BOARD OF DIRECTORS
EAST BAY MUNICIPAL UTILITY DISTRICT

375 - 11th Street, Oakland, CA 94607 Office of the Secretary: (510) 287-0440

AGENDA
Planning Committee
Tuesday, February 10, 2026
9:00 a.m.
Boardroom
375 11th Street
Oakland, CA 94607

***** Please see appendix for public participation instructions*****

Committee Members: Directors Valerie D. Lewis {Chair}, Luz Gómez, and Marguerite Young

ROLL CALL:

PUBLIC COMMENT: The Board of Directors is limited by State law to providing a brief response, asking questions for clarification, or referring a matter to staff when responding to items that are not listed on the agenda.

DETERMINATION AND DISCUSSION:

1. Influent Pump Station Resiliency Project (Mutsuddy)

2. Follow-up Contract Services for Maintenance and Construction (Yezman)

ADJOURNMENT:

Disability Notice

If you require a disability-related modification or accommodation to participate in an EBMUD public meeting please call the Office of the Secretary (510) 287-0404. We will make reasonable arrangements to ensure accessibility. Some special equipment arrangements may require 48 hours advance notice.

Document Availability

Materials related to an item on this agenda that have been submitted to the EBMUD Board of Directors within 72 hours prior to this meeting are available for public inspection in EBMUD's Office of the Secretary at 375 11th Street, Oakland, California, during normal business hours, and can be viewed on our website at www.ebmud.com.

APPENDIX

Planning Committee Meeting

EBMUD Board committee meetings will be conducted in person and via Zoom.
These meetings are recorded and live-streamed.

*Online**
https://ebmud.zoom.us/j/94576194030?pwd=dWZlc3hNU3JNUVBQYmNKWjJSNVZQdz09
Webinar ID: 945 7619 4030
Passcode: 925293

By Phone
Telephone: 1 669 900 6833
Webinar ID: 945 7619 4030
Passcode: 925293
International numbers available: https://ebmud.zoom.us/u/kdmpbwwlg2

*****To familiarize yourself with Zoom, please visit https://support.zoom.us/hc/en-us/articles/201362193-Joining-a-Meeting

Providing public comment - *The EBMUD Board of Directors is limited by State law to providing a brief response, asking questions for clarification, or referring a matter to staff when responding to items that are not listed on the agenda.*

- Each speaker is allotted 3 minutes to speak; the Committee Chair has the discretion to amend this time based on the number of speakers
- The Secretary will track time and inform each speaker when the allotted time has concluded
- Comments on **non-agenda items** will be heard at the beginning of the meeting
- Comments on **agenda items** will be heard when the item is up for consideration
- The Secretary will call each speaker in the order received

In person
- Fill out and submit a blue speaker card which is available in the meeting room

Via Zoom
- Use the raise hand feature in Zoom to indicate you wish to make a public comment https://support.zoom.us/hc/en-us/articles/205566129-Raising-your-hand-in-a-webinar
  - If you participate by phone, press *9 to raise your hand
- When prompted by the Secretary, please state your name, affiliation if applicable, and topic

Submitting written comments or materials
- Email written comments or other materials for the Board of Directors to SecOffice@ebmud.com
- Please indicate the meeting date and agenda item number or non-agenda item topic in the subject of the email. Contact information is optional.
- **Please email by 4 p.m. the day prior to the scheduled regular meeting**; written comments and other materials submitted to the Board of Directors will be filed in the record.

To *observe* the Planning Committee Meeting,
please visit: https://www.ebmud.com/about-us/board-directors/board-meetings/

EAST BAY MUNICIPAL UTILITY DISTRICT

DATE: February 5, 2026

MEMO TO: Board of Directors

THROUGH: Clifford C. Chan, General Manager CCC

FROM: Amit K. Mutsuddy, Director of Wastewater AM

SUBJECT: Influent Pump Station Resiliency Project

SUMMARY

The Influent Pump Station (IPS) is the most critical infrastructure at the Main Wastewater Treatment Plant (MWWTP) as it conveys all wastewater flow into the plant for treatment. The IPS Resiliency Project will enhance reliability and prepare the MWWTP for major seismic and power outage events. The project will retrofit the structure and equipment to ensure that the IPS can return to service within 72 hours of a major seismic event. Progress on the IPS Resiliency Project will be presented at the February 10, 2026 Planning Committee meeting.

DISCUSSION

The IPS conveys all wastewater flows into the plant for treatment. If the IPS fails, wastewater will back up into the Interceptor System, which can result in a sanitary sewer overflow within hours. The IPS was originally constructed in 1951, underwent an expansion with significant modifications in the early 1990s, and since then, has had minor structural improvements. A seismic evaluation in 2021 identified structural deficiencies. In addition, power outages at the MWWTP have highlighted electrical deficiencies. Solutions to address the seismic and electrical deficiencies were combined into the IPS Resiliency Project.

