

Members of the Board

James Wunderman, Chair
Monique Moyer, Vice Chair
Jessica Alba
Jeffrey DelBono
Anthony J. Intintoli, Jr.

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

Thursday, June 2, 2022 at 1:00 p.m.

WETA Ron Cowan Central Bay Operations & Maintenance Facility

670 W Hornet Ave
Alameda, CA 94501

Face masks strongly recommended for in-person participation.

and

Videoconference

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AGENDA

1. CALL TO ORDER

2. ROLL CALL/PLEDGE OF ALLEGIANCE

3. REPORT OF BOARD CHAIR

a. Chair's Verbal Report

Information

4. REPORTS OF DIRECTORS

Directors are limited to providing information, asking clarifying questions about matters not on the agenda, responding to public comment, referring matters to committee or staff for information, or requesting a report to be made at another meeting.

Information

5. REPORTS OF STAFF

- a. Executive Director's Report on Agency Projects, Activities and Services
 - i. San Francisco Bay Ferry Marketing Update
 - ii. Emergency Response Update
 - iii. MV *Dorado* Event
- b. Monthly Review of Financial Statements
- c. Federal Legislative Update
- d. State Legislative Update
- e. Monthly Ridership and Recovery Report

Information

6. CONSENT CALENDAR

- a. Adopt Resolution Regarding Remote Meetings Pursuant to Assembly Bill 361
- b. Board Meeting Minutes – May 5, 2022
- c. Board Meeting Minutes – May 19, 2022
- d. Designate Authorized Agents to Apply for Federal or State Disaster Assistance Funds
- e. Authorize Release of a Request for Proposal for Dredging Support Services
- f. Contract Amendment with CivicMakers, LLC to Provide Strategic Planning Services for 2050 Service Vision & Business Plan

Action

**Water Emergency Transportation Authority
June 2, 2022 Meeting of the Board of Directors**

- | | |
|---|---------------|
| 7. <u>APPROVE THE PROPOSED FISCAL YEAR 2023 BUDGET AND SALARY SCHEDULE</u> | Action |
| 8. <u>AUTHORIZE ACTIONS RELATED TO RECEIVING FUNDING TO SUPPORT THE FISCAL YEAR 2023 OPERATING AND CAPITAL BUDGET</u> | Action |
| 9. <u>APPROVE DISADVANTAGED BUSINESS ENTERPRISE (DBE) AND SMALL BUSINESS ENTERPRISE (SBE) OVERALL TRIENNIAL GOALS FOR FFY 2023 THROUGH FFY 2025</u> | Action |
| 10. <u>CONTRACT WITH NEMATODE HOLDINGS, LLC TO SUPPORT CONTINUATION OF FERRY INFORMATION AND TICKETING SERVICES IN DOWNTOWN SAN FRANCISCO</u> | Action |
| 11. <u>APPROVE CONTRACT AWARD TO ROMERO'S WELDING AND MARINE SERVICES INC. FOR THE SOUTH SAN FRANCISCO FLOAT REFURBISHMENT PROJECT</u> | Action |
| 12. <u>PUBLIC COMMENTS FOR NON-AGENDA ITEMS</u> | |

ADJOURNMENT

All items appearing on the agenda are subject to action by the Board of Directors. Staff recommendations are subject to action and change by the Board of Directors.

CHANGES RELATED TO COVID-19

Consistent with AB 361, codified in Government Code Section 54953, this meeting will be conducted through an internet-based service option. The public is invited to participate via the link provided at the top of this agenda.

PUBLIC COMMENTS WETA welcomes comments from the public.

If you know in advance that you would like to make a public comment during the videoconference, please email BoardOfDirectors@watertransit.org with your name and item number you would like to provide comment on no later than 15 minutes after the start of the meeting. Comments will also be accepted in real time. During the public comment period, speakers will be allotted no more than 3 minutes to speak and will be heard in the order of sign-up. Said time frames may be extended only upon approval of the Board of Directors.

Agenda Items: Speakers on individual agenda items will be called in order of sign-up after the discussion of each agenda item.

Non-Agenda Items: A 15-minute period of public comment for non-agenda items will be held at the end of the meeting. Please indicate on your speaker card that you wish to speak on a non-agenda item. No action can be taken on any matter raised during the public comment period.

Upon request, WETA will provide written agenda materials in appropriate alternative formats to individuals with disabilities. In addition, WETA will arrange for disability-related modifications or accommodations including auxiliary aids or services to enable individuals with disabilities to participate in public meetings. Please send an email with your request to: contactus@watertransit.org or by telephone: (415) 291-3377 as soon as possible and no later than 5 days prior to the meeting and we will work to accommodate access to the meeting.

AGENDA ITEM 1
CALL TO ORDER

AGENDA ITEM 2
ROLL CALL/PLEDGE OF ALLEGIANCE

AGENDA ITEM 3
REPORT OF BOARD CHAIR

AGENDA ITEM 4
REPORTS OF DIRECTORS

NO MATERIALS

TO: WETA Board Members

FROM: Seamus Murphy, Executive Director

DATE: June 2, 2022

RE: Executive Director's Report

PLANS, STUDIES & INITIATIVES**Redwood City Ferry Terminal Project**

WETA is studying the feasibility and business case of developing a new ferry terminal at the Port of Redwood City in partnership with the City and Port of Redwood City. The Feasibility Study was concluded in 2021 and determined that the project is feasible and meets WETA Expansion criteria. The San Mateo Transportation Authority now requires completion of a Business Plan before the project can move to the Concept Design and Permitting phase.

June 2022 Update: The Business Plan has been presented to the WETA Board, the Redwood City Port Commission and the Redwood City Council. The final presentation – along with a request for funding of the Concept Engineering phase – is scheduled for June 2 at the San Mateo County Transportation Authority.

2050 WETA Service Vision and Business Plan

This effort will create a long-term plan for the expansion of regional ferry service and emergency water transportation response capabilities on San Francisco Bay. The plan will include definition of a 2050 service vision and corresponding business plan that will inform WETA planning, budget, and operational decisions as it is phased in over time. The plan will be developing work products in six focus areas shared with the Board at the December 2021 meeting. The business plan will be developed throughout the calendar year 2022 and is anticipated to be finalized in the first half of calendar year 2023.

June 2022 Update: A project microsite has been developed and is available to the general public at www.bayferry2050.org. Members of the public and interested stakeholders can view an introductory video and sign up for future notifications on the site. As work products are developed, they will be posted to the site and accessible to all. Staff has formed several advisory committees with stakeholder groups and will be conducting meetings through June and July in preparation for a Board workshop this summer.

Passenger Experience Upgrades

WETA is rolling out several passenger experience upgrades in the summer of 2022. These are based on both recent Board contract awards as well as operational and customer-facing improvements.

June 2022 Update: In early May, staff published digital content (website and social media) highlighting the consolidated passenger experience upgrade efforts. On May 16, WETA implemented a streamlined bicycle disembarkation flow to standardize procedures across the system and minimize confusion and conflict. The next upgrade will be the service launch for the new MV Dorado. Staff is working with contractors to deliver its real-time transit information system and integrated ticketing system by the end of July.

OTHER BUSINESS

Assembly Bill 2807

WETA has worked with Assemblymember Bonta (District 18) to develop a bill that clarifies ferry project eligibility for existing state programs providing funding for transit providers to transition their fleets from diesel to zero emission vehicles. WETA and the Golden Gate Bridge, Highway and Transportation District are co-sponsoring this bill.

June 2022 Update: On May 19, AB 2807 was approved by the Assembly. The bill will be heard in the Senate in June.

MV Dorado Christening

WETA held an event to christen MV Dorado at the Downtown San Francisco Ferry Terminal on May 26. For the speaking program, Vice Chair Moyer was joined by Shamann Walton, President of the San Francisco County Board of Supervisors; Alfredo Pedroza, Chair of the Metropolitan Transportation Commission; and Elaine Forbes, Executive Director of the Port of San Francisco. During the afternoon commute period, MV Dorado was open for public tours. Once training of Blue & Gold Fleet captains, deckhands and engineers is complete, MV Dorado will enter service. MV Dorado will rotate among multiple routes to allow WETA to gather data on its performance and allow passengers across the system to experience the new vessel.

Richmond Ferry Fest

WETA will host the [Richmond Ferry Fest](#) on Saturday, June 11, at the Richmond Ferry Terminal. This is a first-of-its-kind event for WETA, bringing community partners, non-profit organizations and local businesses together at a ferry terminal for a special community event featuring free ferry rides, food and drink, children's activities including a bike rodeo hosted by Bike East Bay and much more. The goal of the event is to highlight that the Richmond ferry route is available seven days per week and to ensure every resident of the Richmond has the opportunity to ride the ferry regardless of their ability to pay.

Advertising Campaign at Embarcadero Station

On June 6, WETA will launch a display advertising campaign at BART's Embarcadero Station in Downtown San Francisco to highlight San Francisco Bay Ferry's Pandemic Recovery Program. The campaign message focuses on the ferry system's lowered fares and increased service levels and highlights the communities that have ferry service. The goal of the campaign is to continue to increase awareness of San Francisco Bay Ferry service and the major ridership incentives adopted in the Pandemic Recovery Program. The campaign will run for eight weeks and the creative material will also be re-used in other media formats, including social media advertising.

Regional Return-to-Transit Campaign

The Metropolitan Transportation Commission (MTC) launched the second phase of its All Aboard Bay Area Transit marketing campaign on May 16. The campaign is centered around [a 30-second video ad](#) that will be placed on broadcast, over-the-top and digital channels. The ad includes footage aboard San Francisco Bay Ferry and features a deckhand. WETA will support distribution of the ad and other campaign assets to amplify the message.

Golden Eagle Emergency Response Exercise:

The 2022 Golden Eagle exercise was held on May 19 and hosted by the Metropolitan Transportation Commission and the Urban Area Security Initiative (UASI). It was an operational-based event designed to promote collaboration and coordination between transportation agencies and jurisdictions throughout the Bay Area. The primary focus of the exercise was on critical transportation operations following a catastrophic incident with regional impacts. During the exercise, WETA tested its emergency contracts with building inspectors and water taxi services to assist the agency in conducting terminal inspections following a large earthquake. Practicing conducting terminal inspections provided a great opportunity to

develop ways to streamline the process to shorten the timeframe of inspections. A summary document will be developed detailing the results of the terminal inspections as well as a list of lessons learned and action items to be implemented.

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Erin McGrath, Chief Financial Officer

SUBJECT: Review of FY 2021-22 Financial Statements Ending April 30, 2022

Recommendation

There is no recommendation associated with this informational item.

Summary

At the end of April, 83% of the fiscal year has elapsed. Fuel expense was lower in April compared to March, but the budget for fuel has been exhausted. Lower than expected expenses in other areas should yield savings to cover fuel costs. Fare revenue increased by 29% in April, continuing the positive trend that we have seen since March.

Financial Statements Summary:

Below are high level summary charts of the information contained in the more detailed reports attached.

| Operating Budget vs. Actual | Year - To - Date | | Annual | |
|---------------------------------------|----------------------------------|------------------------------------|---------------------------------|----------------------------------|
| | FY2018-19 Actual Prior YTD | FY2021-22 Actual Current YTD | FY2021-22 Approved Budget | % of FY 22 Approved Budget |
| Revenue - Year To Date: | | | | |
| Fare Revenue | \$18,237,298 | \$6,267,081 | \$ 8,268,000 | 76% |
| Federal - COVID-19 Relief Funds | - | 16,585,054 | 22,069,400 | 75% |
| State Operating Assistance | - | - | 450,000 | 0% |
| Bridge Toll Revenues | 15,127,783 | 13,362,858 | 15,555,000 | 86% |
| Contra Costa Measure J | 871,955 | 3,079,596 | 3,651,300 | 84% |
| Other Revenue | 13,446 | 69,170 | - | 0% |
| Total Operating Revenues | \$34,250,483 | \$39,363,760 | \$49,993,700 | 79% |
| Expense - Year To Date: | | | | |
| Ferry Services | \$32,344,433 | \$ 37,663,416 | \$46,993,700 | 80% |
| Planning & Administration | 1,906,050 | 1,700,344 | 3,000,000 | 57% |
| Total Operations Expenses | \$34,250,483 | 39,363,760 | \$49,993,700 | 79% |
| System-Wide Farebox Recovery % | 56% | 17% | | |

| Capital Budget vs. Actual | FY2021-22 Actual Current YTD | FY2021-22 Approved Budget | % of FY 2021-22 Approved Budget |
|-------------------------------|------------------------------------|---------------------------------|---------------------------------------|
| Revenue: | | | |
| Federal Funds | \$1,862,621 | \$21,720,621 | 9% |
| State Funds | 7,537,761 | 21,225,184 | 36% |
| Bridge Toll Revenues | 275,330 | 2,894,082 | 10% |
| Other Revenues | 476,993 | 1,711,502 | 28% |
| Total Capital Revenues | \$10,152,705 | \$47,551,389 | 21% |
| Expense: | | | |
| Total Capital Expenses | \$10,152,705 | \$47,551,389 | 21% |

The two reports attached show operating, administrative, and capital activity for the month of April, year-to-date progress against budget for the fiscal year, and historical comparisons of operating expense.

Fiscal Impact

There is no fiscal impact associated with this informational item.

END

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San Francisco Bay Area Water Emergency Transportation Authority
FY 2021-22 Operating & Administration Revenues and Expenses
Through the Month Ending 4/30/2022

% of Year Elapsed

83%

| | Month Apr-22 Actual | Year - To - Date | | Total FY2021-22 Budget | Total Budget |
|--|---------------------------|--|---------------------|------------------------------|-----------------|
| | | FY2018-19 Actual | FY2021-22 Actual | | |
| OPERATING EXPENSE | | | | | |
| FERRY OPERATIONS: | | | | | |
| Harbor Bay Ferry Service (AHBF) | | | | | |
| Vessel Crew Labor | \$139,138 | | \$1,281,320 | \$1,693,200 | 76% |
| Vessel Fuel | 104,810 | | 739,806 | 658,700 | 112% |
| Vessel Operations & Maintenance | 42,031 | | 381,466 | 673,400 | 57% |
| Facility Operations & Maintenance | 63,177 | | 428,326 | 758,600 | 56% |
| System Expense | 52,163 | | 540,605 | 897,500 | 60% |
| Total Harbor Bay | \$401,318 | \$3,088,506 | \$3,371,523 | \$4,681,400 | 72% |
| Farebox Recovery - AHBF | 13% | 44% | 10% | 15% | |
| Alameda/Oakland Ferry Service (AOFS) | | | | | |
| Vessel Crew Labor | \$333,932 | | \$3,258,054 | \$3,777,800 | 86% |
| Vessel Fuel | 277,800 | | 2,117,628 | 2,032,900 | 104% |
| Vessel Operations & Maintenance | 51,726 | | 592,039 | 992,700 | 60% |
| Facility Operations & Maintenance | 145,046 | | 1,236,889 | 1,262,200 | 98% |
| System Expense | 138,474 | | 1,468,660 | 2,387,800 | 62% |
| Total Alameda/Oakland | \$946,979 | \$10,878,876 | \$8,673,269 | \$10,453,400 | 83% |
| Farebox Recovery - AOFS | 28% | 58% | 21% | 18% | |
| Vallejo Ferry Service (Vallejo) | | | | | |
| Vessel Crew Labor | \$389,587 | | \$3,542,446 | \$4,427,100 | 80% |
| Vessel Fuel | 698,251 | | 5,199,834 | \$4,817,300 | 108% |
| Vessel Operations & Maintenance | 66,904 | | 766,408 | \$1,260,500 | 61% |
| Facility Operations & Maintenance | 317,279 | | 3,204,526 | 3,969,100 | 81% |
| System Expense | 163,860 | | 1,594,758 | 2,711,500 | 59% |
| Total Vallejo | \$1,635,880 | \$14,500,657 | \$14,307,973 | \$17,185,500 | 83% |
| Farebox Recovery - Vallejo | 27% | 65% | 22% | 23% | |
| South San Francisco Ferry Service (SSF) | | | | | |
| Vessel Crew Labor | \$97,397 | | \$579,556 | \$1,018,700 | 57% |
| Vessel Fuel | 78,347 | | 337,975 | 385,000 | 88% |
| Vessel Operations & Maintenance | 36,153 | | 326,573 | 585,300 | 56% |
| Facility Operations & Maintenance | 71,062 | | 437,425 | 709,700 | 62% |
| System Expense | 31,389 | | 241,556 | 568,600 | 42% |
| Total South San Francisco | \$314,347 | \$2,709,302 | \$1,923,085 | \$3,267,300 | 59% |
| Farebox Recovery - SSF | 4% | 32% | 3% | 13% | |
| Richmond Ferry Service (Richmond) | | | | | |
| Vessel Crew Labor | \$278,276 | | \$2,347,728 | \$2,755,300 | 85% |
| Vessel Fuel | 191,221 | Service launched in January 2019 | 1,426,197 | 1,146,700 | 124% |
| Vessel Operations & Maintenance | 54,396 | | 491,864 | 878,600 | 56% |
| Facility Operations & Maintenance | 97,262 | | 838,968 | 1,164,400 | 72% |
| System Expense | 66,932 | | 672,384 | 1,108,800 | 61% |
| Total Richmond | \$688,087 | \$1,167,091 | \$5,777,141 | \$7,053,800 | 82% |
| Farebox Recovery - Richmond | 10% | 25% | 8% | 8% | |
| Seaplane Lagoon Ferry Service (SPL) | | | | | |
| Vessel Crew Labor | \$153,052 | Service launched in July 2021 | \$1,355,173 | \$1,573,900 | 86% |
| Vessel Fuel | 124,894 | | 887,507 | 596,400 | 149% |
| Vessel Operations & Maintenance | 29,617 | | 323,337 | 546,500 | 59% |
| Facility Operations & Maintenance | 48,799 | | 409,994 | 618,300 | 66% |
| System Expense | 59,401 | | 634,414 | 1,017,200 | 62% |
| Total Seaplane Lagoon | \$415,763 | \$0 | \$3,610,425 | \$4,352,300 | 83% |
| Farebox Recovery - SPL | 17% | 0% | 12% | 19% | |
| Sub-Total Ferry Operations | \$4,402,374 | \$32,344,433 | \$37,663,416 | \$46,993,700 | 80% |
| FAREBOX RECOVERY - SYSTEMWIDE | 21% | 56% | 17% | 18% | |

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San Francisco Bay Area Water Emergency Transportation Authority
FY 2021-22 Operating & Administration Revenues and Expenses
Through the Month Ending 4/30/2022

% of Year Elapsed 83%

| | Month Apr-22 Actual | Year - To - Date | | Total FY2021-22 Budget | Total Budget |
|---|---------------------------|---------------------|---------------------|------------------------------|-----------------|
| | | FY2018-19 Actual | FY2021-22 Actual | | |
| OPERATING EXPENSE (continued) | | | | | |
| PLANNING & GENERAL ADMIN: | | | | | |
| Wages and Fringe Benefits | \$118,554 | \$1,053,866 | \$1,394,084 | \$1,601,600 | 87% |
| Professional & Other Services | 95,980 | \$825,661 | 831,812 | 2,054,200 | 40% |
| Materials and Supplies | 364 | \$105,245 | 40,189 | 59,800 | 67% |
| Utilities | (2,056) | \$35,992 | 21,255 | 43,800 | 49% |
| Insurance | 1,307 | \$1,200 | 13,072 | 17,100 | 76% |
| Miscellaneous | 2,011 | \$193,278 | 34,031 | 94,700 | 36% |
| Leases and Rentals | 19,824 | \$319,636 | 216,322 | 326,400 | 66% |
| Admin Overhead Expense Transfer | (76,339) | (628,828) | (850,421) | (1,197,600) | 71% |
| Sub-Total Planning & Gen Admin | \$159,645 | \$1,906,050 | \$1,700,344 | \$3,000,000 | 57% |
| Total Operating Expense | \$4,562,020 | \$34,250,483 | \$39,363,760 | \$49,993,700 | 79% |
| OPERATING REVENUE | | | | | |
| Fare Revenue | \$912,043 | \$18,237,298 | \$6,267,081 | \$8,268,000 | 76% |
| Federal Operating Assistance | 2,020,797 | \$0 | 16,585,054 | 22,069,400 | 75% |
| State Operating Assistance | | \$0 | - | 450,000 | 0% |
| Regional - Bridge Toll | 1,288,063 | \$15,127,783 | 13,362,858 | 15,555,000 | 86% |
| Regional - Contra Costa Measure J | 341,117 | \$871,955 | 3,079,596 | 3,651,300 | 84% |
| Other Revenue | | \$13,446 | 69,170 | - | 0% |
| Total Operating Revenue | \$4,562,020 | \$34,250,483 | \$39,363,760 | \$49,993,700 | 79% |

San Francisco Bay Area Water Emergency Transportation Authority
FY 2021-22 Capital Revenues and Expenses
Through the Month Ending 4/30/2022

| Project Description | Apr-22 Total | Total Project Budget | Total Prior Expense | Total FY2021/22 Budget | YTD FY2021/22 Actual | Total Future Year | % of Total Project Budget Spent |
|---|------------------|-------------------------|------------------------|------------------------------|-------------------------|-------------------------|--|
| CAPITAL EXPENSES: | | | | | | | |
| <u>FACILITIES:</u> | | | | | | | |
| Operations and Maintenance Facilities | | | | | | | |
| North Bay Facility Fuel System Improvement | 1,625 | \$ 530,450 | \$ 220,680 | \$ 309,770 | \$ 98,354 | \$ - | 60% |
| Central Bay Facility Oil System Modification | 7,040 | 650,000 | - | 650,000 | 280,088 | - | 43% |
| Terminal Improvement | | | | | | | |
| Terminal Rehabilitation - Alameda Main Street | 37,063 | 6,127,700 | 21,269 | 2,429,831 | 446,783 | 3,676,600 | 8% |
| Shoreside Infrastructure for All-Electric Vessel | 7,919 | 4,760,000 | - | 2,002,000 | 16,143 | 2,758,000 | 0% |
| Passenger Float Rehabilitation - South San Francisco | | 908,500 | - | 908,500 | 5,265 | - | 1% |
| Terminal Dredging - Vallejo | | 2,787,600 | - | 2,787,600 | 1,294,760 | - | 46% |
| <u>FERRY VESSELS:</u> | | | | | | | |
| Vessel Construction | | | | | | | |
| New Commuter Class High-Speed Vessels - 2 each | 853 | 30,082,500 | 18,583,816 | 11,498,684 | 4,596,736 | - | 77% |
| New All-Electric Vessel | | 4,300,000 | - | 1,834,000 | 1,341 | 2,466,000 | 0% |
| Replacement Vessels - MV Bay Breeze and MV Solano | 12,847 | 34,600,000 | 3,277,919 | 17,825,781 | 105,246 | 13,496,300 | 10% |
| Replacement Vessel - MV Intintoli | 15,429 | 26,446,700 | - | 500,000 | 42,277 | 25,946,700 | 0% |
| Vessel Rehabilitation and Refurbishment | | | | | | | |
| Vessel Engines Conversion - Gemini Class Vessels | 579,531 | 5,982,500 | 61,869 | 3,891,431 | 2,830,722 | 2,029,200 | 48% |
| Vessel Engines Overhaul - MV Argo and MV Carina | | 240,000 | 125,730 | 114,270 | 85,607 | - | 88% |
| Vessel Engines Overhaul - MV Cetus | | 419,100 | - | 419,100 | - | - | 0% |
| Vessel Engines Overhaul - MV Hydrus | | 419,100 | - | 419,100 | - | - | 0% |
| Vessel Reduction Gears Overhaul - MV Pisces | | 120,000 | 3,728 | 116,272 | 48,175 | - | 43% |
| Vessel Engines & Reduction Gears Overhaul - MV Bay Breeze | | 491,400 | 49 | 491,351 | 140,719 | - | 29% |
| Vessel Engines & Fuel Injectors Overhaul - MV Pyxis | | 613,200 | - | 613,200 | 78,610 | - | 13% |
| Vessel Engines & Fuel Injectors Overhaul - MV Vela | | 613,200 | - | 613,200 | 58,024 | - | 9% |
| Vessel Fuel Injectors Overhaul - MV Intintoli | | 127,300 | - | 127,300 | 23,855 | - | 19% |
| Total Capital Expenses | \$662,307 | \$120,219,250 | \$22,295,061 | \$47,551,389 | \$10,152,705 | \$50,372,800 | |
| CAPITAL REVENUES: | | | | | | | |
| Federal Funds | \$52,272 | \$58,684,860 | \$2,725,949 | \$21,720,621 | \$1,862,621 | \$34,238,290 | 8% |
| State Funds | 524,781 | 47,543,850 | 13,583,816 | 21,225,184 | 7,537,761 | 12,734,850 | 44% |
| Regional - Bridge Toll | 5,996 | 9,078,490 | 5,298,448 | 2,894,082 | 275,330 | 885,960 | 61% |
| Regional - Alameda Sales Tax Measure B / BB | 79,259 | 4,912,050 | 686,848 | 1,711,502 | 476,993 | 2,513,700 | 24% |
| Total Capital Revenues | \$662,307 | \$120,219,250 | \$22,295,061 | \$47,551,389 | \$10,152,705 | \$50,372,800 | |

TO: WETA Board Members

FROM: Peter Friedmann, WETA Federal Legislative Representative
Ray Bucheger, WETA Federal Legislative Representative

SUBJECT: WETA Federal Legislative Board Report – June, 2022

This report covers the following topics:

- Update on WETA Meetings in Washington, D.C.
- WETA Priorities for Remainder of 2022

Update on WETA Meetings in Washington, D.C.

Seamus Murphy and Lauren Gularte traveled to Washington, D.C. in May to participate in meetings with Congressional offices and Executive Branch officials that were organized by the Bay Area Council (BAC). In order to take advantage of their time in Washington, we also scheduled a number of separate meetings for Seamus and Lauren with the Bay Area Congressional delegation to focus on WETA-specific issues and priorities. In particular, Seamus and Lauren met with the following Bay-Area offices: Senator Dianne Feinstein, Senator Alex Padilla, Speaker Nancy Pelosi, Congresswoman Anna Eshoo and Congressman John Garamendi.

During these meetings, Seamus and Lauren took the opportunity to update members and staff on the success of WETA's Pandemic Recovery Program and talk about long-term plans to rehab or replace the existing ferry fleet in effort to lower emissions of greenhouse gases and other pollutants by significant amounts, including through the electrification of at least half of the ferry fleet. Given that Senate offices were preparing to submit appropriations requests to the Appropriations Committee, we also talked about WETA's request for Community Project Funding to install diesel particulate filters (DPFs) on two WETA vessels currently under construction and WETA's programmatic funding request related to the FTA 5307(h) Passenger Ferry Grant Program and the FTA Electric or Low-Emitting Ferry Pilot Program.

WETA Priorities for Remainder of 2022

Conventional wisdom says that by June in an election year, that all legislating grinds to a halt, and there is little opportunity to make progress on key priorities. This is only partially true. While members of Congress do shift to "campaign mode" at this point in the year, and while it is unlikely that many bills will make it to the President's desk between now and November, the fact is that a tremendous amount of work will be done in the months ahead to prepare for a generally busy post-election "lame duck" session of Congress.

For example, while the President is unlikely to sign any of the 12 annual appropriations bills into law before people cast their ballots, we fully expect Congress to complete this work in early-to-mid December. The same is true for other major pieces of legislation that could serve as legislative “vehicles” for WETA priorities. Given this fact, we will spend the next several months working to put WETA in a position to be successful with respect to a number of initiatives, including:

- **Seeking to obtain Community Project Funding through the annual appropriations process to install diesel particulate filters (DPFs) on two WETA vessels currently under construction.** While WETA’s newest vessels are the first passenger vessels in the country to achieve EPA’s Tier 4 emission standard (the most environmentally advanced rating), WETA has requested funding from Congress to install DPFs on two ferry boats currently under construction. This funding would result in an 85% further reduction in particulate matter (PM).
- **Seeking to obtain programmatic funding through the annual appropriations process for the Electric or Low-Emitting Ferry Pilot Program authorized by Section 71102 of the Infrastructure Investment and Jobs Act (IIJA).** The IIJA provided advanced appropriations for this program (\$50 million per year for five years for a total of \$250 million) and authorized additional funding which is subject to annual appropriations. WETA requested funding for the entire authorized amount for FY23, which is \$50 million.
- **Seeking to include funding for the FTA 5307(h) Passenger Ferry Grant Program as part of other “must-pass” legislation.** While this remains a long-shot, during our meetings in Washington, we talked about being creative with respect to seeking a legislative vehicle to fix a mistake made during the drafting of the Infrastructure Investment and Jobs Act (IIJA). Specifically, there was a bipartisan agreement to include \$1.25 billion for the 5307(h) ferry grant program in the IIJA, but a drafting error kept it out of the bill.
- **Working with Rep Garamendi to introduce legislation to promote public ferry system legislative priorities.** We will work with Rep Garamendi’s office to build a strong list of Congressional co-sponsors that will serve as our base of support going forward on Capitol Hill. To aid in our ability to build a strong co-sponsor list, we will seek to recruit additional “Public Ferry Coalition” members, particularly public ferry systems from conservative states, so as ensure our political base is not only strong but is also bipartisan in nature.

Respectfully Submitted,
Peter Friedmann and Ray Bucheger



NOSSAMAN LLP | Memorandum

TO: WETA Board of Directors

FROM: Nossaman LLP - Nate Solov
Jennifer M. Capitolo & Associates – Jennifer Capitolo

DATE: May 23, 2022

RE: May / June - Legislative Update

Legislative Update

Legislative measures passed out of the Appropriations Committees on May 19 and they must pass off the Assembly and Senate floors the week of May 23rd. Policy committees begin again in both houses during June.

Here are updates on bills of interest to WETA:

1. SB 922 (Wiener - CEQA streamlining for zero emission transit projects) includes shore-side charging infrastructure for ferries. This bill is an extension of SB 288 (2020).
 - We submitted a support letter highlighting the benefits this bill would have on streamlining our shore-side ZE charging infrastructure projects.
 - Passed the Senate Floor 24-1 and will be heard in the Assembly in June.
2. AB 2807 (Bonta) – Clarifies that ferries are eligible to apply to existing state programs providing funding for transit providers to transition their fleets from diesel to zero emission vehicles.
 - We are sponsoring and supporting the measure.
 - Passed the Assembly 72-0 and will be heard in the Senate in June.
3. AB 1919 (Holden) – Requires transit agencies to offer free youth transit passes to all persons 25 years of age and under with California residency, regardless of immigration status, in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program, subject to a determination by the Controller that a legislative appropriation and the funding from local authorities is sufficient to cover the lost farebox revenue as a result of offering free youth transit passes.
 - Amendments were made to the bill coming off suspense making it an optional opt-in for transit providers.
 - Will be voted on by the Assembly the week of May 23 then heard in the Senate in June.

Budget Funding for WETA Priorities

Nossaman worked with the following legislative offices on a support letter to the Governor, legislative leaders, budget chairs, and budget subcommittee chairs in support of the \$37 million necessary to complete the Mission Bay Ferry Landing: Senators Wiener, Becker, Cortese and Assemblymembers Berman, Bonta, Haney, Levine, Mullin, Quirk, and Wicks. By prioritizing this funding with legislative leadership, we continue to advocate that this item be funded in the budget.

Governor's May Revise Budget Proposal

Earlier this month Governor Newsom unveiled his May Revise. The May Revise maintains the following one-time investments in transportation infrastructure included in the Governor's proposed January budget:

- **Priority Transit and Rail Projects** - \$2 billion for transit and rail projects statewide that improve rail and transit connectivity between state and regional/local services.
- **Southern California Mobility Projects** - \$1.25 billion to deliver critical projects in Southern California.
- **Heavy-Duty Zero-Emission Vehicles and Supporting Infrastructure** - \$935 million to deploy 1,000 zero-emission short-haul (drayage) trucks and 1,700 zero-emission transit buses and \$1.1 billion for zero-emission trucks, buses, and off-road equipment and fueling infrastructure.
- **High Priority Grade Separations and Grade Crossing Improvements** - \$500 million to support critical safety improvements throughout the state.
- **High-Speed Rail** - \$4.2 billion to complete high-speed rail construction in the Central Valley, advance work to launch service between Merced and Bakersfield, advance planning and project design for the entire project, and leverage federal funds.
- **Active Transportation** - \$1.25 billion to General Fund to advance projects that increase the proportion of trips accomplished by walking and biking, increase the safety and mobility of non-motorized users, advance efforts to regional agencies to achieve GHG goals. The level of proposed investment in active transportation is revised up from the \$750 million proposed in the Governor's January budget.
- **Climate Adaptation** - \$400 million for state and local climate adaptation projects that support climate resiliency and reduce risks from climate impacts.
- **Emerging Opportunities** - \$200 million to invest in demonstration and pilot projects in high carbon-emitting sectors, such as maritime, aviation, rail, and other off-road applications, as well as support for vehicle grid integration at scale.

Additionally, the May Revise includes the following transportation-related items:

- **\$750 million in incentive grants to transit and rail agencies to provide free transit for Californians for 3 months** - This relief would provide incentive grants to transit and rail agencies to provide free transit for Californians for three months, which was part of the early broad-based relief package. The state will provide an amount to agencies based on their 2019 fare revenues. In return, transit and rail agencies are required to provide free transit for at least three months.
- **\$439 million to pause a part of the sales tax rate on diesel for one year** - Currently, California's sales tax on diesel fuel is 13 percent. Of that amount, 10.5 percentage points is directed to various transportation programs, including the State Transit Assistance Programs, with the remainder (approximately 2.5 percentage points) going to the State General Fund. As proposed, this relief would only pause the 2.5 percentage points directed to the State General Fund, which would hold harmless investments in transportation programs.

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Kevin Connolly, Planning & Development Manager
Ossmand Ruano, Transportation Planning Intern

SUBJECT: Monthly Ridership and Recovery Report

Background

The WETA Pandemic Recovery Plan (Plan) began on July 1, 2021 with the enhancement of the Vallejo, Oakland & Alameda, and Richmond routes, the restart of the suspended Harbor Bay route, and the launch of the new Alameda Seaplane route. The following weekend also marked the relaunch of weekend service on the Vallejo, Oakland & Alameda, and Richmond routes. The South San Francisco service was relaunched in November 2021.

The Plan lowered fares across the WETA system. Future modifications in service will generally follow state guidelines for reopening the economy and subsequent changes in demand. The Plan calls for a monthly evaluation of ridership demand together with other measures relating to how the Bay Area is responding to the COVID-19 health crisis. The Monthly Ridership and Recovery Report presents a status report of the WETA system along with anticipated service adjustments for the upcoming weeks.

