

**WATER EMERGENCY
TRANSPORTATION AUTHORITY**

FISCAL YEAR 2022/23 BUDGET



OVERVIEW

The San Francisco Bay Area Water Emergency Transportation Authority (WETA) is a regional public transit agency tasked with developing, operating and expanding ferry service on the San Francisco Bay and with coordinating the water transit response to regional emergencies. WETA operates the San Francisco Bay Ferry system which provides daily passenger service to the cities of Alameda, Oakland, San Francisco, Vallejo, Richmond, and South San Francisco. Service is also provided for special events at Oracle Park and Chase Center throughout the year. In addition to current service, WETA is actively planning for a system that seamlessly connects cities in the greater Bay Area with San Francisco, using fast, environmentally responsible vessels.

Budget Summary

The WETA Board of Directors approved the Fiscal Year 2022/23 operating budget at its regular meeting on June 2, 2022. The budget was amended on August 17, 2022, to reflect changes in labor negotiations and subsequent staffing costs as well as minor changes to the capital budget. This budget document reflects the changes in those final August revisions.

The FY 2022/23 Budget authorizes \$108.5 million in spending for Ferry Operations, Planning, Administration, and Capital Projects. As the pandemic continues into its third year, WETA's budget reflects the ongoing impacts on ridership and fare revenue, costs, and capital project completion. For example, WETA continues to rely on the ongoing support of federal COVID relief funds to run service for its passengers. In addition, the proposed FY 2022/23 budget supports a continuation of WETA's Pandemic Recovery Program's reduced fares and increased service levels that began on July 1, 2021, with a goal of attracting riders back to the system. The revenue and expense in the budget are based on an assumption that ridership will reach 70% of pre-pandemic levels by the end of the fiscal year.

The Operating and Capital budgets combined result in approved spending of \$108.5 million and are funded by a variety of revenue sources, as summarized in **Table 1** (below). Detailed discussion of the budget components is included in the following pages.

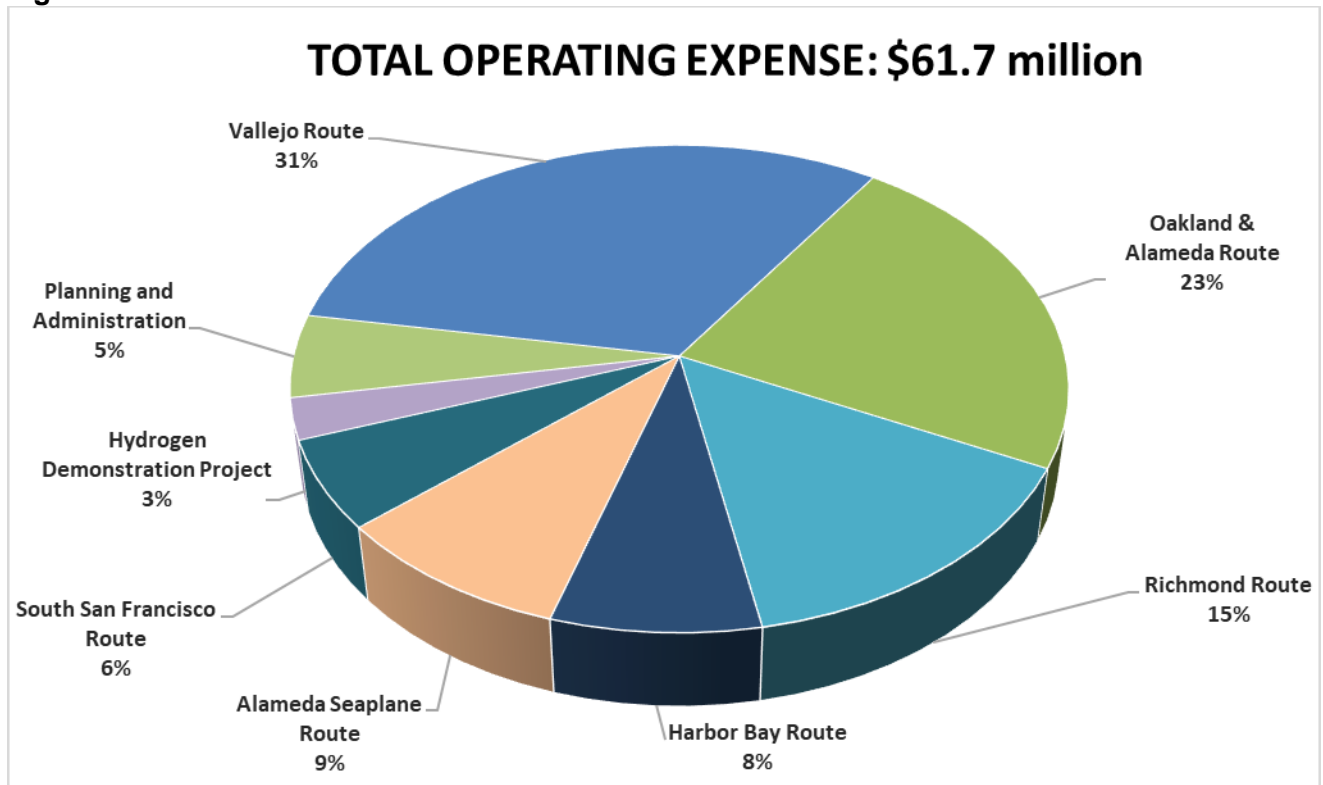
Table 1:

FY 2022/23 Adopted Budget (As Revised)			
Expense		Revenue	
Operating Budget Expenditures	\$61,711,508	Bridge Tolls	\$25,392,670
- Ferry Service	58,311,508	Federal Funds	52,394,544
- Planning and Administration	3,400,000	State Funds	10,379,421
Capital Budget Expenditures	46,784,908	Local Funds	7,800,855
		Passenger Fares	11,228,927
		Other Funds	1,300,000
Total Budget Expense	\$108,496,416	Total Budget Revenue	\$108,496,416

OPERATING BUDGET

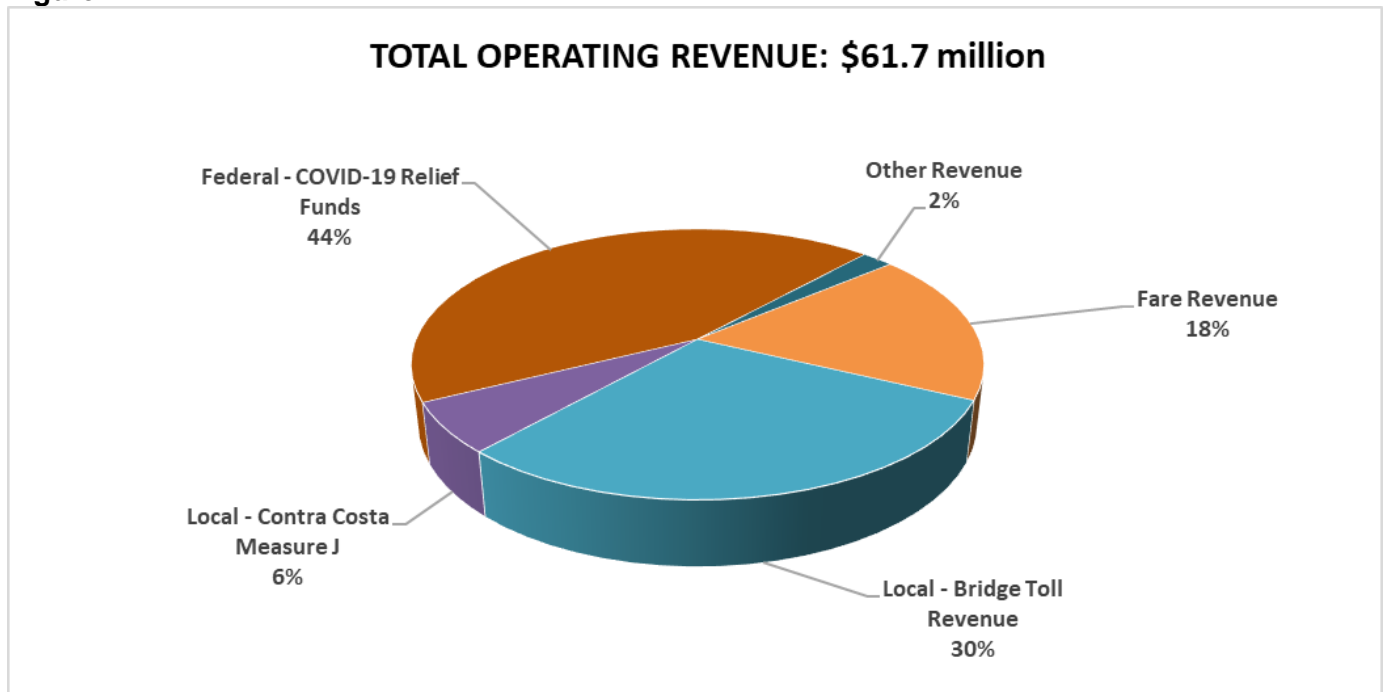
The FY 2022/23 operating budget is made up of two primary components: a \$58 million Ferry Service Operating Budget and a \$3.4 million Planning and Administration budget. Together those two components result in a total Operating Budget is \$61.7 million. Detailed budget charts showing WETA's Planning and Administration functions and the Operating Budget for ferry service by route are presented in **Attachment A**. The budget tables in Attachment A group operating costs by functional categories, a practice that WETA began utilizing in the FY 2021/22 budget. **Figure 1** is a summary of the components of total authorized operating expense for Fiscal Year 2022/23, including all ferry routes, planning, and administrative expense.

