

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

*(March 19, 2020)*

The Board of Directors of the San Francisco Bay Area Water Emergency Transportation Authority held a special meeting conducted via teleconference only.

**1. CALL TO ORDER – BOARD CHAIR**

Chair James Wunderman called the special teleconference meeting to order at 4:01 p.m.

Chair Wunderman, Director Anthony Intintoli and Director Jeffrey DelBono were in attendance.

Chair Wunderman noted that this was a special WETA Board of Directors meeting conducted via teleconference per California Governor Gavin Newsom's relaxation of Brown Act requirements in response to the COVID-19 pandemic. Chair Wunderman advised meeting participants that the teleconference was being recorded.

Chair Wunderman explained that after discussion of the single agenda item by the Board that comments from the public would be welcomed during the Public Comments period and asked that anyone wanting to speak during that time send an email with their names to the Board to assure they were provided the opportunity to speak, noting that speakers would be called in the order their emails had been received.

**2. STRATEGIES FOR WETA DURING COVID-19 CRISIS**

Chair Wunderman presented this item for discussion and possible action to develop and implement strategies to address the unique challenges facing WETA during the COVID-19 crisis including coordinating with the public, contracting partners and other public agencies to ensure that the needs of all stakeholders and of those who work with them are identified and addressed. He said the Bay Area population was living under a shelter-in-place order issued by county health officers which meant that unless residents had essential business to conduct elsewhere, they were ordered to remain in their homes. He said this crisis was deeply concerning to all.

Director Nicholas Josefowitz joined the meeting at 4:06 p.m.

Chair Wunderman said we were in a crisis due to the COVID-19 virus pandemic which was unprecedented in the Bay Area and that we were seeing its devastating effects all around us. He said that this was the early stage of the crisis and that we do not know how long it will last.

Chair Wunderman said all Bay Area public transportation was being devastated by this crisis and that virtually all systems are facing serious fiscal challenges. He noted that while WETA's ridership had been growing steadily for years, it had plummeted precipitously in just a few weeks as many people started to work at home in early March. He explained that when the shelter-in-place order was issued on March 16 to go into effect on March 17, Executive Director Nina Rannells had recommended to him that WETA suspend the Harbor Bay, Richmond and South San Francisco commute services, significantly reduce service the Vallejo and Alameda/Oakland weekday services and suspend all weekend services in order to comply with the order and in anticipation of additional significant

reduction in transbay travel into San Francisco. Chair Wunderman said that with great remorse he agreed that it was the right action to take at this time. Chair Wunderman said that in taking these protective measures WETA may have missed the opportunity to better communicate these changes to some of WETA's key stakeholders and acknowledged that things have been changing at a frenetic pace in response to this crisis.

Chair Wunderman said that WETA was fortunate to generally enjoy a farebox recovery of around 60% which was very good by mass transit standards, but the flip side of that was if only a very few passengers were riding the vessels, the agency was steadily losing that revenue. He explained that as a result of this, WETA was subsidizing about 95% of the total cost of each trip and it made sense to him to materially cut back service to a point that could support a temporary provision of basic service.

Chair Wunderman said when the 2006 legislation to create the Water Emergency Transportation Authority in SB 976 was passed, the addition of Emergency to the agency's name was an effort to have WETA provide and grow passenger service while building out a system that could provide emergency response should the region's transportation systems be threatened or unavailable in the event of a natural or other disaster such as a major earthquake. Chair Wunderman said WETA takes the emergency response and recovery mandate very seriously and the agency has developed an Emergency Response Plan, but unfortunately, the emergency component is not funded. He said the idea had been that WETA would grow the public transit service by growing its fleet and workforce and preparing and training to respond to emergency events and that this would be enough to support an inevitable Bay Area emergency or disaster response.

Chair Wunderman said that after the service reductions had been made, he had been contacted by Director DeBono who expressed concern that the service reduction could threaten WETA's emergency response abilities. Chair Wunderman acknowledged that if WETA were to cut service to the point of jeopardizing its emergency response capabilities, there could be serious implications for the Bay Area, especially since we did not know what developments could arise related to the current pandemic crisis or an unpredictable future emergency or disaster. Chair Wunderman introduced WETA Executive Director Nina Rannells to provide an overview for Directors on the state of the agency in the current crisis.