Discussion

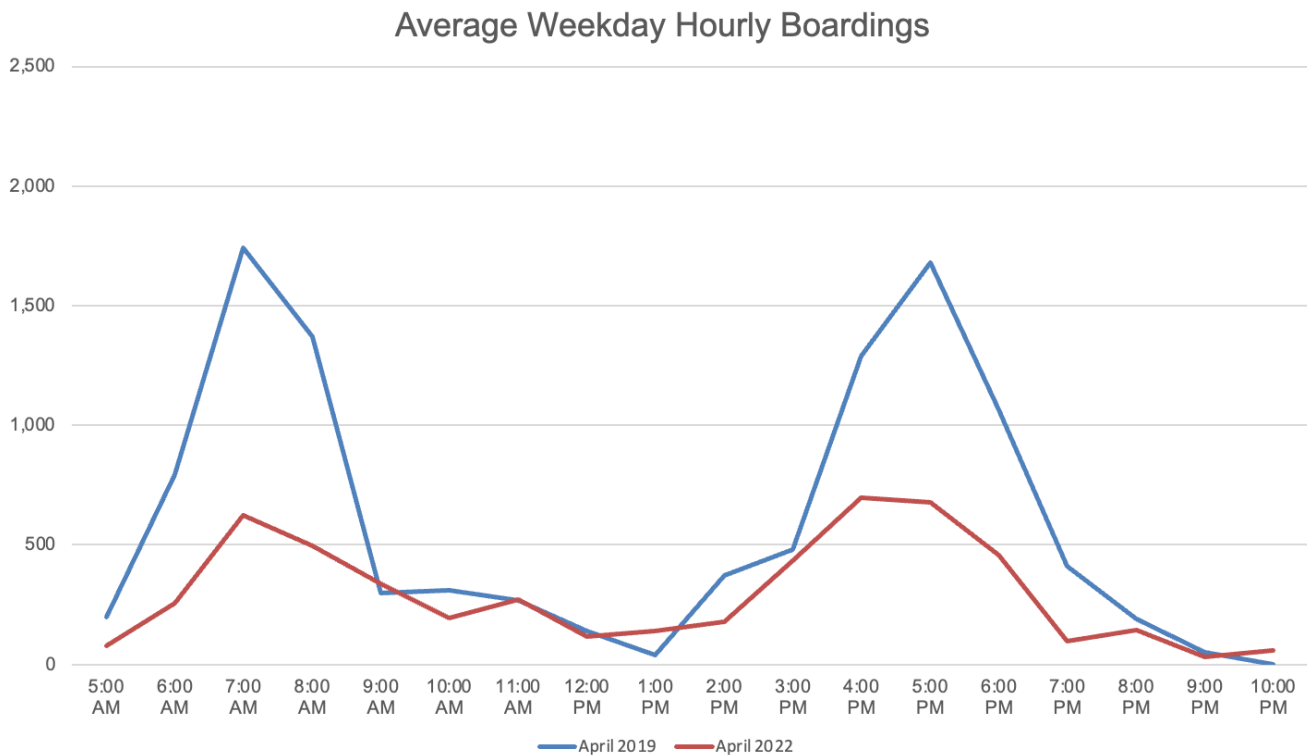
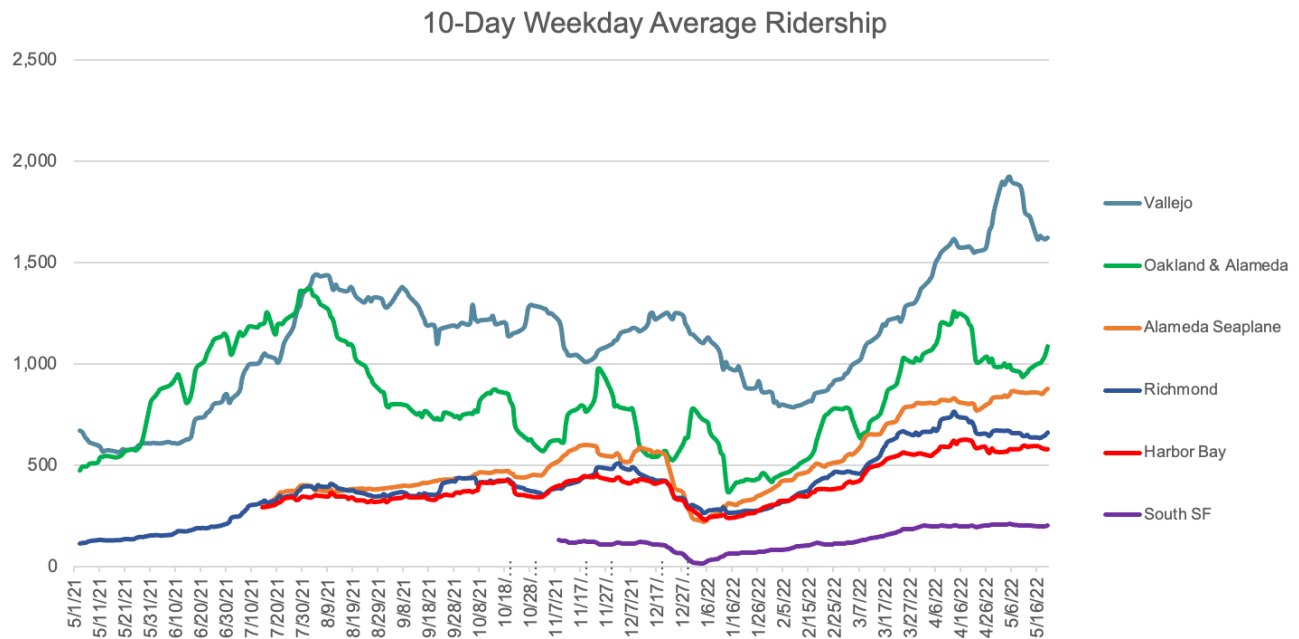
Systemwide ridership grew significantly in July as WETA launched the Plan. Ridership grew through October and November, dropping through December and January potentially due to the impact of COVID variants, inclement weather, and the holidays. Ridership numbers saw steady growth through late February and March. Ridership in the months of April and early May are above WETA's budget projections and continue to compare favorably to other regional transit operators (measured as a percent of pre-pandemic ridership). Beginning in March, the system saw the largest increases in ridership since the start of the pandemic thanks to significant increases in weekday peak-hour ridership as more employers began implementing return-to-office plans.

Highlights:

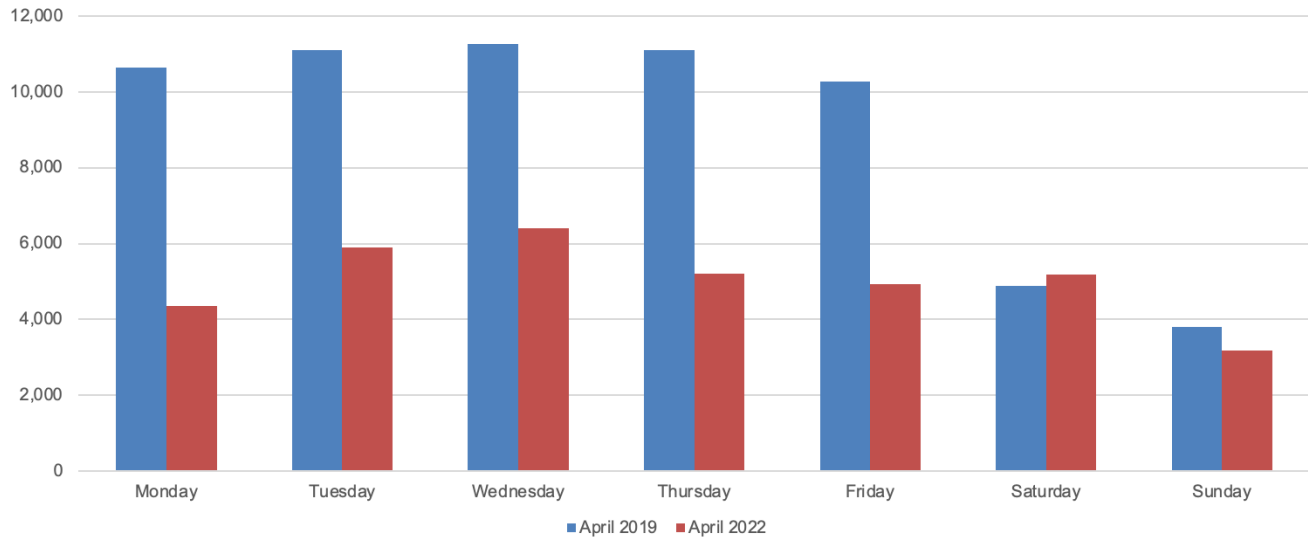
- Weekend ridership has remained a strong component of ridership through April. Average weekend ridership in April 2022 exceeded levels of weekend ridership in April 2019, continuing the trend of strong weekend ridership with the launch of the Plan.
- The South San Francisco route relaunched on Monday November 8 after nearly two years of suspension due to COVID. The route saw a decline in ridership in early January but has seen steady ridership growth into April and mid-May, averaging approximately 200 daily riders.
- The Oakland & Alameda, Alameda Seaplane, Richmond, and Harbor Bay routes all saw ridership drop in December of 2021 and January of this year. The routes have seen significant growth through April and mid-May. The Oakland & Alameda route saw a ridership decline in mid-April but shows signs of returning to April highs in the month of May.
- The Vallejo route remains WETA's busiest route with an average of 1,600 daily riders.
- Special event service to Chase Center from Oakland & Alameda averaged over 400 daily boardings on service days in April. Service to Oracle Park, which began in April, has averaged approximately 500 daily boardings on service days.
- Actual ridership is significantly ahead of the projected budget assumption in the month of April.

Recommendations

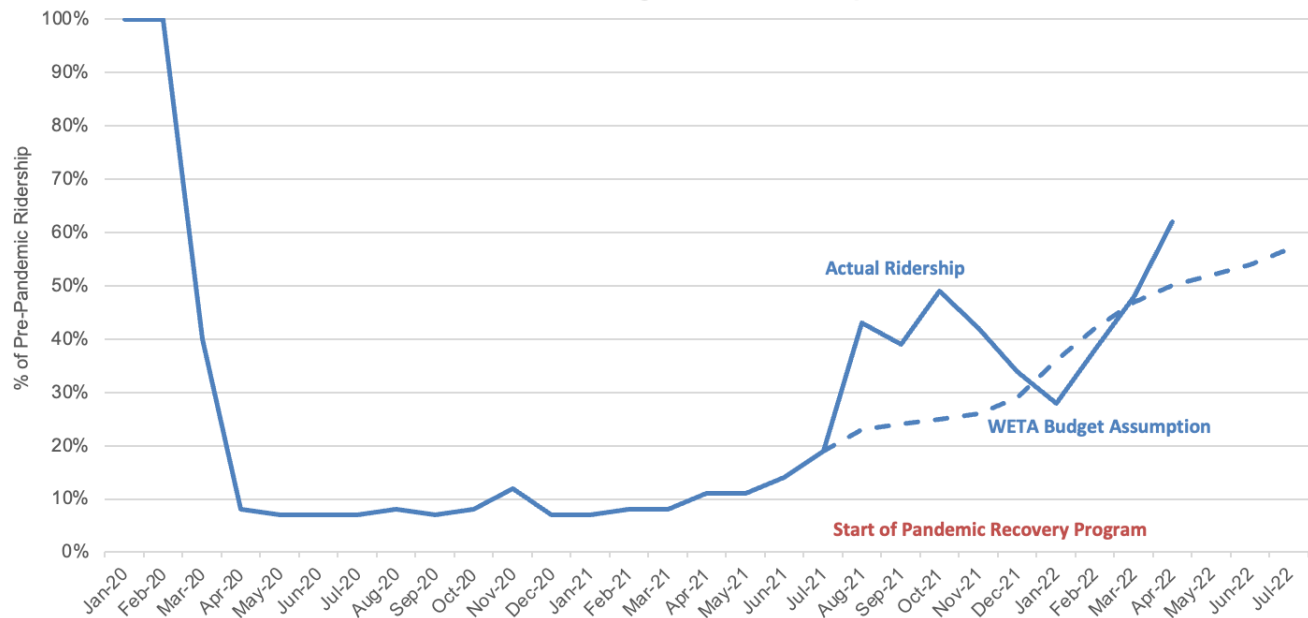
There are no proposed service adjustments at this time.



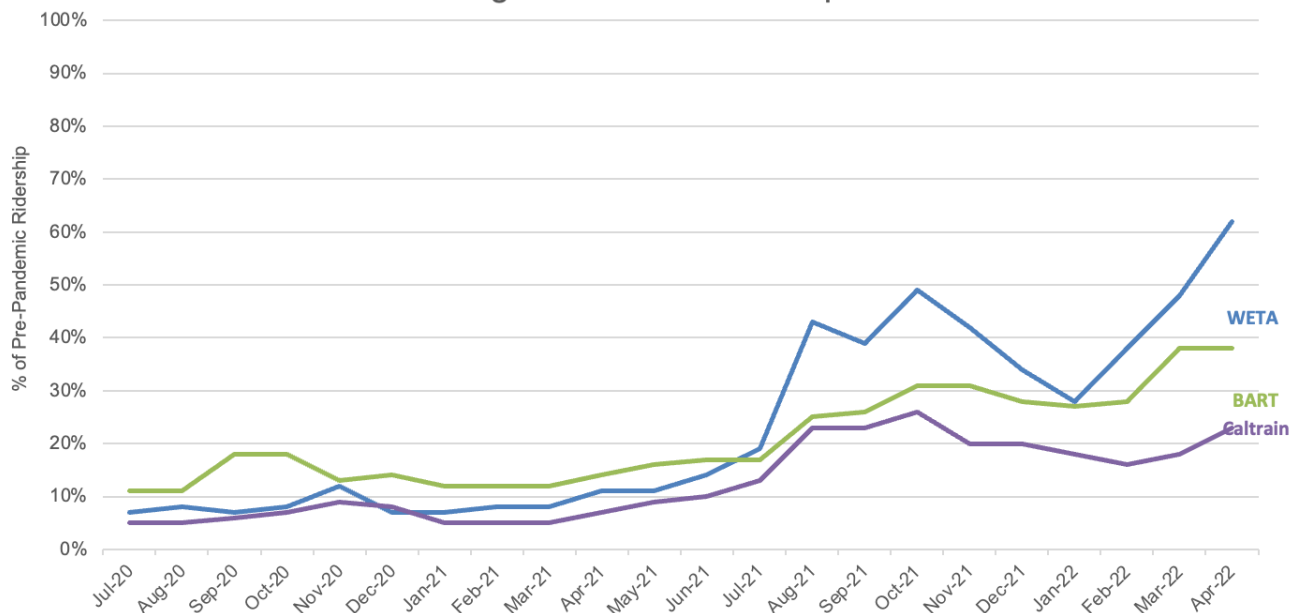
Average Boardings by Day of Week
Systemwide



Actual vs. Budgeted Ridership



Regional Transit Ridership



Monthly Operating Statistics Report

| March 2022 | | Oakland & Alameda* | Vallejo* | Richmond | Harbor Bay | Alameda Seaplane | South San Francisco** | Systemwide |
|------------|--|-------------------------------------|----------|----------|------------|------------------|-----------------------|------------|
| Boardings | vs. last month | Total Passengers March 2022 | 35,729 | 42,560 | 15,758 | 12,412 | 17,074 | 130,188 |
| | | Total Passengers February 2022 | 30,123 | 29,509 | 10,771 | 7,393 | 9,873 | 91,839 |
| | | Percent change | 18.61% | 44.23% | 46.30% | 67.89% | 72.94% | 41.76% |
| | vs. same month last year | Total Passengers March 2022 | 35,729 | 42,560 | 15,758 | 12,412 | 17,074 | 125,720 |
| | | Total Passengers March 2021 | 8,891 | 11,656 | 2,106 | - | - | 22,653 |
| | | Percent change | 301.86% | 265.13% | 648.24% | - | - | 454.98% |
| | vs. prior FY to date | Total Passengers Current FY To Date | 321,402 | 318,696 | 100,724 | 72,157 | 89,567 | 910,230 |
| | | Total Passengers Last FY To Date | 43,615 | 46,380 | 12,154 | - | - | 102,149 |
| | | Percent change | 636.91% | 587.14% | 728.73% | - | - | 791.08% |
| Ops Stats | Avg Weekday Ridership March 2022 | | 1,553 | 1,850 | 685 | 540 | 742 | 5,371 |
| | Passengers Per Hour March 2022 | | 77 | 58 | 45 | 59 | 86 | 62 |
| | Revenue Hours March 2022 | | 466 | 729 | 354 | 211 | 199 | 2,104 |
| | Revenue Miles March 2022 | | 6,566 | 19,812 | 6,356 | 4,352 | 3,289 | 42,905 |
| | Farebox Recovery Year-To-Date | | 20% | 19% | 8% | 17% | 12% | 16% |
| | Peak hour utilization, AM – March 2022 | | 10% | 29% | 29% | 25% | 24% | 17% |
| | Peak hour utilization, PM – March 2022 | | 21% | 36% | 27% | 30% | 22% | 14% |
| Fuel | Fuel Used (gallons) – March 2022 | | 61,379 | 149,784 | 47,790 | 23,340 | 32,079 | 17,382 |
| | Avg Cost per gallon – March 2022 | | \$2.94 | \$3.02 | \$2.92 | \$2.86 | \$2.94 | \$3.01 |

* Includes special event ridership to/from Oracle Park and/or Chase Center

** Service suspended on the South San Francisco route until November 2021

Note: The Monthly Ops Stats Report will be updated for the month of April as soon as FBR numbers are made available.

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director

SUBJECT: Adopt Resolution Regarding Remote Meetings Pursuant to Assembly Bill 361

Recommendation

Adopt resolution authorizing the WETA Board to meet remotely pursuant to the provisions of AB 361.

Background/Discussion

In March 2020, the Governor of California issued several executive orders in response to the COVID-19 pandemic suspending portions of the Ralph M. Brown (Brown) Act to allow Board members to participate remotely in Board meetings without complying with the Brown Act's restrictions on such remote attendance. (Executive Order N-25-20 and N-29-20)

The Governor's executive order that specifically waived certain requirements of the Brown Act expired on September 30, 2021. On September 16, 2021, the Governor signed Assembly Bill (AB) 361 into law, effective on October 1, 2021. AB 361 amends the Brown Act to allow legislative bodies to meet remotely without complying with traditional teleconference meeting rules, provided there is a state of emergency and either (1) state or local officials have imposed or recommended measures to promote social distancing or (2) the legislative body determines by majority vote that meeting in person would present imminent risks to the health and safety of attendees.

The Governor-declared state of emergency continues to be in effect and both state and local officials continue to recommend measures to promote physical distancing. WETA's Board meetings therefore are in accordance with AB 361's requirements.

In order to qualify for AB 361, the Board must, within 30 days of its first meeting under AB 361, and every 30 days thereafter, make findings that it has reconsidered the circumstances of the state of emergency and that either or both (a) the state of emergency continues to directly impact the ability to meet safely in person and/or (b) state or local officials continue to impose or recommend measures to promote social distancing.

The Executive Director recommends that the Board adopt these findings with the understanding that the Board would need to approve a similar resolution every 30 days if it wishes to continue to meet under AB 361's requirements for teleconference Board meetings.

Fiscal Impact

There is no fiscal impact associated this recommendation.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2022-22

FINDINGS PURSUANT TO AB 361 TO CONTINUE REMOTE PUBLIC MEETINGS

WHEREAS, on March 4, 2020, Governor Gavin Newsom declared a State of Emergency to make additional resources available, formalize emergency actions already underway across multiple state agencies and departments, and help the State prepare for a broader spread of COVID-19; and

WHEREAS, the State of Emergency remains in effect; and

WHEREAS, the California Department of Public Health and the Department of Industrial Relations have imposed or recommended measures to promote social distancing, and the San Francisco Public Health Department continues to recommend measures to promote social distancing in combination with other safety precautions when activities occur in shared indoor spaces to mitigate the risk of COVID-19 transmission; and

WHEREAS, on September 16, 2021, the Governor signed Assembly Bill 361 into law as urgency legislation that went into effect on October 1, 2021, amending Government Code Section 54953 of the Brown Act to allow legislative bodies to continue to meet remotely without conforming to Brown Act teleconferencing rules if the legislative body holds a meeting during a proclaimed state of emergency, and if state or local officials have imposed or recommended measures to promote social distancing; now, therefore, be it

RESOLVED that the Board of Directors has considered the circumstances of the State of Emergency and finds that:

- a. The factors triggering the State of Emergency continue to directly impact the ability of the members of the Board and members of the public to meet safely in person; and
- b. state or local officials continue to recommend measures to promote social distancing; and be it further

RESOLVED, that the Board of Directors will reconsider the circumstances of the state of emergency and revisit the need to conduct meetings remotely within 30 days of the adoption of this resolution.

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on June 2, 2022.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2022-22

END

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

(May 5, 2022)

The Board of Directors of the San Francisco Bay Area Water Emergency Transportation Authority met in regular session at WETA Central Bay Operations & Maintenance Facility at 670 W Hornet Ave, Alameda, CA and via videoconference consistent with AB 361 as codified in Government Code Section 54953.

1. CALL TO ORDER

Chair James Wunderman called the meeting to order at 1:01 p.m.

2. ROLL CALL

Chair James Wunderman, Vice Chair Monique Moyer, Director Jessica Alba, Director Jeffrey DelBono, and Director Anthony Intintoli were in attendance.

Chair Wunderman led the Pledge of Allegiance. He welcomed directors, staff, and meeting guests and noted that the meeting was being conducted in person and by videoconference and was being recorded. He advised guests about offering public comment and how guests could sign up to speak throughout the meeting.

3. REPORT OF BOARD CHAIR

Chair Wunderman recognized the passing of Norman Mineta, an American leader who served as the Mayor of San Jose, as Secretary of Commerce under President Bill Clinton, and as Secretary of Transportation under George W. Bush.

He commented that, according to Bay Area Council's most recent data, there is generally positive movement toward return to work on Tuesday, Wednesday, and Thursdays with many people working remotely on Monday and Fridays.

4. REPORTS OF DIRECTORS

Chair Wunderman welcomed City of Vallejo Councilmember Pippin Dew, who was recently appointed by Governor Gavin Newsom to replace Director Intintoli. Councilmember Dew introduced herself noting that she would be joining the Board in January after a longer onboarding process.

The Directors welcomed Councilmember Dew to the Board.

Vice Chair Moyer stated that she was noticing that technology workers were coming into the office mid-morning and leaving mid-afternoon on Monday, Tuesday, and Thursdays.

5. REPORTS OF STAFF

Executive Director Seamus Murphy asked WETA General Counsel Madeline Chun from Hanson Bridgett LLP to provide an update on the status of the Regional Measure 3 (RM3) lawsuit. Ms. Chun stated that the Zolly case that has been pending with the California Supreme Court is now scheduled for oral argument on May 24 and said that she expected to hear something about the Zolly case by the end of the summer which may suggest the direction of the RM3 litigation. She added that it was the discretion of the California Supreme Court to decide that they needed to look at the Zolly case first and then consider the RM3 litigation in response to Chair Wunderman's argument about the very different cases.

Mr. Murphy noted that a federal court had overturned the Center for Disease Control and Prevention's (CDC) mask mandate. In the absence of a California public health order, masks were no longer required on transit. He said that a few agencies were implementing agency-specific mask mandates, but that WETA would be following the guidance of public health experts, who declined to issue local or statewide orders in the wake of the court decision.

Mr. Murphy welcomed Councilmember Dew and noted the successful delivery of MV *Dorado*.

Mr. Murphy introduced Transportation Planning Intern Ossmand Ruano to provide the ridership and recovery update stating that there was an increase in April ridership in comparison to March. He noted that WETA would be adjusting its statistical comparison to the summer seasonal averages starting next month.

Mr. Murphy provided five written reports and offered to answer questions.

In response to Vice Chair Moyer, Mr. Murphy said that the Governor's free transit proposal would provide some additional subsidy based on three months of FY 2019/20 ridership fare revenue.

Operations & Maintenance Manager Timothy Hanners stated that WETA would ideally install the diesel particulate filters (DPF) during the shipyard period but that space would be allotted for the DPF for an aftermarket install if the DPF was not publicly available until after vessel delivery in response to Director Alba.

Chair Wunderman called for public comments, and there were none.

6. CONSENT CALENDAR

Director Intintoli made a motion to approve the consent calendar:

- a. Adopt a Resolution Regarding Remote Meetings Pursuant to Assembly Bill 361
- b. Board Meeting Minutes – April 7, 2022
- c. Authorize Release of a Request for Proposal for On-Call Professional Engineering/Consulting Services to Support Ongoing System Capital, Planning, Construction Management, and Vessel Design
- d. Authorize Release of a Request for Proposal for All Electric Vessel Construction for MV *Intintoli* Replacement Vessel

Chair Wunderman called for public comments on the consent calendar, and there were none.

Director Alba seconded the motion, and the consent calendar carried unanimously.

Yeas: Alba, DelBono, Intintoli, Moyer, Wunderman. Nays: None. Absent: None.

7. APPROVE CONTRACT AWARD TO ELLIOTT BAY DESIGN GROUP FOR CONSTRUCTION MANAGEMENT SERVICES FOR THE MV INTINTOLI REPLACEMENT VESSEL

Engineering & Maintenance Administrator Jeffery Powell presented this item recommending approval of a contract award to Elliott Bay Design Group for construction management services for the MV *Intintoli* Replacement Project in the amount not to exceed \$1,322,355 and authorizing the Executive Director to negotiate and execute an agreement for these services and take any other such related actions to support this work.

Vice Chair Moyer made a motion to adopt Resolution No. 2022-17 approving this item.

Chair Wunderman called for public comments, and there were none.

Director DelBono seconded the motion, and the item passed unanimously.

Yeas: Alba, DelBono, Intintoli, Moyer, Wunderman. Nays: None. Absent: None.

8. SEA CHANGE HYDROGEN-POWERED VESSEL DEMONSTRATION PROJECT

Mr. Murphy presented this item recommending approving the implementation of a demonstration project to operate the *Sea Change* hydrogen-powered vessel as part of the San Francisco Bay Ferry network for a total of six months and authorizing the Executive Director to take steps to facilitate the project including:

- Adopt an amendment to the Fiscal Year (FY) 2022 Operating Budget in the amount of \$281,500 to fund the potential current fiscal year cost of the Demonstration Project. The remaining costs of the Demonstration Project will be included in the FY 2023 Operating Budget
- Execute an amendment to WETA's Operating Contract that allows Blue & Gold Fleet to lease the vessel and operate it in WETA service
- Negotiate and execute agreements with private and public sector project sponsors to secure funding that supports project implementation

Mr. Murphy stated that the demonstration project reinforces WETA's commitment to transitioning to zero-emission service. He said that the cost associated with running this project for six months is \$1.7 million as previously reported, and WETA is looking at ways to partner with others to offset the costs associated with funding the project.

PUBLIC COMMENT

SWITCH Maritime LLC Founder/Chief Executive Officer Pace Ralli said the project required many partners.

Mr. Murphy said that the vessel was currently in a shipyard in Seattle. He said that a Board action authorizing the project would signal bringing the vessel to the Bay Area.

Director Alba expressed concerns about the speed, capacity, refueling time, but noted that hydrogen has great potential to evolve and become a viable technology for WETA's longer routes.

Mr. Murphy confirmed ADA accessibility and boarding configuration in response to Vice Chair Moyer.

Director Alba made a motion to adopt Resolution No. 2022-18 approving this item.

Director DelBono seconded the motion, and the item passed unanimously.

Yeas: Alba, DelBono, Intintoli, Moyer, Wunderman. Nays: None. Absent: None.

9. SOUTH SAN FRANCISCO-SAN FRANCISCO PILOT SERVICE

Mr. Murphy presented this informational item to provide an update to the Board on efforts to explore a six-month pilot service connecting San Francisco and South San Francisco. Staff had been targeting summer 2022 for pilot implementation, but South San Francisco employers are recommending that implementation of this pilot be paused until there is more certainty about return-to-office participation from likely riders. Given the considerable costs of subsidizing service for which the timing of ridership is still a question; staff is not seeking Board authorization to implement pilot service this summer but will continue to monitor return-to-office travel patterns and evaluate potential opportunities to expand San Francisco Bay Ferry service in South San Francisco.

PUBLIC COMMENT

PROP SF Director of Client Development and Business Operations Alex Kryska spoke in support of starting service when people are just starting to get back to work.

10. TWO YEAR BUDGET OUTLOOK

Chief Financial Officer Erin McGrath presented this informational item and shared her presentation on the financial outlook for Fiscal Years 2023 and 2024. She plans to, given the financial uncertainty, reevaluate WETA's long-term outlook on a regular basis, specifically at the six-month mark of the fiscal year to allow time for adjustment of projections and briefings on options at the time.

The Directors welcomed a quarterly report given the volatility of fuel costs.

Chair Wunderman called for public comments, and there were none.

11. OVERVIEW OF WETA'S DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM AND SMALL BUSINESS ENTERPRISE (SBE) ELEMENT AND STRATEGIES TO INCREASE DBE AND SBE PARTICIPATION

Government & Regulatory Affairs Manager Lauren Gularte presented this informational item providing an overview of the Disadvantaged Business Enterprise (DBE) Program and Small Business Enterprise (SBE) Element in an effort to inform the Board of the complexity and challenges of the Program to receive direction on strategies WETA could pursue to increase DBE participation.

The Directors thanked Ms. Gularte for her thorough report, supported the idea of the workshop, offered their own support, and suggested calling on WETA's lobbyists.

Chair Wunderman called for public comments, and there were none.

Ms. Chun said that though WETA may not be able to count the dollars that are not federal that WETA still had some achievements.

12. PUBLIC COMMENTS FOR NON-AGENDA ITEMS

Chair Wunderman called for public comments on non-agenda items, and there were none.

13. RECESS INTO CLOSED SESSION

The Directors recessed into closed session at 3:11 p.m.

- a. Conference with Labor Negotiator
Pursuant to Government Code Section 54957.6
Position: Unrepresented Employees
Agency Representative: Seamus Murphy, Executive Director
- b. Conference with Legal Counsel – Anticipated Litigation
Pursuant to Government Code Sections 54956.9 (d)(2)
One case

13. REPORT OF ACTIVITY IN CLOSED SESSION

The Directors returned to open session at 4:11 p.m. with no action to report.

With all business concluded, Chair Wunderman adjourned the meeting in honor of Mr. Mineta and his lifetime of service at 4:11 p.m.

- Board Secretary

END

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

(May 19, 2022)

The Board of Directors of the San Francisco Bay Area Water Emergency Transportation Authority met in special session at WETA Central Bay Operations & Maintenance Facility at 670 W Hornet Ave, Alameda, CA and via videoconference consistent with AB 361 as codified in Government Code Section 54953.

1. CALL TO ORDER

Chair James Wunderman called the meeting to order at 1:01 p.m.

2. ROLL CALL

Chair James Wunderman, Vice Chair Monique Moyer, Director Jessica Alba, Director Jeffrey DelBono, and Director Anthony Intintoli were in attendance.

Chair Wunderman led the Pledge of Allegiance. He welcomed directors, staff, and meeting guests and noted that the meeting was being conducted in person and by videoconference and was being recorded. He advised guests about offering public comment and how guests could sign up to speak throughout the meeting.

3. REPORT OF BOARD CHAIR

Chair Wunderman congratulated Executive Director Seamus Murphy for his speaking presentation at the Bay Area Council's (BAC) Committee on Water Transportation and Water Mobility.

4. REPORTS OF DIRECTORS

There were no reports from the Directors.

5. REPORTS OF STAFF

Mr. Murphy commented that the BAC Committee on Water Transportation and Water Mobility attendees were enthusiastic to help advocate WETA's expansion goals.

Mr. Murphy thanked BAC Chief Operating Officer John Grubb and the BAC for arranging opportunities for WETA to connect with legislative representatives during a BAC organized trip to Washington, D.C. He said that WETA met with Department of Transportation staff to discuss the ferry grant program and difficulties with Buy America requirements.

Chair Wunderman called for public comments, and there were none.

6. EXTENSION TO THE AGREEMENT WITH HANSON BRIDGETT LLP FOR THE PROVISION OF LEGAL SERVICES AS GENERAL COUNSEL

Mr. Murphy presented this item recommending authorizing the Executive Director to exercise WETA's option to extend the agreement with Hanson Bridgett LLP for the provision of legal services as WETA General Counsel for an additional five-year term, until June 30, 2027.

Mr. Murphy proposed moving to a retainer-based invoicing structure to allow for budget certainty. He noted that the lead counsel for WETA was going to transition from Madeline Chun to Steven Miller.

The Directors thanked Hanson Bridgett for their work and supported the move to a retainer model.

Mr. Miller said that it would be an honor if the contract were extended and looked forward to continuing the relationship. He thanked the Board for the opportunity and Ms. Chun for her leadership.

Director Intintoli made a motion to adopt Resolution No. 2022-19 approving this item.

Chair Wunderman called for public comments , and there were none.

Director DelBono seconded the motion, and the item passed 4-0 with one abstention.

Yeas: Alba, DelBono, Intintoli, Moyer. Nays: None. Absent: None. Abstain: Wunderman.

7. APPROVE PURCHASE OF INSURANCE POLICIES FOR FISCAL YEAR 2022-23

Chief Financial Officer Erin McGrath presented this item recommending approving the purchase of the following insurance policies for Fiscal Year 2023 estimated to cost up to \$674,272 in total:

- 1) Marine Commercial Liability including Terminal Operators
- 2) Excess Marine Liabilities
- 3) Automobile Liability
- 4) Property Insurance
- 5) Public Officials Management & Employment Practices Liability
- 6) Crime Insurance
- 7) Special Liability Insurance (SLIP)
- 8) Workers Compensation

Director Alba made a motion to adopt Resolution No. 2022-20 approving this item.

Chair Wunderman called for public comments, and there were none.

Director Intintoli seconded the motion, and the item passed unanimously.

Yeas: Alba, DelBono, Intintoli, Moyer, Wunderman. Nays: None. Absent: None.

8. WETA INVESTMENT POLICY

Ms. McGrath presented this item recommending review and approval of a WETA Investment Policy.

This policy is designed to bring WETA in alignment with best practices and to begin a reporting process on investments as required by California law. The policy reflects the simplicity of WETA investments and sets basic principles for investment. Those principles are:

- Safety: Preservation of capital in a manner that does not unduly risk loss
- Liquidity: Ensure that funds are available to WETA for cash flow and reserves in emergency situations
- Return on Investment: Growth of WETA funds consistent with market conditions within the limits of the first two principles

Under the policy, the Board delegates authority to the Chief Financial Officer to manage all investments. The Chief Financial Officer is required to both follow the adopted policy and make decisions based on the principles in the policy. The Board must approve the delegation to the Chief Financial Officer annually.

Vice Chair Moyer made a motion to adopt Resolution No. 2022-21 approving this item.

Chair Wunderman called for public comments, and there were none.

Director Alba seconded the motion, and the item passed unanimously.

Yeas: Alba, DelBono, Intintoli, Moyer, Wunderman. Nays: None. Absent: None.

9. WETA ZERO EMISSION STUDY UPDATE

Senior Planner/Project Manager Chad Mason presented this informational item and shared the group presentation outlining the workflow and schedule of the study.

Aurora Marine Design President Shaun Green provided the vessel analysis, Arup Energy and Sustainability Consultant Kaiya Levine provided the shoreside analysis, and Operations & Maintenance Manager Timothy Hanners provided a progress update.

Mr. Mason stated that it was very challenging working with the various utility companies without knowing the exact plans, and Mr. Green addressed the many constraints of the study and expanded on the various stakeholders.

The Directors thanked the team for the presentation.

Chair Wunderman called for public comments, and there were none.

With all business concluded, Chair Wunderman adjourned the meeting at 2:26 p.m.