Figure 1:



The Fiscal Year 2022/23 Operating Budget is funded with federal COVID-19 relief funds, Regional Measure 2 (RM2) bridge tolls, farebox revenues and Contra Costa transportation sales tax funds. These five important sources of revenue together total \$61.7 million. The categories and percentage use of each category is shown in **Figure 2** and a summary of each source is provide below.

Figure 2:



Federal Funds

The COVID-19 pandemic continues to impact WETA's ridership and normal annual operating revenues. FY 2022/23 will be the third year that Federal COVID-19 relief funding has enabled WETA to balance its operating budget. The budget depends on \$27.2 million in federal operating funds, despite the expectation of increased ridership in the coming year.

Bridge Toll Funding

The Metropolitan Transportation Commission (MTC) provides allocations of Bridge Toll funding to WETA following voter authorization of the tolls. MTC anticipates that 90% of normal bridge toll allocations will be available from Regional Measure 2 (RM2) for WETA. In addition, WETA will utilize some of its reserved Regional Measure 1 (RM1) funding for development of its Business Plan. In total the budget utilizes \$18.3 million in Bridge Toll funding, \$14.9 million for operations and \$3.4 million for planning and administration. This amount could be adjusted as bridge traffic and corresponding toll revenues change by the end of the year.

Fares

Prior to the pandemic, farebox revenues supported 50 to 60% of WETA's operating expense. Projections for FY 2022/23 assume that ridership returns to 70% of pre-pandemic revenue by the end of the fiscal year. As mentioned earlier, fare levels will remain the same as the prior year, part of WETA's Pandemic Recovery Program that reduced overall fares. Based on ridership projections and the current fares, WETA's farebox revenues are budgeted to be \$11.2 million in FY 2022/23, compared to \$22.4 million in FY 2019. FY 2022/23 fare revenues are projected to provide 20% of the Ferry Service operating budget. **Table 2 shows** the projected ridership and subsequent fare revenue in the FY 2022/23 budget by route. Because fares vary depending on the route, percentage differences in revenue do not correspond directly to ridership percentages.

Table 2:

Route	Fare Revenue		Projected Ridership	
	Total	% of Total	Total	% of Total
Alameda/Oakland Ferry Service	\$ 3,266,948	29%	664,377	34%
Alameda Harbor Bay Ferry Service	\$ 537,194	5%	137,424	7%
Alameda Seaplane Lagoon Ferry Service	\$ 971,075	9%	232,900	12%
Vallejo Ferry Service	\$ 5,370,967	48%	634,260	33%
South San Francisco Ferry Service	\$ 273,006	2%	30,176	2%
Richmond Ferry Service	\$ 759,737	7%	193,413	10%
Hydrogen Demonstration Project	\$ 50,000	0%	59,000	3%
Total	\$ 11,228,927		1,951,550	

Local Funding

Local funding of \$3.7 million corresponds to Contra Costa Measure J sales tax funding allocated to support the Richmond Ferry service. This funding is provided as part of an agreement in 2015 to support ferry service for the first 10 years of operation.

Other Revenue: Hydrogen Vessel Demonstration

The addition of the Hydrogen Vessel demonstration program added a significant cost of \$1.6 million to the annual budget. In an effort to defray the cost of this demonstration of an important technology for the future of WETA's emission reduction goals, staff has sought out sponsors of this project. To date, the budget projects \$1.3 million in sponsorship revenue for the 6-month demonstration.

FERRY SERVICE OPERATIONS

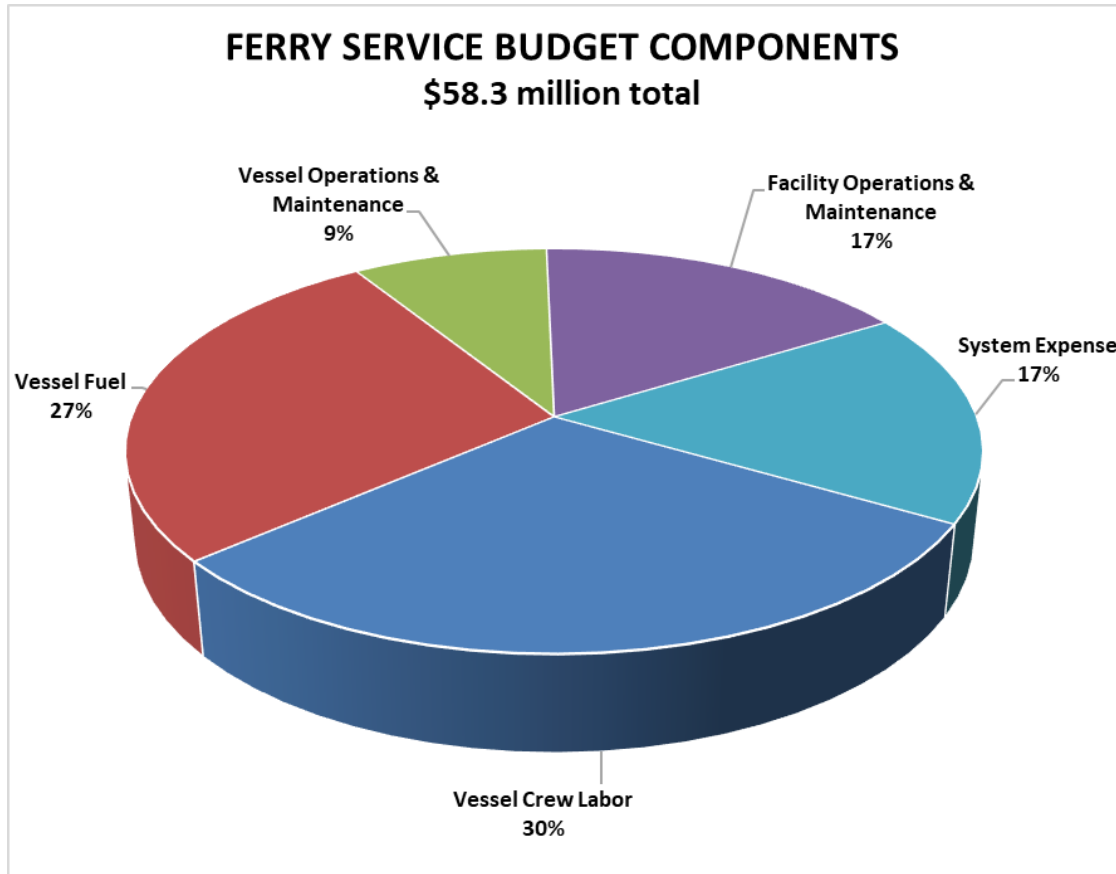
The \$58.3 million budget for ferry operations (which excludes Planning and Administration) provides for the San Francisco Bay Ferry routes serving Alameda Seaplane Lagoon, Chase Center at Pier 48.5, Downtown San Francisco, Harbor Bay, Main Street Alameda, Oakland, Oracle Park, Pier 41, Richmond, South San Francisco and Vallejo. Detailed budget information on each route, including operating miles and hours, is shown in the charts for each route in **Attachment A**.