Ms. Rannells explained that ridership had been falling steadily for about a week when the shelter-in-place announcement was made to go into effect on March 17 for the six Bay Area Counties. She said that staff had scrambled to assess options to address what was anticipated to be an even more drastic loss of ridership. She noted that ridership had plummeted by 80% across the WETA system on Monday, March 16. Ms. Rannells said staff had analyzed WETA's commute-only services alongside the other transportation options riders would have in those corridors and had determined that those services should be suspended immediately. She said it had been decided that the daily all-day Alameda/Oakland and Vallejo services had each been reduced to a weekday only, single vessel schedule to provide minimal service for essential workers to get and from their San Francisco workplaces. Ms. Rannells explained that this single vessel is shadowed by a second fully crewed vessel to act as relief to the primary vessel should its capacity exceed safe, social distancing capacity on any of its trips. She noted that the objectives of these changes were to support the public health order that had been issued requiring residents to shelter in place and to mitigate losses in an increasingly jeopardized WETA budget that relies on farebox revenue.

Ms. Rannells said staff had reached out to advise of the service changes to the media and via direct messages to WETA's more than 9,000 riders who subscribe to its Bay Alerts notifications system in addition to social media posts and NextBus terminal sign notices. She said that presently there were

about 130 passenger trips per day on the Vallejo service compared to 3,300, totaling about 4% of a normal day's Vallejo ridership. She said the Alameda/Oakland service was seeing 80 to 90 trips per day or about 2% of Alameda/Oakland's normal 4,000 trips per day. Ms. Rannells said this is evidence that Bay Area residents are heeding leaders' calls to shelter in place. She said that staff continued to monitor the situation and was listening to all feedback received in response to the service changes and that WETA was standing at the ready to respond to the situation as it evolves. Ms. Rannells said the shelter-in-place order was in effect through April 7, and no one knows at this point how or if that would change. She added that in reviewing the WETA budget through June 30, the end of WETA's current fiscal year, she believed that WETA would have sufficient funds to support the very limited service offering operated today, however, she indicated that additional funds would be needed to retain extra crews, operate emergency response service or return to old service levels if ridership demand continues to be low.

Director DelBono said he was very concerned about the potential emergency response implications of the service changes and felt that this special meeting should have been called when those changes were being discussed so the decision could be made collectively by the WETA Board and staff. He added that he was glad to be meeting now and thanked Directors for holding the meeting.

Director DelBono said the country is experiencing a national disaster and that WETA should be thinking of its service as an emergency response provider and not just a commute public transportation service, emphasizing the "E" in WETA's name. Director DelBono said WETA should be at the top of the pyramid in receiving funding to keep its fleet and crews at the ready to be able to immediately respond when called. He noted that when large groups of healthcare workers or first responders needed to be moved in this current situation where we all must remain at least six feet away from each other to protect public health, the open-air spaces of the ferries were the only solution. He added that we needed to accept that we will have to share the available workforce and exercise mutual aid in this crisis citing an example, if San Francisco loses a large number of its healthcare force, a supplemental force will need to be brought into San Francisco from the East Bay and vice versa. He said if San Francisco hospitals become overrun, patients from San Francisco could be moved out to East Bay facilities and emphasized that because of the nature of the COVID-19 virus transmission process, these people cannot be moved en masse in close and closed physical spaces such as in vehicles, on BART or on buses.

Director DelBono said the only people who know how to safely and properly operate the WETA vessels are the captains and crews who have been running the vessels for years. He emphasized that if these crews are dismissed now and not in some kind of standby mode, ready to be utilized in the case of further emergencies related to this pandemic crisis, the vessels will not be able to be utilized under WETA's emergency response mandate. Director DelBono said he knows other public transportation agencies had already been seeking funding to support their revenue losses during this crisis and said WETA should be doing the same.

Director DelBono asked what discussions WETA had been involved in with Governor Newsom to request emergency funding and how much funding was needed to assure the WETA fleet was in working order with crews holding in place in standby mode. He asked whether any additional funding had been sought to support the activation of WETA's Emergency Operations Center (EOC) to assure it would be staffed and ready to respond when warranted. Director DelBono said he was pleading with the Board to do whatever was necessary to seek ample funding to assure WETA was prepared to respond for a worst-case scenario in the Bay Area.

