they are interested in small boats in the early years similar to those identified in WETA's small vessel study, but acknowledged that they may need larger vessels in the later years. Director Josefowitz asked Mr. Cordoba to clarify TIMMA's alternative to utilizing WETA, and asked if this meant contracting with a private operator or having MUNI run boats. Mr. Cordoba acknowledged these as potential options. Chair Breckenridge, in a point of clarification, noted that while the City could choose to enter into an agreement with a private operator to provide the service, anything beyond this raises a question of WETA's legal authority and whether or not another public entity can operate the service. She said that the Board was surprised to learn today that the Treasure Island vessels now would not be paid for by the developer as originally presented to Directors in a public presentation two years ago. She added that the target date for the start of service has also moved, and lead time to begin service in 2021 is very tight if vessels to support this service will need to be built.

Vice Chair Wunderman said that if any development in the Bay Area is planned to happen at the shoreline, WETA should be part of those initial discussions to help mitigate confusion and lack of understanding of water transit planning. Chair Breckenridge said that would be an ideal situation. She further noted that given all the different ways planning happens in the Bay Area, being involved in all of those discussions throughout the nine counties was a monumental task, especially given the tiny size of the WETA staff. It was agreed that WETA has some leverage on water transit in the Bay Area, and that WETA staff can bring great value to such discussions. Vice Chairman Wunderman suggested that the City has a large budget and that if the original plans were for the developer or City to pay for the cost of vessels that they should make good on this promise. Alternatively, Vice Chair Wunderman suggested that WETA could pursue funding in Sacramento for a green vessel to begin Treasure Island ferry service

right away. He added that the amount of money needed for smaller, greener, hybrid vessels was relatively small, and could be pursued at the State level.

Director Josefowitz thanked Mr. Cordoba for the timely update. He said that looking around the Bay Area at possible service expansion opportunities he perceives Treasure Island as an ideal fit for WETA service. Director Josefowitz said WETA has a great track record with working collaboratively with jurisdictions and partners to creatively figure out funding and logistic challenges. Director Josefowitz said he looked forward to seeing a report at the next meeting detailing the progress that staff has made with TIMMA and other partners to solve this puzzle. Director Josefowitz added that it was also important for WETA to identify ways in which it can be more competitive and offer greater value to its partners and the public. He added that he would like to see details on the cost to operate WETA service versus private operators so Directors have a better understanding of the difference.

Director DelBono emphasized that WETA currently has a skeleton staff. He said there are great opportunities to invest in WETA's fleet and facilities and that it was important also to invest in the agency's staff to support all that was consistently expected of it. He said he wanted to make clear that he was presently opposed to private ferry companies providing public ferry service for many reasons.

Director Intintoli said he was very disappointed that Directors were now learning that the Treasure Island developer is *not* going to provide funds for vessels for the Island's ferry service. He said he wanted to be very clear that WETA does not currently have funds to purchase new vessels for Treasure Island service. It was noted that Directors were surprised and concerned about the change in the anticipated vessel funding because they care passionately about the project and want it to succeed.

WETA legal counsel Madeline Chun of Hanson Bridgett LLP noted that WETA was the responsible entity for public ferry service in the San Francisco Bay Area, and that the agency makes the determination about who will provide such service. Chair Breckenridge said Directors will need to assess the development timeline and work backward to determine how best to move forward. She said partners will need to come to agreement on these details as soon as possible if service is going to begin in 2021, and agree to accept some risk collectively to creatively develop a solution to deliver service. Director DelBono said he wants to see WETA's state representatives working on getting funding for these vessels as soon as possible.

It was agreed that the Treasure Island project would be agendized for a discussion at the next meeting, and Mr. Cordoba said he would return then for that discussion. He added that the Island's toll policy was expected to be finalized later this summer. Chair Breckenridge said it will be important to see a list of state funding opportunities to support this project. Vice Chair Wunderman said he has trips planned to Sacramento on his calendar already, and he is happy to meet with anyone while there to support the project and WETA efforts generally. He said sometimes, WETA needs to make its own opportunities in Sacramento when traditional funding programs are not immediately available.