At the start of FY 2021/22, the Board approved a budget that implemented the Pandemic Recovery Program, placing more emphasis on midday and late evening service to accommodate riders with non-traditional work schedules. The FY 2022/23 budget continues that service schedule and also adds a new San Francisco Waterfront Hydrogen Vessel Demonstration service. This service, approved by the Board in May 2022, would operate the *Sea Change*, the world's first ever hydrogen propelled passenger ferry vessel, along the San Francisco waterfront as part of a 6-month demonstration project. The service provides a unique opportunity for WETA to gain real world experience operating a vessel with cutting edge, zero-emissions technology and would supplement existing trips between points on the San Francisco waterfront to meet travel demands and avoid service disruptions during WETA's peak season. Operating the *Sea Change* along the San Francisco waterfront will maximize the public visibility of the demonstration project and increase public awareness and education about climate change, and zero-emission applications to the maritime and broader mobility industries. That demonstration is now anticipated to launch in Spring 2023.

Ferry Service Operating Expense

The \$58.3 million authorization for the proposed FY 2022/23 Operating Budget is 24% (or \$11.3 million) higher than budgeted ferry operating expenses in FY 2021/22. However, \$1.7 million of that increase is due to the addition of the Hydrogen Demonstration project. If removed, the cost increase of \$9.6 million represents a 20% increase over the prior year budget. Of that amount, 61% of the budget increase is related to the cost of fuel and 15% is related to labor cost increases. The remaining costs are due to normal increases in the cost of service and the addition of significant maintenance projects in FY 2022/23 that were not needed in the prior year. **Figure 3** (below) shows major cost components of the Ferry Service Operating budget. Discussion of each category is provided below.

Figure 3:



Vessel Crew Labor & Fuel

Crew labor and fuel make up over 58% of the anticipated expenses for the proposed operating budget. The budget assumes that crew labor will be maintained at current levels, with 148 crew members on the Blue & Gold Fleet payroll at a cost of \$17.7 million. The labor budget in FY 2022/23 also includes the costs associated with guest assistance representatives who previously had been budgeted in Facility Operations and Maintenance. Labor costs are budgeted to reflect collective bargaining agreements that the Blue & Gold Fleet (WETA's contractor) reached with its employees. Those agreements provide for a total increase of 9% for most employees.

The expense for fuel in FY 2022/23 is projected to be \$16 million. Fuel prices increased significantly in early 2022 and continued volatility is projected to continue. The FY 2022/23 budget assumes fuel costs will average \$4.20 a gallon over the course of the fiscal year. The 66% increase from \$9.6 million in FY 2022 to \$16 million in FY 2022/23 will require a significant infusion of revenue. Fortunately, WETA has taken steps to be able to utilize federal COVID relief funding to cover this cost in the coming year if necessary.

Vessel Maintenance & Repair

Maintenance and repair expenses are budgeted to ensure that WETA's fleet of 16 vessels is maintained in a safe and reliable operating condition. Typical items in this expense category include parts, contracted repair services, vessel insurance, cleaning, and other maintenance-related supplies and equipment. For the FY 2022/23 budget of \$5 million, staff completed a comprehensive assessment to individually review maintenance and repair needs for each vessel. This effort allowed staff to identify and exclude unnecessary expenses and plan only for maintenance that will be needed in FY 2022/23. This is the second year of budgeting using this process and it will continue to be refined to better project costs year over year.

Facilities

Facility expenses of \$9.7 million capture the ongoing activities required to operate and maintain WETA's passenger terminals and maintenance facilities. WETA is responsible for 10 passenger terminals and two operations and maintenance facilities (OMFs). Staff has individually reviewed specific operations and maintenance needs for each facility and excluded unnecessary expenses that are not expected to be required in the upcoming fiscal year.

Typical terminal expenses include items such as utilities, basic maintenance of waterside and landside assets, property insurance, information technology support, and security. Costs can vary considerably by terminal depending on the level of amenities provided and whether maintenance responsibilities are shared with a local agency such as a City or Port District.

For the Central Bay and North Bay OMFs, major expenses include engineering labor, contracted services, utilities, and basic supplies and equipment required to operate each facility. The budget assumes that engineering labor, which accounts for over half of each facility's total expense, will be maintained at the same level as before the pandemic, with 22 engineers on the Blue & Gold Fleet payroll.

System Expenses

System expenses of \$9.9 million include costs that are not associated with a specific facility but are generally required to support overall ferry service operation. WETA staff expenses, including wages, fringe benefits, and overhead are the most significant system expense. Blue and Gold Fleet contractor expenses, which include costs for dispatch, supervision, and administrative costs, as well as insurance deductible fees and profit are also included in system expenses. This category also encompasses engineering fees paid to consultants who assist with operations needs not specifically assigned to vessels or facilities alone, and for emergency preparedness. Finally, significant funding is provided for ferry advertising and marketing, ticketing, insurance, and general administration, which includes legal fees, miscellaneous contracted services, taxes, and licenses.

PLANNING AND ADMINISTRATION

The proposed budget for Planning and Administration for Fiscal Year 2022/23 is projected to be \$3.4 million. Categories of expense are shown in **Table 3** and discussed further below.

Table 3:

Planning and Administration	Proposed Budget	
	Total	% of Total
Salaries, Wages & Fringe Benefits	\$ 1,775,164	52%
Professional / Contract Services	\$ 2,466,660	73%
Information Tech., Office and other Supplies	\$ 78,000	2%
Utilities and Insurance	\$ 63,529	2%
Dues, Memberships, Miscellaneous	\$ 95,000	3%
Leases, Rentals and Fees	\$ 250,431	7%
Transfer of Administrative Expense	\$ (1,328,784)	-39%
Total	\$ 3,400,000	

Administration expenses include funding for salaries and fringe benefits, professional services related to ferry transit planning and facilities, financial and capital planning, and the WETA offices at Pier 9. Expense for FY2022/23 increased by 13% primarily due to costs associated with WETA's 2050 Service Vision and Business Plan, which is projected to require \$700,000 expenditure authority during the year. Without that addition, costs are essentially flat due to completion of other planning projects and a reduction in rent costs. Salaries and benefits for the year were originally proposed to increase by 4.5% and were subsequently increased to 9% due to increases in the cost of living. Those salary ranges are detailed in **Attachment C**. The costs related to WETA staff are allocated to capital and operating tasks where appropriate and are not included here. As mentioned in the revenue discussion, Planning and Administration costs are funded entirely by Bridge Tolls, with \$2.7 million assumed from RM2 and \$700,000 from RM1.

Work Plan

The normal planning and administrative activities of the Agency are provided for in the Fiscal Year 2022/23 budget and extend to a number of initiatives and work programs including:

- **Emergency Response Program/Training** – Staff will continue to participate in local, regional, and state exercises, meetings and discussions to strengthen interagency coordination. Staff will also increase internal training exercises to three-to-four times per year as well as conduct internal staff training. Additionally, WETA will participate in the Bay Ferry V regional exercise with Bay Area partners which is expected to provide active shooter training to public and private ferry operators.
- **Public Information and Communications** – WETA's communications efforts will continue to focus on enhancing public awareness and support for WETA services through opportunities to gain positive publicity around WETA's programs and initiatives, including expansion opportunities, pilot services, the 2050 Service Vision and Business Plan, the Pandemic Recovery Program, future ferry fleet planning, ongoing San Francisco Bay Ferry service, WETA's emergency response role, in addition to programs adopted by the Board of Directors during FY 2022/23.
- **Passenger Experience** – Several customer experience improvements are planned for FY 2022/23, including the addition of improved mobile ticketing, the integration of real-time transit information, enhanced terminal and onboard signage, the addition of passenger information carts at the Downtown San Francisco Terminal, and improved concessions options and availability. The FY 2022/23 budget includes more frequent and more advanced surveying of passengers to inform future service decisions and passenger experience upgrades.