- Board Secretary

END

MEMORANDUM

TO: Board Members

**FROM: Seamus Murphy, Executive Director
Lauren Gularte, Government & Regulatory Affairs Manager**

SUBJECT: Designate Authorized Agents to Apply for Federal or State Disaster Assistance Funds

Recommendation

Request that the Board of Directors designate the Executive Director, the Chief Financial Officer, and the Government & Regulatory Affairs Manager, as authorized agents to apply for and obtain disaster assistance funds from the Federal Emergency Management Agency (FEMA) and the California Governor's Office of Emergency Services (Cal OES) after a declaration of a federal or state disaster.

Background/Discussion

The Robert T. Stafford Disaster Relief and Emergency Assistance Act authorizes FEMA to administer a federal disaster assistance program and the California Disaster Assistance Act authorizes Cal OES to administer a state disaster assistance program. These programs provide financial assistance to local government entities and certain private nonprofit organizations in the event of a declared disaster. FEMA coordinates with Cal OES to implement its disaster assistance program. The objective of both programs is to provide supplemental assistance to eligible entities for the alleviation of suffering and hardship resulting from declared disasters.

WETA is a local government entity and is eligible to apply for disaster assistance funds should the agency incur eligible damage or provide eligible services directly related to the declared disaster. As a requirement of the application process, agencies must designate persons or staff positions that are authorized by the governing body of the agency to engage with FEMA and Cal OES regarding the application for such funds. This designation is required to be on file with Cal OES and is effective for all open and future disasters for up to three years following the date of the approval. WETA's existing Designation of Authorized Agents expires this month, at its three-year mark and needs to be reapproved to remain eligible to submit a request for public assistance application.

Designation of the authorized agents allows WETA to apply for disaster assistance funds for eligible costs incurred as a result of responding to a declared disaster or for damages to vessels or facilities as a result of a declared disaster. Two of the WETA positions that are currently listed as authorized representatives have undergone title changes. These changes need to be reflected on the required Cal OES form which is valid for 3 years.

Fiscal Impact

There is no fiscal impact associated with this item.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2022-23

**DESIGNATE AUTHORIZED AGENTS TO APPLY FOR
FEDERAL OR STATE DISASTER ASSISTANCE FUNDS**

WHEREAS, WETA, a public entity established under the laws of the State of California, is tasked with operating and expanding ferry service on the San Francisco Bay and with coordinating the water transit response to regional emergencies; and

WHEREAS, upon declarations of federal or state disasters in WETA's service area, WETA may apply for federal and state emergency financial assistance for related activities and repairs; and

WHEREAS, financial assistance for disasters is overseen by the Federal Emergency Management Agency (FEMA) and/or California Governor's Office of Emergency Services (Cal OES); and

WHEREAS, Cal OES requires a resolution from WETA designating WETA's authorized agents for the purpose of applying for disaster assistance funds; now, therefore, be it

RESOLVED, that the Board of Directors hereby designates WETA's Executive Director, Chief Financial Officer, and Government & Regulatory Affairs Manager as authorized agents for and on behalf of WETA for the purpose of applying and obtaining certain federal financial assistance under Public Law 93-288 as amended by the Robert T. Stafford Disaster Relief and Emergency Assistance Act of 1988 and/or state financial assistance under the California Disaster Assistance Act; and be it further

RESOLVED, that WETA hereby authorizes its agent(s) to provide the assurances and agreements required by Cal OES for all matters pertaining to such state disaster assistance; and be it further

RESOLVED, that the designation made by this Resolution is effective for up to three years following the date of approval below; and be it further

RESOLVED, that Cal OES Form 130 will be executed and submitted with this resolution, XXXXXX.

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on June 2, 2022.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2022-23

END

MEMORANDUM

TO: Board Members

**FROM: Seamus Murphy, Executive Director
Kevin Connolly, Planning & Development Manager
Chad Mason, Senior Planner/Project Manager**

SUBJECT: Authorize Release of a Request for Proposals for Dredging Support Services

Recommendation

Authorize release of a Request for Proposals (RFP) for professional services to support the ongoing system wide dredging program.

Background

Several terminals in the WETA system require regular dredging to maintain operations. These terminals include Vallejo, South San Francisco, and Harbor Bay. Maintenance dredging is required to ensure that the float is buoyant at all tidal levels and to ensure continued access by all vessels in the WETA fleet. It is important to monitor conditions and sedimentation rates at these facilities to ensure that service disruptions are avoided. Preparation to dredge requires site investigations, surveys, design, and regulatory compliance. Permitting occurs with local, state, and federal agencies and can take six to twelve months to complete. Dredging support services have typically been provided by consultants under on-call professional services agreements, which are funded with non-federal sources. This RFP would follow federal procurement requirements, allowing the use of federal funds for these services.

Discussion

This RFP will solicit proposals for engineering/consulting services from firms with prior experience and expertise in dredging design, engineering, permitting and construction management services. A strong background in marine engineering and design, sedimentation monitoring and modeling, and regulatory compliance and construction management is required. The work to be provided will include, but will not necessarily be limited to, the following:

- Provide dredged material sampling, testing, and analysis
- Provide pre and post dredge hydrographic surveys
- Provide dredge design services and estimates of dredging material quantities
- Interact with regulatory agencies for pre-permitting coordination, submission of permit applications and support during permit processing
- Develop contract documents including plans, technical specifications, and cost estimates for dredging and other associated facility improvements
- Provide WETA Staff with support and advice during the bidding and award period
- Provide on-site construction management during actual dredging work
- Provide design services to support the reduction or elimination of future dredging

This RFP will solicit proposals from qualified firms to assist with this work for the next five years. Once the best qualified proposer is identified, staff will return to the Board to propose a contract award for this work.

Fiscal Impact

There is no fiscal impact associated with the release of this RFP.

END

MEMORANDUM

TO: Board Members

**FROM: Seamus Murphy, Executive Director
Kevin Connolly, Manager of Planning & Development
Mike Gougherty, Principal Planner**

**SUBJECT: Contract Amendment with CivicMakers, LLC to Provide Strategic
Planning Services for 2050 Service Vision & Business Plan**

Recommendation

Authorize the Executive Director to amend Agreement 21-019 with CivicMakers, LLC to increase the not-to-exceed contract amount by \$150,000.

Background/Discussion

CivicMakers, a facilitation and strategic planning firm, was hired last year to define and support a stakeholder outreach process for the San Francisco Bay Area Water Emergency Transportation Authority's (WETA) 2050 Service Vision & Business Plan. CivicMakers is a small business enterprise based in San Francisco and has supported strategic planning efforts for many cities and public agencies throughout the Bay Area.

WETA previously amended the Agreement to increase compensation and extend the term to December 31, 2023. This amendment is being presented to the Board for approval because the proposed increase in compensation exceeds the Executive Director's contracting authority.

In August, CivicMakers conducted interviews with individual WETA Board Directors and select stakeholders, convened focus groups, and administered surveys to identify key issues WETA should consider in developing its Business Plan. In October, CivicMakers successfully hosted and facilitated a three-hour workshop that was attended by over 50 stakeholders. The outcome of this early outreach phase has allowed WETA to expand and diversify the set of stakeholders that are engaged in the project and define a series of six focus areas that will guide future work on the Business Plan.

CivicMakers has met and exceeded expectations during the early stakeholder engagement phase of the Business Plan, especially with its effort to build relationships with stakeholders that WETA has not traditionally engaged with. CivicMakers has also developed a deep and unique working knowledge of WETA's goals in developing a Business Plan and has been intimately involved in defining a process and timeframe for bringing this project forward.

CivicMakers is uniquely situated to continue working to engage stakeholders for the 2050 Service Vision and Business Plan. Staff has worked with CivicMakers to develop a proposed scope to support WETA for the remaining duration of the project and has negotiated a fair and reasonable budget to perform the work. Staff recommends that the Board authorize the Executive Director to amend Agreement 21-019 with CivicMakers to increase the contract amount by \$150,000 for a total not-to-exceed amount of \$250,000.

Fiscal Impact

The FY 2023 budget under consideration by the Board at the June 2 meeting includes funding for this proposed contract amendment.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2022-24

APPROVE AMENDMENT TO CONTRACT WITH CIVICMAKERS, LLC TO PROVIDE STRATEGIC PLANNING SERVICES FOR 2050 SERVICE VISION & BUSINESS PLAN

WHEREAS, the San Francisco Bay Area Water Emergency Transportation Authority (WETA) entered into Agreement 21-019 (Agreement) with CivicMakers, LLC (CivicMakers) for strategic planning services related to the WETA 2050 Service Vision & Business Plan Project (Project); and

WHEREAS, WETA previously amended the Agreement to increase compensation and extend the term to December 31, 2023; and

WHEREAS, WETA now desires continued services to complete the next phases of the Project; and

WHEREAS, CivicMakers has met and exceeded expectations during the early stakeholder engagement phase of the Project and is uniquely situated to continue working on the Project; and

WHEREAS, CivicMakers has submitted a proposed scope and budget to support WETA for the remaining duration of the Project, which requires an increase in the total contract amount by \$150,000 for a total not-to-exceed amount of \$250,000; and

WHEREAS, WETA staff determined the proposed budget associated with this amendment is fair and reasonable; and

WHEREAS, the Executive Director recommends the Board authorize amending the Agreement to increase the contract amount by \$150,000 for a total not-to-exceed amount of \$250,000; now, therefore, be it

RESOLVED, that the Board of Directors hereby approves amending Agreement 21-019 with CivicMakers, LLC to increase the contract amount by \$150,000 for a total not-to-exceed amount of \$250,000; and be it further

RESOLVED, that the Board of Directors authorizes the Executive Director to execute the amendment and to take any other actions necessary to give effect to this Resolution.

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on June 2, 2022.

YEA:
NAY:
ABSTAIN:
ABSENT:

/s/ Board Secretary

2022-24

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Erin McGrath, Chief Financial Officer

SUBJECT: Approve the Proposed Fiscal Year 2023 Budget and Salary Schedule

Recommendation

Staff recommends that the Board approve Resolution 2022-26, adopting the FY 2023 Operating and Capital Budget and Salary Schedule.

Background

As the pandemic continues into its third year, WETA's budget demonstrates the ongoing impacts on ridership, costs, and capital project completion. The proposed FY 2023 Budget totals \$109.5 million in spending for Planning, Administration, Operations and Capital projects.

With significant ongoing support of federal COVID relief funds, the proposed FY 2023 budget supports a continuation of the Pandemic Recovery Program's reduced fares and increased service levels that began on July 1, 2021. The budget assumes that ridership will reach 70% of pre-pandemic levels by the end of the fiscal year.

Summary

The proposed FY 2023 Operating and Capital budgets include \$109.5 million in proposed spending funded by a variety of revenue sources, as summarized in **Table 1** (below). Detailed discussion is included in the following pages.

Table 1

| FY 2023 Proposed Budget | | | |
|-------------------------------|----------------------|-----------------------------|----------------------|
| Expense | | Revenue | |
| Operating Budget Expenditures | \$61,024,222 | Bridge Tolls | \$26,872,644 |
| - Ferry Service | 57,624,222 | Federal Funds | 53,840,280 |
| - Planning and Administration | 3,400,000 | State Funds | 8,424,684 |
| Capital Budget Expenditures | 48,558,164 | Local Funds | 7,915,852 |
| | | Passenger Fares | 11,228,927 |
| | | Other Funds | 1,300,000 |
| Total Budget Expense | \$109,582,387 | Total Budget Revenue | \$109,582,387 |

OPERATING BUDGET

Fiscal Year 2023 Proposed Budget

The proposed FY 2023 budget, as provided in **Attachment A**, is funded with federal COVID-19 relief funds, Regional Measure 2 (RM2) bridge tolls, farebox revenues and Contra Costa transportation sales tax funds. It is made up of two primary components: a \$57.6 million Ferry Service Operating budget and a \$3.4 million Planning and Administration budget. A detailed budget covering WETA's Planning and Administration functions and the operation of Ferry Service by route is presented in Attachment A. Those budget tables group operating costs by functional categories, a practice that the agency began incorporating with the FY 2022 budget.

Ferry Service Operating Budget

The proposed \$57.6 million budget for operations provides for operation of 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. At the start of FY 2022, 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 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 a San Francisco waterfront route 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.

Operating Expense

The \$57.6 million authorization for the proposed FY 2023 Operating Budget is 23% (or \$10.6 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 \$8.9 million represents a 19% increase over the prior year budget. Of that amount, 66% of the increase is related to the cost of fuel and 9% is related to labor cost increases. The remaining costs are due to normal increases in the cost of service and the addition of engineering projects in FY 2023 that were not needed in the prior year.

Table 2 (below) shows major cost components of the Ferry Service Operating budget. Discussion of each category is provided following the chart.

Table 2

| | Proposed Budget | |
|-----------------------------------|-----------------|------------|
| | Total | % of Total |
| Vessel Crew Labor | \$ 17,095,486 | 30% |
| Vessel Fuel | \$ 15,957,400 | 28% |
| Vessel Operations & Maintenance | \$ 5,038,500 | 9% |
| Facility Operations & Maintenance | \$ 9,579,751 | 17% |
| System Expense | \$ 9,953,085 | 17% |
| | \$ 57,624,222 | |

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. The Vessel labor budget in FY 2023 also includes the costs associated with guest assistance representatives who previously had been budgeted in Facility Operations and Maintenance. Labor wage rates are normally budgeted as defined in WETA's service operations contract with Blue & Gold Fleet, however, because collective bargaining for new contracts has yet to conclude, the budget includes additional funds for labor increases of up to 4.5%. Should collective bargaining result in higher amounts, staff would assess the viability of a budget amendment and identification of new revenues to support the operating budget.

The expense for fuel in FY 2023 is projected to be \$16 million. Fuel prices have increased significantly over the past several months and continued volatility is projected to continue. The FY 2023 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 2023 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.

Vessel Maintenance & Repair

Maintenance and repair expenses are budgeted to ensure that WETA's fleet of 17 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 2023 budget, 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 2023. 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 capture the ongoing activities required to operate and maintain WETA's passenger terminals and maintenance facilities. WETA is responsible for 10 passenger terminals and the Central Bay and North Bay Operations and Maintenance Facilities. 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, IT 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 Operations facilities, 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 represent 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 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.

Operating Budget Revenue

The ferry operating budget is supported by four important sources of revenue.

Federal Funds

The COVID-19 pandemic continues to impact WETA's ridership and normal annual operating revenues. FY 2023 will be the third year that Federal COVID-19 relief funding has enabled WETA to balance its operating budget. The budget requires \$26.5 million in federal funds, despite the expectation of increased ridership in the coming year.

RM 2 Bridge Toll Funding

MTC anticipates that 90% of normal bridge toll allocations will be available from RM2. For WETA, this equates to \$14.8 million. This amount could be increased as bridge traffic and corresponding toll revenues continue to trend upward.

Fares

Prior to the pandemic, farebox revenues covered between 50 - 60% of WETA's operating expense. Projections for FY 2023 prepared as part of the Pandemic Recovery Program assume that ridership returns to 70% of pre-pandemic revenue by the end of the fiscal year. Based on this analysis, WETA's farebox revenues are budgeted to be \$11.2 million in FY 2023, compared to \$22.4 million in FY 2019. FY 2023 fare revenues are projected to cover 19% of the Ferry Service operating budget. **Table 3** (below) shows the allocation of the FY 2023 Service Operation Budget by route and ridership projections.

Table 3

| Route | Proposed Budget | | Projected Ridership | |
|---------------------------------------|---------------------|------------|---------------------|------------|
| | Total | % of Total | Total | % of Total |
| Alameda/Oakland Ferry Service | \$13,912,554 | 24% | 664,377 | 34% |
| Alameda Harbor Bay Ferry Service | \$4,692,738 | 8% | 137,424 | 7% |
| Alameda Seaplane Lagoon Ferry Service | \$5,453,603 | 9% | 232,900 | 12% |
| Vallejo Ferry Service | \$19,360,667 | 34% | 634,260 | 33% |
| South San Francisco Ferry Service | \$3,573,157 | 6% | 30,176 | 2% |
| Richmond Ferry Service | \$8,942,444 | 16% | 193,413 | 10% |
| Hydrogen Demonstration Project | \$1,689,060 | 3% | 59,000 | 3% |
| Total | \$57,624,222 | | 1,951,550 | |

Hydrogen Vessel Demonstration

The addition of the Hydrogen Vessel demonstration program added a significant cost 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 an additional \$1.3 million in sponsorship revenue for the 6-month demonstration.

PLANNING AND ADMINISTRATION BUDGET

The proposed budget for Planning and Administration for Fiscal Year 2023 is projected to be \$3.4 million. Details are outlined in **Attachment A** and **Table 5** (below).

Table 5

| | 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 Supplie | \$ 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% |
| | \$ 3,400,000 | |

Expense

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 FY2023 increased by 13% primarily due to costs associated with completion of 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 are proposed to increase by 4.5% and have been adjusted to properly reflect salary allocations to capital and operating tasks.

Revenues and Work Plan

Planning and Administration costs are funded entirely by Bridge Tolls, with \$2.7 million assumed from RM2 (90% of the regular allocation) and \$700,000 from Regional Measure 1 (RM1). RM2 funds are utilized for the normal planning and administrative activities of the Agency and includes 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 2023.
- **Passenger Experience** – Several customer experience improvements are planned for FY 2023, 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 2023 budget includes more frequent and more advanced surveying of passengers to inform future service decisions and passenger experience upgrades.

Marketing – In FY 2023, marketing campaigns will continue to focus on restoring ferry ridership, capitalizing on lessons learned during the FY 2021 and FY 2022 “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 an visible presence that highlights ferry service in the communities that WETA serves will continue in FY 2023. 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.

- **FY2024 Fare Policy and Fare Program** – The Pandemic Recovery Fare Program was extended into Fiscal Year 2023. 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 2024.
- **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 2023 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 PROJECTS

The proposed FY 2023 Capital Budget, as provided in **Attachment B**, includes 26 projects necessary to maintain existing services and facilities and to further develop WETA's near-term expansion projects. Ten of the projects are new to Fiscal Year 2023. These projects total \$159.6 million over the life of the project with budgeted FY 2023 expenditures in the amount of \$48.5 million. A number of projects from the FY 2022 budget are still underway or pending due to pandemic delays, including staff and supply chain challenges.

Major capital project activity and expense in FY 2023 will include the following:

- **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 2023, 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 2023. 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 2023 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 Fall 2022.
 - 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 terminal ferry basin has required maintenance dredging every three to four 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 2023 and FY 2024 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 central bay 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.

Fiscal Impact

The proposed FY 2023 Operating and Capital Budgets is \$109.5 million comprised of \$61million in operating and \$48.5 million in capital. The proposed budget is fully funded with a combination of fare revenues and various federal, state, and local grant funds available to support WETA's ferry services and capital projects.

Staff will monitor evolving conditions throughout the year and bring forth adjustments to the budget as necessary.

****END****

Attachment A – Proposed FY 2023 Operating Budget

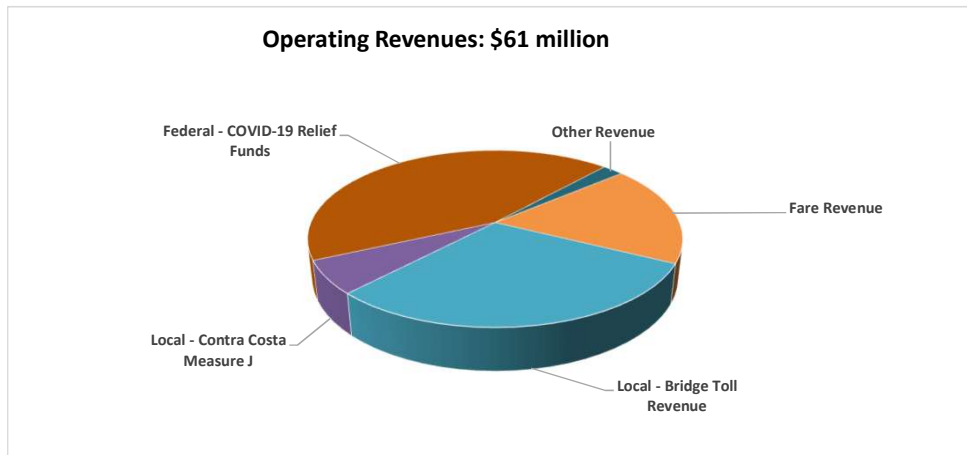
Attachment B – Proposed FY 2023 Capital Budget

Attachment C – Proposed FY 2023 Salary Schedule

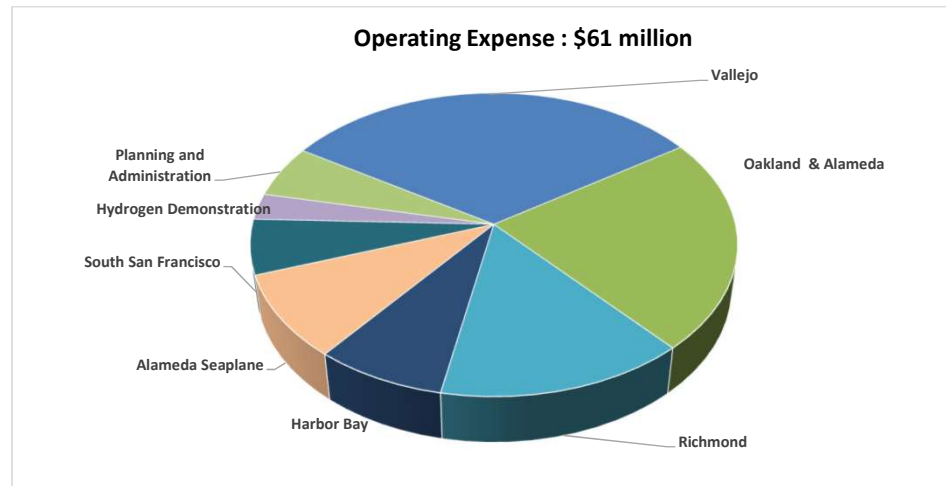
Attachment A

San Francisco Bay Area Water Emergency Transportation Authority FY 2021/22 Operating Budget - Proposed

| | Proposed FY 2023 | Percentage (%) of Total |
|---------------------------------|----------------------|----------------------------|
| Revenues | <i>(in millions)</i> | |
| Fare Revenue | \$ 11.2 | 18% |
| Local - Bridge Toll Revenue | \$ 18.3 | 30% |
| Local - Contra Costa Measure J | \$ 3.7 | 6% |
| Federal - COVID-19 Relief Funds | \$ 26.5 | 43% |
| Other Revenue | \$ 1.3 | 2% |
| Total Revenues | \$61.0 | 100% |



| | Proposed FY 2023 | Percentage (%) of Total |
|------------------------------------|----------------------|----------------------------|
| Expenses | <i>(in millions)</i> | |
| Ferry Service | \$57.6 | 94% |
| - Vallejo Ferry Route | \$19.4 | 32% |
| - Oakland & Alameda Ferry Route | \$13.9 | 23% |
| - Richmond Ferry Route | \$8.9 | 15% |
| - Harbor Bay Ferry Route | \$4.7 | 8% |
| - Alameda Seaplane Ferry Route | \$5.5 | 9% |
| - South San Francisco Ferry Route | \$3.6 | 6% |
| - Hydrogen Demonstration | \$1.7 | 3% |
| Planning and Administration | \$3.4 | 6% |
| Total Expenses | \$61.0 | |



**San Francisco Bay Area
Water Emergency Transportation Authority
FY 2023 Operating Budget - Proposed
Summary**

| | FY 2022 Approved Budget | FY 2023 Proposed Budget |
|--------------------------------------|--|--|
| Revenues | | |
| Fare Revenue | \$8,268,000 | \$11,228,927 |
| Local - Bridge Toll Revenue | 15,555,000 | 18,250,000 |
| Local - Contra Costa Measure J | 3,651,300 | 3,709,330 |
| Federal - COVID-19 Relief Funds | 22,069,400 | 26,535,965 |
| Other Revenue | 450,000 | 1,300,000 |
| Total Revenues | \$49,993,700 | \$61,024,222 |
| Expenses | | |
| Planning and Administration | | |
| Salaries, Wages & Fringe Benefits | \$1,601,600 | \$1,775,164 |
| Professional / Contract Services | 2,044,200 | 2,466,660 |
| IT, Utilities, Memberships, Supplies | 225,400 | 236,529 |
| Leases, Rentals and Fees | 326,400 | 250,431 |
| Administration Transfers | (1,197,600) | (1,328,784) |
| Operations | | |
| Vessel Crew Labor | 15,246,000 | 17,095,486 |
| Vessel Fuel | 9,637,000 | 15,957,400 |
| Vessel Operations & Maintenance | 4,937,000 | 5,038,500 |
| Facility Operations & Maintenance | 8,482,300 | 9,579,751 |
| System Expense | 8,691,400 | 9,953,085 |
| Total Expenses | \$49,993,700 | \$61,024,222 |
| # of Passengers | 1,442,000 | 1,951,550 |
| <i>Farebox Recovery - Combined</i> | | |

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

| | Hydrogen Demonstration Project | Oakland & Alameda | Harbor Bay | FY 2023 Operating Budget - Proposed | | | | | |
|---------------------------------------|--------------------------------------|----------------------|---------------------|-------------------------------------|----------------------|------------------------|---------------------|----------------------|--|
| | | | | 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 | \$4,839,133 | \$2,954,495 | \$2,447,044 | \$8,446,435 | \$3,036,421 | \$4,473,377 | \$ 26,535,965 | |
| Other Revenue | \$ 1,300,000 | - | - | - | - | - | - | \$ 1,300,000 | |
| Total Revenues | \$ 1,689,060 | \$ 13,912,554 | \$ 4,692,738 | \$ 5,453,603 | \$ 19,360,667 | \$ 3,573,157 | \$ 8,942,444 | \$ 57,624,222 | |
| Expenses | | | | | | | | | |
| Vessel Crew Labor | \$440,460 | \$4,829,958 | \$1,498,952 | \$1,665,503 | \$4,330,307 | \$1,165,852 | \$3,164,455 | \$17,095,486 | |
| - # 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 | \$2,300,428 | \$783,861 | \$782,908 | \$3,347,272 | \$700,925 | \$1,655,658 | \$9,579,751 | |
| - Terminals | | 266,864 | 110,777 | 80,120 | 288,464 | 175,679 | 354,568 | 1,276,473 | |
| - Operations & Maintenance Facilities | | 2,033,564 | 673,084 | 702,788 | 3,058,807 | 525,246 | 1,301,089 | 8,294,578 | |
| System Expense | 785,000 | 2,799,058 | 780,117 | 1,001,475 | 2,873,270 | 464,831 | 1,249,334 | 9,953,085 | |
| - 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 | | 176,962 | 68,325 | 66,275 | 198,826 | 53,293 | 119,569 | 683,250 | |
| - 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 | \$13,912,554 | \$4,692,738 | \$5,453,603 | \$19,360,667 | \$3,573,157 | \$8,942,444 | \$57,624,222 | |
| Operating Statistics: | | | | | | | | | |
| Ridership | 59000 | 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 % | 3% | 23% | 11% | 18% | 28% | 8% | 8% | 19% | |
| Cost per Operating Miles | | | | | | | | | |
| Cost per Operating Hour | | | | | | | | | |

Budget Notes:

- Ridership Based on Planning estimates of growth reaching 70% of prepandemic ridership by the end of the Fiscal Year
- Labor and benefit costs for both WETA and Contracted staff projected to grow 4.5% during the Fiscal Year
- Fuel is budgeted at \$4.20 per gallon for FY2023.

**San Francisco Bay Area Water Emergency
Transportation Authority
FY 2023 Ferry Service Operating Budget - Proposed
Alameda Oakland**

| | FY 2022 Approved Budget | FY 2022 Projected Actual | FY 2023 Operating Budget - Proposed 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 | 4,839,133 |
| Other Revenue | | - | - |
| Total Revenues | 10,453,400 | 10,122,906 | 13,912,554 |
| Expenses | | | |
| Vessel Crew Labor | 3,777,800 | 3,777,800 | \$4,829,958 |
| - # 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 | \$2,300,428 |
| - Terminals | 341,800 | 169,343 | 266,864 |
| - Operations & Maintenance Facilities | 920,400 | 811,859 | 2,033,564 |
| System Expense | 2,387,800 | 1,934,773 | 2,799,058 |
| - WETA Staff and Overhead | 947,800 | 947,800 | 1,224,875 |
| - Contractor (BGF) Staff Expenses | 403,300 | 157,306 | 176,962 |
| - 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 | \$13,912,554 |
| 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 | \$102.15 | \$111.67 | \$165.13 |
| Cost per Operating Hour | \$1,162.52 | \$1,579.73 | \$2,273.29 |

**San Francisco Bay Area Water Emergency
Transportation Authority
FY 2023 Ferry Service Operating Budget - Proposed
Harbor Bay**

| | FY 2022 Approved Budget | FY 2022 Projected Actual | FY 2023 Operating Budget - Proposed 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 | 2,954,495 |
| Other Revenue - Landing Fee | | | |
| Total Revenues | \$4,681,400 | \$4,455,222 | \$4,692,738 |
| Expenses | | | |
| Vessel Crew Labor | 1,693,200 | 1,693,200 | \$1,498,952 |
| - # 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 | \$4.15 | \$4.20 |
| Vessel Operations & Maintenance | 673,400 | 375,755 | \$542,008 |
| Facility Operations & Maintenance | 758,600 | 604,743 | \$783,861 |
| - Terminals | 134,200 | 63,504 | 110,777 |
| - Operations & Maintenance Facilities | 624,400 | 541,239 | 673,084 |
| System Expense | 897,500 | 727,586 | 780,117 |
| - WETA Staff and Overhead | 352,200 | 352,200 | 253,361 |
| - Contractor (BGF) Staff Expenses | 156,300 | 60,502 | 68,325 |
| - 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 | \$4,692,738 |
| 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: | | | |
| Farebox Recovery % | 15% | 10% | 11% |
| Cost per Operating Miles | \$79.62 | \$74.69 | \$78.27 |
| Cost per Operating Hour | \$1,342.91 | \$1,451.21 | \$1,376.98 |

- The most recent, for the month of April 2022, system-wide average cost per gallon of Fuel was \$?. Due to the volatility and uncertainty of fuel prices, Fuel is budgeted at \$4.20 per gallon for FY2023.