Director Intintoli said this was such an awkward and emotional situation. He noted that it had taken 25 years to build the robust Vallejo ferry service of today that had high ridership and wonderful riders and

crews and was heartbroken to see just an hour ago that the terminal on the Vallejo waterfront was vacant and the parking lots empty. Director Intintoli said at the same time he supported the actions of the Chair and the Executive Director in quickly addressing the almost immediate loss of 60% of WETA's budget. He said the service changes that had been made were just about as good a job as could be done given the dire circumstances. Director Intintoli said what he heard from Director DelBono was not that he wanted WETA to be running empty vessels for public transportation but wanted to assure WETA's fleet and crews were ready to be put into service if called upon in an emergency response capacity. He said he was fully supportive of seeking funds to accomplish that and also the service changes that had been made in light of the diminished farebox returns.

Director Intintoli echoed Ms. Rannells caution that when service does begin its return to normal after this crisis subsides, that it will be a slow return, as evidenced by his prior experience with the Vallejo service in the past. He added that additional funding will be required for that purpose as well.

Director Josefowitz thanked the Chair and Executive Director for convening this special meeting and for their decisive action to address the sudden plummet in WETA's ridership. He said one was not often in a situation where waiting to make decisions for a few days costs millions of dollars. Director Josefowitz said as a public entity, it was a much more common circumstance to have ample time to plan and be able to weigh options and be deliberate in the decision-making process. Director Josefowitz said in his experience as a Metropolitan Transportation Commission (MTC) Commissioner, it was crazy to see how much transit agencies were suffering right now and noted that there were as many people employed in transit agencies in the United States as there were in the airline industry.

Director Josefowitz said he agreed with Director DelBono that WETA needs to pursue any and all funding options it can from a transit bailout perspective and on the emergency response readiness side to see if there is any funding available to assure we maintain our emergency response capability. He said there were a lot of competing needs as a result of this pandemic, and while funding opportunities may be limited, they should definitely still be identified and pursued because it was incredibly important that WETA maintain its emergency response capabilities.

Director DelBono said he recognized that WETA was in an unprecedented situation right now and understood that staff was doing the best job possible given the circumstances but didn't want his concerns and passion to be misread as personal in any way and that he appreciated the work staff had been doing to address the difficult situation.

Director DelBono asked what avenues staff had explored thus far to seek funding. Ms. Rannells said she had reached out to MTC and had another call scheduled with them for the next day. She said staff had also been in touch with the State delegation and she was prepared at the conclusion of this meeting to send a letter to the Governor from Chair Wunderman. Ms. Rannells noted that on the federal side, it was her understanding that the next round of emergency funding out of Washington would include funding for transit and that it was to be included in a package that would come back to the region through a formula process and distributed locally by MTC. She added that more specific information regarding the federal money was expected the next day.

Director DelBono asked if staff had numbers for the funding that would be required to activate the EOC and to keep vessels and crews in a standby mode to assure they were at the ready to ramp up when called upon. Ms. Rannells said she had preliminary numbers which included a projected \$8 million farebox loss if service had continued without the service changes instituted earlier in the week. She said that because ridership had been so consistently high prior to this pandemic crisis and because staff budgeted conservatively, the actual shortfall if full service had continued would have been about \$4 million. Ms. Rannells said an additional \$2 million would be needed to continue service

at the present levels and retain crews through the current fiscal year. In response to a question about funding needed to support activation of EOC, Ms. Rannells said the EOC was staffed with WETA staff which had already been included in the budget so no additional funding would be required. She further clarified that when service did begin to ramp up again after the crisis, whether in the current or the next fiscal year, that additional funding would likely be needed to support that slow regrowth as well. Ms. Rannells said a conservative range would be \$2 to \$4 million in additional funding through June 30, the end of WETA's current fiscal year, to support current service levels and crews and vessels at the ready to be able to ramp up in the event of emergency response activation.

Director DelBono asked if the Federal Transit Administration (FTA) had approved use of FTA capital funding for operational costs. Ms. Rannells said it was her understanding that this flexibility had been approved but that the capital funding had already been allocated to capital projects and why the promise of new federal money was so important because these new funds, if approved, could be applied directly to operational needs. Director DelBono asked how much FTA funding WETA had for capital projects and Ms. Rannells said she didn't have immediate access to the amount not already under contract for WETA's capital projects but would find out if there was any FTA discretionary capital money available that could be redirected.