Seismic Vulnerabilities

The District completed a planning level seismic evaluation of all major structures at the MWWTP in 2021, which determined that the IPS has the single highest risk due to its critical function and high likelihood of failure. In 2024, a more detailed analysis identified specific seismic retrofits required at IPS, which resulted in a seismic retrofit preliminary design, evaluations, recommendations for replacement and upgrades of existing and aging equipment, and modifications to the building's power supply system. The IPS is being seismically retrofitted to an "Enhanced Performance Objective" level per building codes to ensure the IPS will be able to return to service within 72 hours of a major seismic event. The scope of seismic retrofit improvements includes additional foundation piles, pile caps around the building to connect to the existing pile system, addition of overlay walls and structural beams on the roof, retrofit of

interior steel brace frames, and installation of flexible couplings on the pump discharge piping to allow for movement during a seismic event.

Electrical Vulnerabilities

The IPS is vulnerable during power outages because power to the individual equipment is supplied through two main power sources, known as Line C and Line L. As a result, if power is lost from one of the two power sources, the entire IPS can be affected, and the facility would need to be restarted through a slow, sequential process. The 2024 planning analysis recommended the power supply be re-routed so that each piece of equipment would receive power from one source only. The electrical improvements also include replacement and upgrade of pump motors and controls and replacing aging, critical support equipment.

Implementation Challenges

The 30 percent design for the IPS Resiliency Project has been completed, and the detailed scope has largely been defined. Planning for the construction phase has also begun. Due to the critical function of the IPS, construction must be scheduled during dry weather since the facility generally cannot be shut down for periods of more than a few hours since full capacity must be available during wet weather seasons. Additionally, only two to three pump trains can be shut down at a time during dry weather. Another schedule impact is the long procurement time expected to obtain major pump and electrical equipment. Finally, the project has secured a grant to cover portions of the cost for the design and construction for the seismic retrofit improvements portion of the project, but the grant requires Federal Emergency Management Agency (FEMA) review and approval of design deliverables before construction on the seismic retrofit can begin. This review and approval step will significantly delay the start of construction, as explained below.

FEMA Grant

A FEMA Hazard Mitigation Grant Program (HMGP) was awarded to the District on November 21, 2023. The grant covers up to 90 percent of the costs of the seismic retrofit improvements portion of this project. The HMGP grant has two phases. Phase 1 covers all activities before construction, including planning, environmental documentation, and design. Phase 2 covers all construction activities. Currently, Phase 1 costs have been obligated for approximately $2.8 million. After all Phase 1 deliverables are completed, the design will be submitted to FEMA for review and approval. FEMA must approve all deliverables before the project can be bid for construction.

The District has been informed by the California Office of Emergency Services, the HMGP grant administrator, that review times for other projects have been 18 months or longer due to staffing limitations at FEMA. The funding deadline for the District's grant is February 2027. Consequently, the District may not receive funds for Phase 2 if FEMA does not approve an extension for the grant's end date that encompasses the review and construction schedule. The

project is eligible for up to $29 million for Phase 2 activities but is expected to need less due to a reduction in estimated project cost resulting from design improvements. The construction work will be bid in two separate contracts, the seismic retrofit work which is eligible for grant reimbursement, and the remaining improvements that are not eligible for this grant.

NEXT STEPS

The project design is proceeding, with the final design expected to be completed by November 2026. Due to uncertainty of FEMA review timing of the seismic retrofit, the electrical construction package is planned to proceed to construction in winter 2028 with completion expected by winter 2031. The FEMA design review of the seismic bid package is expected to begin in January 2027. Assuming an 18-month FEMA review time, construction of seismic retrofits is anticipated to begin in spring 2031 and completed in two years. If FEMA does not approve a time extension for the grant, the District may proceed with the seismic construction first, and construction of the electrical package will follow.

CCC:AKM:gdw

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EAST BAY MUNICIPAL UTILITY DISTRICT

