

## MEETING SUMMARY

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### San Francisco Bay Area Water Transit Authority Community Advisory Committee Meeting Summary

**CAC ATTENDEES:** Supervisor Michael Kerns/Sonoma County, Mayor Al Boro/San Rafael, Mayor Ed Balico/Hercules, Vice Mayor Mindell Penn/Richmond, Diane Howard/Redwood City City Council, Pedro Gonzalez/South San Francisco City Council, Kathy Hartzell/Larkspur City Council, Paul Albritton/Sausalito City Council, Allan Maris/Albany City Council, Bill Seelinger/San Francisco, Fred Hanssen/San Mateo, Kevin Rose for Supervisor Mark Church, San Mateo County

**MEETING DATE:** January 14, 2004

**FROM:** Veronica Sanchez, Manager, and Karen Shelver, Assistant, WTA Community and Government Relations

**DATE:** June 16, 2004

—► **NEXT MEETING: June 16, 2004 – 10am-12pm, San Francisco State University Extension, 425 Market St., Rms. 304/305/306, SF CA**

The Community Advisory Committee held its meeting on January 14, 2004 from 10:00 a.m.-12:00 p.m. The meeting began at 10:00 am.

#### **1. Call to Order and Motion to Approve Minutes of September 24, 2003 CAC Meeting**

Chair Diane Howard called the meeting to order. She announced the appointment of Steve Castleberry as the new CEO of the WTA. A motion to approve the September 24, 2003 meeting minutes was made by Supervisor Mike Kerns (Sonoma) and seconded by Councilmember Pedro Gonzalez (South San Francisco). There was no abstention or opposition.

#### **2. Informational Presentations: Funding for WTA Ferry Services**

##### **a. Regional Measure 2 – March 2, 2004 election**

**Ms. Veronica Sanchez (WTA) gave a PowerPoint Presentation on Regional Measure 2, The Regional Traffic Relief Plan.** The presentation included information about transit and congestion relief projects funded in RM2 for rail, buses, ferries and highway improvements. The source of revenue for this measure is a proposed one-dollar increase on state owned bridges in the Bay Area. She reported that the ferry projects included in this measure are: new San Francisco ferry routes from South San Francisco and Berkeley/Albany; more frequent ferry service in Alameda, Oakland & Vallejo; study of a new ferry terminal at San Quentin; and a future Port Sonoma site.

#### **QUESTIONS AND ANSWERS**

Mr. Bill Seelinger (San Francisco) asked if there is some formula that measures traffic congestion. Mr. Steve Castleberry (WTA) answered that MTC forecasts traffic congestion over 20 years periods. For example, they estimate that an additional 100,000 people would be working in downtown San Francisco who do not live in San Francisco, bringing more commute traffic into the Bay Area.

Mr. Ed Balico (Hercules) asked if there is a realignment of funds for transportation to affordable housing and economic generation. Ms. Sanchez responded that one evaluation

criteria in Regional Measure 2 is that projects depend promote transit-oriented development. Mr. Mike Kerns (Sonoma County) asked how much money is set-aside in the WTA budget for a Port Sonoma future study project. Ms. Sanchez answered that RM2 sets aside a total of \$48 million to the WTA for capital costs, environmental and design costs. Out of this amount, the WTA's Board approved a Strategic Plan with a set aside \$1 million for studying future ferry service at Port Sonoma.

Ms. Kathy Hartzell (Larkspur) asked about the existence of a campaign operation for RM2. Ms. Sanchez responded that there is a separate campaign committee that was organized by Senator Perata with its own Executive Committee and fundraising operation. MTC and transit agencies worked hard in December 2003 to get the measure on the March 2004 ballot of seven counties.

In response to Mr. Paul Albritton's (Sausalito) question, Ms. Sanchez clarified that the \$48 million in operations funding available from RM2 is an annual amount from 2016 through 2040 not a cumulative total as specified in one of the slides.

Chair Howard asked if the money being allocated for the Dumbarton Rail project is expected to pay for the entire project or only a portion of it. Ms. Sanchez answered that there is \$150 million in capital and \$2.5 million in operating allotted for the project. Mr. Castleberry added that the allocation of monies from the San Mateo and Santa Clara County sales tax measures is intended to fund the entire project.

Mr. Allan Maris (Albany) asked how much of local matching funds for projects on the RM2 list are dependent on the state transportation budget. Ms. Sanchez indicated that some of these projects may be affected by losses in TCRP funding. However, the enabling legislation gives MTC authority to reprogram funds if projects can't be delivered.

#### **b. Federal Ferry Funds – Transportation Reauthorization Bill (TEA 21)**

**Ms. Sanchez gave a status report on Federal Ferryboat Discretionary Funding (FBD) in the next Transportation Reauthorization bill.** She indicated that increasing the national amount of money at the Federal level is a critical component of the WTA's Federal legislative agenda because it is needed to cover costs of vessels and terminals. Currently, the level of funding is at \$38 million per year for the entire nation and the WTA is working with other ferry operators and maritime unions to increase this program to \$125 million per year. The WTA is also seeking a set-aside of \$10 million per year in FBD funds for the Bay Area like Washington, Alaska and New Jersey have.