**San Francisco Bay Area Water Emergency
Transportation Authority
FY 2023 Ferry Service Operating Budget - Proposed
Seaplane**

| | FY 2022 | FY 2022 | FY 2023 |
|--|--------------------|--------------------|--------------------------------------|
| | Approved Budget | Projected Actual | Operating Budget - Proposed 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 | 2,447,044 |
| Other Revenue - Landing Fee | | - | - |
| Total Revenues | \$4,352,300 | \$4,636,426 | \$5,453,603 |
| Expenses | | | |
| Vessel Crew Labor | \$1,573,900 | 1,573,900 | \$1,665,503 |
| - # 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 | \$4.20 | \$4.15 | \$4.20 |
| Vessel Operations & Maintenance | \$546,500 | 379,365 | \$605,118 |
| Facility Operations & Maintenance | 618,300 | 485,911 | 782,908 |
| - Terminals | 111,500 | 52,920 | 80,120 |
| - Operations & Maintenance Facilities | 506,800 | 432,992 | 702,788 |
| System Expense | 1,017,200 | 842,186 | 1,001,475 |
| - WETA Staff and Overhead | 438,600 | 438,600 | 429,385 |
| - Contractor (BGF) Staff Expenses | 151,700 | 60,502 | 66,275 |
| - 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 | \$5,453,603 |
| 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 | \$111.26 | \$120.33 | \$139.32 |
| Cost per Operating Hour | \$1,286.52 | \$1,875.58 | \$2,174.48 |

**San Francisco Bay Area Water Emergency
Transportation Authority
FY 2023 Ferry Service Operating Budget - Proposed
Vallejo**

| | FY 2022 Approved Budget | FY 2022 Projected Actual | FY 2023 Operating Budget - Proposed 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 | 8,446,435 |
| Other Revenue - Landing Fee | | - | - |
| Total Revenues | \$17,185,500 | \$17,556,949 | \$19,360,667 |
| Expenses | | | |
| Vessel Crew Labor | \$4,427,100 | 4,427,100 | \$4,330,307 |
| - # 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 | 3,347,272 |
| - Terminals | 1,066,100 | 518,614 | 288,464 |
| - Operations & Maintenance Facilities | 2,903,000 | 2,489,702 | 3,058,807 |
| System Expense | 2,711,500 | 2,122,049 | 2,873,270 |
| - WETA Staff and Overhead | 1,038,700 | 1,038,700 | 1,169,353 |
| - Contractor (BGF) Staff Expenses | 452,900 | 175,456 | 198,826 |
| - 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 | \$19,360,667 |
| 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: | | | |
| Farebox Recovery % | 23% | 22% | 28% |
| Cost per Operating Miles | \$69.53 | \$73.60 | \$83.02 |
| Cost per Operating Hour | \$1,701.87 | \$1,992.39 | \$3,191.14 |

Budget Notes:

**San Francisco Bay Area Water Emergency
Transportation Authority
FY 2023 Ferry Service Operating Budget - Proposed
South San Francisco**

| | FY 2022 | FY 2022 | FY 2023 |
|--|------------------------|-------------------------|--|
| | Approved Budget | Projected Actual | Operating Budget - Proposed 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 | 3,036,421 |
| Other Revenue - Landing Fee | | - | - |
| Total Revenues | 3267300 | \$3,166,365 | \$3,573,157 |
| Expenses | | | |
| Vessel Crew Labor | 1,018,700 | 1,018,700 | \$1,165,852 |
| - # 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 | \$4.15 | \$4.20 |
| Vessel Operations & Maintenance | 585,300 | 427,120 | \$464,549 |
| Facility Operations & Maintenance | 709,700 | 517,663 | 700,925 |
| - Terminals | 167,100 | 52,920 | 175,679 |
| - Operations & Maintenance Facilities | 542,600 | 432,992 | 525,246 |
| System Expense | 568,600 | 450,069 | 464,831 |
| - WETA Staff and Overhead | 137,300 | 137,300 | 55,634 |
| - Contractor (BGF) Staff Expenses | 121,800 | 48,402 | 53,293 |
| - 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 | \$3,573,157 |
| 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: | | | |
| Farebox Recovery % | 13% | 3% | 8% |
| Cost per Operating Miles | \$84.41 | \$131.36 | \$98.37 |
| Cost per Operating Hour | \$1,202.98 | \$2,319.68 | \$1,741.30 |

Budget Notes:

**San Francisco Bay Area Water Emergency
Transportation Authority
FY 2023 Ferry Service Operating Budget - Proposed
Richmond**

| | FY 2022 Approved Budget | FY 2022 Projected Actual | FY 2023 Operating Budget - Proposed 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 | 4,473,377 |
| Other Revenue - Landing Fee | | - | - |
| Total Revenues | \$7,053,800 | \$7,055,832 | \$8,942,444 |
| Expenses | | | |
| Vessel Crew Labor | \$2,755,300 | 2,755,300 | \$3,164,455 |
| - # 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 | 1,655,658 |
| - Terminals | 349,700 | 169,343 | 354,568 |
| - Operations & Maintenance Facilities | 814,700 | 703,611 | 1,301,089 |
| System Expense | 1,108,800 | 836,796 | 1,249,334 |
| - WETA Staff and Overhead | 279,000 | 279,000 | 356,585 |
| - Contractor (BGF) Staff Expenses | 272,100 | 102,854 | 119,569 |
| - 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 | \$8,942,444 |
| 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 | 1,170 | 1,304 | 1,176 |
| Performance Measures: | | | |
| Farebox Recovery % | 8% | 9% | 8% |
| Cost per Operating Miles | \$74.40 | \$71.47 | \$95.40 |
| Cost per Operating Hour | \$1,162.65 | \$1,309.79 | \$1,729.01 |

Budget Notes:

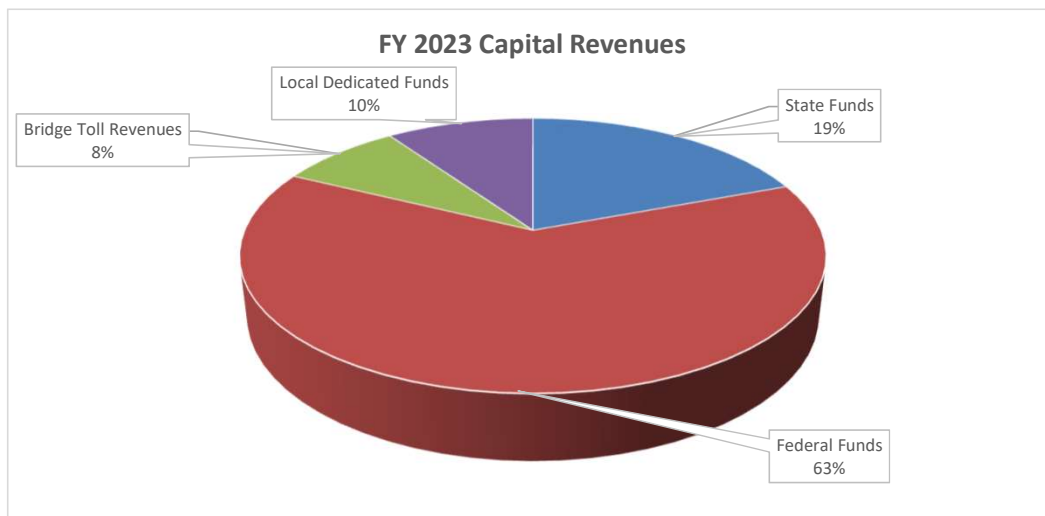
**San Francisco Bay Area Water Emergency
Transportation Authority
FY 2021/22 Operating Budget - Proposed
Planning & Administration**

| | FY 2020-21 | FY 2022 | FY 2022 | FY 2023 |
|--|----------------------|----------------------------|------------------------------------|----------------------------|
| | Actual | Approved Budget | Projected Actual Budget | Proposed Budget |
| Revenues | | | | |
| Bridge Toll Revenue | \$2,115,000 | \$2,550,000 | \$2,550,000 | \$3,400,000 |
| - <i>Regional Measure 1 - 5%</i> | - | | | 700,000 |
| - <i>Regional Measure 2</i> | 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 |
| - <i>Salaries & Wages</i> | 2,132,700 | 2,499,300 | 2,499,300 | 2,655,705 |
| - <i>Fringe Benefits</i> | 1,753,600 | 1,824,700 | 1,824,700 | 1,772,802 |
| - <i>Less Direct Charges to Ferry Services & Capital</i> | (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 |
| - <i>Management Services</i> | 557,500 | 579,000 | 658,920 | 809,000 |
| - <i>Professional & Technical Svcs</i> | 1,117,700 | 1,403,800 | 916,500 | 1,613,000 |
| - <i>Other Services</i> | 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 |

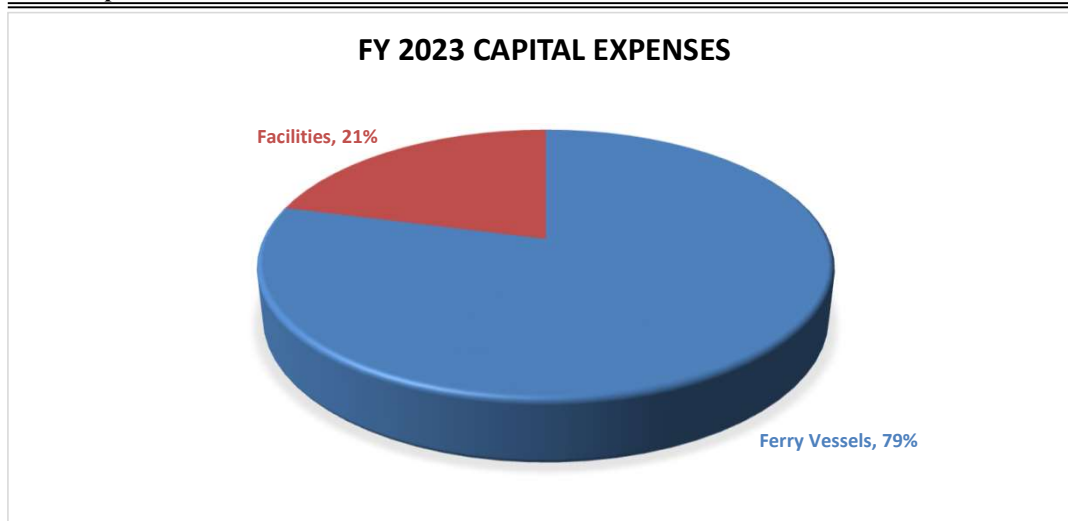
Attachment B

San Francisco Bay Area Water Emergency Transportation Authority FY 2021/22 Capital Budget - Proposed *(figures in millions)*

| | Total FY2023 | Percentage (%) of Total |
|-----------------------|-----------------|----------------------------|
| Revenues | | |
| State Funds | \$8.42 | 19% |
| Federal Funds | 27.30 | 63% |
| Bridge Toll Revenues | 3.49 | 8% |
| Local Dedicated Funds | 4.21 | 10% |
| Total Revenues | \$43.43 | 100.0% |



| | Total FY2023 | Percentage (%) of Total |
|-----------------------|-----------------|----------------------------|
| Expenses | | |
| Ferry Vessels | \$38.27 | 79% |
| Facilities | 10.29 | 21% |
| Total Expenses | \$48.56 | 100% |



**San Francisco Bay Area Water Emergency
Transportation Authority
2023 Capital Budget - Proposed**

| | Total Project | Prior Year | Expended FY2020/21 | 2023 Budget | Future Years |
|---|-----------------------|----------------------|-----------------------|----------------------|----------------------|
| CAPITAL REVENUES: | | | | | |
| Federal Funds | 87,891,497 | | | 27,304,314 | |
| State Funds | 48,888,307 | | | 8,424,684 | |
| - Proposition 1B | 26,393,089 | | | 10,700 | |
| - Cap & Trade - LCTOP | 1,856,552 | | | 643,318 | |
| - Cap & Trade - TIRCP | 9,060,000 | | | 2,700,000 | |
| - State Transit Assistance (STA) | 5,289,400 | | | 800,000 | |
| - STA - State of Good Repairs | 1,408,266 | | | 728,486 | |
| - Carl Moyer | 4,881,000 | | | 3,492,180 | |
| -CEC | 50,000 | | | 50,000 | |
| Bridge Toll Revenues | 16,847,549 | | | 8,622,644 | |
| - Regional Measure 1 - 2% | 5,471,043 | | | 2,644,904 | |
| - Regional Measure 1 - 5% | 10,447,600 | | | 5,603,252 | |
| - AB 664 | 928,906 | | | 374,488 | |
| Local Dedicated Funds | 6,244,746 | | | 4,206,522 | |
| Total Capital Revenues | \$159,872,099 | \$0 | \$0 | \$48,558,164 | \$0 |
| CAPITAL EXPENDITURES: | | | | | |
| FACILITIES: | \$ 17,919,553 | \$ 241,949 | \$ 1,072,659 | \$ 10,287,665 | \$ 6,317,280 |
| Operations and Maintenance Facilities | | | | | |
| North Bay Facility Fuel System Improvement | 530,450 | 220,680 | 209,770 | 100,000 | - |
| Central Bay Facility Oil System Modification | 310,589 | - | 299,889 | 10,700 | - |
| Terminal Improvement | | | | | |
| Terminal Rehabilitation - Alameda Main Street ** | 8,535,014 | 21,269 | 513,000 | 4,943,465 | 3,057,280 |
| Infrastructure for All-Electric Vessels** | 5,060,000 | - | - | 1,800,000 | 3,260,000 |
| Passenger Float Rehabilitation - South San Francisco * | 908,500 | - | 50,000 | 858,500 | - |
| Terminal Dredging and Reconfiguration – Vallejo* | 663,000 | | | 663,000 | - |
| Central Bay Terminal Expansion * | 550,000 | | | 550,000 | - |
| Passenger Float Rehabilitation - Pier 9 | 1,362,000 | | | 1,362,000 | - |
| FERRY VESSELS: | \$ 142,002,545 | \$ 25,685,757 | \$ 9,300,075 | \$ 38,270,499 | \$ 68,746,214 |
| Vessel Construction | | | | | |
| New Commuter Class High-Speed Vessels - 2 each** | 30,082,500 | 22,574,870 | 3,581,978 | 3,925,652 | (0) |
| Electric Vessels- Expansion - 2 each | 9,000,000 | - | - | 2,800,000 | 6,200,000 |
| Replacement Vessels - MV Bay Breeze and MV Solano | 36,002,381 | 3,110,837 | 5,161,515 | 12,491,614 | 15,238,415 |
| Replacement Vessel - MV Intintoli * | 26,446,700 | - | \$ 25,000 | 4,000,000 | 22,421,700 |
| 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 | - | | 4,488,000 | 1,036,100 |
| Vessel Engines Overhaul - MV Cetus ** | 434,564 | - | - | 434,564 | - |
| Vessel Engines Overhaul - MV Hydrus ** | 354,600 | - | - | 354,600 | - |
| Vessel Engines & Reduction Gears Overhaul - MV Bay Breeze | 491,400 | 49 | 281,074 | 210,277 | (0) |
| Vessel Engines & Fuel Injectors Overhaul - MV Pyxis ** | 315,000 | - | 79,168 | 235,832 | - |
| Vessel Engines & Fuel Injectors Overhaul - MV Vela ** | 250,000 | - | 75,928 | 174,072 | - |
| Vessel Fuel Injectors Overhaul - MV Intintoli | 127,300 | - | 95,412 | 31,888 | - |
| Vessel Mid-Life Refurbishment Gemini * | 4,488,000 | - | - | 4,488,000 | - |
| Intintoli Vessel Main Engine Overhaul* | 356,000 | - | - | 356,000 | - |
| Argo Vessel Main Engine Midlife Overhaul* | 563,000 | - | - | 563,000 | - |
| Mare Island Vessel Main Engine Injector Overhaul* | 132,000 | - | - | 132,000 | - |
| Pyxis Class Vessel Waterjet Operating System Upgrade* | 600,000 | - | - | 600,000 | - |
| DPF Generator Project* | 335,000 | - | - | 335,000 | - |
| Total Capital Expenditures | \$159,922,098 | \$25,927,706 | \$10,372,734 | \$48,558,164 | \$75,063,494 |

San Francisco Bay Area Water Emergency Transportation Authority

FY 2023 Pay Schedule

(effective date 7/1/2022)

| Position | Salary Range: Annually | |
|---|------------------------|------------|
| | Low | High |
| Accountant | \$ 92,817 | \$ 132,611 |
| Administration & Business Services Manager | \$ 92,817 | \$ 132,611 |
| Chief Financial Officer | \$ 164,420 | \$ 235,125 |
| Customer Experience Specialist | \$ 74,592 | \$ 106,559 |
| Engineering & Maintenance Administrator | \$ 114,313 | \$ 163,302 |
| Government & Regulatory Affairs Manager | \$ 114,313 | \$ 163,302 |
| Government & Regulatory Affairs Specialist | \$ 74,592 | \$ 106,559 |
| Grants Administrator | \$ 92,817 | \$ 132,611 |
| Operations & Maintenance Manager | \$ 140,187 | \$ 200,264 |
| Operations Administrator | \$ 93,151 | \$ 133,081 |
| Planning & Development Manager | \$ 150,428 | \$ 214,883 |
| Principal Planner | \$ 142,831 | \$ 204,036 |
| Public Information & Marketing Manager | \$ 123,718 | \$ 176,751 |
| Senior Planner/Project Manager | \$ 122,161 | \$ 170,032 |
| Transportation Intern (non-exempt, part-time) | \$ 38,038 | \$ 54,340 |
| Transportation Planner | \$ 91,657 | \$ 130,939 |

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2022-25

**APPROVE ADOPTION OF THE FISCAL YEAR 2023
OPERATING AND CAPITAL BUDGETS**

WHEREAS, Pursuant to California Government Code Section 66540.41 and Section 106.1 of WETA's administrative code, WETA must prepare and adopt an annual budget to support the agency's operation; and

WHEREAS, the Fiscal Year (FY) 2023 Operating and Capital Budgets (Budget) contains \$109.5 million in expenditures including \$61 million to support system operations and \$48.5 million to support capital projects; and

WHEREAS, the Budget is funded with \$27.8 million from bridge tolls, \$53.8 million from federal funds, \$8.4 million from state funds, \$7.9 million from local funds, and \$11.2 million from passenger fares; and

WHEREAS, the FY 2023 Budget reflects a spending plan to support the work activities necessary to deliver WETA's program of projects, plans, and services utilizing WETA staff, consultants, vendors, and WETA's contract operator Blue & Gold Fleet; and

WHEREAS, the Budget was developed to reflect the FY 2023 Pandemic Recovery Program and Board-approved Guiding Principles used to inform that Program; and

WHEREAS, the FY 2023 Budget includes an Salary Schedule for staff developed consistent with WETA's Human Resources Guide and California Public Employees' Retirement Law; now, therefore, be it

RESOLVED, that the Board of Directors hereby approves the adoption of the FY 2023 Budget including the annual Salary Schedule, as presented to the Board at its meeting on this date.

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on June 2, 2022.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2022-25

END

MEMORANDUM

TO: Board Members

**FROM: Seamus Murphy, Executive Director
Erin McGrath, Chief Financial Officer**

SUBJECT: Authorize Actions Related to Receiving Funding to Support the Fiscal Year 2023 Operating and Capital Budget

Recommendation

Approve the following actions relative to securing operating and capital grant funds to support WETA's Fiscal Year (FY) 2023 Operating and Capital Budget:

1. Adopt Resolution 2022-26, authorizing the request of \$26,498,156 in Regional Measure 1 (RM1) and Regional Measure 2 (RM2) funds from the Metropolitan Transportation Commission (MTC)
2. Adopt Resolution 2022-27, approving a project list that is comprised of the Diesel Particulate Filter (DPF) Demonstration Project, and authorizing other actions necessary to receive funds from the FY 2023 California State of Good Repair (SGR) Program

Background

Regional Bridge Toll Measures

In November 1988, voters approved RM1, authorizing a toll increase to a standard auto \$1.00 toll on all state-owned bridges in the Bay Area. Five percent (RM1 - 5%) of the revenue derived from this toll increase is made available for allocation by MTC for ferry transit operations and bicycle related planning, and two percent (RM1 - 2%) of the revenue from the toll increase is programmed and allocated solely for the capital costs associated with the design, construction, and acquisition of rapid water transit systems.

In 2004, voters approved Regional Measure 2 (RM2) authorizing an additional \$1.00 toll increase on the state-owned bridges in the Bay Area to fund various transportation projects within the region including both capital projects and operating support for a number of transit services as identified in Section 30914(c) and (d) of the California Street and Highways Codes (S&HC).

Senate Bill 976 amended State law to direct all RM1 and RM2 funds for ferries through MTC to WETA beginning January 1, 2008 to support operation of WETA's regional ferry system.

California State of Good Repair Program Funds

Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017, establishing the SGR program to fund eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair. SGR funds are allocated by MTC.

Discussion

This item authorizes staff to prepare and submit applications to MTC for available RM1 and RM2 operating and capital funds required to support agency planning, administration, ferry service operations, and capital expenditures included in the proposed FY 2023 Operating and Capital Budget.

RM1 Funds

This item includes authorization to file applications with MTC to receive a total of \$8,948,156 in RM1 funds to support WETA's FY 2023 budget, including \$700,000 in operating funds and \$8,248,156 in capital funds as described below.

RM 1 Operating and Capital (RM1 – 5%)

WETA is eligible to utilize RM1-5% operating funds to support transbay ferry services and capital projects. As identified in the proposed FY 2023 Operating and Capital Budget,

\$700,000 in RM 1-5% funds will be required to support the operating budget and \$5,603,252 will be required to support the capital budget.

RM1 Capital (RM1 – 2%)

WETA is eligible to utilize RM1 - 2% funds for ferry capital projects. As identified in the proposed FY 2023 Capital Budget, \$2,644,904 in RM1-2% funds will be required to support the capital budget:

RM2 Funds

WETA is eligible to receive annual allocations of RM2 operating funds to support 1) general agency administrative and planning activities and 2) transbay ferry services. As identified in the proposed FY 2023 Operating Budget, RM2 operating funds will be requested at the full amount potentially available as follows:

| | |
|--|---------------------|
| - WETA Planning and General Administration | \$ 2,700,000 |
| - Transbay Ferry Services | <u>\$14,850,000</u> |
| Total | \$17,550,000 |

While MTC staff has indicated that RM2 toll funds may be reduced again in FY 2023 due to reduced bridge traffic, it is also possible that more funds will be available as bridge traffic returns to pre-pandemic levels. If additional funding is made available, Staff will seek additional approval and will adjust the budget accordingly.

FY 2023 California State of Good Repair Program

WETA's share of SGR funds for FY 2023 is estimated to be \$419,052. in order to qualify for these funds, WETA is required to submit a proposed project list to California Department of Transportation (Caltrans) on an annual basis. To support the FY 2023 Capital Budget, WETA's project list will be comprised of a single project – the DPF Demonstration Project, which will test the installation and operation of a DPFs on WETA vessels to lay the groundwork for eventual compliance with upcoming California Air Resources Board requirements.

Fiscal Impact

This item supports securing RM1 and RM2 operating funds totaling \$18,250,000 and capital funds in the amount of \$8,248,156 to support WETA's FY 2023 Operating and Capital Budget as proposed.

END

State Transit Assistance State of Good Repair Program

Recipient Certifications and Assurances

Recipient: *San Francisco Bay Area Water Emergency Transportation Authority*

Effective Date: *June 2, 2022*

In order to receive State of Good Repair Program (SGR) funds from the California Department of Transportation (Department), recipients must agree to following terms and conditions:

A. General

- (1) The recipient agrees to abide by the State of Good Repair Guidelines as may be updated from time to time.
- (2) The potential recipient must submit to the Department a State of Good Repair Program Project List annually, listing all projects proposed to be funded by the SGR program. The project list should include the estimated SGR share assigned to each project along with the total estimated cost of each project.
- (3) The recipient must submit a signed Authorized Agent form designating the representative who can submit documents on behalf of the recipient and a copy of the board resolution authorizing the agent.

B. Project Administration

- (1) The recipient certifies that required environmental documentation will be completed prior to expending SGR funds. The recipient assures that each project approved for SGR funding comply with Public Resources Code § 21100 and § 21150.
- (2) The recipient certifies that SGR funds will be used for transit purposes and SGR funded projects will be completed and remain in operation for the estimated useful lives of the assets or improvements.
- (3) The recipient certifies that it has the legal, financial, and technical capacity to deliver the projects, including the safety and security aspects of each project.
- (4) The recipient certifies that there is no pending litigation, dispute, or negative audit findings related to any SGR project at the time an SGR project is submitted in the annual list.

- (5) Recipient agrees to notify the Department immediately if litigation is filed or disputes arise after submission of the annual project list and to notify the Department of any negative audit findings related to any project using SGR funds.
- (6) The recipient must maintain satisfactory continuing control over the use of project equipment and/or facilities and will adequately maintain project equipment and/or facilities for the estimated useful life of each project.
- (7) Any and all interest the recipient earns on SGR funds must be reported to the Department and may only be used on approved SGR projects or returned to the Department.
- (8) The recipient must notify the Department of any proposed changes to an approved project list by submitting an amended project list.
- (9) Funds will be expended in a timely manner.

C. Reporting

- (1) Per Public Utilities Code § 99312.1 (e) and (f), the recipient must submit the following SGR reports:
 - a. Annual Expenditure Reports within six months of the close of the fiscal year (by December 31st) of each year.
 - b. The annual audit required under the Transportation Development Act (TDA), to verify receipt and appropriate expenditure of SGR funds. A copy of the audit report must be submitted to the Department within six months of the close of each fiscal year in which SGR funds have been received or expended.

D. Cost Principles

- (1) The recipient agrees to comply with Title 2 of the Code of Federal Regulations Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- (2) The recipient agrees, and will assure that its contractors and subcontractors will be obligated to agree, that (a) Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allowability of individual project cost items and (b) those parties shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

- (3) Any project cost for which the recipient has received payment that are determined by subsequent audit to be unallowable under 2 CFR, Part 200, are subject to repayment by the recipient to the State of California (State). Should the recipient fail to reimburse moneys due to the State within thirty (30) days of demand, or within such other period as may be agreed in writing between the Parties hereto, the State is authorized to intercept and withhold future payments due the recipient from the State or any third-party source, including but not limited to, the State Treasurer and the State Controller.

E. Record Retention

- (1) The recipient agrees, and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item for the project. The accounting system of the recipient, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices. All accounting records and other supporting papers of the recipient, its contractors and subcontractors connected with SGR funding shall be maintained for a minimum of three (3) years from the date of final payment and shall be held open to inspection, copying, and audit by representatives of the State and the California State Auditor. Copies thereof will be furnished by the recipient, its contractors, and subcontractors upon receipt of any request made by the State or its agents. In conducting an audit of the costs claimed, the State will rely to the maximum extent possible on any prior audit of the recipient pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by the recipient's external and internal auditors may be relied upon and used by the State when planning and conducting additional audits.
- (2) For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with the performance of the recipient's contracts with third parties pursuant to Government Code § 8546.7, the recipient, its contractors and subcontractors and the Department shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times during the entire project period and for three (3) years from the date of final payment. The State, the California State Auditor, or any duly authorized representative of the State, shall each have access to any books, records, and documents that are pertinent to a project for audits, examinations, excerpts, and transactions, and the recipient shall furnish copies thereof if requested.

- (3) The recipient, its contractors and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other agency of the State of California designated by the State, for the purpose of any investigation to ascertain compliance with this document.

F. Special Situations

- (1) Recipient acknowledges that if a project list is not submitted timely, the recipient forfeits its apportionment for that fiscal year.
- (2) Recipients with delinquent expenditure reports may risk future eligibility for future SGR funding.
- (3) Recipient acknowledges that the Department shall have the right to perform an audit and/or request detailed project information of the recipient's SGR funded projects at the Department's discretion from SGR award through 3 years after the completion and final billing of any SGR funded project. Recipient agrees to provide any requested project information.

I certify all of these conditions will be met.

**SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION
AUTHORITY**

BY: _____
Seamus Murphy, Executive Director

ATTACHMENT I

(INSERT Agency Board Resolution approving this document)

Division of Rail and Mass Transportation**State Transit Assistance State of Good Repair Program****Authorized Agent Form**

Authorized Agent

The following individual(s) are hereby authorized to execute for and on behalf of the named Regional Entity/Transit Operator, and to take any actions necessary for the purpose of obtaining State Transit Assistance State of Good Repair funds provided by the California Department of Transportation, Division of Rail and Mass Transportation. This form is valid at the beginning of Fiscal Year 2017-2018 until the end of the State of Good Repair Program. If there is a change in the authorized agent, the project sponsor must submit a new form. This form is required even when the authorized agent is the executive authority himself.

Seamus Murphy *OR*
(Name and Title of Authorized Agent)

Steven Miller, Attorney *OR*
(Name and Title of Authorized Agent)

Erin McGrath, Chief Financial Officer .
(Name and Title of Authorized Agent)

AS THE Executive Director
(Chief Executive Officer / Director / President / Secretary)

OF THE San Francisco Bay Area Water Transportation Authority
(Name of County/City Organization)

Seamus Murphy Executive Director
(Print Name) (Title)

(Signature)

Approved this 2 day of June, 20 22

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2022-26

AUTHORIZE FILING AN APPLICATION WITH THE METROPOLITAN TRANSPORTATION COMMISSION FOR FY 2022/23 REGIONAL MEASURE 1 - 2% BRIDGE TOLL RESERVE CAPITAL AND REGIONAL MEASURE 2 OPERATING FUNDS

WHEREAS, Bay Area voters approved Regional Measure 1 (RM1) in November 1988, which authorized a standard auto toll of \$1.00 for all seven state-owned Bay Area toll bridges; and

WHEREAS, up to five percent (5%) of the revenue derived from the toll increase was made available for allocation by the Metropolitan Transportation Commission (MTC) to transportation projects that reduce congestion in the bridge corridors; and

WHEREAS, the law was amended in 1997 to direct MTC to allocate an additional two percent (2%) of the RM1 toll increase (RM1 – 2%) solely for capital costs associated with the design, construction, and acquisition of rapid water transit systems; and

WHEREAS, the law was further amended in 2007 to name the San Francisco Bay Area Water Emergency Transportation Authority (WETA) as the eligible recipient of these funds; and

WHEREAS, WETA staff has identified the need for RM1 – 2% capital assistance for projects necessary for the efficient operation of ferry services; and

WHEREAS, SB 916 (Chapter 715, Statutes 2004), commonly referred to as Regional Measure 2 (RM2), identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

WHEREAS, MTC is responsible for funding projects eligible for RM2 funds, pursuant to Streets and Highways Code §30914(c) and (d); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for RM2 funding; and

WHEREAS, allocations to MTC must be submitted consistent with procedures and conditions as outlined in RM2 Policy and Procedures; and

WHEREAS, WETA is an eligible sponsor of transportation projects in RM2, Regional Traffic Relief Plan funds; and

WHEREAS, WETA's *Transbay Ferry Service (Project #6)* and *Regional Planning and Operations (Project #11)* are eligible for consideration in the Regional Traffic Relief Plan of RM2, as identified in California Streets and Highways Code §30914(c) or (d); and

WHEREAS, the RM2 allocation request demonstrates a fully funded operating plan that is consistent with the adopted performance measures, as applicable, for which WETA is requesting that MTC allocate RM2 funds; and

WHEREAS, Part 2 of the project application includes the certification by WETA of assurances required for the allocation of funds by MTC; now, therefore, be it

RESOLVED, that WETA and its agents shall comply with the provisions of the MTC's RM2 Policy Guidance (MTC Resolution No. 3636); and be it further

RESOLVED, that WETA certifies that the project is consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED, that WETA approves the Operating Assistance Proposal; and be it further

RESOLVED, that WETA approves the Certification of Assurances; and be it further

RESOLVED, that WETA is authorized to submit an application for RM2 funds for planning and administration of the regional ferry services in accordance with California Streets and Highways Code 30914(d); and be it further

RESOLVED, that WETA is authorized to submit an application for RM2 funds for the operation of transbay ferry services in accordance with California Streets and Highways Code 30914(d); and be it further

RESOLVED, that WETA certifies that the projects and purposes for which RM2 funds are being requested are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code §21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations §150000 et seq.) and, if relevant, the National Environmental Policy Act (NEPA), 42 USC § 4-1 et seq. and the applicable regulations thereunder; and be it further

RESOLVED, that there is no legal impediment to WETA making allocation requests for RM2 funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of WETA to deliver such project; and be it further

RESOLVED, that WETA agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and be it further

RESOLVED, that WETA indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of the Authority, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages; and be it further

RESOLVED, that WETA shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise MTC is entitled to a proportionate share equal to MTC's percentage participation in the project(s); and be it further

RESOLVED, that assets purchased with RM2 funds including facilities and equipment shall be used for the public transportation uses intended and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that MTC

shall be entitled to a present-day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that RM2 funds were originally used; and be it further

RESOLVED, that WETA's Board of Directors hereby approve the applications for operation and capital assistance and authorizes its Executive Director or her designee, to execute and submit allocation requests with MTC for FY 2020/21 Regional Measure 1 - 5% Unrestricted State Funds and 2% Bridge Toll Revenue Funds and to enter into all agreements necessary to secure these funds; and be it further

RESOLVED, that WETA's Board of Directors authorizes its Executive Director or his designee, to submit an allocation request to MTC for FY 2022/23 RM2 operating funds in the amount of \$17,550,000 for the project, purposes and amounts included in the applications for funding; and be it further

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of WETA's applications referenced herein.

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on June 2, 2022.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2022-26

END

**SAN FRANCISCO BAY AREA
WATER EMERGENCY TRANSPORTATION AUTHORITY**

RESOLUTION NO. 2022-27

**APPROVING THE PROJECT LIST FOR FY 2022-23
FOR THE CALIFORNIA STATE OF GOOD REPAIR PROGRAM**

WHEREAS, Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017, establishing the State of Good Repair (SGR) program to fund eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair; and

WHEREAS, SGR funds are allocated by the Metropolitan Transportation Commission (MTC); and

WHEREAS, San Francisco Bay Area Water Emergency Transportation Authority (WETA)'s share of SGR funds for fiscal year 2023 is estimated to be \$419,052; and

WHEREAS, these funds will be used for a Diesel Particulate Filter (DPF) Demonstration; and

WHEREAS, in order to qualify for these funds, WETA is required to submit a proposed project list to California Department of Transportation (Caltrans) on an annual basis; and now, therefore, be it

RESOLVED that the Board of Directors of the San Francisco Bay Area Water Emergency Transportation Authority hereby approves the DPF Demonstration project for inclusion on the SB1 State of Good Repair Project List for FY 2023; and be it further

RESOLVED that WETA agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all SGR funded transit capital projects; and be it further

RESOLVED that the Executive Director and/or Chief Financial Officer is hereby authorized to submit a request for Scheduled Allocation of the SB1 State of Good Repair Funds and to execute the related grant applications, forms and agreements.

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on June 2, 2022.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2022-27

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Lauren Gulate, Government & Regulatory Affairs Manager
Terence Candell, Government & Regulatory Affairs Specialist

SUBJECT: Approve Disadvantaged Business Enterprise (DBE) and Small Business Enterprise (SBE) Overall Triennial Goals for FFY 2023 through FFY 2025

Recommendation

Approve the following actions associated with the San Francisco Bay Area Water Emergency Transportation Authority's (WETA) federal fiscal year (FFY) 2023-2025 overall triennial Disadvantaged Business Enterprise (DBE) and Small Business Enterprise (SBE) goals:

1. Establish a 0.48% overall triennial DBE goal applicable to anticipated WETA contracts assisted by the Federal Transit Administration (FTA), and authorize the Executive Director to transmit the DBE goal to FTA; and
2. Establish a 7.5% Small Business Enterprise (SBE) goal applicable to anticipated WETA contracts assisted by FTA.

Background/Discussion

This item provides an overview of the development of the overall triennial DBE and SBE goals for the agency for the three-year period between FFY 2023 and FFY 2025, as required by the United States Department of Transportation (DOT) in order to remain eligible for FTA funding.

DBE Goal

As a recipient of federal transportation funding, WETA is required to have a Diversity Program for Contracts (DBE Program) for the participation of DBE firms in WETA contracting opportunities assisted by federal funds. The DOT requires federal grant recipients to set overall triennial DBE goals on a three-year basis. WETA is required to develop and submit a new overall triennial DBE goal for FFY 2023-2025 to FTA by August 1, 2022.

Staff recommends establishing a 0.48% overall triennial DBE goal for FFY 2023 through FFY 2025. This recommendation is based upon an evaluation of contracting opportunities for DBE firms in WETA's contracts for projects anticipated to receive FTA funding during the next three fiscal years. The types of contracts included in WETA's FFY 2023-2025 overall goal consist of 22 vessel engine overhaul projects, 3 vessel refurbishment projects, 1 dredging project, and due to the receipt of federal COVID relief funds, the agency's ferry service operations contract. The table below breaks these contracts down by type and notes the percentage of federal funds for each of these categories.

| Contract Type | FTA Dollars | Federal Funds Percentage |
|------------------------|---------------------|--------------------------|
| Vessel Refurbishment | \$11,096,336 | 14% |
| Vessel Engine Overhaul | \$15,339,558 | 19% |
| Terminal | \$2,551,000 | 3% |
| Operations | \$50,949,421 | 64% |
| Total | \$79,936,315 | 100.0% |

All of WETA's federally funded capital projects during FFY 2023-2025 are either vessel refurbishment/engine overhaul projects or marine construction contracts that include very specialized work with limited contractors available to complete the work. Despite efforts to encourage DBE participation in agency contracting opportunities, WETA has experienced a lack of DBE participation in vessel related work and limited participation in waterside construction work. Since 2012, WETA has received DBE participation on 8 contracts, 4 of which were terminal or land-based construction contracts, 1 design contract, and 2 waterside construction contracts. WETA has not yet achieved DBE participation on vessel engine overhaul or dredging contracts, which is reflective of the lack of firms available to complete this specialized work.

WETA's 0.48% overall triennial DBE goal for FFY 2023-2025 considers the historically low DBE availability to participate in the types of contracts that WETA will be releasing in the next three years.

The proposed overall triennial DBE goal was determined by utilizing a two-step process and reflects staff's determination of the level of DBEs ready, willing and able to participate in these contracting activities in the next three federal fiscal years. The full Overall Triennial DBE Goal Analysis Report identifying the anticipated program of projects, the availability of DBEs calculated per project, and the extensive DBE availability analysis conducted is provided as **Attachment A** to this report.

SBE Goal

In February of 2012, as required by revised DBE regulations, the WETA Board of Directors approved a SBE element of its DBE Program that is similar in concept to the DBE Program. The SBE element requires setting an overall SBE goal on the same schedule as the overall triennial DBE goal based upon an evaluation of SBE contracting opportunities for projects and an assessment of WETA's history of attracting SBE participation.

Staff conducted the SBE availability analysis using the same two step methodology as the Overall Triennial DBE Goal Analysis to determine the number of SBEs available to participate on WETA's federally funded contracts. Staff recommends establishing a 7.5% overall SBE goal for FFY 2023 through FFY 2025. The full SBE Goal Analysis Report is also provided as **Attachment B** to this report.

Race/Gender-Neutral Measures and Public Participation

U.S. DOT regulations require that the maximum feasible portion of the overall DBE goal be achieved using race-neutral means such as programs and initiatives that assist small businesses in general and that are not limited to minority or women-owned firms. WETA's efforts in this area are facilitated through active participation in educational and outreach events organized by the San Francisco Bay Area Regional Business Outreach Committee (BOC), a committee comprised of over 26 Bay Area transit and transportation agencies.

The BOC produces a quarterly newsletter with contracting opportunities, tips for successful bids and contact information for DBE Administrators at each agency. This newsletter is posted on WETA's website and distributed to a list of DBE and non-DBE firms. The BOC also holds four workshops or technical training opportunities for small businesses each year. As a part of the public participation process for developing agency DBE goals, on April 11 and April 26, 2022, the BOC held a consultation and public participation meeting with trade, business organizations and DBE firms to inform participants about the DBE goal setting process for FFY 2023-2025, to solicit comments on each agency's proposed goal, and to advertise upcoming contracting opportunities. WETA did not receive any comments specific to its proposed overall goal during the public participation meetings.

WETA originally posted a 0.41% overall triennial DBE goal on its website on May 3rd. This was incorrect due to an oversight in the original goal development and was corrected to the final overall triennial DBE goal of 0.48%. WETA staff posted the corrected 0.48% goal on its website on May 17th. WETA has not received any comments on its corrected overall triennial DBE goal as of the date of writing this item.