Chair Breckenridge thanked Mr. Cordoba for his presentation and partnership and said she looked forward to seeing him again at a future meeting to further discuss this project.

PUBLIC COMMENT

Chief Executive Officer of PropSF James Jaber said he is taking his time to establish his business on the Bay and he wants to be a team player. He said he has been working with the airports on emergency response drills using PropSF vessels, and that PropSF has signed a Memorandum of Understanding with the unions for PropSF employees. Mr. Jaber said the company employs 23 people now, and that he is proud to pay 100% of the deductible for their choice of healthcare insurance that includes dental and vision coverage. He added that all of his employees receive an annual cost of living wage increase. Mr.

Jaber said the PropSF model is relevant to provide Treasure Island service, and that a different option for ferry service will benefit tax and toll payers in the Bay Area.

PUBLIC COMMENT

An anonymous meeting guest asked if WETA already sold its two retired vessels and if not, suggested they be utilized for Treasure Island service.

Ms. Rannells explained that CARB required the retirement of the two vessels because they both have Tier Zero engines. The possibility of purchasing used vessels was discussed and Ms. Rannells said staff had found scant options available. She noted that staff continues to explore that possibility.

PUBLIC COMMENT

An anonymous meeting guest asked if the Treasure Island ferry terminal would support both small private operator vessels as well as WETA's larger vessels. Mr. Cordoba said the terminal will support small and large vessels.

8. AUTHORIZE PUBLIC OUTREACH FOR SPECIAL EVENT FARE CHANGE

Senior Planner/Project Manager Michael Gougherty presented this item to authorize staff to seek public comment on fares for WETA's special ballpark ferry service from Alameda/Oakland and Vallejo. He explained that WETA's regular ferry service fares were driven by its Board adopted Five Year Fare Plan which established the rates. He explained that the special ballpark service required all costs to be covered by the special event service fares. Mr. Gougherty reviewed the details supporting the suggested fare increases, and noted that ballpark fares have remained unchanged since 2015. He said that because the Giants scheduled their night games to begin later this season, 7:15 p.m. instead of 6:45 p.m., captains and crews will need to be added in new shifts to operate the special service vessels instead of utilizing crews already in service with overtime added on their commuter service shifts. Mr. Gougherty explained that this increases the costs to operate the ballpark service vessels.

Mr. Gougherty said that with the Board's authorization, staff will begin the outreach process to solicit comments on the proposed new fares by notifying the general public and WETA riders through onboard flyers, email, and information posted on the WETA and San Francisco Bay Ferry website. He said that after thirty days of public comment collection, a public hearing will be held in March to receive input on the recommendations, and staff will present a final recommendation to the Board for approval. In late March or April 2019, he noted, the special event fare changes for the 2019 Giants ballpark season will be implemented pending Board approval.

Chair Breckenridge asked whether the fleet is impacted negatively by dedicating vessels to these special event service runs. Mr. Connolly said the service was analyzed by staff with Blue & Gold Fleet input, and it was confirmed the service could be offered this year. He said that there were definitely plans for further analysis and consideration and added that Directors could expect to hear more about that before the 2020 Giants season.

Director DelBono made a motion to approve the item.

Vice Chair Wunderman seconded the motion and the item passed unanimously.

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

9. REQUEST FOR WETA TO CONDUCT A FEASIBILITY STUDY OF HOVERCRAFT SERVICE

Ms. Rannells presented this item with the accompanying hovercraft Feasibility Study that WETA undertook and produced in April of 2011. She noted that the findings of the study that looked at utilization of hovercraft feasibility for service in Hercules, Antioch and Martinez, concluded that it did not

make sense at the time to pursue these three communities for WETA hovercraft ferry service introduction. Ms. Rannells said the study's findings had resulted in a subsequent White Paper that directed staff attention to Richmond - another Contra Costa County city - as a better option to pursue, with the result being the new WETA Richmond ferry service that was launched last month.