- **Marketing** – In FY 2022/23, marketing campaigns will continue to focus on restoring ferry ridership, capitalizing on lessons learned during the FY 2020/21 and FY 2021/22 “Best Way Back” campaign. Marketing strategies will include a focus on digital advertising, social media content (with an emphasis on video), and multi-lingual advertising. Advertising programs will be rolled out on a timed basis to benefit from return-to-office trends, sports seasons, seasonal ridership profile changes and other external factors. A mix of broad systemwide and targeted route-specific efforts will be used. Efforts to explore onboard and terminal advertising will be explored as a revenue generation opportunity. To enhance awareness, the launch of a San Francisco Bay Ferry merchandise program is planned, featuring maritime and transit themed designs from local artists.
- **Community Outreach** – Efforts to maintain a visible presence that highlights ferry service in the communities that WETA serves will continue in FY 2022/23. This will include ticket giveaway programs and outreach to community-based organizations, business and employer associations, neighborhood groups, and elected officials. Outreach to schools will highlight the ferry as a mode for school group trips and will include opportunities to incorporate elements of water transit into class curriculum.
- **WETA Business Plan** – The WETA Business Plan is a far-reaching effort to define a service vision for WETA to guide development and operational policy over the next 30 years. The effort emphasizes outreach and engagement, reaching out to a broad range of stakeholders and interest groups to help define a future vision for the agency. For the coming fiscal year, staff anticipates utilizing technical consultants to support the overall business plan effort in areas such as transportation planning, emergency response, vessel technology and organizational management.
- **Fare Policy and Fare Program** – The Pandemic Recovery Fare Program was extended into Fiscal Year 2022/23. This action was taken in acknowledgement that the Bay Area economy and return-to-work plans are still evolving and it is too early to determine longer-term implications for ferry service. As this evolution occurs, WETA will evaluate travel patterns and develop a five-year program for implementation in FY 2023/24.
- **New Terminals Expansion** – The WETA Business Plan will explore possibilities for ferry terminal expansion and new service throughout the Bay Area. There is a placeholder in the budget to allow staff to take recommendations from the Business Plan to a further level of analysis if a new terminal opportunity is identified.
- **Mission Bay Business Plan** – In the event that Regional Measure 3 funding becomes available and the Mission Bay Ferry Landing project moves forward, this effort will examine the details of Mission Bay operations and the impact on the operating budget.
- **Treasure Island Business Plan** – In the event that development on Treasure Island continues to progress and the developer and the Treasure Island Mobility Management Association wish to implement WETA ferry service, this effort will examine the details of Treasure Island ferry operations and its impact on the operating budget.
- **Berkeley Ferry Service** – The City of Berkeley and WETA are working in partnership to study a new ferry terminal incorporated into a new recreational pier at the Berkeley Marina. A feasibility study and business plan were both completed in fiscal year 2022, setting the stage for the project to advance to the permitting and preliminary engineering phase. The City of Berkeley is currently exploring funding possibilities for the regulatory phase to ensure

the project continues to move forward. The project would be eligible for both Regional Measure 3 and City of Berkeley infrastructure bond funding.

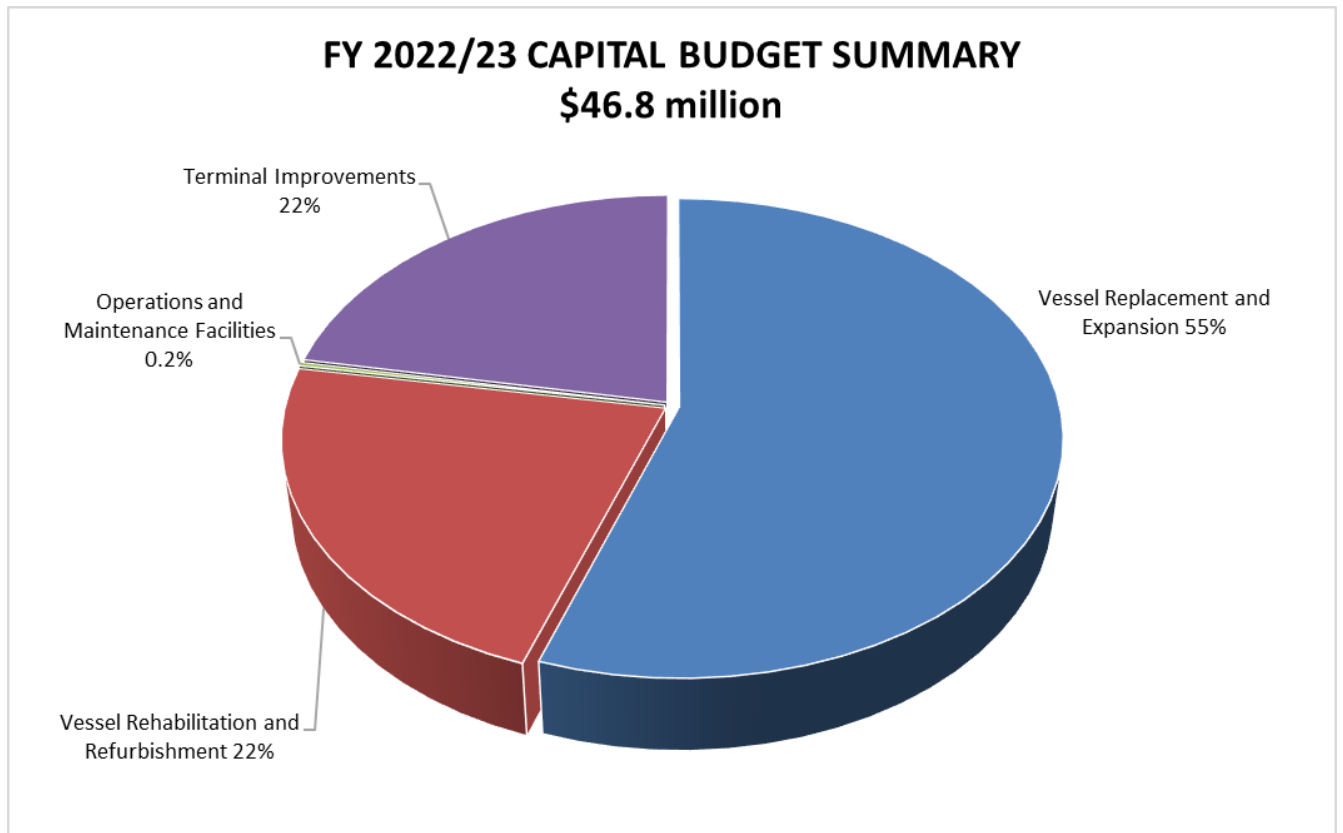
- **Redwood City Ferry Service** – The Redwood City Ferry Terminal would be located within the Port of Redwood City complex and is strategically positioned to serve the jobs-rich mid-Peninsula region. The project team made up of staff from the City, Port and WETA completed a feasibility study and subsequent business plan in fiscal year 2022. The next stage of the project is to move into environmental and regulatory permitting along with preliminary engineering. The Port is seeking funding for this phase from the San Mateo County Transportation Authority and will begin work in fiscal year 2023.
- **Service Planning, Performance Monitoring, Financial Reporting** – Staff collects data and performs analysis on system performance on an ongoing basis. These efforts lead to adjustments and modifications in service plans that both optimize WETA resources and improve the customer experience for ferry riders. Staff will continue to perform these analyses and develop reports over the coming year. Results will be shared with the Board and public on a regular basis. After more than a year of the Pandemic Recovery Plan schedule, there will be two periods of schedule adjustment in the fall and spring to respond to changes in ridership and service performance.
- **Disadvantaged Business Enterprise Outreach** – Continued focus on WETA's Disadvantaged Business Enterprise (DBE) program for FY 2022/23 will include conducting outreach to increase availability of DBEs. This work will include outreach to marine specific firms as well as hosting a multi-organization workshop with shipyards, ferry operators, marine insurance, trade representatives and Small Business Enterprises (SBE)/DBEs to provide information on the types of certifications or requirements SBEs and DBEs would need to obtain to start working in the marine industry. Staff will also work to establish processes or purchase a software system to both streamline and increase DBE program monitoring and reporting requirements.
- **Federal, State, Regional and Local Legislative efforts** – Consistent with the 2022 Legislative Program, staff will work to focus federal, state, regional and local advocacy on targeted priorities, including: Activate the Public Ferry Operators Committee to build support for increased federal funding, advocate for state funding to complete the Mission Bay terminal project, increase funding opportunities for WETA to transition to zero emission technology, develop and submit WETA's CARB-compliant fleet plan, monitor opportunities to streamline project delivery, and explore new strategies for enhancing local and regional support for WETA's expansion opportunities.
- **Organizational Development** – As appropriate, staff will work with the Board of Directors to develop plans for organizational development and growth. These include an analysis of organizational structure and compensation to ensure the continued recruitment and retention of excellent staff as well as a review of existing Human Resources policies and procedures. Significant investment will be made in the Financial System to better track and budget for both revenues, including grants, and costs. These improvements will also help the Agency prepare for potential new funding streams from the Federal government and the State, as well as the long-delayed RM3 bridge toll program.