Staff recommends the Board approve the proposed 0.48% overall triennial DBE goal applicable to anticipated WETA contracts assisted by FTA and authorize the Executive Director to transmit the overall triennial DBE goal to FTA. Staff further recommends the Board approve the proposed 7.5% overall SBE goal applicable to anticipated contracts assisted by FTA.

Fiscal Impact

There is no fiscal impact associated with this item.

END

FEDERAL FISCAL YEARS 2023 THROUGH 2025

**DISADVANTAGED BUSINESS ENTERPRISE (DBE) OVERALL
TRIENNIAL GOAL ANALYSIS REPORT**

For Contracts Assisted by the Federal Transit Administration

May 23, 2022

SUMMARY

The San Francisco Bay Area Water Emergency Transportation Authority (WETA) operates passenger ferry service on the San Francisco Bay. Under the San Francisco Bay Ferry brand, WETA carries over 3 million passengers annually on five ferry routes, utilizing a fleet of 14 high speed passenger-only ferry vessels. San Francisco Bay Ferry currently serves the cities of Alameda, Oakland, Richmond, San Francisco, South San Francisco and Vallejo. WETA is a recipient of federal financial assistance from the Federal Transit Administration (“FTA”) and the Federal Highway Administration (“FHWA”) of the U.S. Department of Transportation (DOT), and is required to implement a Disadvantaged Business Enterprise (DBE) Program in accordance with 49 CFR Part 26, including setting a triennial goal for the inclusion of DBEs in WETA’s federal contracting activities.

WETA has developed a 0.48% overall triennial DBE goal, with a 100% race-neutral and 0% race-conscious split, applicable to Federal Fiscal Years 2023, 2024, and 2025 contracting opportunities assisted by the FTA in accordance with 49 CFR Part 26.

The goal is applicable to a total of \$79,936,315 of FTA dollars that are budgeted for 27 projects with contracts anticipated to be awarded from October 1, 2022, through September 30, 2025. WETA will periodically evaluate the goal and the award of federally assisted contracts to determine whether the present goal continues to be realistic or whether mid-course adjustments will be necessary. The overall triennial DBE goal developed for FTA-assisted contracts reflects the relative availability of DBEs, based on evidence of ready, willing and able DBEs relative to all comparable businesses that are likely to be available to compete for WETA’s FTA-assisted contracts. The three-year overall goal reflects WETA’s determination of the level of DBE participation that would be expected absent the effects of discrimination.

Goals for inclusion of DBEs in WETA's federally assisted vessel construction contracts are captured in separate project specific DBE goals prepared by WETA, or through a Transit Vehicle Manufacturer (TVM) certified shipyard's DBE program.

The types of contracts included in WETA's FFY 23-25 overall goal consist of 22 vessel engine overhaul projects, 3 vessel refurbishment projects, 1 dredging project, and due to the receipt of federal COVID relief funds, the agency's ferry service operations contract. The table below breaks these contracts down by type and notes the percentage of federal funds for each of these categories.

| Contract Type | FTA Dollars | Percentage of FTA Dollars | FTA Dollars Projected for DBEs |
|--|---------------------|----------------------------------|---------------------------------------|
| Vessel Refurbishment | \$11,096,336 | 14% | \$73,022 |
| Vessel Engine Overhaul | \$15,339,558 | 19% | \$1,294 |
| Terminal | \$2,551,000 | 3% | \$307,862 |
| Operations | \$50,949,421 | 64% | \$0 |
| Total FTA Dollars and DBE Dollars | \$79,936,315 | 100% | \$382,179 |

| FTA Dollars Projected for DBEs | Total FTA Dollars | | Annual Overall Goal |
|---------------------------------------|--------------------------|--|----------------------------|
| \$382,179 | \$79,936,315 | | 0.48% |

All of WETA's federally funded capital projects during FFY 23-25 are either vessel refurbishment/engine overhaul projects or marine construction contracts that include very specialized work with limited contractors available to complete the work. Despite efforts to encourage DBE participation in agency contracting opportunities, WETA has experienced a lack of DBE participation in vessel related work and limited participation in waterside construction work. Since 2012, WETA has received DBE participation on 8 contracts, 4 of which were terminal or land-based construction contracts, 1 design contract, and 2 waterside construction contracts. WETA has not yet achieved DBE participation on vessel engine overhaul or dredging contracts, which is reflective of the lack of firms available to complete this specialized work.

WETA's 0.48% overall triennial DBE goal for FFY 23-25 considers the historically low DBE participation in the types of contracts that WETA will be letting in the next three years.

The following report provides a step-by-step overview of WETA's determination of its FFY 23-25 overall triennial DBE goal which was developed in accordance with 49 Code of Federal Regulations (CFR) Part 26, issued by U.S. DOT.

DETERMINING WETA's LOCAL MARKET AREA

WETA's local market area is the area in which the substantial majority of contractors and subcontractors with which WETA does business are located and the area in which

WETA spends the substantial majority of its federal contracting dollars. Staff determined the local market area by examining each federally assisted contract let over the last three federal fiscal years based on the location (county) of the successful bidder. The substantial majority of WETA's federal contracting dollars during the last three years have been awarded to prime contractors in Alameda, Contra Costa, Marin, San Francisco and San Diego counties. WETA has included the other 5 counties in the San Francisco Bay Area as firms in these counties are likely to bid on WETA's projects due to geographic proximity.

For the FFY 23-25 goal period, WETA's Local Market Area is dependent on the type of project being conducted, specifically whether it is a vessel refurbishment contract that could take place outside of the Bay Area region, or if it is a project that will take place in the Bay Area. The majority of vessel refurbishment contracts are awarded to shipyards in the San Francisco Bay Area and San Diego County. Accordingly, for vessel refurbishment projects, WETA has widened its market area beyond the local San Francisco Bay Area to include San Diego county but has excluded San Diego county from its local market area for all other projects in this goal period as they will be taking place in the San Francisco Bay Area.

WETA's local market area for FFY 23-25 includes the counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma. San Diego county will be included for the M/V PISCES, GEMINI & TAURUS - Vessel Half Life Refurbishment.

RELEVANT AVAILABLE EVIDENCE

WETA examined available evidence within its geographic market area to determine which sources should be considered in WETA's FY23-25 overall triennial DBE goal Methodology:

Census Bureau's County Business Pattern (CBP) Database: WETA used the CBP database through American Fact Finder tool on the Census website (<https://data.census.gov/cedsci/table?q=CBP2019.CB1900CBP&tid=CBP2019.CB1900CBP&hidePreview=true>)

using the most current data from 2019, to obtain the number of all firms (DBEs and non-DBEs) in WETA's market area that are ready, willing and able to bid for WETA's FTA-assisted contracts.

California Unified Certification Program (CUCP) Database: WETA used the CUCP database to determine the number of certified DBEs in WETA's market area that are ready, willing, and able to bid for WETA's FTA-assisted contracts.

WETA's Bidders List: WETA maintains a bidders list as required under 49 CFR Section 26.11 of all bidders (successful and unsuccessful) on federally assisted contracts. Staff reviewed the bidders list and determined that the type of contracts included in the

last three years of the bidders list are not similar enough to the projects/contracts included in WETA's upcoming FFY 23-25 goal period to solely determine the relative availability of DBEs in WETA's market area.

Disparity Studies Performed by Other Agencies: Several Bay Area transit agencies including the San Mateo County Transit District (SamTrans), Bay Area Rapid Transit (BART), Santa Clara Valley Transportation Authority (VTA), San Francisco Municipal Transportation Agency (SFMTA), Caltrain and the California Department of Transportation (Caltrans), have completed disparity studies in the past. The types of contracts included in these disparity studies are not marine specific (vessel and terminal) and therefore these disparity studies cannot be used as a data source for WETA's FFY 23-25 goal.

Goals of Other DOT Recipients: WETA did not consider the goals of other U.S. DOT recipients as other DOT recipients in the region do not have substantially similar contracting opportunities.

Contracts Assisted by FTA for FFY 23-25

As shown in Table 1, a total of \$79,936,315 of FTA dollars is budgeted for 27 projects with contracts anticipated to be awarded from October 1, 2023, through September 30, 2025. A two-step process is used to determine the overall goal for these contracts.

Table 1: Federally Funded Contracts Anticipated to be Awarded During FFY23-25

| Contract Type | Description of Contract | FTA Dollars |
|--------------------|---|---------------------|
| FFY 2023-25 | | |
| Operations | Purchased Transportation | \$50,949,421 |
| FFY 2023 | | |
| Vessel | 2023 Vessel Half Life Overhaul (Gemini) | \$3,590,002 |
| Vessel | 2023 Engine Half Life Overhauls (Hydrus, Cetus, Argo, Intintoli, Lyra) | \$1,810,430 |
| Vessel | 2023 Engine Quarter Life Overhauls (Mare Island) | \$104,902 |
| Terminal | Vallejo Terminal Dredging | \$2,551,000 |
| FFY 2024 | | |
| Vessel | 2024 Vessel Half Life Overhaul (Pisces) | \$3,697,702 |
| Vessel | 2024 Engine Half Life Overhauls (Carina, Peralta, Mare Island) | \$847,283 |
| Vessel | 2024 Engine Quarter Life Overhauls (Intintoli, Dorado, Cetus, Hydrus) | \$3,826,730 |
| FFY 2025 | | |
| Vessel | 2025 Vessel Half Life Overhaul (Taurus) | \$3,808,633 |
| Vessel | 2025 Engine Major Overhaul (Pyxis, Vela, Peralta, Bay Breeze II, Solano II) | \$6,440,940 |
| Vessel | 2025 Engine Quarter Life Overhauls (Hydrus, Cetus, Mare Island, Mavrik) | \$2,309,274 |
| Total | | \$79,936,315 |

Step One. Determining Base Figures

Base figures were calculated for contracts budgeted for award during FFY 23-25 to determine the relative availability of DBEs in specific areas of expertise using the North American Industrial Classification System (NAICS) codes for the counties in WETA's

market area. WETA identified 20 NAICS codes as pertinent areas of expertise for the contracts. The NAICS codes and descriptions are identified in Table 2a and 2b below.

Number of DBEs: To determine the number of DBEs in WETA’s market area staff searched the CUCP database for ready, willing and able DBEs certified in the NAICS codes identified for the prime contracts and subcontracts. The numbers of DBEs identified are displayed in Column C of Table 2a and 2b located below.

Number of All Firms (DBEs and non-DBEs): To determine the number of all firms (DBEs and non-DBEs) in WETA’s market area, staff searched the Census Bureau’s County Business Patterns database for all firms specializing in the NAICS codes identified for the prime contracts and subcontracts. Numbers of all firms identified are displayed in Column D of Table 2a and 2b.

Relative Availability of DBE Firms: Relative availability is derived by dividing the number of ready, willing and able DBEs in a particular NAICS code by the number of all firms (DBEs and non-DBEs) in that NAICS code. Table 2a and 2b show this equation carried out for the DBEs identified in the CUCP database and all firms identified in the County Business Pattern database.

Relative Availability figures are displayed in two different tables below because WETA has a different Local Market Area for vessel refurbishment projects. Table 2a displays the Availability of DBEs and all firms by NAICS Code for all projects except Vessel Refurbishments (excluding San Diego County). Table 2b displays the availability of DBEs and all firms by NAICS Code for M/V PISCES, GEMINI and TAURUS - Vessel Half Life Refurbishment project (includes San Diego County). The resulting relative availability figures are displayed in Column E of Table 2a and 2b.

Table 2a: Availability of DBEs and all firms by NAICS Code for all projects except Vessel Refurbishment (excludes San Diego County)

| A. NAICS Code | B. NAICS Description | C. CUCP DBEs | D. All Firms in Local Market Area | E. Relative DBE Availability |
|---------------|---|--------------|-----------------------------------|------------------------------|
| 811310 | Commercial and Industrial Machinery and Equipment (except Automotive and Electronic) Repair and Maintenance | 3 | 553 | 0.54% |
| 532490 | Other Commercial and Industrial Machinery and Equipment Rental and Leasing | 4 | 491 | 0.81% |
| 484110 | General Freight Trucking, Local | 14 | 1,151 | 1.20% |
| 483212 | Inland Water Passenger Transportation | 0 | 0 | 0.00% |
| 541620 | Enviro consulting services | 81 | 723 | 10.07% |
| 237990 | Other Heavy and Civil Engineering Construction | 11 | 79 | 12.22% |
| 541370 | Hydrographic survey work | 17 | 167 | 9.24% |

Table 2b: Availability of DBEs and all firms by NAICS Code for M/V PISCES, GEMINI and TAURUS - Vessel Half Life Refurbishment project (Includes San Diego County)

| A. NAICS Code | B. NAICS Description | C. CUCP DBEs | D. All Firms in Local Market Area | E. Relative DBE Availability |
|---------------|---|--------------|-----------------------------------|------------------------------|
| 336611 | Ship Building and Repairing | 2 | 60 | 3.23% |
| 238210 | Electrical Contractors and Other Wiring Installation Contractors | 43 | 5,292 | 0.81% |
| 238220 | Plumbing, Heating, and Air-Conditioning Contractors | 11 | 5,886 | 0.19% |
| 238310 | Drywall and Insulation Contractors | 14 | 1,379 | 1.01% |
| 336360 | Motor Vehicle Seating and Interior Trim Manufacturing | 0 | 0 | 0.00% |
| 238330 | Flooring Contractors | 3 | 1,379 | 0.22% |
| 238320 | Painting and Wall Covering Contractors | 19 | 3,190 | 0.59% |
| 541330 | Engineering services | 184 | 7,222 | 2.48% |
| 334220 | Radio and Television Broadcasting and Wireless Communications Equipment Manufacturing | 0 | 125 | 0.00% |
| 335313 | Switchgear and Switchboard Apparatus Manufacturing | 0 | 12 | 0.00% |
| 332996 | Bends, pipe, made from purchased metal pipe | 3 | 7 | 30.00% |
| 238350 | Finish Carpentry Contractors | 17 | 1,640 | 1.03% |
| 334511 | Search, Detection, Navigation, Guidance, Aeronautical, and Nautical System and Instrument Manufacturing | 0 | 52 | 0.00% |

FTA Funds to be Expended in Each Specific Area and Calculating Base Figures: To determine the FTA dollars that will be expended for each specific area of expertise, the FTA-assisted contracts and subcontracts identified by project managers were categorized according to their NAICS industry classifications. See Exhibit 1, Column B. Contract dollars of each industry classification were divided by the total contract dollars (\$79,936,315) resulting in percentage of total dollars per contract and classification, called the “weighted” percentage. The result is shown in Exhibit 1, Column D.

Next, the Base Figure for the Overall Goal was calculated by multiplying the weighted percentage of funds to be expended for each NAICS code (Exhibit 1, Column D) by DBE relative availability for each NAICS code (carried forward from Table 2 and shown in Exhibit 1, Column E). Base Figures for each NAICS code are shown in Exhibit 1, Column F. Finally, Base Figures for all NAICS codes were totaled, resulting in a 0.97% overall base figure.

Calculating Base Figure per Individual Contract: To determine the Base Figure for each contract, the percentage of work (prime and sub) identified by project managers was multiplied by the DBE relative availability (carried forward from Table 2), and totaled for each contract. See Exhibit 2.

Step Two. Adjusting Base Figures

WETA examined the nature of the contracts budgeted for award and the agency’s past participation to determine whether any further refinements were warranted. Staff determined adjustments were warranted on 9 contracts based on the nature of the work included in each of the contracts. Staff did not make adjustments based on past participation due to the difference in the nature and number of contracts during this triennial period.

1. PISCES, GEMINI, TAURUS - Vessel Half Life Refurbishment Project:

This project is performed at a shipyard and includes refurbishment of the interior, extensive inspections and refurbishments of the vessels' hull, house, and supporting structures such as plumbing and navigational equipment. There are very few shipyards in the state of California and WETA has experience working with all of the shipyards that are qualified to work on WETA’s vessels. The CUCP data for the NAICS code 336611 Shipbuilding and Repair listed one firm certified as a DBE that WETA had not heard of before. To determine if this firm would be “ready, willing and able” to perform the scope of work for the Pisces/Gemini/Taurus Vessel Half Life Refurbishment Project, staff looked up the website of the firm and called the firm. After investigating further by looking at the business’ website and talking with an employee of the firm, it was confirmed that although the business is a shipyard, it does not have waterfront access and does not have a travel lift for the size of vessel that WETA operates. It is therefore not capable of operating as a prime contractor on this project. Since the firm is potentially capable performing work on this project as a sub-contractor, we have set DBE availability for NAICS code 336611 Shipbuilding and Repair at 0% for the prime

work and have allotted 10% of the prime work under 336611 for subcontracting work as noted in Table 3 below.

Relative DBE Availability for NAICS code 336360 Motor Vehicle Seating and Interior Trim Manufacturing was 14.29%. From experience with vessel refurbishment projects, there are not many transit vehicle seat manufacturers. In looking at the firms reported in the CUCP data, there was one DBE firm reported. Staff looked up their website and found that Yelp.com reported that the business is closed. Additionally, the phone number listed on the CUCP database was disconnected. Since this business is no longer operating the relative DBE availability for NAICS code 336360 Motor Vehicle Seating and Interior Trim Manufacturing for this project is adjusted to 0.0%, as noted in Table 3 below.

Table 3: Step 2 Adjustment to PISCES, GEMINI and TAURUS - Vessel Half Life Refurbishment Project

| NAICS Code & Description for Prime & Subcontracting Opportunities | | | Percent of Individual Contract Dollars | Relative DBE Availability | Original Base Figure Per Contract | Step 2 Adjusted Relative DBE Availability | New Base Figure Per Contract |
|---|--------|--|--|---------------------------|-----------------------------------|---|------------------------------|
| Prime | 336611 | Ship Building & Repair | 56% | 3.23% | 4.968% | 0.00% | 0.000% |
| Sub | 336611 | Ship Building & Repair | 6% | - | - | 1.64% | 0.098% |
| Sub | 238210 | Electrical Contractors & Other Wiring Installation | 3% | 0.81% | 0.024% | N/A | 0.024% |
| Sub | 238220 | Plumbing, Heating, and AC Contractors | 4% | 0.19% | 0.007% | N/A | 0.007% |
| Sub | 238310 | Drywall and Insulation Contractors | 0.50% | 1.01% | 0.005% | N/A | 0.005% |
| Sub | 336360 | Motor Vehicle Seating and Interior Trim Mfg. | 6% | 14.29% | 0.857% | 0.00% | 0.000% |
| Sub | 238330 | Flooring Contractors | 5% | 0.22% | 0.011% | N/A | 0.011% |
| Sub | 238320 | Painting and Wall Covering Contractors | 3% | 0.59% | 0.018% | N/A | 0.018% |
| Sub | 541330 | Engineering services | 7% | 2.48% | 0.174% | N/A | 0.174% |
| Sub | 334220 | Radio & TV Broadcasting & Wireless Comms. Equip. Mfg. | 2% | 0.00% | 0.000% | N/A | 0.000% |
| Sub | 335313 | Switchgear and Switchboard Apparatus Manufacturing | 2% | 0.00% | 0.000% | N/A | 0.000% |
| Sub | 332996 | Bends, pipe, made from purchased metal pipe | 1% | 30.00% | 0.300% | N/A | 0.300% |
| Sub | 238350 | Finish Carpentry Contractors | 2% | 1.03% | 0.021% | N/A | 0.021% |
| Sub | 334511 | Search, Detection, Navigation, Guidance, Aeronautical, & Nautical System & Instrument Mfg. | 3.50% | 0.00% | 0.000% | N/A | 0.000% |
| | | | 100.00% | | 3.385% | | 0.658% |

2. Engine Major Overhauls (2023-2025), Engine Half Life Overhauls (2023-2025), and Engine Quarter Life Overhauls (2023-2025)

Engine Major Overhauls consist of two types of work, trucking and refurbishment of the engine subcomponents by a company providing Original Engine Manufacturer (OEM) authorized service and support for ferry vessel engines. The type of work involved in Engine Half Life and Engine Quarter Life Overhauls only includes refurbishment of the engine subcomponents by a company providing OEM authorized service and support for ferry vessel engines. In order to not void the warranty on ferry vessel engines, the work must be completed by a company providing OEM authorized service and support. There are only 2 companies providing OEM authorized service and support in this region, neither of which are DBEs. Accordingly, the Relative DBE Availability for NAICS code 811310 Commercial and Industrial Machinery and Equipment Repair and Maintenance for all Engine Major Overhaul, Engine Half Life and Engine Quarter Life Overhaul projects is adjusted to 0.0%. Table 4 shows this adjustment for all of the Engine Major Overhauls, Engine Half Life and Engine Quarter Life Overhauls in 2023, 2024, and 2025.

Table 4: Step 2 Adjustments for Engine Overhaul Projects 2023-2025

| NAICS Code & Description for Prime & Subcontracting Opportunities | | | Percent of Individual Contract Dollars | Relative DBE Avail. | Original Base Figure Per Contract | Step 2 Adjusted Relative DBE Avail. | New Base Figure Per Contract |
|--|--------|--|--|---------------------|-----------------------------------|-------------------------------------|------------------------------|
| 2025 Engine Major Overhaul (Pyxis, Vela, Peralta, Bay Breeze II, Solano II) | | | | | | | |
| Prime | 811310 | Commercial and Industrial Machinery and Equipment Repair and Maint. | 98.0% | 0.54% | 0.529% | 0.00% | 0.000% |
| Sub | 532490 | Other Commercial and Industrial Machinery and Equipment Rental and Leasing | 1.0% | 0.81% | 0.008% | N/A | 0.008% |
| Sub | 484110 | General Freight Trucking, Local | 1.0% | 1.20% | 0.012% | N/A | 0.012% |
| | | | 100% | | 0.549% | | 0.020% |
| 2023 Engine Half Life Overhauls (Hydrus, Cetus, Argo, Intintoli, Lyra) | | | | | | | |
| Prime | 811310 | Commercial and Industrial Machinery and Equipment Repair and Maint. | 100.0% | 0.54% | 0.540% | 0.00% | 0.000% |
| | | | 100% | | 0.540% | | 0.000% |
| 2024 Engine Half Life Overhauls (Carina, Peralta, Mare Island) | | | | | | | |
| Prime | 811310 | Commercial and Industrial Machinery and Equipment Repair and Maint. | 100.0% | 0.54% | 0.540% | 0.00% | 0.000% |
| | | | 100% | | 0.540% | | 0.000% |
| 2023 Engine Quarter Life Overhauls (Mare Island) | | | | | - | | |
| Prime | 811310 | Commercial and Industrial Machinery and Equipment Repair and Maint. | 100.0% | 0.54% | 0.540% | 0.00% | 0.000% |
| | | | 100% | | 0.540% | | 0.000% |
| 2024 Engine Quarter Life Overhauls (Intintoli, Dorado, Cetus, Hydrus) | | | | | - | | |
| Prime | 811310 | Commercial and Industrial Machinery and Equipment Repair and Maint. | 100.0% | 0.54% | 0.540% | 0.00% | 0.000% |
| | | | 100% | | 0.540% | | 0.000% |
| 2025 Engine Quarter Life Overhauls (Hydrus, Cetus, Mare Island, Mavrik) | | | | | - | | |
| Prime | 811310 | Commercial and Industrial Machinery and Equipment Repair and Maint. | 100.0% | 0.54% | 0.540% | 0.00% | 0.000% |
| | | | 100% | | 0.540% | | 0.000% |

Overall Goal

DBE availability per contract was calculated into projected DBE participation dollars by taking the FTA dollars budgeted for each contract (from Table 1) and multiplying them by the adjusted availability per contract. The total of the projected DBE participation dollars was then divided by the total of the budgeted FTA dollars for all contracts, resulting in a 0.48% overall goal. See Table 5 below.

Table 5: Overall Triennial DBE Goal FFY 23-25

| Contract Type | Contract | FTA Dollars | DBE Availability per Contract | FTA Dollars Projected for DBEs |
|---|---|---------------------|-------------------------------|--------------------------------|
| Anticipated for Award in FFY 23-25 | | | | |
| Vessel | 2023 Vessel Half Life Overhaul (Gemini) | \$3,590,002 | 0.66% | \$23,625 |
| Vessel | 2024 Vessel Half Life Overhaul (Pisces) | \$3,697,702 | 0.66% | \$24,334 |
| Vessel | 2025 Vessel Half Life Overhaul (Taurus) | \$3,808,633 | 0.66% | \$25,064 |
| Vessel | 2025 Engine Major Overhaul (Pyxis, Vela, Peralta, Bay Breeze II, Solano II) | \$6,440,940 | 0.02% | \$1,294 |
| Vessel | 2023 Engine Half Life Overhauls (Hydrus, Cetus, Argo, Intintoli, Lyra) | \$1,810,430 | 0.00% | \$0 |
| Vessel | 2024 Engine Half Life Overhauls (Carina, Peralta, Mare Island) | \$847,283 | 0.00% | \$0 |
| Vessel | 2023 Engine Quarter Life Overhauls (Mare Island) | \$104,902 | 0.00% | \$0 |
| Vessel | 2024 Engine Quarter Life Overhauls (Intintoli, Dorado, Cetus, Hydrus) | \$3,826,730 | 0.00% | \$0 |
| Vessel | 2025 Engine Quarter Life Overhauls (Hydrus, Cetus, Mare Island, Mavrik) | \$2,309,274 | 0.00% | \$0 |
| Terminal | Vallejo Terminal Dredging | \$2,551,000 | 12.07% | \$307,862 |
| Operations | Purchased Transportation | \$50,949,421 | 0.00% | \$0 |
| Total FTA Dollars and DBE Dollars | | \$79,936,315 | | \$382,179 |

| FTA Dollars Projected for DBEs | FTA Budgeted | Annual Overall Goal |
|--------------------------------|---------------------|---------------------|
| \$382,179 | \$79,936,315 | 0.48% |

Race/Gender-Neutral Measures

Summary of Race-Neutral Methods of Achieving DBE Participation

The federal DBE regulations require that the maximum feasible portion of the overall triennial DBE goal be achieved through race-neutral measures. Race-neutral efforts are programs and other initiatives that assist small businesses in general and are not limited to minority or women-owned firms.

WETA continues to focus on expanding race/gender-neutral outreach through participation in the “Business Outreach Committee” (BOC), a consortium of over twenty-six Bay Area transit and transportation agencies formed in an effort to maximize outreach efforts. The BOC publishes a quarterly newsletter to advertise each BOC member agency’s upcoming contracting opportunities as well as advertise BOC events and workshops to assist DBEs and small businesses. The BOC has an aggressive annual outreach calendar. Events in the past year have included DBE certification workshop presented by certifying agencies of the California Unified Certification Program, meet the buyers and meet the primes events, and professional services networking and technical training workshops. Many of these events are focused on introducing DBE and small businesses to prime contractors in order to provide networking opportunities.

In preparation for the development of upcoming overall triennial goals, the BOC also held a consultation meeting with trade and business organizations on the overall triennial DBE goal setting process and BOC agencies’ upcoming contracting opportunities, as well as a public participation event to solicit public comments on each agency’s overall triennial DBE goal and upcoming contracts (see discussion below).

In addition to participating in the educational and outreach activities through the BOC, WETA will continue race/gender-neutral activities in its contracting opportunities, including:

- Ensuring that bidding and contract requirements facilitate participation by DBEs and other small businesses by incorporating DBE language throughout WETA’s bid documents including:
 - WETA’s DBE Program policy.
 - A nondiscrimination assurance from the contractor (and each subcontract the prime contractor signs with a subcontractor).
 - A statement that encourages prime contractors to use financial institutions owned and controlled by socially and economically disadvantaged individuals in the community.
 - The website address for the DBE directory identifying all firms eligible to participate as DBEs in WETA’s program.
- Ensuring contracts are accessible to small businesses, and if not, making efforts to unbundle large contracts to make them more accessible.

- Encouraging prime contractors to subcontract portions of the work that they might otherwise perform themselves.
- Providing technical assistance and other support services to facilitate consideration of DBEs and other small businesses.
- Provide information at pre-bid conferences to prospective contractors/consultants as to applicable small business/DBE requirements including DBE database websites, resources and answering any questions.
- Providing an email service to firms interested in receiving notification when WETA posts new contracting opportunities on its website.
- Providing an online networking list for prospective prime and subcontractors for large construction contracts in order to promote networking well in advance of pre-bid meetings.

Public Participation

Member agencies of the BOC conducted a virtual consultation and public participation session on April 11, 2022, and April 26, 2022. The April 11 consultation meeting focused on consulting with and receiving comments from trade groups, minority, women's and general contractor groups, community organizations, and other representatives to discuss how to increase availability of disadvantaged, minority and women owned businesses. The public participation session meeting was held on April 26 with owners and representatives of DBE firms.

The BOC emailed an invitation for the consultation meeting to over 100 organizations. The consultation meeting invitation is provided in Exhibit 3, and the list of organizations invited is provided in Exhibit 4. Despite the large number of firms invited, only one person representing the Conference of Minority Transportation Officials, Northern California (COMTO) attended. The BOC members focused the discussion at the end of the meeting on understanding why attendance was low and how the BOC can increase participation in the future. The roundtable discussion topics included the following:

- o What are the major barriers for your members in competing for contracting opportunities?
- o What trades are there a lack/plethora of DBE participation?
- o What types of technical assistance do your members need most?
- o Do you have suggestions for resources and references that the BOC should develop, maintain, and disseminate to your members?
- o How can the Business Outreach Committee assist you in your mission?

Participants also discussed how the BOC could better reach contractors and where contractors are looking to find out about upcoming procurement opportunities. Meeting minutes for the consultation meeting are included as Exhibit 5.

The invitation to the public participation meeting was sent out by each BOC member agency to their respective outreach lists, and was also advertised in the BOC Newsletter which is distributed to over 7,900 recipients. A copy of the public participation meeting flyer is provided in Exhibit 6. WETA posted a notice of the meeting on its website and emailed out to our Business Outreach email list with over 499 recipients. Over 70 firms RSVP'd but only 33 people attended the public participation meeting.

BOC Chair, Artemise Davenport (Golden Gate Bridge Highway & Transportation District), provided an overview on the goal-setting methodology used by agencies in establishing their overall triennial DBE goals. This included identifying contracting opportunities, setting a base figure, and making any adjustments as necessary. The presentation also included a slide with each participating agency's proposed goal as of that date, including WETA's proposed 0.5% goal. After the public participation meeting, the goal was updated due to project budget adjustments, resulting in a draft proposed goal of 0.41%. As discussed below, this goal was further refined to be 0.48%.

Participants had questions and comments about availability for the DBE contractor, mentoring and protégé programs, the difficulty forming relationships with primes as a smaller DBE firm, how many of the transit agencies that receive over \$100 million dollars conducted disparity studies and how to use them as a resource to assist small businesses.

Both sessions provided a forum for representatives from businesses and organizations to share their views about the availability of certified and potential DBEs ready, willing and able to compete for DOT-assisted contracts, to discuss their concerns, and to provide input on how DOT recipients might more effectively administer their programs to improve DBE participation.

No comments were provided specific to WETA's proposed overall goal. The meeting minutes from the public participation meeting are included as Exhibit 7.

Adjustments Made Based on Comments from Various Groups, Organizations and Officials

Since the comments received at the public participation sessions do not concern WETA's specific contracting opportunities projected for FFY 2023 through FFY 2025, no adjustments as a result of the public participation meetings were made to the DBE availability figures or the overall goal.

Publication of Goal

Per modifications to 49 CFR Section 26.45, effective November 2014, WETA has elected to eliminate the 30-day public comment period and inspection of WETA's goal methodology at a specified location. Instead, WETA posts its proposed goal on its website. WETA originally posted a 0.41% draft proposed overall goal on the agency's website on May 3rd. This was incorrect due to an oversight in the original goal

development and was corrected to the final goal of 0.48%. Staff posted the corrected goal on our website on May 17th. As of the date of the June 2, 2022 board meeting, no comments have been submitted. This report will be revised accordingly prior to submission to FTA. Exhibit 8 includes proof of posting on WETA's website.

Conclusion

The proposed overall triennial DBE goal for FTA-assisted contracts for FFY 2023 through 2025 is 0.48% with a proposed race-neutral/race-conscious split of 100% race neutral and 0% race-conscious.