Ms. Rannells referred Directors to the Item's *Attachment B* - the Vice Chair's January 7 letter to the Board requesting that WETA undertake a hovercraft technology study – and said it well detailed the possibilities to consider for an updated study. Vice Chairman Wunderman said he and Ms. Rannells had ridden a hovercraft in the United Kingdom. He said that the experience had been quieter than expected and the ride had been enjoyable, adding that the hovercraft was really fast and the ride was comfortable. Vice Chair Wunderman said the recent renewed interest in the technology warranted an updated study and he felt that WETA should be the agency to do that study given the possibilities it could afford to provide service in geographically challenging shoreline communities in the Bay Area.

Chair Breckenridge said the Navy operates the only hovercrafts in the United States because the one place in Alaska they were operating stopped using them due to unreliability. She said that operation's hovercraft was sold several years after the operation shut down in 2012. Chair Breckenridge said that given the difficulty in reaching some areas of the Bay Area due to shallow water, an alternative solution is needed and this might be a creative one. She noted that a hub and spoke type system with hovercraft transporting a smaller number of people to connect to a larger vessel terminal to reach San Francisco might make sense, and she added that this could be a future part of the small vessel study work. Chair Breckenridge reminded Directors that a ride on a hovercraft is very different for passengers than on a traditional ferry because they are strapped into their seats for safety on the hovercraft and cannot move about as they please as they are able to do on traditional ferry vessels.

Director Josefowitz said he was very enthusiastic about the possibilities hovercraft might offer the San Francisco Bay Area. He said using both types of vessels likely makes best sense but added that this is something to be investigated in the proposed study. He noted that of particular concern for him about the use of hovercrafts was their utilization for the public in inclement weather and on choppy water. Director Josefowitz said he would like consideration of use on current service routes as well as new routes in the study, because reducing the duration of passengers' trips was obviously beneficial.

Director Intintoli asked about the cost of undertaking the proposed study and said he had read an article earlier in the day from a local news outlet that claimed WETA was definitely doing the study and that the agency had received a \$500,000 grant to do so. Ms. Rannells said that was not true and that the 2011 study would be updated to reflect current technology and its applications for WETA service. Ms. Rannells said the technical aspects of the study would need an update, along with an extensive rework of route development. She added that this sort of work will take some time and that for this sort of extensive regional study, Directors could expect a rough cost estimate of around \$400,000.

Director Intintoli said that if RM3 funding becomes available, this study would be an obvious priority but that right now, given the numerous demands on WETA's available funding with requests from communities that already have WETA service, spending money on this doesn't make sense. Vice Chair Wunderman suggested that rather than coming up with a full scope of areas that hovercrafts might be able to serve in the Bay Area, he would instead like WETA to use only a couple of areas that can be proven for hovercraft utilization.

PUBLIC COMMENT

Felix Sargent, Chief Executive Officer of Oakland based HOVR, said he is working to begin private charter hovercraft service on San Francisco Bay with obligation fulfillment to the environment and employees. Mr. Sargent added that HOVR would like to assist WETA with its hovercraft study.

Chair Breckenridge thanked Mr. Sargent for his comments. She emphasized the importance of setting the date for the Board workshop so Directors can discuss WETA's priorities for its available, confirmed funding and other pressing matters such as this study. It was agreed that staff would include the hovercraft study in the workshop discussion.

10. PUBLIC COMMENTS FOR NON-AGENDA ITEMS

Director of Strategic Partnerships for 9/11 Day, Ryan Walls, said the organization was founded in 2002 by family members of 9/11 victims. He referred Directors to a February 7 letter sent to the Board by the organization requesting ferry charter service to transport volunteers who will be working at an upcoming event that may take place on the *U.S.S. Hornet* vessel in Alameda. He explained that the transport was needed to move 300-400 volunteers every few hours on the day of the event. Mr. Walls thanked Directors for their time and said he was excited to further explore a potential partnership with WETA.

Chair Breckenridge thanked Mr. Walls for his comments.

11. CLOSED SESSION

a. PUBLIC EMPLOYEE PERFORMANCE EVALUATION

Directors recessed into closed session at 3:47 p.m.

12. REPORT OF ACTIVITY IN CLOSED SESSION

Directors returned to the meeting at 4:54 p.m. with no action to report.

All business having been concluded, the meeting was adjourned at 4:56 p.m.

- Board Secretary

END