#### **QUESTIONS AND ANSWERS**

Ms. Teri Shore (Bluewater Network) asked if there was money set aside for research and development. Ms. Sanchez answered that one of the goals identified in the WTA's legislative agenda is how it can take any alternative energy funding that is available for bus services for ferries, but that the funding is currently limited. The WTA is looking at established energy programs for that funding.

Mr. Kerns asked for a one-page fact sheet containing these issues to take to Washington, DC. Ms. Sanchez agreed to provide members with talking points that they could use with Members of Congress to support the WTA's Federal initiatives (see Attachment)

#### **C. Local Sales Tax Measures - San Mateo and Contra Costa Counties**

Ms. Sanchez reported that by June or July of 2004, San Mateo and Contra Costa Counties are expected to finalize their sales tax expenditure plans in order to make the August ballot deadline. Redwood City has requested \$64.5 million in sales tax money for funding terminal and operating costs, however there is no RM2 funding currently allocated for Redwood City. South San Francisco has requested \$53.7 million to march RM2 funds and cover the costs of a third boat for San Francisco-East Bay service. The WTA's Board of Directors approved the addition of a triangular configuration for service between a South San Francisco, San Francisco and Alameda County.

Ms. Sanchez reported that for Contra Costa County, a request came from the West County Regional Review Process for \$57 million in sales tax funds to be applied either in Richmond or in

Hercules. The Central Contra Costa Regional Authority for Martinez requested \$8 million for intermodal capabilities and a new ferry terminal.

Ms. Sanchez reported on upcoming events in San Mateo County, starting with a February 6<sup>th</sup> event hosted at Oracle to provide a forum for answering questions from San Mateo county leaders about San Mateo ferry service. On February 7<sup>th</sup>, the San Mateo Harbor District and Port of Redwood City will host two free ferry rides to provide an opportunity for the public to “experience San Mateo Ferry service.” The boats will dock at San Francisco’s Ferry Building for the Saturday Public Market. In Contra Costa County, she referred to a newly formed committee of Mayors and other city leaders to advocate for Federal funding.

### **QUESTIONS AND ANSWERS**

Mr. Maris asked if the impact on East Bay into South San Francisco ferry service was looked at. Mr. Castleberry responded that the WTA could maximize the use of the existing and new boats to mitigate any deficiencies that exist in the current Plan.

#### **d. Status Report on MTC’s Regional Transportation Plan (RTP)**

Mr. Castleberry reported on progress with MTC’s preparation of the RTP, the region’s thirty-year plan setting forth priorities for transportation funding from all sources of funds. The WTA submitted ferry routes proposed in the WTA’s Implementation and Operations Plan for inclusion in this Plan. Inclusion in this Plan is a pre-requisite for Federal and local funding.

### **3. Informational Presentation: Golden Gate Bridge District Ferry System**

Mr. Castleberry gave a PowerPoint presentation on the Golden Gate Ferry’s historical ridership figures and projected growth. This presentation was the same one made to a meeting of the Transportation Board by the WTA and its consultants, Cambridge Systematics in Washington, D.C. This presentation was given in place of a presentation originally scheduled to be given by Mr. James Swindler, Deputy General Manager of the Golden Gate Bridge Highway and Transit District. Mr. Swindler had a last-minute conflict.

Mr. Castleberry commented that a review by WTA staff of the Golden Gate Ferry service’s ridership numbers shows that there are ridership fluctuations according to seasonal changes. Ridership declines in the winter months. Covered waiting areas seem to be important to ferry passengers.

### **QUESTIONS AND ANSWERS**

Mr. Albritton commented that Sausalito’s tourist ridership is currently higher than its commuter ridership. He also commented that there is greater ridership in the afternoon commute compared to morning, perhaps because parking lots near the terminal fill up so early in the morning or possibly due to the lack of intermodal options. He further stressed the importance of the WTA to make ferry service accessible on the landside.

Mr. Seelinger requested an information sheet for outreach purposes. Ms. Sanchez responded that staff would provide CAC members with new informational material (see enclosed new brochure).

### **4. PUBLIC COMMENT**

Mr. Jay Gardner (Adventure Sailing, San Francisco) commented that the data he has compiled from a tourist point of view is almost identical to the data that the WTA has compiled. He further commented that the month of greatest ridership is July, primarily due to a higher influx of tourists in San Francisco necessitating the need for more frequent service on the Bay.

Mr. Gene Rexrode (San Francisco) commented that in the 1970s the Golden Gate Bridge District, where he was employed at the time, had a plan for a new ferry terminal in Sausalito up for environmental review but that, unfortunately, the plan was aborted by the City of Sausalito. He also commented that staffing transportation forums in Washington DC is a good opportunity to discuss the needs of the WTA as well as other transit needs in the Bay Area.

Chair Howard adjourned the meeting at 12:00 p.m.

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