Exhibit 1

Calculating Weighted FTA Dollars and Base Figure

| A. NAICS Code | B. NAICS Description and Associated Contracts | C. FTA Dollars for contract | D. Weighted % of Total FTA Dollars | E. DBE Availability | F. Base Figure |
|---------------|---|-----------------------------|------------------------------------|---------------------|----------------|
| - | | | | | |
| 811310 | Commercial and Industrial Machinery and Equipment Repair and Maint. | | | | |
| | 2025 Engine Major Overhaul (Pyxis, Vela, Peralta, Bay Breeze II, Solano II) | \$ 6,312,121 | 7.90% | 0.54% | 0.04% |
| | 2023 Engine Half Life Overhauls (Hydrus, Cetus, Argo, Intintoli, Lyra) | \$ 1,810,430 | 2.26% | 0.54% | 0.01% |
| | 2024 Engine Half Life Overhauls (Carina, Peralta, Mare Island) | \$ 847,283 | 1.06% | 0.54% | 0.01% |
| | 2023 Engine Quarter Life Overhauls (Mare Island) | \$ 104,902 | 0.13% | 0.54% | 0.00% |
| | 2024 Engine Quarter Life Overhauls (Intintoli, Dorado, Cetus, Hydrus) | \$ 3,826,730 | 4.79% | 0.54% | 0.03% |
| | 2025 Engine Quarter Life Overhauls (Hydrus, Cetus, Mare Island, Mavrik) | \$ 2,309,274 | 2.89% | 0.54% | 0.02% |
| 532490 | Other Commercial and Industrial Machinery and Equipment Rental and Leasing | | | | |
| | 2025 Engine Major Overhaul (Pyxis, Vela, Peralta, Bay Breeze II, Solano II) | \$ 64,409 | 0.08% | 0.81% | 0.00% |
| 484110 | General Freight Trucking, Local | | | | |
| | 2025 Engine Major Overhaul (Pyxis, Vela, Peralta, Bay Breeze II, Solano II) | \$ 64,409 | 0.08% | 1.20% | 0.00% |
| 336611 | Ship Building and Repairing | | | | |
| | 2023 Vessel Half Life Overhaul (Gemini) | \$ 2,189,901 | 2.74% | 3.23% | 0.09% |
| | 2024 Vessel Half Life Overhaul (Pisces) | \$ 2,255,598 | 2.82% | 3.23% | 0.09% |
| | 2025 Vessel Half Life Overhaul (Taurus) | \$ 2,323,266 | 2.91% | 3.23% | 0.09% |
| 238210 | Electrical Contractors and Other Wiring Installation Contractors | | | | |
| | 2023 Vessel Half Life Overhaul (Gemini) | \$ 107,700 | 0.13% | 0.91% | 0.00% |
| | 2024 Vessel Half Life Overhaul (Pisces) | \$ 110,931 | 0.14% | 0.91% | 0.00% |
| | 2025 Vessel Half Life Overhaul (Taurus) | \$ 114,259 | 0.14% | 0.91% | 0.00% |
| 238220 | Plumbing, Heating, and Air-Conditioning Contractors | | | | |
| | 2023 Vessel Half Life Overhaul (Gemini) | \$ 143,600 | 0.18% | 0.18% | 0.00% |
| | 2024 Vessel Half Life Overhaul (Pisces) | \$ 147,908 | 0.19% | 0.18% | 0.00% |
| | 2025 Vessel Half Life Overhaul (Taurus) | \$ 152,345 | 0.19% | 0.18% | 0.00% |

| A. NAICS Code | B. NAICS Description and Associated Contracts | C. FTA Dollars for contract | D. Weighted % of Total FTA Dollars | E. DBE Availability | F. Base Figure |
|---------------|--|-----------------------------|------------------------------------|---------------------|----------------|
| 238310 | Drywall and Insulation Contractors | | | | |
| | 2023 Vessel Half Life Overhaul (Gemini) | \$ 17,950 | 0.02% | 1.20% | 0.00% |
| | 2024 Vessel Half Life Overhaul (Pisces) | \$ 18,489 | 0.02% | 1.20% | 0.00% |
| | 2025 Vessel Half Life Overhaul (Taurus) | \$ 19,043 | 0.02% | 1.20% | 0.00% |
| 336360 | Motor Vehicle Seating and Interior Trim Manufacturing | | | | |
| | 2023 Vessel Half Life Overhaul (Gemini) | \$ 215,400 | 0.27% | 14.29% | 0.04% |
| | 2024 Vessel Half Life Overhaul (Pisces) | \$ 221,862 | 0.28% | 14.29% | 0.04% |
| | 2025 Vessel Half Life Overhaul (Taurus) | \$ 228,518 | 0.29% | 14.29% | 0.04% |
| 238330 | Flooring Contractors | | | | |
| | 2023 Vessel Half Life Overhaul (Gemini) | \$ 179,500 | 0.22% | 0.22% | 0.00% |
| | 2024 Vessel Half Life Overhaul (Pisces) | \$ 184,885 | 0.23% | 0.22% | 0.00% |
| | 2025 Vessel Half Life Overhaul (Taurus) | \$ 190,432 | 0.24% | 0.22% | 0.00% |
| 238320 | Painting and Wall Covering Contractors Ship painting contractors | | | | |
| | 2023 Vessel Half Life Overhaul (Gemini) | \$ 107,700 | 0.13% | 0.47% | 0.00% |
| | 2024 Vessel Half Life Overhaul (Pisces) | \$ 110,931 | 0.14% | 0.47% | 0.00% |
| | 2025 Vessel Half Life Overhaul (Taurus) | \$ 114,259 | 0.14% | 0.47% | 0.00% |
| 541330 | Engineering services | | | | |
| | 2023 Vessel Half Life Overhaul (Gemini) | \$ 251,300 | 0.31% | 2.58% | 0.01% |
| | 2024 Vessel Half Life Overhaul (Pisces) | \$ 258,839 | 0.32% | 2.58% | 0.01% |
| | 2025 Vessel Half Life Overhaul (Taurus) | \$ 266,604 | 0.33% | 2.58% | 0.01% |
| 334220 | Radio and Television Broadcasting and Wireless Communications Equipment Manufacturing | | | | |
| | 2023 Vessel Half Life Overhaul (Gemini) | \$ 71,800 | 0.09% | 0.00% | 0.00% |
| | 2024 Vessel Half Life Overhaul (Pisces) | \$ 73,954 | 0.09% | 0.00% | 0.00% |
| | 2025 Vessel Half Life Overhaul (Taurus) | \$ 76,173 | 0.10% | 0.00% | 0.00% |
| 335313 | Switchgear and Switchboard Apparatus Manufacturing | | | | |
| | 2023 Vessel Half Life Overhaul (Gemini) | \$ 71,800 | 0.09% | 0.00% | 0.00% |
| | 2024 Vessel Half Life Overhaul (Pisces) | \$ 73,954 | 0.09% | 0.00% | 0.00% |
| | 2025 Vessel Half Life Overhaul (Taurus) | \$ 76,173 | 0.10% | 0.00% | 0.00% |
| 332996 | Bends, pipe, made from purchased metal pipe | | | | |
| | 2023 Vessel Half Life Overhaul (Gemini) | \$ 35,900 | 0.04% | 33.33% | 0.01% |
| | 2024 Vessel Half Life Overhaul (Pisces) | \$ 36,977 | 0.05% | 33.33% | 0.02% |
| | 2025 Vessel Half Life Overhaul (Taurus) | \$ 38,086 | 0.05% | 33.33% | 0.02% |
| 238350 | Finish Carpentry Contractors | | | | |
| | 2023 Vessel Half Life Overhaul (Gemini) | \$ 71,800 | 0.09% | 1.09% | 0.00% |
| | 2024 Vessel Half Life Overhaul (Pisces) | \$ 73,954 | 0.09% | 1.09% | 0.00% |
| | 2025 Vessel Half Life Overhaul (Taurus) | \$ 76,173 | 0.10% | 1.09% | 0.00% |

| A. NAICS Code | B. NAICS Description and Associated Contracts | C. FTA Dollars for contract | D. Weighted % of Total FTA Dollars | E. DBE Availability | F. Base Figure |
|---------------|---|-----------------------------|------------------------------------|---------------------|----------------|
| | | | | | |
| 334511 | Search, Detection, Navigation, Guidance, Aeronautical, and Nautical System and Instrument Manufacturing | | | | |
| | 2023 Vessel Half Life Overhaul (Gemini) | \$ 125,650 | 0.16% | 0.00% | 0.00% |
| | 2024 Vessel Half Life Overhaul (Pisces) | \$ 129,420 | 0.16% | 0.00% | 0.00% |
| | 2025 Vessel Half Life Overhaul (Taurus) | \$ 133,302 | 0.17% | 0.00% | 0.00% |
| 483212 | Inland Water Passenger Transportation | | | | |
| | 2023 Purchased Transportation | \$ 50,949,421 | 63.74% | 0.00% | 0.00% |
| 541620 | Enviro consulting services | | | | |
| | Vallejo Terminal Dredging | \$ 76,530 | 0.10% | \$ 0.10 | 0.01% |
| 237990 | Other Heavy and Civil Engineering Construction | | | | |
| | Vallejo Terminal Dredging | \$ 2,397,940.00 | 3.00% | \$ 0.12 | 0.37% |
| 541370 | Hydrographic survey work | | | | |
| | Vallejo Terminal Dredging | \$ 76,530.00 | 0.10% | 9.24% | 0.01% |

| | |
|---------------------|---------------|
| Total Federal Funds | \$ 79,936,315 |
| Base Figure | 0.97% |

Exhibit 2:

Base Figure Breakdown per Individual Contract

| NAICS Code & Description for Prime & Subcontracting Opportunities | | | | Percent of Individual Contract Dollars | Total FTA \$ for Project | Relative DBE Availability | Base Figure Per Contract |
|---|--------|--|--|--|--------------------------|---------------------------|--------------------------|
| | | | | | | | |
| <u>2023 Vessel Half Life Overhaul (Gemini)</u> | | | | | | | |
| Prime | 336611 | Shipbuilding and Repair | | 61% | \$ 2,189,900.96 | 3.23% | 1.968% |
| Sub | 238210 | Electrical Contractors and other wiring contractors | | 3% | \$ 107,700.05 | 0.81% | 0.024% |
| Sub | 238220 | Plumbing, HVAC Contractors | | 4% | \$ 143,600.06 | 0.19% | 0.007% |
| Sub | 238310 | Drywall and Insulation Contractors | | 0.50% | \$ 17,950.01 | 1.01% | 0.005% |
| Sub | 336360 | Motor Vehicle Seating and Interior Trim Manufacturing | | 6% | \$ 215,400.09 | 14.29% | 0.857% |
| Sub | 238330 | Flooring contractor | | 5% | \$ 179,500.08 | 0.22% | 0.011% |
| Sub | 238320 | Painting and Wall Covering Contractors | | 3% | \$ 107,700.05 | 0.59% | 0.018% |
| Sub | 541330 | Engineering Services | | 7% | \$ 251,300.11 | 2.48% | 0.174% |
| Sub | 334220 | Radio & Television Broadcasting and Wireless Communications Equipment manufacturing | | 2% | \$ 71,800.03 | 0.00% | 0.000% |
| Sub | 335313 | Switchgear and Switchboard Apparatus mfg | | 2% | \$ 71,800.03 | 0.00% | 0.000% |
| Sub | 332996 | Fabricated Pipe and Pipe Fitting Manufacturing | | 1% | \$ 35,900.02 | 30.00% | 0.300% |
| Sub | 238350 | Finish Carpentry Contractor/ship joinery | | 2% | \$ 71,800.03 | 1.03% | 0.021% |
| Sub | 334511 | Search, Detection, Navigation, Guidance, Aeronautical, and Nautical System and Instrumentation Manufacturing | | 3.50% | \$ 125,650.06 | 0.00% | 0.000% |
| | | | | | | | |
| | | | | 100.00% | \$ 3,590,001.58 | | 3.385% |
| | | | | | | | |
| <u>2024 Vessel Half Life Overhaul (Pisces)</u> | | | | | | | |
| Prime | 336611 | Shipbuilding and Repair | | 61% | \$ 2,255,597.99 | 3.23% | 1.968% |
| Sub | 238210 | Electrical Contractors and other wiring contractors | | 3% | \$ 110,931.05 | 0.81% | 0.024% |
| Sub | 238220 | Plumbing, HVAC Contractors | | 4% | \$ 147,908.06 | 0.19% | 0.007% |
| Sub | 238310 | Drywall and Insulation Contractors | | 0.50% | \$ 18,488.51 | 1.01% | 0.005% |
| Sub | 336360 | Motor Vehicle Seating and Interior Trim Manufacturing | | 6% | \$ 221,862.10 | 14.29% | 0.857% |
| Sub | 238330 | Flooring contractor | | 5% | \$ 184,885.08 | 0.22% | 0.011% |
| Sub | 238320 | Painting and Wall Covering Contractors | | 3% | \$ 110,931.05 | 0.59% | 0.018% |

| NAICS Code & Description for Prime & Subcontracting Opportunities | | | | Percent of Individual Contract Dollars | Total FTA \$ for Project | Relative DBE Availability | Base Figure Per Contract |
|--|-------|--------|--|--|--------------------------|---------------------------|--------------------------|
| | Sub | 541330 | Engineering Services | 7% | \$ 258,839.11 | 2.48% | 0.174% |
| | Sub | 334220 | Radio & Television Broadcasting and Wireless Communications Equipment manufacturing | 2% | \$ 73,954.03 | 0.00% | 0.000% |
| | Sub | 335313 | Switchgear and Switchboard Apparatus mfg | 2% | \$ 73,954.03 | 0.00% | 0.000% |
| | Sub | 332996 | Fabricated Pipe and Pipe Fitting Manufacturing | 1% | \$ 36,977.02 | 30.00% | 0.300% |
| | Sub | 238350 | Finish Carpentry Contractor/ship joinery | 2% | \$ 73,954.03 | 1.03% | 0.021% |
| | Sub | 334511 | Search, Detection, Navigation, Guidance, Aeronautical, and Nautical System and Instrumentation Manufacturing | 3.50% | \$ 129,419.56 | 0.00% | 0.000% |
| | | | | 100.00% | \$ 3,697,701.62 | | 3.385% |
| <u>2025 Vessel Half Life Overhaul (Taurus)</u> | | | | | | | |
| | Prime | 336611 | Shipbuilding and Repair | 61% | \$ 2,323,265.93 | 3.23% | 1.968% |
| | Sub | 238210 | Electrical Contractors and other wiring contractors | 3% | \$ 114,258.98 | 0.81% | 0.024% |
| | Sub | 238220 | Plumbing, HVAC Contractors | 4% | \$ 152,345.31 | 0.19% | 0.007% |
| | Sub | 238310 | Drywall and Insulation Contractors | 0.50% | \$ 19,043.16 | 1.01% | 0.005% |
| | Sub | 336360 | Motor Vehicle Seating and Interior Trim Manufacturing | 6% | \$ 228,517.96 | 14.29% | 0.857% |
| | Sub | 238330 | Flooring contractor | 5% | \$ 190,431.63 | 0.22% | 0.011% |
| | Sub | 238320 | Painting and Wall Covering Contractors | 3% | \$ 114,258.98 | 0.59% | 0.018% |
| | Sub | 541330 | Engineering Services | 7% | \$ 266,604.29 | 2.48% | 0.174% |
| | Sub | 334220 | Radio & Television Broadcasting and Wireless Communications Equipment manufacturing | 2% | \$ 76,172.65 | 0.00% | 0.000% |
| | Sub | 335313 | Switchgear and Switchboard Apparatus mfg | 2% | \$ 76,172.65 | 0.00% | 0.000% |
| | Sub | 332996 | Fabricated Pipe and Pipe Fitting Manufacturing | 1% | \$ 38,086.33 | 30.00% | 0.300% |
| | Sub | 238350 | Finish Carpentry Contractor/ship joinery | 2% | \$ 76,172.65 | 1.03% | 0.021% |
| | Sub | 334511 | Search, Detection, Navigation, Guidance, Aeronautical, and Nautical System and Instrumentation Manufacturing | 3.50% | \$ 133,302.14 | 0.00% | 0.000% |
| | | | | 100.00% | \$ 3,808,632.67 | | 3.385% |
| <u>2025 Engine Major Overhaul (Pyxis, Vela, Peralta, Bay Breeze II, Solano II)</u> | | | | | | | |
| | Prime | 811310 | Commercial and Industrial Machinery and Equipment Repair and Maint. | 98.0% | \$ 6,312,120.95 | 0.54% | 0.529% |

| NAICS Code & Description for Prime & Subcontracting Opportunities | | | | Percent of Individual Contract Dollars | Total FTA \$ for Project | Relative DBE Availability | Base Figure Per Contract |
|--|-------|--------|--|--|--------------------------|---------------------------|--------------------------|
| | Sub | 532490 | Other Commercial and Industrial Machinery and Equipment Rental and Leasing | 1.0% | \$ 64,409.40 | 0.81% | 0.008% |
| | Sub | 484110 | General Freight Trucking, Local | 1.0% | \$ 64,409.40 | 1.20% | 0.012% |
| | | | | 100% | \$ 6,440,939.74 | | 0.549% |
| <u>2023 Engine Half Life Overhauls (Hydrus, Cetus, Argo, Intintoli, Lyra)</u> | | | | | | | |
| | Prime | 811310 | Commercial and Industrial Machinery and Equipment Repair and Maint. | 100.0% | \$ 1,810,429.60 | 0.54% | 0.540% |
| | | | | 100% | \$ 1,810,429.60 | | 0.540% |
| <u>2024 Engine Half Life Overhauls (Carina, Peralta, Mare Island)</u> | | | | | | | |
| | Prime | 811310 | Commercial and Industrial Machinery and Equipment Repair and Maint. | 100.0% | \$ 847,283.03 | 0.54% | 0.540% |
| | | | | 100% | \$ 847,283.03 | | 0.540% |
| <u>2023 Engine Quarter Life Overhauls (Mare Island)</u> | | | | | | | |
| | Prime | 811310 | Commercial and Industrial Machinery and Equipment Repair and Maint. | 100.0% | \$ 104,901.79 | 0.54% | 0.540% |
| | | | | 100% | \$ 104,901.79 | | 0.540% |
| <u>2024 Engine Quarter Life Overhauls (Intintoli, Dorado, Cetus, Hydrus)</u> | | | | | | | |
| | Prime | 811310 | Commercial and Industrial Machinery and Equipment Repair and Maint. | 100.0% | \$ 3,826,729.95 | 0.54% | 0.540% |
| | | | | 100% | \$ 3,826,729.95 | | 0.540% |
| <u>2025 Engine Quarter Life Overhauls (Hydrus, Cetus, Mare Island, Mavrik)</u> | | | | | | | |
| | Prime | 811310 | Commercial and Industrial Machinery and Equipment Repair and Maint. | 100.0% | \$ 2,309,273.96 | 0.54% | 0.540% |
| | | | | 100% | \$ 2,309,273.96 | | 0.540% |
| <u>Purchased Transportation</u> | | | | | | | |
| | Prime | 483212 | Inland Water Passenger Transportation | 100.0% | \$ 50,949,421.00 | 0.00% | 0.000% |
| | | | | 100% | \$ 50,949,421.00 | | 0.000% |
| <u>Vallejo Terminal Dredging</u> | | | | | | | |
| | Prime | 541620 | Enviro consulting services | 3% | \$ 76,530.00 | 10.07% | 0.302% |
| | Prime | 237990 | Other Heavy and Civil Engineering Construction | 94% | \$ 2,397,940.00 | 12.22% | 11.489% |
| | Sub | 541370 | Hydrographic survey work | 3% | \$ 76,530.00 | 9.24% | 0.277% |
| | | | | 3% | \$ 2,551,000.00 | | 12.068% |

Exhibit 3:
Consultation Meeting Invitation Letter



March 8, 2022

Dear Business Partner:

The Business Outreach Committee (BOC) invites you to participate in a virtual consultation meeting with Bay Area transit and transportation agencies to share information on the availability of Disadvantaged Business Enterprises (DBEs) and non-disadvantaged businesses, the effects of discrimination on opportunities for DBEs, and agency efforts to establish a level playing field in procurement and contracting activities. The BOC seeks your input on the methodology agencies use to determine their overall DBE goals for Federal Transit Administration (FTA) assisted contracts for Federal Fiscal Year (FFY) 2023 - 2025.

Members of trade associations, chambers of commerce, builders exchanges, and technical resource groups are invited to join in this discussion. We have included a list of proposed discussion topics and contact information for the BOC agency representatives that are participating in this meeting.

Immediately following the consultation session, BOC member agencies will conduct a virtual meeting for the public. The Public Participation meeting will include information on the role of recipients, the DBE goal-setting process, a DBE goal-setting exercise, agencies' proposed overall DBE goals, and an open forum to receive comments and/or suggestions on agencies' proposed DBE goals for the upcoming FFY. We are interested in hearing from you and the disadvantaged and small business community on how agencies can improve their DBE Programs. Please share the attached flyer with your clients.

Here are the details of the Consultation Meeting:

Consultation Session

Monday, April 11, 2022, 9:30 AM – 10:30 AM (PST)

Cisco Webex:

<https://goldengate.webex.com/goldengate/j.php?MTID=m2e2e1e06db3f21038644aabb97939b05>

The goal of the BOC is to assist small, disadvantaged and local firms in doing business with Bay Area transportation agencies. We strive to provide opportunities for small, disadvantaged, and/or local companies to expand their capacity by developing relationships with transit agency staff and the contracting community of the San Francisco Bay Area.

For questions, please contact me at adavenport@goldengate.org or 415-257-4581.

Please join us and provide your input on our efforts.

Respectfully,

Artemisé Davenport

Artemisé Davenport

Chair, Business Outreach Committee

Attachments: Public Participation Flyer

Alameda-Contra Costa
Transit District (AC Transit)

Alameda County
Transportation Commission
(Alameda CTC)

Bay Area Rapid Transit
(BART)

California Department of
Transportation (CALTRANS)

California High Speed Rail
Authority (HSR)

Central Contra Costa Transit
Authority (County
Connection)

City of Rio Vista (Delta
Breeze)

City of Santa Rosa

Golden Gate Bridge,
Highway and Transportation
District (GGBHTD)

Marin Transit

Metropolitan Transportation
Commission (MTC)

Napa Valley Transportation
Authority (NVTA)

Peninsula Corridor Joint
Powers Board (Caltrain)

San Francisco Bay Area
Water Emergency
Transportation Authority
(WETA)

San Francisco County
Transportation Authority
(SFCTA)

San Francisco Municipal
Transportation Agency
(SFMTA)

San Mateo County Transit
District (SamTrans)

Santa Clara Valley
Transportation Authority
(VTA)

Santa Cruz Metropolitan
Transit District (SCMTD)

Solano County Transit
(SolTrans)

Sonoma County Department
of Transportation & Public
Works

Sonoma-Marin Area Rail
Transit District (SMART)

Transbay Joint Powers
Authority (TJPA)

Tri Delta Transit (ECCTA)

Western Contra Costa
Transit Authority (WestCAT)

**Business Outreach Committee
c/o GGBHTD, 1011 Andersen Drive, San Rafael, CA 94901**

Proposed Discussion Topics

1. What are the major barriers for your members in competing for contracting opportunities?
2. What trades are there a lack/plethora of DBE participation?
3. What are some recommended strategies to attract and increase DBE participation?
4. Do you have suggestions for resources and references that the BOC should develop, maintain, and disseminate to your members?
5. How can the Business Outreach Committee assist you in your mission?

The Business Outreach Committee includes Civil Rights Officers and Contract Administrators from:



Business Outreach Committee Contact List

Alameda Contra Costa Transit District (AC Transit) www.actransit.org; Contracts Compliance Administrator: Phillip Halley; phalley@actransit.org; 510-891-7164; Management Compliance Analyst Contracts Compliance: Brooklyn Moore-Green; bpmgreen@actransit.org; 510-891-7231

Bay Area Rapid Transit District (BART) www.bart.gov; Manager, Performance & Data Analytics Unit: Joseph Towner; jtowner@bart.gov; 510-987-5210

California Department of Transportation (CALTRANS) www.dot.ca.gov; Branch Chief Small Business and Property Control: Ayanna Nobles, Ayanna.nobles@dot.ca.gov; 510-908-8681

California High Speed Rail Authority (HSR) www.hsr.ca.gov Small Business Manager: Damon Dorn; damon.dorn@hsr.ca.gov; 916-330-5631

Central Contra Costa Transit Authority (County Connection) www.countyconnection.com Director of Recruitment & Employee Development: Kristina Martinez; kmartinez@countyconnection.com; 925-680-2031

City of Santa Rosa www.srcity.org/reimagining; Transit Planner: Yuri Koslen; ykoslen@srcity.org; 707-543-3335

Golden Gate Bridge, Highway & Transportation District (GGBHTD) www.goldengate.org; DBE Program Administrator: Artemisé Davenport; adavenport@goldengate.org; 415-257-4581

Marin Transit www.marintransit.org; Director of Policy & Legislative Programs: Keith Green; kgreen@marintransit.org; 415-226-0870

Metropolitan Transportation Commission (MTC) www.mtc.ca.gov Contract Compliance Manager: Michael Brinton; mbrinton@bayareametro.gov; 510-778-6727; Purchasing: Luz Campos; lcampos@bayareametro.gov; 510-778-5390

Napa Valley Transportation Authority (NVTA) www.nvta.ca.gov; Administrative Technician: Renée Kulick; rkulick@nvta.ca.gov; 707-259-8780

San Francisco Bay Ferry, a service of the Water Emergency Transportation Authority (WETA) www.watertransit.org Program Manager/Analyst: Lauren Duran Gualarte; gualarte@watertransit.org; 415-364-3188; Government & Regulatory Affairs Specialist: Terence Candell; candell@watertransit.org;

San Francisco County Transportation Authority (SFCTA) www.sfcta.org; Principle Management Analyst: Lily Yu; lily.yu@sfcta.org; 415-522-4811

San Francisco Municipal Transportation Agency (SFMTA) www.sfmta.gov; Contract Compliance Office Employment Unit Manager Finance and Information Technology Division: Todd Senigar; todd.senigar@sfmta.com; 415-646-2014

San Mateo County Transit District (SamTrans) and Peninsula Joint Powers Board (Caltrain) www.smctd.com/bidscontracts; DBE Administrator: Kamal Hubbard; Hubbardk@samtrans.com; 650-508-7939

Santa Clara Valley Transportation Authority (VTA) www.vta.org Business Diversity Programs Management Analyst: Jennifer Mena; Jennifer.mena@vta.org; 408-321-5876

Santa Cruz Metropolitan Transit District (Santa Cruz Metro) www.scmtd.com; Purchasing Agent: Joan Jeffries; jjeffries@scmtd.com; 831-420-2572

Solano County Transit (SolTrans) www.soltransride.com; DBE Liaison Officer: Reilly Kent; reilly@soltransride.com; 707-736-6986

Sonoma-Marín Area Rail Transit (SMART) www.sonomamarintrain.org Chief Financial Officer: Heather McKillop; hmkillop@sonomamarintrain.org; 707-794-3320

Tri Delta Transit (ECCTA) www.trideltatransit.com DBE Liaison Officer: Tania Babcock; tbabcock@eccta.org; 925-754-6622 ext. 223

Western Contra Costa Transit Authority (WestCAT) www.westcat.org Grants & Compliance Manager: Mike Furnary; mike@westcat.org; 510-724-3331

Business Outreach Committee
c/o GGBHTD, 1011 Andersen Drive, San Rafael, CA 94901

Exhibit 4:

Consultation Meeting Invite List

| | | |
|--|---|---|
| AFRICAN AMERICAN CHAMBER OF COMMERCE | CALIFORNIA BLACK CHAMBER OF COMMERCE | HISPANIC CHAMBER OF COMMERCE ALAMEDA COUNTY |
| AMERICAN COUNCIL OF ENGINEERING COMPANIES | CALIFORNIA DEPT. OF GENERAL SERVICES PROCUREMENT DIVISION/OFFICE OF SMALL AND DISABLED VETERAN BUSINESS ENTERPRISE SERVICES | HISPANIC CHAMBER OF COMMERCE OF CONTRA COSTA |
| AMERICAN INDIAN CHAMBER OF COMMERCE OF CALIFORNIA | "CALIFORNIA HISPANIC CHAMBERS OF COMMERCE | HISPANIC CHAMBER OF COMMERCE OF MARIN |
| ANEWAMERICA WOMEN'S BUSINESS CENTER, EAST BAY | CALIFORNIA PUBLIC UTILITIES COMMISSION SMALL BUSINESS PROGRAM | HISPANIC CHAMBER OF COMMERCE OF SILICON VALLEY |
| ANEWAMERICA WOMEN'S BUSINESS CENTER, SAN JOSE | CALIFORNIA UNIFIED CERTIFICATION PROGRAM (CUCP)/C/O BAY AREA RAPID TRANSIT DISTRICT | HISPANIC CHAMBER OF COMMERCE OF SONOMA COUNTY |
| ASIA AMERICA MULTITECHNOLOGY ASSOCIATION | CALMENTOR PROGRAM | HORIZONS UNLIMITED |
| ASIAN AMERICAN ARCHITECTS ENGINEERS (AAAAE) | CENTRE CITY DEVELOPMENT CORPORATION | INDUSTRY COUNCIL FOR SMALL BUSINESS DEVELOPMENT |
| ASIAN BUSINESS LEAGUE OF SAN FRANCISCO | CHINESE FOR AFFIRMATIVE ACTION | J.R. OLSEN BONDS & INSURANCE BROKERS, INC. |
| ASIAN INC. | "CITIBANK, N.A. | JAPANESE CHAMBER OF COMMERCE OF NORTHERN CALIFORNIA |
| ASSOCIATED BUILDERS AND CONTRACTORS NORTHERN CALIFORNIA | OAKLAND DOWNTOWN FINANCIAL CENTER" | LA RAZA ROUNDTABLE DE CALIFORNIA |
| ASSOCIATED GENERAL CONTRACTORS OF CALIFORNIA | CITY OF SAN JOSE OFFICE OF ECONOMIC DEVELOPMENT | LAWYERS COMMITTEE FOR CIVIL RIGHTS |
| BAY AREA BUILDERS EXCHANGE | COMTO-NORTHERN CALIFORNIA | LINK 2000 |
| BAY AREA CHAPTER AMERICAN SUBCONTRACTORS ASSOCIATION | CONSTRUCTION BID SOURCE | MARIN BUILDERS ASSOCIATION |
| BREAKFAST OF CHAMPIONS | DBE CONTRACTOR | MINORITY BUSINESS CONSORTIUM |
| BUILDERS' EXCHANGE OF STOCKTON | DBE GOODFAITH, INC. | MISSION ECONOMIC DEVELOPMENT AGENCY (MEDA) |
| "BUILDERS EXCHANGE OF SAN FRANCISCO" | EAST BAY SCORE | MISSION HIRING HALL |
| BUILDERS' EXCHANGE OF SANTA CLARA COUNTY | EAST BAY SMALL BUSINESS DEVELOPMENT CENTER | NAPA-SONOMA SMALL BUSINESS DEVELOPMENT CENTER C/O NAPA VALLEY COMMUNITY COLLEGE |
| CA DEPARTMENT OF GENERAL SERVICES OFFICE OF SMALL BUSINESS CERTIFICATION AND RESOURCES | EAST BAY WOMEN IN BUSINESS ROUNDTABLE C/O OAKLAND METROPOLITAN CHAMBER | NATIONAL ASSOCIATION OF MINORITY CONTRACTORS NORTHERN CALIFORNIA |
| CALASIAN CHAMBER OF COMMERCE | FACE - REDWOOD RESOURCES | NATIONAL ASSOCIATION OF SURETY BOND PRODUCERS (NASBP) |
| | FILIPINO AMERICAN CHAMBER OF COMMERCE OF SILICON VALLEY | NATIONAL ASSOCIATION OF WOMEN BUSINESS OWNERS (NAWBO) SAN FRANCISCO BAY AREA CHAPTER |
| | FOUNDATION FOR FAIR CONTRACTING | |

NATIONAL ASSOCIATION OF WOMEN IN CONSTRUCTION (NAWIC)

NATIONAL BUILDERS CONTROL

NATIONAL CENTER FOR AMERICAN INDIAN ENTERPRISE DEVELOPMENT

NATIONAL ORGANIZATION OF MINORITY ARCHITECTS SAN FRANCISCO CHAPTER

NAWBO SILICON VALLEY

NORCAL MENCHANICAL CONTRACTORS ASSOCIATION

NORCAL PTAC

NORTH BAY BLACK CHAMBER OF COMMERCE

"NORTHERN CALIFORNIA MINORITY BUSINESS ENTERPRISE CENTER
(Operated by Asian Inc.)"

NORTHERN CALIFORNIA VETERANS BUSINESS OUTREACH CENTER

OAKLAND BUILDERS ALLIANCE

OAKLAND SMALL BUSINESS DEVELOPMENT CENTER

OAKLAND SMALL BUSINESS GROWTH CENTER

OFFICE OF COMMUNITY INVESTMENT AND INFRASTRUCTURE

PENDERGAST CONSULTING GROUP

SACRAMENTO MBDA BUSINESS CENTER

SACRAMENTO REGIONAL BUILDERS EXCHANGE

SAN FRANCISCO AFRICAN AMERICAN CHAMBER OF COMMERCE

"SAN FRANCISCO CHAMBER OF COMMERCE
"

SAN FRANCISCO FILIPINO CULTURAL CENTER

SAN FRANCISCO HUMAN RIGHTS COMMISSION

SAN FRANCISCO SCORE

SBTRC SOUTHWEST REGION

SILICON VALLEY BLACK CHAMBER OF COMMERCE

SILICON VALLEY SCORE COUNSELORS TO AMERICA'S SMALL BUSINESS C/O SAN

JOSE CHAMBER OF COMMERCE

SILICON VALLEY VIETNAMESE AMERICAN CHAMBER OF COMMERCE

SMALL BUSINESS CALIFORNIA

SMALL BUSINESS COMMISSION

SMALL BUSINESS DEVELOPMENT CENTER LEAD CENTER/HUMBOLDT STATE UNIVERSITY

SMALL BUSINESS EXCHANGE (SBE), INC.

SOCIETY OF MARKETING PROFESSIONALS

SOLANO NAPA SMALL BUSINESS DEVELOPMENT CENTER

SONOMA SMALL BUSINESS DEVELOPMENT CENTER C/O SANTA ROSA METRO CHAMBER

SUPPLIER CLEARINGHOUSE OF THE PUBLIC UTILITIES COMMISSION

SURETY INFORMATION OFFICE (SIO)

THE HISPANIC CHAMBERS OF COMMERCE OF SAN FRANCISCO

TRADESWOMEN, INC

U.S. DEPARTMENT OF TRANSPORTATION OFFICE OF SMALL & DISADVANTAGED BUSINESS UTILIZATION (OSDBU)

U.S. PAN ASIAN AMERICAN CHAMBER OF COMMERCE-WESTERN CHAPTER

U.S. SMALL BUSINESS ADMINISTRATION SAN FRANCISCO DISTRICT OFFICE

WESTERN REGIONAL MINORITY SUPPLIER DEVELOPMENT COUNCIL

WOMEN CONSTRUCTION OWNERS AND EXECUTIVES USA

WOMEN IN CONSULTING San Francisco Chapter

WORKING SOLUTIONS

YEI ENGINEERS

Exhibit 5:

Consultation Meeting Minutes

Consultation Meeting – April 11:

| | |
|------------------------------|----------------------------|
| Registration Total: 4 | |
| Public | BOC Member Representatives |
| 3 | 1 |
| | |
| Attendance Total: 22 | |
| Public | BOC Member Representatives |
| 2 | 20 |

BOC Questions for Discussion:

The BOC asked questions to get feedback on issues within the DBE/SBE community, challenges to the DBE program, and how agencies can better assist DBEs/SBEs. The questions included:

- What are the major barriers for your members in competing for contracting opportunities?
- What trades are there a lack of/plethora of DBE participation?
- What are some recommended strategies to attract and increase DBE participation?
- Do you have suggestions for resources and references that the BOC should develop, maintain, and disseminate to your members?
- How can the Business Outreach Committee assist you in your mission?

Comments Received: Norcal PTAC and SBA

- One of the barriers is that some of the primes are reluctant to use DBE certified firms because they are new and/or don't have prior experience.
- Pre-proposal conferences are good for DBE firms to meet the primes and see what requirements are for projects.
- SBA does liaison work with federal agencies and would like to support outreach efforts and information sharing to help reach the small business community.
- Most of the agencies that are federally funded do not have a procurement feature for vendors to "opt in" or post a vendor ad to reach a prime for a construction or professional services contract.
- Why have the majority of transit agencies not listed their DBE goals? A response was provided that several agencies were still finalizing their proposed goals and there is another BOC Public Participation Meeting scheduled for April 26, 2022 and that MTC and VTA would also host a Public Participation Meeting on June 7, 2022 that would include additional transit agencies.

- How many of the transit agencies that receive over \$100 million dollars conducted a disparity study? A response was provided that BART, VTA and Golden Gate Bridge, Highway, and Transportation District were doing a disparity study. It was noted that a disparity study is a challenge as it costs approximately \$1/2 to 3/4 of a million dollars and takes on average 3 years to complete.
- NorCal PTAC encouraged transit agencies to use them as a resource to assist small businesses.

Exhibit 6:
Public Participation Flyer



THE BUSINESS OUTREACH COMMITTEE(BOC) A CONSORTIUM OF BAY AREA TRANSPORTATION AGENCIES



Public Participation Meeting

Virtual Events – Cisco Webex Platform

Registration Required

The BOC hereby notifies all interested parties that member agencies are beginning the process of establishing Triennial Overall Disadvantaged Business Enterprise (DBE) goals for contracts and procurements that may be financed in whole or in part with Federal Transit Administration funds for Federal Fiscal Year 2023-2025. Two sessions offered:

Monday, April 11, 2022
11:30 a.m. – 1:00 p.m. (PST)

[Register Here](#)

Tuesday, April 26, 2022
10:00 a.m. – 11:30 p.m. (PST)

[Register Here](#)

MEETINGS WILL INCLUDE:

- OVERVIEW OF DBE PROGRAM
- DBE GOAL SETTING PROCESS & EXERCISE
- COMMENT PERIOD FOR INPUT ON PROPOSED DBE GOALS
- NOTICE OF UPCOMING CONTRACTING OPPORTUNITIES

WHO SHOULD ATTEND?