In response to a question from the Chair, Ms. Rannells confirmed that part of what was included in the financial projections was that engineers would continue to maintain WETA's fleet despite many of the vessels being idle during this crisis and that this would assure the fleet was ready in the event of emergency response activation and for service ramp up when the crisis subsides. She reminded Directors that all captains and crews of WETA vessels were not direct employees of WETA but those of its contract operator, Blue & Gold Fleet, and that as things currently stand, the crews not being used for WETA service would potentially receive two-weeks' notice that would put them into a temporary layoff status which she understood to be the same process that occurred annually during the winter months, when WETA's full service was scaled back. She added that when crews were recalled back to work, there was a five-day period for them to return but understood that some could be ready to return with as little as 24-hours' notice. Ms. Rannells said the details were slightly more complex than this but that this was the general process.

In response to a question from Chair Wunderman regarding the status of the Blue & Gold contract, Ms. Rannells said that this contract was due to expire on December 31, 2021. She said it was a very lengthy and complex process to bid on the contract and that when WETA went through the process eight years ago that only one proposal had been received. Ms. Rannells explained that staff had already begun the arduous work that will be required to put together the next Request for Proposals (RFP) with a potential target date of release later this fall. Ms. Rannells said she believed WETA had the flexibility to extend the contract and agreed that given the current circumstances being faced by all that it would be a good idea. She added that a transition to a new operator would be extremely time consuming and costly and that extending the existing agreement would lighten the workload tremendously. Chair Wunderman suggested that this may not be the best time to divert staff attention to a lengthy RFP process and asked that the matter be put on the agenda for a near future Board meeting for consideration.

Chair Wunderman opened the meeting for public comments.

### **3. PUBLIC COMMENTS**

San Francisco Regional Director of the Inlandboatmen's Union of the Pacific (IBU) Robert Estrada, thanked Ms. Rannells and the Board for their efforts and said he knew that everything WETA was doing was coming from the right place. He said he could not believe how well Director DelBono had channeled his thoughts and feelings so succinctly that much of what he had come to the meeting

prepared to share had already been clearly communicated by Director DelBono. Mr. Estrada said given the severity of this crisis, WETA was not just a public transit commute service but instead was in the realm of the emergency response service so long touted. He said a major earthquake could happen tomorrow and if it did, we would all pay a very high price for that internally and publicly if our emergency response capabilities were rolled up and stored on the shelves.

Mr. Estrada clarified that while it was true that crews were laid off in the winter months, the current service reductions would result in layoffs that well exceed those numbers. He added that it was true that a workforce could be called back into action, but there was no guarantee that it would be the same crews who already have training and experience across WETA's fleet of vessels and facilities. In speaking with the crews who might be laid off, Mr. Estrada cautioned, many are telling him about plans to move away from the area to places where they have connections and family ties. He emphasized that people operating WETA's services were not just a matter of plug and play and that it was crucial for Directors to understand this. He said another important thing to keep in mind was that this crisis time does not have to be down time for crews and noted that there was a lot of training that took place throughout the year that was typically jammed into a busy schedule. Mr. Estrada said this could be an ideal opportunity for these crews to focus on training that would put them in an even better position to serve WETA when service ramps up again. He reiterated his gratitude to the Board for calling this special meeting and especially thanked Director DelBono for his passionate echoing of his shared concerns.

IBU National President Marina Secchitano thanked the Board for calling this special meeting and WETA staff for doing a great job with its limited resources during this crisis. She said Director DelBono, Chair Wunderman and Mr. Estrada had made many good points and said a big part of the problem was that WETA had no reserve funding available to fall back on during unexpected circumstances such as this pandemic. She said it was unfortunate that decisions at this time were being made solely by how much money was in the bank. Ms. Secchitano said changes needed to be made to prevent this from occurring in the future and from having to go to MTC to compete with the other transportation agencies in the Bay Area to get a fair share of funding. She said Federal Emergency Management Agency (FEMA) money was being made available but that she did not know how that money would be distributed and to whom.