CAPITAL BUDGET

The FY 2022/23 Capital Budget provides \$46.8 million to continue progress on current projects and to commence work on new projects. The projects fall into four categories, as shown in

Figure 4, and are further detailed in **Attachment B** where budget information is provided for 27 projects necessary to maintain existing services and facilities and to further develop WETA’s near-term expansion projects. Thirteen of the projects are new to Fiscal Year 2022/23. These projects total \$160 million over the life of each project. A number of projects from the FY 2021/22 budget are still underway.

FIGURE 4:



Funding for the WETA capital budget is anticipated as shown in the **Table 4** below and relies heavily on federal and state funds.

Table 4:

	Total FY2022/23	% of Total
Revenues		
	<i>(in millions)</i>	
State Funds	\$ 10.4	22%
Federal Funds	\$ 25.2	54%
Bridge Toll Revenues	\$ 7.1	15%
Local Dedicated Funds	\$ 4.1	9%
Total Revenues	\$ 46.8	100%

Highlights of the proposed capital spending are as follows:

- **Main Street Terminal Rehabilitation** – In addition to proposed engineering and design, this continuing project has been amended to include the fabrication and installation of a replacement float and gangway at the Alameda Main Street ferry terminal. The current waterside infrastructure at the terminal is nearing the end of its useful life and this project is necessary to ensure continued safe operations at the terminal.
- **Zero Emission Vessels and Charging Infrastructure** – This continuing project was, prior to FY 2022/23, delayed due to the impact on funding from the COVID pandemic that delayed WETA’s ability to program the funding received in 2020 from the State Transit and Intercity Rail Capital Program (TIRCP). However, since last year, WETA has had successful discussions with TIRCP staff and received a new award of funding from the (Federal Transit Administration) FTA competitive ferryboat program to build a second all-electric vessel in addition to the first vessel awarded in 2020. This program will design and construct shoreside charging infrastructure for two 100-150-passenger battery electric ferry vessels to connect growing neighborhoods on the San Francisco waterfront to WETA’s Downtown Terminal. Included in this project is the **WETA Zero Emission Shoreside Charging Infrastructure study**. The Shoreside Charging Infrastructure Study is being undertaken to assess the opportunities and constraints of existing WETA facilities in the central bay region that would require infrastructure upgrades to support zero-emission technology. This effort has been underway for the past fiscal year and will continue into FY 2022/23. An initial assessment of electrical infrastructure has been completed for the Central Bay Operations and Maintenance Facility along with current and future terminals in Alameda, Oakland, Richmond, South San Francisco, Treasure Island and San Francisco. The next steps will require in-depth coordination with utility providers to conduct site-specific studies of upgrades and improvements.
- **Vessel Purchase, Replacement, and Rehabilitation** – The FY 2022/23 Capital Program includes a number of new and ongoing vessel rehabilitation, purchase, and replacement projects necessary to maintain WETA’s fleet of existing vessels in a “state of good repair” and to support the ability to deliver uninterrupted safe, reliable, and efficient ferry transportation services. These projects include:
 - Continued construction of new commuter-class vessels at Mavrik Marine. The build schedule of these vessels has been impacted by the COVID-19 pandemic and supply chain challenges. The current construction schedule anticipates the delivery of the second vessel in Summer 2023.
 - Continued construction of two replacement vessels for the MV Bay Breeze and MV Solano vessels;
 - Ongoing design and award of a contract for the replacement vessel for the MV Intintoli;
 - Begin a new vessel replacement project for the MV Mare Island.
 - Rehabilitation of major system components as listed in the capital budget for engines, gears, and fuel injectors for a number of vessels.
- **DPF Generator Project** – This year WETA will begin to test and install Diesel Particulate Filters (DPF) on vessels to demonstrate technology that is needed to comply with upcoming California Air Resources Board (CARB) regulations. The work involves modifications to the existing exhaust piping to accept a DPF and providing new electrical power to the DPF. The work will lay the groundwork for future work on the remaining Pyxis class generator engines and other installations in WETA's fleet.
- **Vallejo Dredging and Terminal Reconfiguration Study** – The Vallejo Ferry Terminal basin has required maintenance dredging every 3-4 years to support ongoing service operation. Dredging costs have increased substantially during this time period and it appears the frequency will have to increase moving forward, given the increased level of

sedimentation. Staff is initiating an effort to analyze sedimentation and consider terminal reconfiguration options that would substantially reduce or eliminate the need for maintenance dredging. An initial study has indicated that a reconfiguration of the terminal is feasible and will provide the benefit of reducing or eliminating dredging needs into the future. The next steps that will be undertaken in FY 2022/23 and FY 2023/24 involve seeking environmental and regulatory approval and conducting preliminary engineering.

- **Central Bay Operations and Maintenance Facility Expansion** – WETA’s Central Bay Operations and Maintenance Facility opened in 2018 and has become the focal point of the system’s non-Vallejo network. The facility was designed for storage and maintenance of up to 12 vessels with supporting fuel and oil delivery systems required for diesel propulsion. With the pending delivery of battery electric vessels and the need for charging infrastructure and additional berthing capacity, WETA has initiated discussions with the City of Alameda to expand the leasehold for the Central Bay Facility. The first steps towards this expansion will require preliminary engineering studies and initial permitting and regulatory preparation.

DETAILED BUDGET INFORMATION

Attachment A –FY 2022/23 Operating Budget

Attachment B –FY 2022/23 Capital Budget

Attachment C –FY 2022/23 Salary Schedule

Attachment A

San Francisco Bay Area Water Emergency Transportation Authority FY 2022/23 Operating Budget Summary

	FY 2022/23 Approved Budget
Revenues	
Fare Revenue	\$11,228,927
Local - Bridge Toll Revenue	18,250,000
Local - Contra Costa Measure J	3,709,330
Federal - COVID-19 Relief Funds	27,223,251
Other Revenue	1,300,000
Total Revenues	\$61,711,508
Expenses	
Planning and Administration	
Salaries, Wages & Fringe Benefits	\$1,775,164
Professional / Contract Services	2,466,660
IT, Utilities, Memberships, Supplies	236,529
Leases, Rentals and Fees	250,431
Administration Transfers	(1,328,784)
Operations	
Vessel Crew Labor	17,681,351
Vessel Fuel	15,957,400
Vessel Operations & Maintenance	5,038,500
Facility Operations & Maintenance	9,684,442
System Expense	9,949,815
Total Expenses	\$61,711,508