Disadvantaged and Small Business Enterprises | Community Based Organizations | Prime Contractors
For questions, contact Artemis Davenport at adavenport@goldengate.org or 415-257-4581

time to talk

Participating Agencies:

AC Transit ♦ BART ♦ Caltrain/SamTrans ♦ City of Santa Rosa ♦ County Connection ♦ GGBHTD
Marin Transit ♦ MTC ♦ NCTD ♦ Santa Cruz Metro ♦ SFCTA ♦ SFMTA ♦ SMART ♦ SolTrans ♦ Tri Delta Transit
VTA ♦ Westcat ♦ WETA

The BOC serves the disadvantaged and small business communities. It is the policy of the member agencies participating in the Business Outreach Committee that small businesses owned and controlled by socially and economically disadvantaged individuals are provided equal opportunity to participate in the construction, professional service and procurement activities of their agencies.

Exhibit 7:

Public Participation Meeting Minutes

Public Participation Meeting – April 11:

| | |
|-------------------------------|----------------------------|
| Registration Total: 57 | |
| Public | BOC Member Representatives |
| 48 | 9 |
| Attendance Total: 41 | |
| Public | BOC Member Representatives |
| 21 | 20 |

Comments Received:

- After the goal setting is done, do any agencies follow up with resource availability for the DBE contractor? Different types of assistance are needed for the different markets and subcontractors. An example was given that many DBE subcontractors do not know how to estimate. More assistance in the form of teaching, classes, etc. needs to be given to the DBE community so they learn how to be competitive and get bids. BOC responded stating that technical assistance and DBE supportive services are offered by the BOC. Some challenges are getting firms to participate, but the BOC will definitely look into offering more assistance.
- It was stated that an RFP for professional services is oftentimes less likely to be shown on the transit agencies websites versus capital projects and it is more challenging to find out who will be a prime when you are trying to get on a team. It was also stated that there are financial burdens in professional services. The commenter asked if there are trainings that can be offered to DBEs to get past some of the professional services challenges for developing bids? Lastly, the commenter stated that there are some agencies that have very high goals and many of the agency goals seem low. BOC responded that the BOC will offer trainings for professional services and look into what some of the barriers may be. The reason that goals may be low is that it depends on what types of contracts that are included in the projected goal and the availability of DBEs for the contracts.
- It was stated that the mentoring and protégé program at Caltrans is a great place to network with primes and get educational opportunities. There is also a VTA supply and diversity program. It was advised that DBEs register for these programs. It was suggested that money needs to be set aside at each agency for DBE education programs on how to maneuver in the government contracting arena. Many DBEs do not understand how to do estimating and how to get a contract with a prime.

- It was stated that emerging A&E firms have a difficult time forming relationships with primes because teams are formed in advance. Many primes are hesitant to work with a smaller DBE firm.
- I appreciate all of you setting goals for us DBE's. Very often we would not otherwise have an opportunity to participate on these projects. These requirements open the doors for us.
- I encourage all agencies to continue to focus on supportive services to bolster tradespersons starting business, residential contractors moving into the public works arena, and firms seeking to grow. Working in the public works arena requires a unique skill set and we need to continue to support the DBE firms that are working for your agencies.
- Thank you for the opportunity to learn about the process.
- Focus on your Technical Support Service Program to build DBE Success!
- Work with the Ethnic Chambers And Trade Associations on a Training/Education & Development Accelerator Partnering Program
- Networking with the Primes is the Key!

Questions During Registration:

- How can Diversity/Outreach Inclusion Programs provide the necessary training on estimating, bidding, and project management? This is the help that DBE firms need!
- How to partner with prime contractor
- Upcoming contracts and construction management opportunities.
- Small business network

Public Participation Meeting – April 26:

| Registration Total: 37 | |
|-------------------------------|----------------------------|
| Public | BOC Member Representatives |
| 20 | 17 |
| | |
| Attendance Total: 29 | |
| Public | BOC Member Representatives |
| 10 | 19 |
| | |
| | |

Comments Received:

- How do you address when goals are not met? BOC responded that an agency has to do a shortfall analysis which details the conditions that prevented the agency from meeting the goal and a corrective action plan detailing how the agency will mitigate future shortfalls. It was also noted that an agency can ask the Federal Transit Administration to approve a singular contract to use race-conscious goals using another agency's disparity study if there are similarities in the contracting opportunities; getting more firms certified as DBEs; and encouraging DBEs to

- attend pre-proposal conferences to network with prime contractors can assist in meeting goals.
- It was stated that many businesses are not government procurement sound and benefit from business development programs. BOC responded that the BOC provides resources and workshops to assist the DBE and small business community. The BOC also partners with NorCal PTAC and other businesses such as SCORE to promote the free resources available to assist DBEs and small businesses. Many larger transit agencies also offer business development programs.
 - A participant who works with DBEs in the Central Valley stated that he wanted to offer similar public participation outreach as the BOC to the Central Valley and was interested in attending future BOC outreach events. The BOC shared a Federal Transit Administration YouTube channel and the U.S. Department of Transportation's "DBE Community of Practice Training Sessions" as additional resources.

Questions During Registration:

- How do you determine the percentage DBE per project solicitation? When it is below 10% DBE we have more challenges finding teaming opportunities.

Exhibit 8: Proof of Posting on WETA's Website

The screenshot shows a web browser window with the address bar displaying weta.sanfranciscobayferry.com/dbe-and-sbe-information. The page content includes two tables and several paragraphs of text.

| Contract Type | FTA Dollars | Percentage | FTA Dollars Projected for DBEs |
|--|---------------------|-------------|--------------------------------|
| Vessel Refurbishment | \$11,096,336 | 14% | \$80,299 |
| Vessel Engine Overhaul | \$15,339,558 | 19% | \$1,294 |
| Terminal | \$2,040,800 | 3% | \$246,290 |
| Operations | \$50,949,421 | 64% | \$0 |
| Total FTA Dollars and DBE Dollars | \$79,426,115 | 100% | \$327,883 |

| FTA Dollars Projected for DBEs | FTA Budgeted | | Annual Overall Goal |
|--------------------------------|---------------------|--|---------------------|
| \$327,883 | \$79,426,115 | | 0.41% |

In coordination with the Business Outreach Committee, WETA co-hosted a public participation meeting to provide an overview of the DBE program, the DBE goal setting process, and request input from the public on WETA's Draft proposed DBE goal. proposed DBE goal. The meeting was recorded and be accessed in the links below.

Public Participation Meeting – April 11

Presentation: https://www.goldengate.org/assets/1/6/final_public_participation_meeting_presentation_april_11_2022.pdf
 Recording: <https://goldengate.webex.com/recording/service/sites/goldengate/recording/533db8799bf3103a9ca9c22ff4ecfe39/playback>
 Password: ppm411

Public Participation Meeting – April 26

Presentation: https://www.goldengate.org/assets/1/6/april_26_public_participation_meeting_presentation2.pdf
 Recording: <https://goldengate.webex.com/recording/service/sites/goldengate/recording/1327905ea7b0103ab9ff1aca0dfb00a6/playback>
 Password: ppm426

As part of outreach on the development of the agency's DBE Goal, WETA is requesting comments from interest parties on the proposed Draft DBE goal for FY23-25. To provide public comments on the DBE goal, please contact WETA's Program Specialist, Terence Candell at candell@watertransit.org.



FEDERAL FISCAL YEARS 2023 THROUGH 2025

SMALL BUSINESS ENTERPRISE (SBE) GOAL ANALYSIS REPORT

For Contracts Assisted by the Federal Transit Administration

May 23, 2022

SUMMARY

WETA's Small Business Enterprise (SBE) element in its Disadvantaged Business Enterprise (DBE) Program requires the establishment of an overall SBE goal for each triennial DBE goal period. The SBE goal analysis is conducted using the same methodology as the DBE overall goal. This report provides a description of the data sources used to set the SBE goal, a brief description of the two step process to determine the goal and tables displaying the Base Figure and Base Figure per contract. Please refer to the DBE Goal Analysis Report for a more detailed description of the methodology used to establish both the DBE and SBE goals.

WETA has developed a 7.5% SBE goal applicable to Federal Fiscal Years 2023, 2024, and 2025 contracting opportunities assisted by the Federal Transit Administration (FTA) in accordance with revisions to 49 CFR Part 26.

The goal is applicable to a total of \$79,936,315 of FTA dollars that are budgeted for 27 projects with contracts anticipated to be awarded from October 1, 2022, through September 30, 2025. The SBE goal developed for FTA-assisted contracts identifies the relative availability of SBEs, based on evidence of ready, willing and able SBEs in relationship to all comparable businesses that are likely to be available to compete for WETA's FTA-assisted contracts.

Contracts Assisted by FTA for FFY 23-25

A total of \$79,936,315 of FTA dollars is budgeted for 27 projects with contracts expected to be awarded during FFY 2023 through 2025. See Table 1 below. A two-step process is used to determine the overall goal for these contracts.

Table 1: Federally Funded Contracts Anticipated to be Awarded During FFY23-25

| Contract Type | Description of Contract | FTA Dollars |
|--------------------|---|---------------------|
| FFY 2023-25 | | |
| Operations | Purchased Transportation | \$50,949,421 |
| FFY 2023 | | |
| Vessel | 2023 Vessel Half Life Overhaul (Gemini) | \$3,590,002 |
| Vessel | 2023 Engine Half Life Overhauls (Hydrus, Cetus, Argo, Intintoli, Lyra) | \$1,810,430 |
| Vessel | 2023 Engine Quarter Life Overhauls (Mare Island) | \$104,902 |
| Terminal | Vallejo Terminal Dredging | \$2,551,000 |
| FFY 2024 | | |
| Vessel | 2024 Vessel Half Life Overhaul (Pisces) | \$3,697,702 |
| Vessel | 2024 Engine Half Life Overhauls (Carina, Peralta, Mare Island) | \$847,283 |
| Vessel | 2024 Engine Quarter Life Overhauls (Intintoli, Dorado, Cetus, Hydrus) | \$3,826,730 |
| FFY 2025 | | |
| Vessel | 2025 Vessel Half Life Overhaul (Taurus) | \$3,808,633 |
| Vessel | 2025 Engine Major Overhaul (Pyxis, Vela, Peralta, Bay Breeze II, Solano II) | \$6,440,940 |
| Vessel | 2025 Engine Quarter Life Overhauls (Hydrus, Cetus, Mare Island, Mavrik) | \$2,309,274 |
| Total | | \$79,936,315 |

Step One. Determining Base Figures

Base figures were calculated for contracts budgeted for award to determine the relative availability of SBEs using the same local market area and North American Industry Classification codes as were used for the FFY 23-25 DBE Goal Analysis. As described in WETA's FFY23-25 DBE Goal Analysis Report, WETA's local market area includes the counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma. San Diego County will be included for the M/V GEMINI, PISCES and TAURUS – Vessel Half Life Overhaul projects.

Number of SBEs: To determine the number of SBEs in WETA's market area staff searched the California Unified Certification Program (CUCP) database for DBEs (all DBEs are considered SBEs), Small Minority Business Enterprises (SMBEs) and Small Women Business Enterprises (SWBEs) certified in the NAICS codes identified for the prime contracts and subcontracts. In addition, staff also consulted the Department of General Services database (<https://caleprocure.ca.gov/pages/PublicSearch/supplier-search.aspx>) to find the number of SBEs certified by the California Department of General Services. The lists of DBEs, SMBEs, SWBEs and SBEs were combined, duplicates and businesses outside of WETA's market area were deleted to determine the total number of SBEs in

WETA's market area. The total number of SBEs identified in each NAICS code is displayed in Column C of Tables 2a and 2b located below.

Number of All Firms (SBEs and non-SBEs): To determine the number of all firms (SBEs and non-SBEs) in WETA's market area, staff searched the Census Bureau's County Business Patterns database for all firms specializing in the NAICS codes identified for the prime contracts and subcontracts. Numbers of all firms identified are displayed in Column D of Tables 2a and 2b.

Relative Availability of SBE Firms: Relative availability is derived by dividing the number of ready, willing and able SBEs in a particular NAICS code by the number of all firms (SBEs and non-SBEs) in that NAICS code. Tables 2a and 2b show this equation carried out for the SBEs identified in the CUCP and DGS databases and all firms identified in the County Business Pattern database.

Relative Availability figures are displayed in two different tables below as a result of the fact that WETA has a different Local Market Area for vessel refurbishment projects. Table 2a displays the Availability of SBEs and all firms by NAICS Code for all projects except Vessel Refurbishment (excluding San Diego County). Table 2b displays the availability of SBEs and all firms by NAICS Code for M/V PISCES, GEMINI and TAURUS - Vessel Half Life Refurbishment project (includes San Diego County). The resulting relative availability figures are displayed in Column E of Table 2a and 2b.

Table 2a: Availability of SBEs and all firms by NAICS Code for all projects except Vessel Refurbishment (excludes San Diego County)

| A. NAICS Code | B. NAICS Description | C. ALL SBEs | D. All Firms in Local Market Area | E. Relative SBE Availability |
|---------------------|---|-------------------|--|------------------------------------|
| 811310 | Commercial and Industrial Machinery and Equipment (except Automotive and Electronic) Repair and Maintenance | 5 | 553 | 0.90% |
| 532490 | Other Commercial and Industrial Machinery and Equipment Rental and Leasing | 4 | 491 | 0.81% |
| 484110 | General Freight Trucking, Local | 62 | 1,151 | 5.11% |
| 483212 | Inland Water Passenger Transportation | 0 | 0 | 0.00% |
| 541620 | Enviro consulting services | 89 | 723 | 10.96% |
| 237990 | Other Heavy and Civil Engineering Construction | 34 | 79 | 30.09% |
| 541370 | Hydrographic survey work | 17 | 167 | 9.24% |

Table 2b: Availability of SBEs and all firms by NAICS Code for M/V PISCES, GEMINI and TAURUS - Vessel Half Life Refurbishment project (Includes San Diego County)

| A. NAICS Code | B. NAICS Description | C. ALL SBEs | D. All Firms in Local Market Area | E. Relative SBE Availability |
|---------------|---|-------------|-----------------------------------|------------------------------|
| 336611 | Ship Building and Repairing | 2 | 60 | 3.23% |
| 238210 | Electrical Contractors and Other Wiring Installation Contractors | 292 | 5,292 | 5.23% |
| 238220 | Plumbing, Heating, and Air-Conditioning Contractors | 161 | 5,886 | 2.66% |
| 238310 | Drywall and Insulation Contractors | 15 | 1,379 | 1.08% |
| 336360 | Motor Vehicle Seating and Interior Trim Manufacturing | 1 | 6 | 14.29% |
| 238330 | Flooring Contractors | 54 | 1,379 | 3.77% |
| 238320 | Painting and Wall Covering Contractors | 89 | 3,190 | 2.71% |
| 541330 | Engineering services | 209 | 7,222 | 2.81% |
| 334220 | Radio and Television Broadcasting and Wireless Communications Equipment Manufacturing | 1 | 125 | 0.79% |
| 335313 | Switchgear and Switchboard Apparatus Manufacturing | 11 | 12 | 47.83% |
| 332996 | Bends, pipe, made from purchased metal pipe | 3 | 7 | 30.00% |
| 238350 | Finish Carpentry Contractors | 27 | 1,640 | 1.62% |
| 334511 | Search, Detection, Navigation, Guidance, Aeronautical, and Nautical System and Instrument Manufacturing | 0 | 52 | 0.00% |

FTA Funds to be Expended in Each Specific Area and Calculating Base Figure: The FTA-assisted contracts and subcontracts identified by project managers were categorized according to their NAICS industry classifications. See Exhibit 1, Column B. Contract dollars of each industry classification were divided by the total contract dollars (\$79,936,315) resulting in percentage of total dollars per contract and classification, called the “weighted” percentage. The result is shown in Exhibit 1, Column D.

Next, the Base Figure for the Overall Goal was calculated by multiplying the weighted percentage of funds to be expended for each NAICS code (Exhibit 1, Column D) by SBE relative availability for each NAICS code (carried forward from Table 2a and 2b and shown in Exhibit 1, Column E). Base Figures for each NAICS code is shown in Exhibit 1, Column F. Finally, Base Figures for all NAICS codes were totaled, resulting in a 1.71% overall base figure.

Calculating Base Figure per Individual Contract: To determine the Base Figure for each contract, the percentage of work (prime and sub) identified by project managers was multiplied by the SBE relative availability (carried forward from Table 2a and 2b), and totaled for each contract. See Exhibit 2.

Step Two. Adjusting Base Figures

WETA examined the nature of the contracts budgeted for award to determine whether any further refinements were warranted. WETA also considered other data, such as past participation of SBEs, which would help measure the percentage of work that SBEs would be likely to obtain and to make the Step One Base Figure as precise as possible.

All DBEs are considered SBEs. As such, WETA adjusted the number of DBE firms included in this SBE analysis consistent with the adjustments made in the DBE goal analysis. WETA made the following adjustments which are described more fully in the DBE Goal Analysis Report:

- NAICs codes 336611 - Step 1 Availability: 3.23%. Adjustment: Removed 1 DBE shipyard from Prime work, resulting in 0% SBE availability. Since this DBE could perform as a subcontractor, staff allocated 10% of the work under 336611 to potential subcontracting work, with 1.64% availability.
- NAICs code 336360 - Step 1 Availability: 14.29%. Adjustment: Removed 1 DBE firm since the business is no longer operating. Adjusted availability is 0%.
- NAICs code 811310 - Step 1 Availability: 0.90%. Adjustment: Removed all 5 DBEs, since WETA must use the Original Engine Manufacturer (OEM) to perform engine overhaul work in order to maintain the engine warranty. None of the OEMs for WETA's engines are DBEs. Adjusted availability is 0%.

The tables in Exhibit 1 & 2 show the adjusted calculated percentage of available SBE firms, with an additional list of firms under NAICs code 336611 that can perform work and be calculated into the goal as subcontractors. The adjusted step 2 base figure is 1.23%.

Past Participation

WETA examined the percentage of SBE participation committed to SBEs on WETA's FTA funded contracts for the last 3 years:

FFY 19: SBE Awards/Commitments equaled 0.0%

FFY 20: SBE Awards/Commitments equaled 5.35%

FFY 21: SBE Awards/Commitments equaled 5.5%

Using adjustments based on past participation as a means of adjusting the Base Figure, staff determined the median past participation to be 5.35%.

Final Step. Calculating the Overall Goal

1. FFY 2023-2025 Base Figure = 1.23%
2. Median Past Participation = 5.35%
3. Adjustment = (Base Figure 1.23% + median past participation 5.35%) / 2 = 3.29%

Conclusion

The above analysis resulted in a 3.29% SBE goal for FFY23-25. WETA's actual SBE achievement over the last 9 years has been over 5% except FY15 and FY19. A 3.29% SBE goal is well short of WETA's SBE goals and achievement of those goals in 7 of the last 9 years. With the increased amount of federal COVID-19 relief funding, increased contracts and projects for the upcoming triennial period and the WETA Board's direction to increase the availability of DBEs, staff felt it is appropriate to increase the goal to be consistent with the previous triennial SBE goal of 7.5%. Therefore, the overall SBE goal for FTA-assisted contracts for FFY 23-25 is 7.5%.

Exhibit 1:

Step 1: Weighted FTA Dollars and Base Figure

| A. NAICS Code | B. NAICS Description and Associated Contracts | C. FTA Dollars for contract | D. Weighted % of Total FTA Dollars | E. SBE Availability | F. Base Figure |
|---------------|---|-----------------------------|------------------------------------|---------------------|----------------|
| - | | | | | |
| 811310 | Commercial and Industrial Machinery and Equipment Repair and Maint. | | | | |
| | 2025 Engine Major Overhaul (Pyxis, Vela, Peralta, Bay Breeze II, Solano II) | \$6,312,121 | 7.90% | 0.90% | 0.07% |
| | 2023 Engine Half Life Overhauls (Hydrus, Cetus, Argo, Intintoli, Lyra) | \$1,810,430 | 2.26% | 0.90% | 0.02% |
| | 2024 Engine Half Life Overhauls (Carina, Peralta, Mare Island) | \$847,283 | 1.06% | 0.90% | 0.01% |
| | 2023 Engine Quarter Life Overhauls (Mare Island) | \$104,902 | 0.13% | 0.90% | 0.00% |
| | 2024 Engine Quarter Life Overhauls (Intintoli, Dorado, Cetus, Hydrus) | \$3,826,730 | 4.79% | 0.90% | 0.04% |
| | 2025 Engine Quarter Life Overhauls (Hydrus, Cetus, Mare Island, Mavrik) | \$2,309,274 | 2.89% | 0.90% | 0.03% |
| 532490 | Other Commercial and Industrial Machinery and Equipment Rental and Leasing | | | | |
| | 2025 Engine Major Overhaul (Pyxis, Vela, Peralta, Bay Breeze II, Solano II) | \$64,409 | 0.08% | 0.81% | 0.00% |
| 484110 | General Freight Trucking, Local | | | | |
| | 2025 Engine Major Overhaul (Pyxis, Vela, Peralta, Bay Breeze II, Solano II) | \$64,409 | 0.08% | 5.11% | 0.00% |
| 336611 | Ship Building and Repairing | | | | |
| | 2023 Vessel Half Life Overhaul (Gemini) | \$2,189,901 | 2.74% | 3.23% | 0.09% |
| | 2024 Vessel Half Life Overhaul (Pisces) | \$2,255,598 | 2.82% | 3.23% | 0.09% |
| | 2025 Vessel Half Life Overhaul (Taurus) | \$2,323,266 | 2.91% | 3.23% | 0.09% |
| 238210 | Electrical Contractors and Other Wiring Installation Contractors | | | | |
| | 2023 Vessel Half Life Overhaul (Gemini) | \$107,700 | 0.13% | 4.65% | 0.01% |
| | 2024 Vessel Half Life Overhaul (Pisces) | \$110,931 | 0.14% | 4.65% | 0.01% |
| | 2025 Vessel Half Life Overhaul (Taurus) | \$114,259 | 0.14% | 4.65% | 0.01% |
| 238220 | Plumbing, Heating, and Air-Conditioning Contractors Heating, ventilation and air-conditioning (HVAC) contractors | | | | |

| A. NAICS Code | B. NAICS Description and Associated Contracts | C. FTA Dollars for contract | D. Weighted % of Total FTA Dollars | E. SBE Availability | F. Base Figure |
|---------------|--|-----------------------------|------------------------------------|---------------------|----------------|
| | | | | | |
| | 2023 Vessel Half Life Overhaul (Gemini) | \$143,600 | 0.18% | 2.13% | 0.00% |
| | 2024 Vessel Half Life Overhaul (Pisces) | \$147,908 | 0.19% | 2.13% | 0.00% |
| | 2025 Vessel Half Life Overhaul (Taurus) | \$152,345 | 0.19% | 2.13% | 0.00% |
| 238310 | Drywall and Insulation Contractors | | | | |
| | 2023 Vessel Half Life Overhaul (Gemini) | \$17,950 | 0.02% | 1.31% | 0.00% |
| | 2024 Vessel Half Life Overhaul (Pisces) | \$18,489 | 0.02% | 1.31% | 0.00% |
| | 2025 Vessel Half Life Overhaul (Taurus) | \$19,043 | 0.02% | 1.31% | 0.00% |
| 336360 | Motor Vehicle Seating and Interior Trim Manufacturing | | | | |
| | 2023 Vessel Half Life Overhaul (Gemini) | \$215,400 | 0.27% | 14.29% | 0.04% |
| | 2024 Vessel Half Life Overhaul (Pisces) | \$221,862 | 0.28% | 14.29% | 0.04% |
| | 2025 Vessel Half Life Overhaul (Taurus) | \$228,518 | 0.29% | 14.29% | 0.04% |
| 238330 | Flooring Contractors | | | | |
| | 2023 Vessel Half Life Overhaul (Gemini) | \$179,500 | 0.22% | 0.00% | 0.00% |
| | 2024 Vessel Half Life Overhaul (Pisces) | \$184,885 | 0.23% | 0.00% | 0.00% |
| | 2025 Vessel Half Life Overhaul (Taurus) | \$190,432 | 0.24% | 0.00% | 0.00% |
| 238320 | Painting and Wall Covering Contractors Ship painting contractors | | | | |
| | 2023 Vessel Half Life Overhaul (Gemini) | \$107,700 | 0.13% | 1.98% | 0.00% |
| | 2024 Vessel Half Life Overhaul (Pisces) | \$110,931 | 0.14% | 1.98% | 0.00% |
| | 2025 Vessel Half Life Overhaul (Taurus) | \$114,259 | 0.14% | 1.98% | 0.00% |
| 541330 | Engineering services | | | | |
| | 2023 Vessel Half Life Overhaul (Gemini) | \$251,300 | 0.31% | 2.91% | 0.01% |
| | 2024 Vessel Half Life Overhaul (Pisces) | \$258,839 | 0.32% | 2.91% | 0.01% |
| | 2025 Vessel Half Life Overhaul (Taurus) | \$266,604 | 0.33% | 2.91% | 0.01% |
| 334220 | Radio and Television Broadcasting and Wireless Communications Equipment Manufacturing | | | | |
| | 2023 Vessel Half Life Overhaul (Gemini) | \$71,800 | 0.09% | 0.00% | 0.00% |
| | 2024 Vessel Half Life Overhaul (Pisces) | \$73,954 | 0.09% | 0.00% | 0.00% |

| A. NAICS Code | B. NAICS Description and Associated Contracts | C. FTA Dollars for contract | D. Weighted % of Total FTA Dollars | E. SBE Availability | F. Base Figure |
|---------------|--|-----------------------------|------------------------------------|---------------------|----------------|
| | 2025 Vessel Half Life Overhaul (Taurus) | \$76,173 | 0.10% | 0.00% | 0.00% |
| 335313 | Switchgear and Switchboard Apparatus Manufacturing | | | | |
| | 2023 Vessel Half Life Overhaul (Gemini) | \$71,800 | 0.09% | 36.84% | 0.03% |
| | 2024 Vessel Half Life Overhaul (Pisces) | \$73,954 | 0.09% | 36.84% | 0.03% |
| | 2025 Vessel Half Life Overhaul (Taurus) | \$76,173 | 0.10% | 36.84% | 0.04% |
| 332996 | Bends, pipe, made from purchased metal pipe | | | | |
| | 2023 Vessel Half Life Overhaul (Gemini) | \$35,900 | 0.04% | 33.33% | 0.01% |
| | 2024 Vessel Half Life Overhaul (Pisces) | \$36,977 | 0.05% | 33.33% | 0.02% |
| | 2025 Vessel Half Life Overhaul (Taurus) | \$38,086 | 0.05% | 33.33% | 0.02% |
| 238350 | Finish Carpentry Contractors | | | | |
| | 2023 Vessel Half Life Overhaul (Gemini) | \$71,800 | 0.09% | 1.72% | 0.00% |
| | 2024 Vessel Half Life Overhaul (Pisces) | \$73,954 | 0.09% | 1.72% | 0.00% |
| | 2025 Vessel Half Life Overhaul (Taurus) | \$76,173 | 0.10% | 1.72% | 0.00% |
| 334511 | Search, Detection, Navigation, Guidance, Aeronautical, and Nautical System and Instrument Manufacturing | | | | |
| | 2023 Vessel Half Life Overhaul (Gemini) | \$125,650 | 0.16% | 0.00% | 0.00% |
| | 2024 Vessel Half Life Overhaul (Pisces) | \$129,420 | 0.16% | 0.00% | 0.00% |
| | 2025 Vessel Half Life Overhaul (Taurus) | \$133,302 | 0.17% | 0.00% | 0.00% |
| 483212 | Inland Water Passenger Transportation | | | | |
| | 2023 Purchased Transportation | \$50,949,421 | 63.74% | 0.00% | 0.00% |
| 541620 | Enviro consulting services | | | | |
| | Vallejo Terminal Dredging | \$76,530 | 0.10% | 10.96% | 0.01% |
| 237990 | Other Heavy and Civil Engineering Construction | | | | |
| | Vallejo Terminal Dredging | \$2,397,940 | 3.00% | 30.09% | 0.90% |
| 541370 | Hydrographic survey work | | | | |
| | Vallejo Terminal Dredging | \$76,530 | 0.10% | 9.24% | 0.01% |

| | |
|----------------------------|---------------------|
| Total Federal Funds | \$79,936,315 |
| Base Figure | 1.71% |

Step 2: Weighted FTA Dollars and Adjusted Figure

| A. NAICS Code | B. NAICS Description and Associated Contracts | C. FTA Dollars for contract | D. Weighted % of Total FTA Dollars | E. Adjusted SBE Availability | F. Base Figure |
|---------------|---|-----------------------------|------------------------------------|------------------------------|----------------|
| - | | | | | |
| 811310 | Commercial and Industrial Machinery and Equipment Repair and Maint. | | | | |
| | 2025 Engine Major Overhaul (Pyxis, Vela, Peralta, Bay Breeze II, Solano II) | \$6,312,121 | 7.90% | 0.00% | 0.00% |
| | 2023 Engine Half Life Overhauls (Hydrus, Cetus, Argo, Intintoli, Lyra) | \$1,810,430 | 2.27% | 0.00% | 0.00% |
| | 2024 Engine Half Life Overhauls (Carina, Peralta, Mare Island) | \$847,283 | 1.06% | 0.00% | 0.00% |
| | 2023 Engine Quarter Life Overhauls (Mare Island) | \$104,902 | 0.13% | 0.00% | 0.00% |
| | 2024 Engine Quarter Life Overhauls (Intintoli, Dorado, Cetus, Hydrus) | \$3,826,730 | 4.79% | 0.00% | 0.00% |
| | 2025 Engine Quarter Life Overhauls (Hydrus, Cetus, Mare Island, Mavrik) | \$2,309,274 | 2.89% | 0.00% | 0.00% |
| 532490 | Other Commercial and Industrial Machinery and Equipment Rental and Leasing | | | | |
| | 2025 Engine Major Overhaul (Pyxis, Vela, Peralta, Bay Breeze II, Solano II) | \$64,409 | 0.08% | 2.91% | 0.00% |
| 484110 | General Freight Trucking, Local | | | | |
| | 2025 Engine Major Overhaul (Pyxis, Vela, Peralta, Bay Breeze II, Solano II) | \$64,409 | 0.08% | 5.11% | 0.00% |
| 336611 | Ship Building and Repairing | | | | |
| | 2023 Vessel Half Life Overhaul (Gemini) | \$1,974,501 | 2.47% | 0.00% | 0.00% |
| | 2024 Vessel Half Life Overhaul (Pisces) | \$2,033,736 | 2.55% | 0.00% | 0.00% |
| | 2025 Vessel Half Life Overhaul (Taurus) | \$2,094,748 | 2.62% | 0.00% | 0.00% |
| 336611 | Ship Building and Repairing (sub) | | | | |
| | 2023 Vessel Half Life Overhaul (Gemini) | \$215,400 | 0.27% | 1.64% | 0.00% |
| | 2024 Vessel Half Life Overhaul (Pisces) | \$221,862 | 0.28% | 1.64% | 0.00% |
| | 2025 Vessel Half Life Overhaul (Taurus) | \$228,518 | 0.29% | 1.64% | 0.00% |
| 238210 | Electrical Contractors and Other Wiring Installation Contractors | | | | |
| | 2023 Vessel Half Life Overhaul (Gemini) | \$107,700 | 0.13% | 5.23% | 0.01% |
| | 2024 Vessel Half Life Overhaul (Pisces) | \$110,931 | 0.14% | 5.23% | 0.01% |
| | 2025 Vessel Half Life Overhaul (Taurus) | \$114,259 | 0.14% | 5.23% | 0.01% |
| 238220 | Plumbing, Heating, and Air-Conditioning Contractors Heating, ventilation and air-conditioning (HVAC) contractors | | | | |
| | 2023 Vessel Half Life Overhaul (Gemini) | \$143,600 | 0.18% | 2.66% | 0.00% |

| A. NAICS Code | B. NAICS Description and Associated Contracts | C. FTA Dollars for contract | D. Weighted % of Total FTA Dollars | E. Adjusted SBE Availability | F. Base Figure |
|---------------|--|-----------------------------|------------------------------------|------------------------------|----------------|
| | | | | | |
| | 2024 Vessel Half Life Overhaul (Pisces) | \$147,908 | 0.19% | 2.66% | 0.00% |
| | 2025 Vessel Half Life Overhaul (Taurus) | \$152,345 | 0.19% | 2.66% | 0.01% |
| 238310 | Drywall and Insulation Contractors | | | | |
| | 2023 Vessel Half Life Overhaul (Gemini) | \$17,950 | 0.02% | 1.08% | 0.00% |
| | 2024 Vessel Half Life Overhaul (Pisces) | \$18,489 | 0.02% | 1.08% | 0.00% |
| | 2025 Vessel Half Life Overhaul (Taurus) | \$19,043 | 0.02% | 1.08% | 0.00% |
| 336360 | Motor Vehicle Seating and Interior Trim Manufacturing | | | | |
| | 2023 Vessel Half Life Overhaul (Gemini) | \$215,400 | 0.27% | 0.00% | 0.00% |
| | 2024 Vessel Half Life Overhaul (Pisces) | \$221,862 | 0.28% | 0.00% | 0.00% |
| | 2025 Vessel Half Life Overhaul (Taurus) | \$228,518 | 0.29% | 0.00% | 0.00% |
| 238330 | Flooring Contractors | | | | |
| | 2023 Vessel Half Life Overhaul (Gemini) | \$179,500 | 0.22% | 3.77% | 0.01% |
| | 2024 Vessel Half Life Overhaul (Pisces) | \$184,885 | 0.23% | 3.77% | 0.01% |
| | 2025 Vessel Half Life Overhaul (Taurus) | \$190,432 | 0.24% | 3.77% | 0.01% |
| 238320 | Painting and Wall Covering Contractors | | | | |
| | Ship painting contractors | | | | |
| | 2023 Vessel Half Life Overhaul (Gemini) | \$107,700 | 0.13% | 2.71% | 0.00% |
| | 2024 Vessel Half Life Overhaul (Pisces) | \$110,931 | 0.14% | 2.71% | 0.00% |
| | 2025 Vessel Half Life Overhaul (Taurus) | \$114,259 | 0.14% | 2.71% | 0.00% |
| 541330 | Engineering services | | | | |
| | 2023 Vessel Half Life Overhaul (Gemini) | \$251,300 | 0.31% | 2.81% | 0.01% |
| | 2024 Vessel Half Life Overhaul (Pisces) | \$258,839 | 0.32% | 2.81% | 0.01% |
| | 2025 Vessel Half Life Overhaul (Taurus) | \$266,604 | 0.33% | 2.81% | 0.01% |
| 334220 | Radio and Television Broadcasting and Wireless Communications Equipment Manufacturing | | | | |
| | 2023 Vessel Half Life Overhaul (Gemini) | \$71,800 | 0.09% | 0.79% | 0.00% |
| | 2024 Vessel Half Life Overhaul (Pisces) | \$73,954 | 0.09% | 0.79% | 0.00% |
| | 2025 Vessel Half Life Overhaul (Taurus) | \$76,173 | 0.10% | 0.79% | 0.00% |
| 335313 | Switchgear and Switchboard Apparatus Manufacturing | | | | |
| | 2023 Vessel Half Life Overhaul (Gemini) | \$71,800 | 0.09% | 47.83% | 0.04% |

| A. NAICS Code | B. NAICS Description and Associated Contracts | C. FTA Dollars for contract | D. Weighted % of Total FTA Dollars | E. Adjusted SBE Availability | F. Base Figure |
|---------------|--|-----------------------------|------------------------------------|------------------------------|----------------|
| | | | | | |
| | 2024 Vessel Half Life Overhaul (Pisces) | \$73,954 | 0.09% | 47.83% | 0.04% |
| | 2025 Vessel Half Life Overhaul (Taurus) | \$76,173 | 0.10% | 47.83% | 0.05% |
| 332996 | Bends, pipe, made from purchased metal pipe | | | | |
| | 2023 Vessel Half Life Overhaul (Gemini) | \$35,900 | 0.04% | 30.00% | 0.01% |
| | 2024 Vessel Half Life Overhaul (Pisces) | \$36,977 | 0.05% | 30.00% | 0.01% |
| | 2025 Vessel Half Life Overhaul (Taurus) | \$38,086 | 0.05% | 30.00% | 0.01% |
| 238350 | Finish Carpentry Contractors | | | | |
| | 2023 Vessel Half Life Overhaul (Gemini) | \$71,800 | 0.09% | 1.62% | 0.00% |
| | 2024 Vessel Half Life Overhaul (Pisces) | \$73,954 | 0.09% | 1.62% | 0.00% |
| | 2025 Vessel Half Life Overhaul (Taurus) | \$76,173 | 0.10% | 1.62% | 0.00% |
| 334511 | Search, Detection, Navigation, Guidance, Aeronautical, and Nautical System and Instrument Manufacturing | | | | |
| | 2023 Vessel Half Life Overhaul (Gemini) | \$125,650 | 0.16% | 0.00% | 0.00% |
| | 2024 Vessel Half Life Overhaul (Pisces) | \$129,420 | 0.16% | 0.00% | 0.00% |
| | 2025 Vessel Half Life Overhaul (Taurus) | \$133,302 | 0.17% | 0.00% | 0.00% |
| 483212 | Inland Water Passenger Transportation | | | | |
| | 2023 Purchase Transportation | \$50,949,421 | 63.80% | 0.00% | 0.00% |
| 541620 | Enviro consulting services | | | | |
| | Vallejo Terminal Dredging | \$76,530 | 0.10% | 10.96% | 0.01% |
| 237990 | Other Heavy and Civil Engineering Construction | | | | |
| | Vallejo Terminal Dredging | \$2,397,940 | 3.00% | 30.09% | 0.90% |
| 541370 | Hydrographic survey work | | | | |
| | Vallejo Terminal Dredging | \$76,530 | 0.10% | 9.24% | 0.01% |