Ms. Secchitano said that moving federal capital funds over to operating uses was a rare occurrence in her experience and that it was a very positive move for the FTA to offer that flexibility. Ms. Secchitano said this was definitely not the time to shy away from approaching the federal government and getting the money needed and said if the federal government can bail out the cruise ship industry that has a foreign registry with foreign crews that we protect American workers to assure they can immediately get back into service whether for emergency response or to when this is over and normal service begins to ramp up again.

Ms. Secchitano said now was the time to have our hands out to the federal government and to also be asking the State of California for assistance to support WETA's emergency response mandate. She added that WETA had done a great job getting to the place it was today and it was crucial that WETA not diminish its importance to the Bay Area region just because there is a crisis. She said the exact opposite was true in this time of emergency. She noted that the United States Coast Guard was not laying off crews and letting vessels sit idle. Ms. Secchitano emphasized that this was the time for WETA to assure it had the attention it deserves, as an emergency response agency fully equipped and at the ready to address emergencies. She thanked Directors for hearing her comments.

Regional Representative of the International Organization of Masters, Mates & Pilots (MMP) Captain Sly Hunter said he represented Blue & Gold Fleet captains who operate the WETA fleet and that Mr.

Estrada had said it best that this time was a golden opportunity to seize training opportunities to assure even better informed crew and vessel readiness. He said this was a crucial time to remain sharp and ready because we don't know the extent of this crisis or how long it is going to exert its impact. Captain Hunter thanked the Board for hearing his comments.

Chair Wunderman put out a call for any members of the public who had been unable to send emails to the Board Secretary in lieu of filling out in-person Speaker Cards and who wanted to share comments. No further public comments were made.

Chair Wunderman said he really appreciated the moving and thoughtful comments shared which had highlighted the fallacies in the WETA system. He said one of the challenges that had resulted from adding the emergency mandate to the new Water Emergency Transportation Authority was the lack of opportunity to highlight the emergency piece of the system. He said WETA had done a lot of great work in planning and executing tabletop exercises but that the public had not been adequately educated about this crucial WETA role. Chair Wunderman said the public perception was that WETA was a public transportation agency and as a result, WETA has been funded as a public transportation agency. He explained that unlike a Fire Department, the Coast Guard or first responders, WETA was funded based on how many riders use its public transportation ferry service and he noted that this was a good time for WETA to promote its important emergency response function to make people aware of that other WETA role.

Chair Wunderman said he fully supported all outreach efforts to Governor Newsom, the State Legislature, the federal government, MTC and any other body with possible funding available to speak with them about WETA's emergency response role. He said it was an absolute critical effort that at some future date would be a make or break issue for the Bay Area region.

Chair Wunderman said that a substantial amount of funding had been included in Regional Measure 3 (RM3) and while the litigation opposing the measure was still working its way through the court system, it might be possible to apply to the State for a low or zero interest loan against the anticipated RM3 funding to support WETA's emergency response readiness through this crisis.

Director DelBono said he would like to see a letter sent to Assemblymembers David Chiu and Rob Bonta that detailed the need for state funding to assure WETA's crews, vessels and facilities were kept in ready mode to assure emergency response readiness. He said he would like to see WETA's State and federal lobbyists activated immediately to scour all additional funding possibilities through MTC, FEMA, State, and federal avenues, including flexibility to redirect capital funds to operations. Director DelBono said it was a great idea to consider extending the Blue & Gold Fleet operations contract and said would like to see that conversation with Blue & Gold Fleet happen. Finally, he added as a last resort if these other opportunities did not pan out, he would like to see WETA consider what other agencies in the State had been doing to keep their employees on standby and offer four weeks of administrative leave to the workforce to help get them through this crisis and help preserve their commitments to their positions. He reiterated that this final suggestion was only a last resort that would provide additional time with a ready workforce to seek emergency funding.

Director Intintoli reiterated his support of the actions taken thus far to address the plummeting ridership and mitigate WETA's costs. He said he also supports all efforts to seek emergency funding to help WETA get through this crisis and keep its crews and vessels geared up for emergency response. Director Intintoli noted that no one in this meeting was suggesting that WETA continue to run full service with empty vessels but emergency response readiness was a crucial WETA mandate and added that he was in full support of using all of the suggested methods and avenues to seek funding.