**San Francisco Bay Area
Water Emergency Transportation Authority
FY 2022/23 Ferry Service Operating Budget - Approved**

	Hydrogen Demonstration Project	FY 2023 Operating Budget						
		Alameda & Oakland	Harbor Bay	Alameda Seaplane	Vallejo	South San Francisco	Richmond	Total
Revenues								
Fare Revenue	\$ 50,000	\$3,266,948	\$537,194	\$971,075	\$5,370,967	\$273,006	\$759,737	\$ 11,228,927
Bridge Toll Revenue		\$5,806,473	\$1,201,049	\$2,035,484	\$5,543,264	\$263,730	\$0	\$ 14,850,000
Local - Contra Costa Measure J		\$0	\$0	\$0	\$0	\$0	\$3,709,330	\$ 3,709,330
Federal - COVID-19 Relief Funds	\$ 339,060	\$5,036,995	\$3,016,848	\$2,516,371	\$8,623,931	\$3,084,917	\$4,605,129	\$ 27,223,251
Other Revenue	\$ 1,300,000	-	-	-	-	-	-	\$ 1,300,000
Total Revenues	\$ 1,689,060	\$ 14,110,416	\$ 4,755,091	\$ 5,522,930	\$ 19,538,162	\$ 3,621,653	\$ 9,074,196	\$ 58,311,508
Expenses								
Vessel Crew Labor	\$440,460	\$4,999,858	\$1,551,680	\$1,724,089	\$4,482,632	\$1,206,862	\$3,275,769	\$17,681,351
- # of crew hours		74,660	27,822	28,435	84,866	18,261	42,430	
Vessel Fuel	\$417,400	\$2,797,200	\$1,087,800	\$1,398,600	\$7,303,800	\$777,000	\$2,175,600	\$15,957,400
- # of gallons		666,000	259,000	333,000	1,739,000	185,000	518,000	
- Per gallon cost		\$4.20	\$4.20	\$4.20	\$4.20	\$4.20	\$4.20	
Vessel Operations & Maintenance	\$37,500	\$1,185,911	\$542,008	\$605,118	\$1,506,018	\$464,549	\$697,397	\$5,038,500
Facility Operations & Maintenance	\$8,700	\$2,329,236	\$793,813	\$793,966	\$3,373,394	\$708,666	\$1,676,668	\$9,684,442
- Terminals		266,864	110,777	80,120	288,464	175,679	354,568	1,276,473
- Operations & Maintenance Facilities		2,062,372	683,036	713,846	3,084,930	532,986	1,322,099	8,399,268
System Expense	785,000	2,798,211	779,790	1,001,157	2,872,318	464,576	1,248,762	9,949,815
- WETA Staff and Overhead		1,224,875	253,361	429,385	1,169,353	55,634	356,585	3,489,193
- Contractor (BGF) Staff Expenses		176,115	67,998	65,958	197,874	53,038	118,997	679,980
- Contractor (BGF) Profits		441,310	170,390	165,278	495,835	132,904	298,183	1,703,900
- Administration and Engineering		286,113	110,468	107,154	321,463	86,165	193,320	1,104,683
- Advertising & Marketing		407,346	84,231	142,821	388,783	18,447	118,572	1,160,200
- Insurance & Fees		97,027	29,400	28,533	113,023	68,518	51,268	387,769
- Ticketing		165,425	63,942	62,028	185,987	49,870	111,838	639,090
Total Expenses	\$1,689,060	\$14,110,416	\$4,755,091	\$5,522,930	\$19,538,162	\$3,621,653	\$9,074,196	\$58,311,508
Operating Statistics:								
Ridership	59,000	664,377	137,424	232,900	634,260	30,176	193,413	1,951,550
Vessel Operating Miles		84,252	59,952	39,144	233,196	36,324	93,732	546,600
- Revenue Miles		75,204	47,676	35,976	232,944	27,384	71,724	490,908
- Non-Revenue Miles		9,048	12,276	3,168	252	8,940	22,008	55,692
Vessel Operating Hours		6,120	3,408	2,508	6,067	2,052	5,172	25,327
- Revenue Hours		5,352	2,304	2,172	8,544	1,572	3,996	23,940
- Non-Revenue Hours		768	1,104	336	60	480	1,176	3,924
Performance Measures:								
Farebox Recovery %		23%	11%	18%	27%	8%	8%	20%
Cost per Operating Miles		\$167	\$79	\$141	\$84	\$100	\$97	\$104
Cost per Operating Hour		\$2,306	\$1,395	\$2,202	\$3,220	\$1,765	\$1,754	\$2,236

Budget Notes:

- ▶ Ridership based on planning estimates of growth reaching 70% of pre-pandemic ridership by the end of the Fiscal Year
- ▶ Labor and benefit costs for both WETA and Contracted staff projected to grow 9% during the Fiscal Year
- ▶ Fuel is budgeted at \$4.20 per gallon for FY2022/23.
- ▶ Performance Measures exclude demonstration project

**San Francisco Bay Area
Water Emergency Transportation Authority
FY 2022/23 Ferry Service Operating Budget
Alameda - Oakland**

	FY 2022 Approved Budget	FY 2022 Projected Actual	FY 2023 Operating Budget Alameda Oakland
Revenues			
Fare Revenue	1,843,000	2,140,170	3,266,948
Bridge Toll Revenue	3,403,800	3,403,800	5,806,473
Federal - COVID-19 Relief Funds	5,206,600	4,578,936	5,036,995
Total Revenues	10,453,400	10,122,906	14,110,416
Expenses			
Vessel Crew Labor	3,777,800	3,777,800	\$4,999,858
- # of crew hours	68,253	68,253	74,660
Vessel Fuel	2,032,900	2,710,128	\$2,797,200
- # of gallons	677,633	653,400	666,000
- Per gallon cost	\$3.00	\$4.15	\$4.20
Vessel Operations & Maintenance	992,700	719,003	\$1,185,911
Facility Operations & Maintenance	1,262,200	981,203	\$2,329,236
- Terminals	341,800	169,343	266,864
- Operations & Maintenance Facilities	920,400	811,859	2,062,372
System Expense	2,387,800	1,934,773	2,798,211
- WETA Staff and Overhead	947,800	947,800	1,224,875
- Contractor (BGF) Staff Expenses	403,300	157,306	176,115
- Contractor (BGF) Profits	329,800	329,800	441,310
- Administration and Engineering	154,000	172,938	286,113
- Advertising & Marketing	353,700	240,000	407,346
- Insurance & Fees	64,400	29,850	97,027
- Ticketing	134,800	54,829	165,425
Total Expenses	\$10,453,400	10,122,906	\$14,110,416
Operating Statistics:			
Ridership	428,000	448,804	664,377
Vessel Operating Miles	102,329	90,647	84,252
- Revenue Miles	98,962	78,711	75,204
- Non-Revenue Miles	3,367	11,936	9,048
Vessel Operating Hours	8,992	6,408	6,120
- Revenue Hours	8,719	5,636	5,352
- Non-Revenue Hours	273	772	768
Performance Measures:	-		
Farebox Recovery %	18%	21%	23%
Cost per Operating Miles	\$102	\$112	\$167
Cost per Operating Hour	\$1,163	\$1,580	\$2,306

**San Francisco Bay Area
Water Emergency Transportation Authority
FY 2022/23 Ferry Service Operating Budget
Harbor Bay**

	FY 2022	FY 2022	FY 2023
	Approved Budget	Projected Actual	Operating Budget Harbor Bay
Revenues			
Fare Revenue	\$704,000	\$462,447	\$537,194
Bridge Toll Revenue	\$1,524,300	\$1,524,300	\$1,201,049
Federal - COVID-19 Relief Funds	\$2,453,100	2,468,475	3,016,848
Total Revenues	\$4,681,400	\$4,455,222	\$4,755,091
Expenses			
Vessel Crew Labor	1,693,200	1,693,200	\$1,551,680
- # of crew hours	30,590	30,590	27,822
Vessel Fuel	658,700	1,053,939	\$1,087,800
- # of gallons	219,555	254,100	259,000
- Per gallon cost	\$3.00	\$4.15	\$4.20
Vessel Operations & Maintenance	673,400	375,755	\$542,008
Facility Operations & Maintenance	758,600	604,743	\$793,813
- Terminals	134,200	63,504	110,777
- Operations & Maintenance Facilities	624,400	541,239	683,036
System Expense	897,500	727,586	779,790
- WETA Staff and Overhead	352,200	352,200	253,361
- Contractor (BGF) Staff Expenses	156,300	60,502	67,998
- Contractor (BGF) Profits	127,800	127,800	170,390
- Administration and Engineering	59,700	66,515	110,468
- Advertising & Marketing	125,900	88,000	84,231
- Insurance & Fees	23,400	11,481	29,400
- Ticketing	52,200	21,088	63,942
Total Expenses	\$4,681,400	4,455,222	\$4,755,091
Operating Statistics:			
Ridership	159,000	106,992	137,424
Vessel Operating Miles	58,798	59,649	59,952
- Revenue Miles	54,035	49,577	47,676
- Non-Revenue Miles	4,763	10,072	12,276
Vessel Operating Hours	3,486	3,070	3,408
- Revenue Hours	3,154	2,400	2,304
- Non-Revenue Hours	332	670	1104
Performance Measures:	0		
Farebox Recovery %	15%	10%	11%
Cost per Operating Miles	\$80	\$75	\$79
Cost per Operating Hour	\$1,343	\$1,451	\$1,395

**San Francisco Bay Area
Water Emergency Transportation Authority
FY 2022/23 Ferry Service Operating Budget
Alameda Seaplane**