**Total Federal Funds
Adjusted Base Figure**

| |
|----------------------|
| \$ 79,936,315 |
| 1.23% |

Exhibit 2:

Step 1: Base Figure Breakdown per Individual Contract

| NAICS Code & Description for Prime & Subcontracting Opportunities | | | | Percent of Individual Contract Dollars | Total FTA \$ for Project | Relative DBE Avail. | Base Figure Per Contract |
|---|--------|--|--|--|--------------------------|---------------------|--------------------------|
| <u>2023 Vessel Half Life Overhaul (Gemini)</u> | | | | | | | |
| Prime | 336611 | Shipbuilding and Repair | | 61% | \$2,189,901 | 3.23% | 1.968% |
| Sub | 238210 | Electrical Contractors and other wiring contractors | | 3% | \$107,700 | 5.23% | 0.157% |
| Sub | 238220 | Plumbing, HVAC Contractors | | 4% | \$143,600 | 2.66% | 0.106% |
| Sub | 238310 | Drywall and Insulation Contractors | | 0.50% | \$17,950 | 1.08% | 0.005% |
| Sub | 336360 | Motor Vehicle Seating and Interior Trim Manufacturing | | 6% | \$215,400 | 14.29% | 0.857% |
| Sub | 238330 | Flooring contractor | | 5% | \$179,500 | 3.77% | 0.188% |
| Sub | 238320 | Painting and Wall Covering Contractors | | 3% | \$107,700 | 2.71% | 0.081% |
| Sub | 541330 | Engineering Services | | 7% | \$251,300 | 2.81% | 0.197% |
| Sub | 334220 | Radio & Television Broadcasting and Wireless Communications Equipment manufacturing | | 2% | \$71,800 | 0.79% | 0.016% |
| Sub | 335313 | Switchgear and Switchboard Apparatus mfg | | 2% | \$71,800 | 47.83% | 0.957% |
| Sub | 332996 | Fabricated Pipe and Pipe Fitting Manufacturing | | 1% | \$35,900 | 30.00% | 0.300% |
| Sub | 238350 | Finish Carpentry Contractor/ship joinery | | 2% | \$71,800 | 1.62% | 0.032% |
| Sub | 334511 | Search, Detection, Navigation, Guidance, Aeronautical, and Nautical System and Instrumentation Manufacturing | | 3.50% | \$125,650 | 0.00% | 0.000% |
| | | | | | | | |
| | | | | 100.00% | \$3,590,002 | | 4.865% |
| <u>2024 Vessel Half Life Overhaul (Pisces)</u> | | | | | | | |
| Prime | 336611 | Shipbuilding and Repair | | 61% | \$2,255,598 | 3.23% | 1.968% |
| Sub | 238210 | Electrical Contractors and other wiring contractors | | 3% | \$110,931 | 5.23% | 0.157% |
| Sub | 238220 | Plumbing, HVAC Contractors | | 4% | \$147,908 | 2.66% | 0.106% |
| Sub | 238310 | Drywall and Insulation Contractors | | 0.50% | \$18,489 | 1.08% | 0.005% |
| Sub | 336360 | Motor Vehicle Seating and Interior Trim Manufacturing | | 6% | \$221,862 | 14.29% | 0.857% |
| Sub | 238330 | Flooring contractor | | 5% | \$184,885 | 3.77% | 0.188% |
| Sub | 238320 | Painting and Wall Covering Contractors | | 3% | \$110,931 | 2.71% | 0.081% |
| Sub | 541330 | Engineering Services | | 7% | \$258,839 | 2.81% | 0.197% |
| Sub | 334220 | Radio & Television Broadcasting and Wireless Communications Equipment manufacturing | | 2% | \$73,954 | 0.79% | 0.016% |

| NAICS Code & Description for Prime & Subcontracting Opportunities | | | | Percent of Individual Contract Dollars | Total FTA \$ for Project | Relative DBE Avail. | Base Figure Per Contract |
|--|-------|--------|--|--|--------------------------|---------------------|--------------------------|
| | Sub | 335313 | Switchgear and Switchboard Apparatus mfg | 2% | \$73,954 | 47.83% | 0.957% |
| | Sub | 332996 | Fabricated Pipe and Pipe Fitting Manufacturing | 1% | \$36,977 | 30.00% | 0.300% |
| | Sub | 238350 | Finish Carpentry Contractor/ship joinery | 2% | \$73,954 | 1.62% | 0.032% |
| | Sub | 334511 | Search, Detection, Navigation, Guidance, Aeronautical, and Nautical System and Instrumentation Manufacturing | 3.50% | \$129,420 | 0.00% | 0.000% |
| | | | | | | | |
| | | | | 100.00% | \$3,697,702 | | 4.865% |
| | | | | | | | |
| <u>2025 Vessel Half Life Overhaul (Taurus)</u> | | | | | | | |
| | Prime | 336611 | Shipbuilding and Repair | 61% | \$2,323,266 | 3.23% | 1.968% |
| | Sub | 238210 | Electrical Contractors and other wiring contractors | 3% | \$114,259 | 5.23% | 0.157% |
| | Sub | 238220 | Plumbing, HVAC Contractors | 4% | \$152,345 | 2.66% | 0.106% |
| | Sub | 238310 | Drywall and Insulation Contractors | 0.50% | \$19,043 | 1.08% | 0.005% |
| | Sub | 336360 | Motor Vehicle Seating and Interior Trim Manufacturing | 6% | \$228,518 | 14.29% | 0.857% |
| | Sub | 238330 | Flooring contractor | 5% | \$190,432 | 3.77% | 0.188% |
| | Sub | 238320 | Painting and Wall Covering Contractors | 3% | \$114,259 | 2.71% | 0.081% |
| | Sub | 541330 | Engineering Services | 7% | \$266,604 | 2.81% | 0.197% |
| | Sub | 334220 | Radio & Television Broadcasting and Wireless Communications Equipment manufacturing | 2% | \$76,173 | 0.79% | 0.016% |
| | Sub | 335313 | Switchgear and Switchboard Apparatus mfg | 2% | \$76,173 | 47.83% | 0.957% |
| | Sub | 332996 | Fabricated Pipe and Pipe Fitting Manufacturing | 1% | \$38,086 | 30.00% | 0.300% |
| | Sub | 238350 | Finish Carpentry Contractor/ship joinery | 2% | \$76,173 | 1.62% | 0.032% |
| | Sub | 334511 | Search, Detection, Navigation, Guidance, Aeronautical, and Nautical System and Instrumentation Manufacturing | 3.50% | \$133,302 | 0.00% | 0.000% |
| | | | | | | | |
| | | | | 100.00% | \$3,808,633 | | 4.865% |
| | | | | | | | |
| <u>2025 Engine Major Overhaul (Pyxis, Vela, Peralta, Bay Breeze II, Solano II)</u> | | | | | | | |
| | Prime | 811310 | Commercial and Industrial Machinery and Equipment Repair and Maint. | 98.0% | \$6,312,121 | 0.90% | 0.878% |
| | Sub | 532490 | Other Commercial and Industrial Machinery and Equipment Rental and Leasing | 1.0% | \$64,409 | 0.81% | 0.008% |

| NAICS Code & Description for Prime & Subcontracting Opportunities | | | | Percent of Individual Contract Dollars | Total FTA \$ for Project | Relative DBE Avail. | Base Figure Per Contract |
|--|-------|--------|---|--|--------------------------|---------------------|--------------------------|
| | Sub | 484110 | General Freight Trucking, Local | 1.0% | \$64,409 | 5.11% | 0.051% |
| | | | | 100% | \$6,440,940 | | 0.937% |
| <u>2023 Engine Half Life Overhauls (Hydrus, Cetus, Argo, Intintoli, Lyra)</u> | | | | | | | |
| | Prime | 811310 | Commercial and Industrial Machinery and Equipment Repair and Maint. | 100.0% | \$1,810,430 | 0.90% | 0.896% |
| | | | | 100% | \$1,810,430 | | 0.896% |
| <u>2024 Engine Half Life Overhauls (Carina, Peralta, Mare Island)</u> | | | | | | | |
| | Prime | 811310 | Commercial and Industrial Machinery and Equipment Repair and Maint. | 100.0% | \$847,283 | 0.90% | 0.896% |
| | | | | 100% | \$847,283 | | 0.896% |
| <u>2023 Engine Quarter Life Overhauls (Mare Island)</u> | | | | | | | |
| | Prime | 811310 | Commercial and Industrial Machinery and Equipment Repair and Maint. | 100.0% | \$104,902 | 0.90% | 0.896% |
| | | | | 100% | \$104,902 | | 0.896% |
| <u>2024 Engine Quarter Life Overhauls (Intintoli, Dorado, Cetus, Hydrus)</u> | | | | | | | |
| | Prime | 811310 | Commercial and Industrial Machinery and Equipment Repair and Maint. | 100.0% | \$3,826,730 | 0.90% | 0.896% |
| | | | | 100% | \$3,826,730 | | 0.896% |
| <u>2025 Engine Quarter Life Overhauls (Hydrus, Cetus, Mare Island, Mavrik)</u> | | | | | | | |
| | Prime | 811310 | Commercial and Industrial Machinery and Equipment Repair and Maint. | 100.0% | \$2,309,274 | 0.90% | 0.896% |
| | | | | 100% | \$2,309,274 | | 0.896% |
| <u>2023-2025 Purchased Transportation</u> | | | | | | | |
| | Prime | 483212 | Inland Water Passenger Transportation | 100.0% | \$50,949,421 | 0.00% | 0.000% |
| | | | | 100% | \$50,949,421 | | 0.000% |
| <u>Vallejo Terminal Dredging</u> | | | | | | | |
| | Prime | 541620 | Enviro consulting services | 3% | \$76,530 | 10.96% | 0.329% |
| | Prime | 237990 | Other Heavy and Civil Engineering Construction | 94% | \$2,397,940 | 30.09% | 28.283% |
| | Sub | 541370 | Hydrographic survey work | 3% | \$76,530 | 9.24% | 0.277% |
| | | | | 3% | \$2,551,000 | | 28.889% |

Step 2: Adjusted Based Figure per Individual Contract

| NAICS Code & Description for Prime & Subcontracting Opportunities | | | | Percent of Individual Contract Dollars | Relative SBE Availability | New Base Figure Per Contract |
|---|--------|--|--|--|---------------------------|------------------------------|
| 2023 Vessel Half Life Overhaul (Gemini) | | | | - | | |
| Prime | 336611 | Shipbuilding and Repair | | 51% | 0.00% | 0.000% |
| Sub | 336611 | Shipbuilding and Repair | | 10% | 1.64% | 0.164% |
| Sub | 238210 | Electrical Contractors and other wiring contractors | | 3% | 5.23% | 0.157% |
| Sub | 238220 | Plumbing, HVAC Contractors | | 4% | 2.66% | 0.106% |
| Sub | 238310 | Drywall and Insulation Contractors | | 0.50% | 1.08% | 0.005% |
| Sub | 336360 | Motor Vehicle Seating and Interior Trim Manufacturing | | 6% | 0.00% | 0.000% |
| Sub | 238330 | Flooring contractor | | 5% | 3.77% | 0.188% |
| Sub | 238320 | Painting and Wall Covering Contractors | | 3% | 2.71% | 0.081% |
| Sub | 541330 | Engineering Services | | 7% | 2.81% | 0.197% |
| Sub | 334220 | Radio & Television Broadcasting and Wireless Communications Equipment manufacturing | | 2% | 0.79% | 0.016% |
| Sub | 335313 | Switchgear and Switchboard Apparatus mfg | | 2% | 47.83% | 0.957% |
| Sub | 332996 | Fabricated Pipe and Pipe Fitting Manufacturing | | 1% | 30.00% | 0.300% |
| Sub | 238350 | Finish Carpentry Contractor/ship joinery | | 2% | 1.62% | 0.032% |
| Sub | 334511 | Search, Detection, Navigation, Guidance, Aeronautical, and Nautical System and Instrumentation Manufacturing | | 3.50% | 0.00% | 0.000% |
| | | | | 100.00% | | 2.204% |
| 2024 Vessel Half Life Overhaul (Pisces) | | | | - | | |
| Prime | 336611 | Shipbuilding and Repair | | 51% | 0.00% | 0.000% |
| Sub | 336611 | Shipbuilding and Repair | | 10% | 1.64% | 0.164% |
| Sub | 238210 | Electrical Contractors and other wiring contractors | | 3% | 5.23% | 0.157% |
| Sub | 238220 | Plumbing, HVAC Contractors | | 4% | 2.66% | 0.106% |
| Sub | 238310 | Drywall and Insulation Contractors | | 0.50% | 1.08% | 0.005% |
| Sub | 336360 | Motor Vehicle Seating and Interior Trim Manufacturing | | 6% | 0.00% | 0.000% |
| Sub | 238330 | Flooring contractor | | 5% | 3.77% | 0.188% |
| Sub | 238320 | Painting and Wall Covering Contractors | | 3% | 2.71% | 0.081% |
| Sub | 541330 | Engineering Services | | 7% | 2.81% | 0.197% |
| Sub | 334220 | Radio & Television Broadcasting and Wireless Communications Equipment manufacturing | | 2% | 0.79% | 0.016% |
| Sub | 335313 | Switchgear and Switchboard Apparatus mfg | | 2% | 47.83% | 0.957% |
| Sub | 332996 | Fabricated Pipe and Pipe Fitting Manufacturing | | 1% | 30.00% | 0.300% |
| Sub | 238350 | Finish Carpentry Contractor/ship joinery | | 2% | 1.62% | 0.032% |
| Sub | 334511 | Search, Detection, Navigation, Guidance, Aeronautical, and Nautical System and Instrumentation Manufacturing | | 3.50% | 0.00% | 0.000% |
| | | | | 100.00% | | 2.204% |
| | | | | | | |
| | | | | | | |

| NAICS Code & Description for Prime & Subcontracting Opportunities | | | Percent of Individual Contract Dollars | Relative SBE Availability | New Base Figure Per Contract |
|---|--------|--|--|---------------------------|------------------------------|
| <u>2025 Vessel Half Life Overhaul (Taurus)</u> | | | | | |
| | | | - | | |
| Prime | 336611 | Shipbuilding and Repair | 51% | 0.00% | 0.000% |
| Sub | 336611 | Shipbuilding and Repair | 10% | 1.64% | 0.164% |
| Sub | 238210 | Electrical Contractors and other wiring contractors | 3% | 5.23% | 0.157% |
| Sub | 238220 | Plumbing, HVAC Contractors | 4% | 2.66% | 0.106% |
| Sub | 238310 | Drywall and Insulation Contractors | 0.50% | 1.08% | 0.005% |
| Sub | 336360 | Motor Vehicle Seating and Interior Trim Manufacturing | 6% | 0.00% | 0.000% |
| Sub | 238330 | Flooring contractor | 5% | 3.77% | 0.188% |
| Sub | 238320 | Painting and Wall Covering Contractors | 3% | 2.71% | 0.081% |
| Sub | 541330 | Engineering Services | 7% | 2.81% | 0.197% |
| Sub | 334220 | Radio & Television Broadcasting and Wireless Communications Equipment manufacturing | 2% | 0.79% | 0.016% |
| Sub | 335313 | Switchgear and Switchboard Apparatus mfg | 2% | 47.83% | 0.957% |
| Sub | 332996 | Fabricated Pipe and Pipe Fitting Manufacturing | 1% | 30.00% | 0.300% |
| Sub | 238350 | Finish Carpentry Contractor/ship joinery | 2% | 1.62% | 0.032% |
| Sub | 334511 | Search, Detection, Navigation, Guidance, Aeronautical, and Nautical System and Instrumentation Manufacturing | 3.50% | 0.00% | 0.000% |
| | | | 100.00% | | 2.204% |
| <u>2025 Engine Major Overhaul (Pyxis, Vela, Peralta, Bay Breeze II, Solano II)</u> | | | | | |
| | | | - | | |
| Prime | 811310 | Commercial and Industrial Machinery and Equipment Repair and Maint. | 98.0% | 0.90% | 0.878% |
| Sub | 532490 | Other Commercial and Industrial Machinery and Equipment Rental and Leasing | 1.0% | 0.81% | 0.008% |
| Sub | 484110 | General Freight Trucking, Local | 1.0% | 5.11% | 0.051% |
| | | | 100% | | 0.937% |
| <u>2023 Engine Half Life Overhauls (Hydrus, Cetus, Argo, Intintoli, Lyra)</u> | | | | | |
| | | | - | | |
| Prime | 811310 | Commercial and Industrial Machinery and Equipment Repair and Maint. | 100.0% | 0.90% | 0.896% |
| | | | 100% | | 0.896% |
| <u>2024 Engine Half Life Overhauls (Carina, Peralta, Mare Island)</u> | | | | | |
| | | | - | | |
| Prime | 811310 | Commercial and Industrial Machinery and Equipment Repair and Maint. | 100.0% | 0.90% | 0.896% |
| | | | 100% | | 0.896% |
| <u>2023 Engine Quarter Life Overhauls (Mare Island)</u> | | | | | |
| | | | - | | |
| Prime | 811310 | Commercial and Industrial Machinery and Equipment Repair and Maint. | 100.0% | 0.90% | 0.896% |
| | | | 100% | | 0.896% |
| | | | | | |
| | | | | | |
| | | | | | |

| NAICS Code & Description for Prime & Subcontracting Opportunities | | | Percent of Individual Contract Dollars | Relative SBE Availability | New Base Figure Per Contract |
|--|--------|---|--|---------------------------|------------------------------|
| 2024 Engine Quarter Life Overhauls (Intintoli, Dorado, Cetus, Hydrus) | | | | | |
| Prime | 811310 | Commercial and Industrial Machinery and Equipment Repair and Maint. | 100.0% | 0.90% | 0.896% |
| | | | 100% | | 0.896% |
| 2025 Engine Quarter Life Overhauls (Hydrus, Cetus, Mare Island, Mavrik) | | | | | |
| Prime | 811310 | Commercial and Industrial Machinery and Equipment Repair and Maint. | 100.0% | 0.90% | 0.896% |
| | | | 100% | | 0.896% |
| Purchase Transportation | | | | | |
| Prime | 483212 | Inland Water Passenger Transportation | 100.0% | 0.00% | 0.000% |
| | | | 100% | | 0.000% |
| Vallejo Terminal Dredging | | | | | |
| Prime | 541620 | Enviro consulting services | 3% | 11% | 0.329% |
| Prime | 237990 | Other Heavy and Civil Engineering Construction | 94% | 30% | 28.283% |
| Sub | 541370 | Hydrographic survey work | 3% | 9% | 0.277% |
| | | | 100% | | 28.889% |

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2022-28

**APPROVE DISADVANTAGED BUSINESS ENTERPRISE AND SMALL BUSINESS
ENTERPRISE OVERALL TRIENNIAL GOALS FOR FEDERAL FISCAL YEARS 2023-
2025**

WHEREAS, the San Francisco Bay Area Water Emergency Transportation Authority (WETA) receives federal transportation funding for various projects, and as a condition of receiving such funding, WETA must have a diversity program for the participation of Disadvantaged Business Enterprises (DBEs) in WETA's contracting opportunities assisted by the Federal Transit Administration (FTA); and

WHEREAS, in accordance with federal regulations, WETA is required to establish an overall triennial DBE goal for FTA-assisted contracts; and

WHEREAS, in order to establish the overall triennial DBE goal, the DBE Program Administrator held several meetings with WETA staff to identify projects that will be FTA-assisted and anticipated for an award during Federal Fiscal Years (FFY) 2023-2025 (October 1 - September 30); and

WHEREAS, WETA anticipates awarding 27 FTA-assisted contracts during the triennial period, totaling \$79,936,315; and

WHEREAS, upon application of the two-step process prescribed in the federal regulations for setting the overall DBE goal, staff recommends establishing a 0.48% race-neutral overall DBE goal, as further detailed in Attachment A, *Federal Fiscal Years 2023 Through 2025 Disadvantaged Business Enterprise (DBE) Overall Triennial Goal Analysis Report For Contracts Assisted by the Federal Transit Administration*; and

WHEREAS, WETA staff published the proposed 0.48% overall triennial DBE goal on WETA's website for public comment; and

WHEREAS, in accordance with the SBE element in WETA's diversity program for contracts, WETA staff also recommends establishing a 7.5% overall SBE based on a two-step goal-setting methodology that is similar to the overall triennial DBE goal-setting methodology and that considers SBE contracting opportunities and an assessment of past SBE participation on WETA's contracts, as described in Attachment B, *Federal Fiscal Years 2023 Through 2025 Small Business Enterprise (SBE) Goal Analysis Report For Contracts Assisted by the Federal Transit Administration*; now, therefore, be it

RESOLVED, that the Board of Directors hereby establishes, a 0.48% race-neutral overall triennial Disadvantaged Business Enterprise (DBE) goal applicable to anticipated contracts assisted by the Federal Transit Administration (FTA) for FFY 2023-2025; and be it further

RESOLVED, that the Board of Directors hereby establishes, a 7.5% Small Business Enterprise (SBE) goal applicable to anticipated contracts assisted by FTA for FFY 2023-2025; and be it further

RESOLVED, that the Board of Directors authorizes the Executive Director to formally adopt the overall triennial DBE goal if no public comments are received that require further consideration or modification of the proposed goal by the Board; and, be it further

RESOLVED, that the Board of Directors authorizes staff to submit WETA's overall triennial DBE goal to the FTA by August 1, 2022.

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on June 2, 2022.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2022-28

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Thomas Hall, Public Information and Marketing Manager

SUBJECT: Contract with Nematode Holdings, LLC to Support Continuation of
Ferry Information and Ticketing Services in Downtown San
Francisco

Recommendation

Authorize the Executive Director to exercise a five-year contract with Nematode Holdings, LLC to support continuation of ferry information and ticketing services in Downtown San Francisco in the amount of \$138,637 annually.

Background

Nematode Holdings, LLC rents space inside the historic San Francisco Ferry Building Marketplace adjacent to the Downtown San Francisco Ferry Terminal where it operates a retail shop, Bay Crossings. Bay Crossings provides transit-related services to the public including the operation of a Clipper Customer Service Center as well as general transit information with special attention on transbay ferry service. Clipper Customer Service Center functions are funded under a contract with the Metropolitan Transportation Commission (MTC). Nematode has historically had agreements with transit operators including WETA to provide transit information and ticket sales at Bay Crossings.

WETA, as the Water Transit Authority (WTA), first entered into a formal agreement with Nematode in September 2004 for ferry service information dissemination through the *Bay Crossings* newspaper and the Bay Crossings storefront. This relationship was later expanded to include ferry ticket sales functions, with Bay Crossings earning 8-10% commissions on tickets sold depending on route.

Prior to the pandemic, commissions on ticket sales had become an increasingly large share of WETA's support to the storefront.

WETA initially considered discontinuation of the Vallejo monthly pass in early 2020 as a part of its proposed five-year fare program. However, with the onset of the COVID-19 pandemic in March 2020, WETA suspended work on its fare program. Monthly pass and ticket sales plummeted due to decreases in ridership. With its adoption of the one-year Pandemic Recovery program in early 2021, the Board approved the discontinuation of the monthly pass and created a paper ticket surcharge. The Board extended the Pandemic Recovery Program for an additional year at its April meeting.

Nematode's costs of doing business at the Ferry Building have also increased in recent years. Nematode estimates that annual labor and lease expenses have increased by more than \$25,000 compared to prior to the pandemic.

This is a sole source procurement as there is no other transit-focused storefront in the vicinity of the Downtown San Francisco Ferry Terminal.

The *Bay Crossings* newspaper has been discontinued. WETA has moved the majority of its advertising to digital channels.

Discussion

Given WETA's transition to an integrated ticketing system in mid-2022 and interest in simplifying fare revenue accounting while strongly supporting continuation of ferry service information at the Ferry Building, staff proposes to adjust compensation for, and the scope of, Nematode's services. This includes the complete discontinuation of commissions on ticket sales and increased direct subsidy in exchange for escalated information services and to help maintain a vital customer resource near the most heavily used ferry terminal in the region.

The table below shows total compensation to Nematode with specific respect to the Bay Crossings storefront over the past four years, the estimated compensation for the current fiscal year and the proposed compensation for next fiscal year.

| Year | Subsidy | Commission | Total |
|------------------------|----------------|-------------------|--------------|
| FY18 | \$ 83,000 | \$ 66,787 | \$ 149,787 |
| FY19 | \$ 83,000 | \$ 60,858 | \$ 143,858 |
| FY20 | \$ 83,000 | \$ 11,751 | \$ 94,751 |
| FY21 | \$ 83,000 | \$ 15,715 | \$ 98,715 |
| FY22 | \$ 83,000 | \$ 5,343 | \$ 88,343 |
| FY23 (Proposed) | \$ 138,637 | \$ - | \$ 138,637 |

The proposed increase in direct subsidy would partially offset the loss of ticket commissions and the increase in operating costs.

Bay Crossings staff would continue to be able to sell paper tickets using an Anchor point-of-sale device but would not receive a commission on tickets sold and would not accept cash.

In exchange for increased direct subsidy, Nematode will enhance ferry service information and WETA branding opportunities at the shop. These enhancements include:

- Display of real-time arrival and departure information on digital screens at the shop
- Display of additional passenger information and marketing messages on digital screens at the shop
- Updated branding and messaging on static marketing space in the shop
- Participating in up to four annual social marketing promotions with WETA, such as a Ferry Building scavenger hunt or photo station
- Dedicated space for San Francisco Bay Ferry branded merchandise on the shop's apparel wall

Nematode has also agreed to provide storage for WETA-owned rolling information carts, which are planned to be added to the system in 2023. These information carts will be

used by Blue & Gold Fleet's guest assistance representatives at the Downtown San Francisco Ferry Terminal to provide better support for queuing and gate assignment during busy times. Convenient storage space adjacent to the terminal will maximize the efficiency of this terminal information improvement.

A separate merchandising agreement between WETA and Nematode will be reached in the coming months to support the sale of San Francisco Bay Ferry branded merchandise at the shop. The merchandising agreement may be extended to other retailers in communities served by WETA.

The contract allows the Executive Director to increase the annual contract amount for a given fiscal year by no more than 5% if Nematode demonstrates that its expenses have increased due to factors outside its control. Notice of the request is required no less than 30 days prior to the start of a new fiscal year and the increase is not retroactive. WETA will have the right to approve or deny all requests.

The prior agreement with Nematode was for a one-year term, requiring Board approval for each yearly extension. To minimize administrative burden and given staff's support of continued operation of Bay Crossings, the proposed contract is for five years.

Fiscal Impact

The Fiscal Year (FY) 2023 budget under consideration by the Board at the June 2 meeting includes funding for this proposed contract. Subsequent budgets will include the contracted amounts as well.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2022-29

APPROVE CONTRACT WITH NEMATODE HOLDINGS, LLC FOR CONTINUED FERRY INFORMATION AND TICKETING SERVICES IN DOWNTOWN SAN FRANCISCO

WHEREAS, since 2004, the San Francisco Bay Area Water Emergency Transportation Authority (WETA) has relied on Nematode Holdings, LLC (Nematode) to provide transit-related services to WETA customers at its Bay Crossings retail store inside the historic San Francisco Ferry Building Marketplace adjacent to WETA's Downtown San Francisco Ferry Terminal; and,

WHEREAS, the relationship between WETA and Nematode has been memorialized through a series of annual agreements, with compensation to Nematode based on commissions on ticket sales and a lump sum for services at Nematode's retail location; and,

WHEREAS, Nematode provides a valuable service to WETA, at a location that cannot be replaced by any other provider; and,

WHEREAS, as a result of the COVID-19 pandemic, WETA and Nematode have reconsidered the manner in which Nematode provides services to WETA and should be compensated for same; and,

WHEREAS, the Executive Director recommends that WETA enter into a five-year agreement with Nematode, at a fixed annual cost of \$138,637, for Nematode's services at its Bay Crossings store, which annual amount may be increased by no more than 5% annually if the Executive Director agrees that Nematode's actual costs increased due to factors beyond its control; and,

WHEREAS, WETA staff has analyzed the annual cost and finds it fair and reasonable because it is consistent with the historical amounts WETA has paid for these services; now, therefore, be it

RESOLVED, that the Board of Directors hereby approves entering into a five year agreement with Nematode Holdings, LLC in an amount of \$138,637 per year for the provision of transit-related services at the Bay Crossings store at the San Francisco Ferry Terminal; and be it further

RESOLVED, that the Board of Directors authorizes the Executive Director to execute the agreement with Nematode, and to take such other actions necessary to give effect to this Resolution.

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on June 2, 2022.

YEA:
NAY:
ABSTAIN:
ABSENT:

/s/ Board Secretary
2022-29
END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Tim Hanners, Operations & Maintenance Manager
Jeff Powell, Engineering & Maintenance Administrator

SUBJECT: Approve Contract Award to Romero's Welding and Marine Services Inc. for the South San Francisco Float Refurbishment Project

Recommendation

Approve contract award to Romero's Welding and Marine Services Inc. (Romero's Welding) for the South San Francisco Float Refurbishment project in an amount not to exceed \$513,255 and authorize the Executive Director to negotiate and execute an agreement for these services.

Background

Although the float at the South San Francisco Terminal is in good shape, there are some needed updates to meet the life expectancy and maintain the standards our passengers expect. Performing these updates is part of WETA's ten-year rehabilitation plan for the South San Francisco Passenger Float. All passenger facilities receive a 10 and 20-year rehabilitation as part of WETA's Capital Rehabilitation Program.

Discussion

The Board approved the release of a Request for Proposal (RFP) for South San Francisco Float Refurbishment Services in November 2021, and the RFP was released through the Bonfire portal in March of 2022.

The procurement process received a high level of interest and procurement material downloads. As of the proposal due date, there were 99 confirmed subscribers and 38 different organizations had downloaded the RFP from WETA's procurement platform. However, the proposal from Romero's Welding was the only one that was submitted. Based on a review of the RFP's specifications, and the data provided in the Bonfire platform, staff determined there was adequate competition.

The proposal from Romero's Welding is responsive to the RFP requirements and was scored by WETA's Evaluation Committee according to the criteria outlined in the RFP, which included the proposer's project understanding and approach, qualifications and experience, business and financial qualifications, and price proposal. Romero's Welding received an overall score of 87 out of 100 possible points.

Staff determined the price proposed by Romero's Welding is fair and reasonable based on WETA's price analysis and independent cost estimate. The independent cost estimate was performed based on both past projects and adjustments to reflect the 2022 market rates. Staff determined that Romero's Welding's price proposal for this project was within 8% of the independent cost estimate.

This project includes coatings on the float deck and elevated walkways, replacement of worn and damaged fendering, hydraulic systems servicing, and guardrail repairs. The work will also include detailed inspections and reports to include the voids, electrical systems, and hydraulic systems.

Staff recommends the Board award the agreement for the rehabilitation of the passenger float at the South San Francisco Ferry Terminal to Romero's Welding.

Fiscal Impact

Sufficient funds are included in the Capital Budgets for FY 21-22 and FY 22-23 to support the award of the South San Francisco Float Refurbishment Project contract to Romero's Welding for a not to exceed amount of \$513,255. This contract is funded with a combination of Federal Transit Administration (80 percent), and State Transit Assistance (20 percent) funds.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2022-30

**APPROVE CONTRACT WITH ROMERO'S WELDING AND MARINE SERVICES INC.
FOR THE SOUTH SAN FRANCISCO FLOAT REFURBISHMENT PROJECT**

WHEREAS, the South San Francisco Terminal passenger float must be updated to meet its life expectancy and to maintain the standards the San Francisco Bay Area Water Emergency Transportation Authority's (WETA) passengers expect; and

WHEREAS, performing these updates is part of WETA's ten-year rehabilitation plan for the South San Francisco passenger float; and

WHEREAS, WETA issued a Request for Proposals (RFP) for the required South San Francisco Terminal float refurbishment services in March 2022; and

WHEREAS, in accordance with the RFP and WETA's Administrative Code, WETA established an Evaluation Committee that reviewed the single proposal received by the RFP's due date from Romero's Welding and Marine Services Inc. (Romero's Welding); and

WHEREAS, based on the evaluation criteria in the RFP, the Evaluation Committee determined Romero's Welding's proposal is responsive to the RFP and the price proposed is fair and reasonable; and

WHEREAS, WETA staff recommends the Board award a contract to Romero's Welding for a total not to exceed amount of \$513,255; now, therefore, be it

RESOLVED, that the Board of Directors hereby approves entering into an agreement with Romero's Welding and Marine Services Inc. for a total not to exceed amount of \$513,255 for the provision of South San Francisco Terminal float refurbishment services; and be it further

RESOLVED, that the Board of Directors authorizes the Executive Director to execute the agreement with Romero's Welding and Marine Services Inc., and to take such other actions necessary to give effect to this Resolution.

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on June 2, 2022.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2022-30

END