Chair Wunderman said he too fully supported exploring all possibilities for funding though it was unlikely that any funding would come through and be available overnight, presenting some risk for WETA. He said he preferred to see crews training during this slack time, especially emergency response training. Chair Wunderman suggested that staff present a plan at the next Board meeting on April 2 and hold off on laying off people until Directors can have a discussion about this plan at that time. He said he would like to see WETA's lobbyists engaged and funding pursuits started immediately.

In response to a question from the Chair, WETA's legal counsel Madeline Chun from Hanson Bridgett said WETA's responsibility in the realm of emergency response was specified in WETA's legislative statute. She said it speaks to the coordination of emergency response in the San Francisco Bay Area. Ms. Chun said she believed the emphasis has always been on the coordination of emergency services as was the intention of the legislation adoption in 2007. She said that section 66540.5 of the legislation stated that WETA has the authority to plan, manage, operate and coordinate the emergency activities of all water transportation and related facilities within the Bay Area region with the exception of the Golden Gate Highway and Bridge Transportation District. Ms. Chun said the Board had consensus to direct staff to seek emergency response funding at the regional, State and federal levels and to continue in conversation with WETA's contract operator, the Blue & Gold Fleet, about how to keep crews at the ready. She said that she needed more time to evaluate the possibility of providing paid administrative leave to crews and noted that she could return to the April 2 meeting with more information to share. Ms. Chun reminded the Board that it was the contractor's responsibility to manage its workforce and not WETA's responsibility.

Director DelBono confirmed with the Chair that the direction to staff at this time was to advise WETA's contract operator, the Blue & Gold Fleet, to hold off on issuing layoff notices with the understanding that the matter will be revisited at the April 2 Board meeting and Chair Wunderman confirmed this plan. Ms. Chun reiterated that it was perfectly acceptable to request that Blue & Gold Fleet not issue layoff notices to WETA's captains and crews in the interim period between now and the April 2 Board meeting but emphasized that it was not WETA's role to direct Blue & Gold Fleet to do anything specific with regard to its employees.

Director DelBono said he was not in support of the service cuts that had been made if he could not be assured by the Board that Blue & Gold Fleet employees necessary to operate WETA services would not be issued layoff notices before the matter could be taken up again by the Board at the April 2 meeting. Ms. Rannells explained that she had effectively assured that since the service cuts on Tuesday, that to date, there had been no impact on the captains and crews. She said this could be reiterated to Blue & Gold Fleet with the request that they are to stay the course with no notices issued until further notice.

Director Intintoli offered a resolution to support the reduction of service actions taken to date and to request that staff restate WETA's request to Blue & Gold Fleet that for a period of two weeks when the Board next meets, no layoff notices be issued to WETA captains and crews.

Chair Wunderman confirmed with Ms. Chun that this was an acceptable resolution motion.

In response to concerns reiterated by Director DelBono about the possibility of layoff notices being issued in response to the service cuts that had already occurred, Ms. Rannells said she would be in conversation again with Blue & Gold Fleet to make the request that no layoff notices be issued, meaning WETA would be paying the cost to keep all of the captains and crews at the ready for the next two weeks as a result of that request.



Director DelBono said he would like to see the Board, WETA staff and all WETA's partners work hard to lobby legislators and any other entity that may be able to help to find additional funding to support WETA through the current fiscal year. Chair Wunderman said he was fully committed to working hard on this and finally bring WETA's full mission out into the public light so people can understand the importance of it.

Director DelBono asked how long it would be before staff could have a letter to the state seeking funding drafted and sent. Ms. Rannells said she had a draft letter in front of her and she expected it could go out as soon as the next day after her consultation with the Chair.

Director Intintoli amended his offered resolution to support service reduction actions taken to date, request that staff restate WETA's request to the Blue & Gold Fleet that no layoff notices be issued for the crews needed to operate WETA services until further notice on or after April 2, when the Board of Directors is next scheduled to meet, and to pay Blue & Gold Fleet under its contract for these captains and crews during this time.

Director DelBono seconded the resolution and it passed unanimously.

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

Chair Wunderman offered thanks to the Directors for participating in this special meeting on short notice and especially to Director DelBono for his thoughtful suggestions and ideas. He also thanked the staff and Blue & Gold Fleet captains and crews for their important work during this crisis.

With all business concluded, Chair Wunderman adjourned the meeting at 5:37 p.m.

- Board Secretary

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