	FY 2022 Approved Budget	FY 2022 Projected Actual	FY 2023 Operating Budget Alameda Seaplane
Revenues			
Fare Revenue	840,000	\$622,618	\$971,075
Bridge Toll Revenue	1,417,200	1,417,200	2,035,484
Federal - COVID-19 Relief Funds	2,095,100	2,596,608	2,516,371
Total Revenues	\$4,352,300	\$4,636,426	\$5,522,930
Expenses			
Vessel Crew Labor	\$1,573,900	1,573,900	\$1,724,089
- # of crew hours	28,435	28,435	27,147
Vessel Fuel	\$596,400	1,355,064	\$1,398,600
- # of gallons	198,804	326,700	333,000
- Per gallon cost	\$3.00	\$4.15	\$4.20
Vessel Operations & Maintenance	\$546,500	379,365	\$605,118
Facility Operations & Maintenance	618,300	485,911	793,966
- Terminals	111,500	52,920	80,120
- Operations & Maintenance Facilities	506,800	432,992	713,846
System Expense	1,017,200	842,186	1,001,157
- WETA Staff and Overhead	438,600	438,600	429,385
- Contractor (BGF) Staff Expenses	151,700	60,502	65,958
- Contractor (BGF) Profits	124,000	124,000	165,278
- Administration and Engineering	57,900	66,515	107,154
- Advertising & Marketing	171,600	120,000	142,821
- Insurance & Fees	22,700	11,481	28,533
- Ticketing	50,700	21,088	62,028
Total Expenses	\$4,352,300	\$4,636,426	\$5,522,930
Operating Statistics:			
Ridership	198,000	173,482	232,900
Vessel Operating Miles	39,117	38,531	39,144
- Revenue Miles	36,210	34,379	35,976
- Non-Revenue Miles	2,907	4,152	3,168
Vessel Operating Hours	3,383	2,472	2,508
- Revenue Hours	3,077	2,083	2,172
- Non-Revenue Hours	306	389	336
Performance Measures:			
Farebox Recovery %	19%	13%	18%
Cost per Operating Miles	\$111	\$120	\$141
Cost per Operating Hour	\$1,287	\$1,876	\$2,202

**San Francisco Bay Area
Transportation Authority Water Emergency
FY 2022/23 Ferry Service Operating Budget
South San Francisco**

	FY 2022 Approved Budget	FY 2022 Projected Actual	FY 2023 Operating Budget South San Francisco
Revenues			
Fare Revenue	421,000	\$89,614	\$273,006
Bridge Toll Revenue	1,063,900	1,063,900	263,730
Federal - COVID-19 Relief Funds	1,782,400	2,012,851	3,084,917
Total Revenues	\$3,267,300	\$3,166,365	\$3,621,653
Expenses			
Vessel Crew Labor	1,018,700	1,018,700	\$1,206,862
- # of crew hours	18,404	18,404	18,261
Vessel Fuel	385,000	752,813	\$777,000
- # of gallons	128,319	181,500	185,000
- Per gallon cost	\$3.00	\$4.15	\$4.20
Vessel Operations & Maintenance	585,300	427,120	\$464,549
Facility Operations & Maintenance	709,700	517,663	708,666
- Terminals	167,100	52,920	175,679
- Operations & Maintenance Facilities	542,600	432,992	532,986
System Expense	568,600	450,069	464,576
- WETA Staff and Overhead	137,300	137,300	55,634
- Contractor (BGF) Staff Expenses	121,800	48,402	53,038
- Contractor (BGF) Profits	99,600	99,600	132,904
- Administration and Engineering	46,500	53,212	86,165
- Advertising & Marketing	59,000	40,000	18,447
- Insurance & Fees	63,700	9,185	68,518
- Ticketing	40,700	16,871	49,870
Total Expenses	\$3,267,300	\$3,166,365	\$3,621,653
Operating Statistics:			
Ridership	62,000	19,470	30,176
Vessel Operating Miles	38,709	24,104	36,324
- Revenue Miles	30,447	18,204	27,384
- Non-Revenue Miles	8,262	5,900	8,940
Vessel Operating Hours	2,716	1,365	2,052
- Revenue Hours	2,070	1,046	1,572
- Non-Revenue Hours	646	319	480
Performance Measures:			
	0		
Farebox Recovery %	13%	3%	8%
Cost per Operating Miles	\$84	\$131	\$100
Cost per Operating Hour	\$1,203	\$2,320	\$1,765

Budget Notes:

**San Francisco Bay Area Water Emergency
Transportation Authority
FY 2022/23 Ferry Service Operating Budget
Richmond**

	FY 2022 Approved Budget	FY 2022 Projected Actual	FY 2023 Operating Budget Richmond
Revenues			
Fare Revenue	547,000	\$604,643	\$759,737
Local - Contra Costa Measure J	3,651,300	3,651,300	3,709,330
Federal - COVID-19 Relief Funds	2,855,500	2,799,888	4,605,129
Other Revenue - Landing Fee		-	-
Total Revenues	\$7,053,800	\$7,055,832	\$9,074,196
Expenses			
Vessel Crew Labor	\$2,755,300	2,755,300	\$3,275,769
- # of crew hours	49,780	49,780	42,430
Vessel Fuel	\$1,146,700	2,107,877	\$2,175,600
- # of gallons	382,221	508,200	518,000
- Per gallon cost	\$3.00	\$4.15	\$4.20
Vessel Operations & Maintenance	\$878,600	482,904	\$697,397
Facility Operations & Maintenance	1,164,400	872,955	1,676,668
- Terminals	349,700	169,343	354,568
- Operations & Maintenance Facilities	814,700	703,611	1,322,099
System Expense	1,108,800	836,796	1,248,762
- WETA Staff and Overhead	279,000	279,000	356,585
- Contractor (BGF) Staff Expenses	272,100	102,854	118,997
- Contractor (BGF) Profits	222,500	222,500	298,183
- Administration and Engineering	103,900	113,075	193,320
- Advertising & Marketing	99,700	64,000	118,572
- Insurance & Fees	40,700	19,517	51,268
- Ticketing	90,900	35,850	111,838
Total Expenses	\$7,053,800	\$7,055,832	\$9,074,196
Operating Statistics:			
Ridership	126,000	149,281	193,413
Vessel Operating Miles	94,810	98,730	93,732
- Revenue Miles	75,848	73,832	71,724
- Non-Revenue Miles	18,962	24,898	22,008
Vessel Operating Hours	6,067	5,387	5,172
- Revenue Hours	4,897	4,083	3,996
- Non-Revenue Hours	1170	1,304	1176
Performance Measures:			
Farebox Recovery %	8%	9%	8%
Cost per Operating Miles	\$74	\$71	\$97
Cost per Operating Hour	\$1,163	\$1,310	\$1,754

**San Francisco Bay Area Water Emergency
Transportation Authority
FY 2022/23 Ferry Service Operating Budget
Vallejo**

	FY 2022 Approved Budget	FY 2022 Projected Actual	FY 2023 Operating Budget Vallejo
Revenues			
Fare Revenue	3,913,000	\$3,881,924	\$5,370,967
Bridge Toll Revenue	5,595,800	5,595,800	5,543,264
Federal - COVID-19 Relief Funds	7,676,700	8,079,225	8,623,931
Other Revenue - Landing Fee		-	-
Total Revenues	\$17,185,500	\$17,556,949	\$19,538,162
Expenses			
Vessel Crew Labor	\$4,427,100	4,427,100	\$4,482,632
- # of crew hours	79,725	79,725	84,866
Vessel Fuel	\$4,817,300	7,076,445	\$7,303,800
- # of gallons	1,605,783	1,706,100	1,739,000
- Per gallon cost	\$3.00	\$4.15	\$4.20
Vessel Operations & Maintenance	\$1,260,500	923,040	\$1,506,018
Facility Operations & Maintenance	3,969,100	3,008,316	3,373,394
- Terminals	1,066,100	518,614	288,464
- Operations & Maintenance Facilities	2,903,000	2,489,702	3,084,930
System Expense	2,711,500	2,122,049	2,872,318
- WETA Staff and Overhead	1,038,700	1,038,700	1,169,353
- Contractor (BGF) Staff Expenses	452,900	175,456	197,874
- Contractor (BGF) Profits	370,300	370,300	495,835
- Administration and Engineering	172,900	192,892	321,463
- Advertising & Marketing	371,100	248,000	388,783
- Insurance & Fees	154,300	33,294	113,023
- Ticketing	151,300	61,156	185,987
Total Expenses	\$17,185,500	\$17,556,949	\$19,538,162
Operating Statistics:			
Ridership	469,000	459,979	634,260
Vessel Operating Miles	247,151	238,555	233,196
- Revenue Miles	246,701	231,208	232,944
- Non-Revenue Miles	450	7,347	252
Vessel Operating Hours	10,098	8,812	6,067
- Revenue Hours	9,870	8,500	8,544
- Non-Revenue Hours	228	312	60
Performance Measures:	0		
Farebox Recovery %	23%	22%	27%
Cost per Operating Miles	\$70	\$74	\$84
Cost per Operating Hour	\$1,702	\$1,992	\$3,220

**San Francisco Bay Area
Water Emergency Transportation Authority
FY 2022/23 Operating Budget
Planning & Administration**

	FY 2021 Actual	FY 2022 Approved Budget	FY 2022 Projected Actual	FY 2023 Proposed Budget
Revenues				
Bridge Toll Revenue	\$2,115,000	\$2,550,000	\$2,550,000	\$3,400,000
- Regional Measure 1 - 5%	-			700,000
- Regional Measure 2	2,115,000	2,550,000	2,550,000	2,700,000
Fund Balance/Original Appropriation	885,000	450,000	307,152	
Other Revenue	-	-	40,000	-
Total Revenues	\$3,000,000	\$3,000,000	\$2,897,152	3,400,000
Expenses				
Salaries, Wages & Fringe Benefits *	\$1,874,700	\$1,601,600	\$1,801,600	\$1,775,164
- Salaries & Wages	2,132,700	2,499,300	2,499,300	2,655,705
- Fringe Benefits	1,753,600	1,824,700	1,824,700	1,772,802
- Less Direct Charges to Ferry Services & Capital	(2,011,600)	(2,722,400)	(2,522,400)	(2,653,342)
Professional / Contract Services	1,746,300	2,044,200	1,631,020	2,466,660
- Management Services	557,500	579,000	658,920	809,000
- Professional & Technical Svcs	1,117,700	1,403,800	916,500	1,613,000
- Other Services	71,100	61,400	55,600	44,660
Information Tech., Office and other Supplies	27,800	59,800	126,700	78,000
Utilities	52,900	43,800	36,098	44,700
Insurance	28,000	17,100	17,025	18,829
Dues, Memberships, Miscellaneous	75,200	104,700	85,894	95,000
Leases, Rentals and Fees	402,000	326,400	276,655	250,431
Subtotal Expenses	\$4,206,900	\$4,197,600	\$3,974,992	\$4,728,784
Overhead Expense Transfers				
Oakland & Alameda Ferry Route	(\$405,100)	(\$355,400)	(\$319,860)	(\$466,467)
Alameda Seaplane Ferry Route	(168,800)	(164,500)	(148,050)	(163,522)
Harbor Bay Ferry Route	(128,300)	(132,100)	(118,890)	(96,487)
South San Francisco Ferry Route	(17,800)	(51,500)	(46,350)	(21,187)
Vallejo Ferry Route	(447,500)	(389,500)	(350,550)	(445,322)
Richmond Ferry Route	(39,400)	(104,600)	(94,140)	(135,798)
Subtotal Expense Transfers	(\$1,206,900)	(\$1,197,600)	(\$1,077,840)	(1,328,784)
Total Expenses	\$3,000,000	\$3,000,000	\$2,897,152	\$3,400,000

Attachment B

San Francisco Bay Area Water Emergency Transportation Authority Fiscal Year 2022/23 Capital Budget

	Total Project	Prior Year	Expended FY2021/22	FY2023 Budget	Future Years
CAPITAL REVENUES:					
Federal Funds	\$ 86,969,449	\$ 2,622,384	\$ 1,549,946	\$ 25,171,292	\$ 57,625,827
State Funds	43,413,075	13,583,816	8,571,184	10,379,421	10,878,653
Bridge Toll Revenues	23,765,525	5,272,555	162,816	7,142,670	11,187,484
Local Dedicated Funds	5,972,114	686,848	576,884	4,091,525	616,858
Total Capital Revenues	\$160,120,163	\$22,165,603	\$10,860,830	\$46,784,908	\$80,308,822
CAPITAL EXPENDITURES:					
FACILITIES:	\$ 17,567,617	\$ 241,949	\$ 1,093,408	\$ 10,412,350	\$ 6,369,910
Operations and Maintenance Facilities					
North Bay Facility Fuel System Improvement	530,450	220,680	99,472	100,000	110,298
Central Bay Facility Oil System Modification	383,968	-	373,268	10,700	-
Terminal Improvement					
Terminal Rehabilitation - Alameda Main Street **	8,535,014	21,269	485,987	4,943,465	3,084,292
Infrastructure for All-Electric Vessels**	5,184,685	-	124,685	1,924,685	3,135,315
Passenger Float Rehabilitation - South San Francisco *	908,500	-	9,995	858,500	40,005
Terminal Dredging - Vallejo - Surveys & Permitting *	113,000	-	-	113,000	-
Terminal Reconfiguration -- Vallejo *	550,000	-	-	550,000	-
Central Bay Terminal Expansion *	550,000	-	-	550,000	-
Passenger Float Rehabilitation - Pier 9	1,362,000	-	-	1,362,000	-
FERRY VESSELS:	\$ 142,002,546	\$ 21,923,654	\$ 9,767,422	\$ 36,372,558	\$ 73,938,911
Vessel Construction					
New Commuter Class High-Speed Vessels - 2 each**	30,082,500	18,583,816	6,416,076	3,925,652	1,156,956
Electric Vessels- Expansion - 2 each	9,000,000	-	-	2,800,000	6,200,000
Replacement Vessels - MV Bay Breeze and MV Solano	36,002,382	3,277,919	1,215,125	12,491,614	19,017,723
Replacement Vessel - MV Intintoli *	26,446,700	-	\$ 62,794	4,000,000	22,383,906
Replacement Vessel - MV Mare Island *	26,500,000	-	-	2,650,000	23,850,000
Vessel Rehabilitation and Refurbishment					
Vessel Engines Conversion - Gemini Class Vessels	5,524,100	61,869	3,027,268	2,434,963	-
Vessel Engines Overhaul - MV Cetus **	434,564	-	-	434,564	-
Vessel Engines Overhaul - MV Hydrus **	354,600	-	-	354,600	-
Vessel Engines & Gears Overhaul - MV Bay Breeze	491,400	49	140,719	210,277	140,355
Vessel Fuel Injectors Overhaul - MV Intintoli	127,300	-	23,855	31,888	71,557
Test Engine Components Replacement - MV Pyxis *	315,000	-	-	315,000	-
Test Engine Components Replacement - MV Vela *	250,000	-	-	250,000	-
Vessel Mid-Life Refurbishment - MV Gemini *	4,488,000	-	-	4,488,000	-
Vessel Engine Overhaul - MV Intintoli *	356,000	-	-	356,000	-
Vessel Engine Midlife Overhaul - MV Argo *	563,000	-	-	563,000	-
Vessel Engine Injector Overhaul - MV Mare Island *	132,000	-	-	132,000	-
Vessel Waterjet System Upgrade - Pyxis Class Vessels *	600,000	-	-	600,000	-
Generator Diesel Particulate Filter Demonstration Project *	335,000	-	-	335,000	-
Total Capital Expenditures	\$160,120,163	\$22,165,603	\$10,860,830	\$46,784,908	\$80,308,822

Attachment C

FY 2022-23 Salary Schedule

(effective date 8/16/2022)

Position	Authorized FTE	Salary Range: Annually	
		Low	High
Accountant	1	\$ 96,994	\$ 138,578
Administration & Business Services Manager	1	\$ 96,994	\$ 138,578
Chief Financial Officer	1	\$ 171,819	\$ 245,706
Customer Experience Specialist	1	\$ 77,949	\$ 111,354
Engineering & Maintenance Administrator	1	\$ 119,457	\$ 170,651
Government & Regulatory Affairs Manager	1	\$ 119,457	\$ 170,651
Government & Regulatory Affairs Specialist	1	\$ 77,949	\$ 111,354
Grants Manager*	1	\$ 119,457	\$ 170,651
Operations & Maintenance Manager	1	\$ 146,495	\$ 209,276
Operations Administrator	2	\$ 97,343	\$ 139,069
Planning & Development Manager	1	\$ 157,197	\$ 224,553
Principal Planner	1	\$ 149,258	\$ 213,218
Public Information & Marketing Manager	1	\$ 129,285	\$ 184,705
Senior Planner/Project Manager	1	\$ 124,382	\$ 177,683
Transportation Intern (non-exempt, part-time)	0.5	\$ 39,750	\$ 56,785
Transportation Planner	2	\$ 95,782	\$ 136,831

* Revised Title and Salary Range