DATE: February 5, 2026

MEMO TO: Board of Directors

THROUGH: Clifford C. Chan, General Manager CCC

FROM: Crystal J. Yezman, Manager of Maintenance and Construction CJY

SUBJECT: Follow-up Contracted Services for Maintenance and Construction

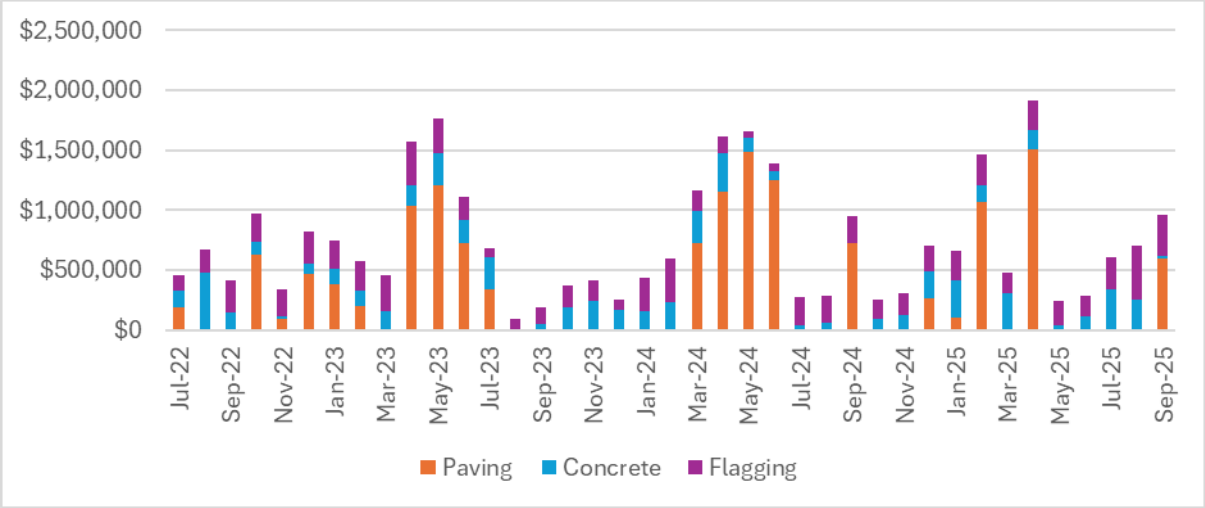
SUMMARY

Fully-Maintained and Operated (FM&O) services are contracted services that supplement District forces. The Board requested additional information on the District's use of FM&O services at its March 25, September 9, and September 23, 2025 meetings. This memorandum responds to the Board's requests. An overview of FM&O contracted services will be presented at the February 10, 2026 Planning Committee meeting.

DISCUSSION

FM&O contracted services may include specialized services not performed by the District or work that can be performed by the District. FM&O is a term that describes contracted services wherein a contractor brings their own equipment (e.g., a dump truck driver who drives their own truck). This memorandum focuses on contracted services for routine work within the Maintenance and Construction Department (department) that could also be performed by District staff, specifically paving, saw-cutting, welding, pavement grinding, flagging, dump truck services, concrete repair, hydro/air-vacuum excavation, and sweeping.

These services have been used for decades to supplement District staff since maintenance and construction workload varies due to weather, unplanned absences, availability of materials or permits, coordination with outside parties, seasonality and the amount of unplanned and urgent work. This variability can be seen in the chart below which shows how some of these services are used to supplement District staff.



Variability of Contracted Services

In addition to using contracted services to address peak workloads, contracted services are used to address complex work where the District does not have the expertise, the equipment to perform, or when paving is performed by the city or county. Examples include slurry and chip sealing of roadways, joint paving agreements, Americans with Disability Act pedestrian ramps, traffic loop installations, or implementation of complex traffic control plans requiring many flaggers.

Overall, these regularly recurring contracted services represent a small portion of the department's overall expenditure. Annual expenditures are summarized in Table 1.

Tabel 1. Fiscal Year (FY) 2025 Expenses for Maintenance and Construction

FY 2025	*Operating*	*Capital*	*Subtotal*	*% of Total*
District Labor	$65,078,675	$57,851,751	$122,930,426	55%
Materials and Supplies, Rentals, Leases, Special Services, Construction and Other Costs	$24,458,528	$59,249,537	$87,277,229	39%
FM&O Contracted Services	**$954,682**	**$16,094,823**	**$13,480,342**	**6%**
Totals	$90,491,886	$133,196,112	$223,687,997	

Expenditures supporting District staff performing both capital and maintenance work within the department in FY 2025 totaled $224 million, with internal District costs amounting to $210 million or 94 percent of that total. Contracted services supplementing District staff totaled $13.4 million or 6 percent of annual spending.

Staffing needs are evaluated and increased when baseline workload can support the work. Staffing for positions performing work also performed by contract services increased by 28 positions since FY 2021 to help minimize spending on FM&O contracted services.

In general, FM&O contracted services are less expensive than District labor as shown in Table 2.

Table 2. Cost of District Forces versus Contracted Services

	District Forces	Contractors	Savings
Paving Extensions	$2.56 per ISF*	$1.09 per ISF	57%
Concrete Services	1.47 CF** per hour	2.17 CF per hour	48%
Dump Truck Services – Labor, Overhead and Equipment	$230.54 per hour	$161.00 per hour	30%
Two Flaggers Labor, Overhead and Equipment	$349.50per hour	$239.00 per hour	32%

*ISF – Inch per Square Foot of Asphalt Installed
**CF – Cubic Feet of Concrete Installed

Using contractors to supplement maintenance and construction teams is needed when there are unplanned absences or when projects require additional resources. These services also allow the District to address peak workloads when staff are needed to respond to operational priorities for maintaining water supply. Contractors also bring specialized skills that can be deployed quickly to meet unique project requirements or tight deadlines. This approach helps maintain operational continuity while optimizing both cost and productivity. In response to a Board inquiry, staff confirmed that cities employ union contractors for their joint paving projects.

Contract services also support the local economy and minority and women-owned businesses as shown in Table 3.

Table 3. Contract Equity Program Utilization

Category	FY 2025 Spending	% of Vendors in Category		
		Minority	***Women Owned***	***Local Business Enterprise***
Saw-Cutting	$1,647,962	20%		51%
Paving (excluding joint agreements)	$110,389			100%
Concrete Repair	$1,613,625	63%		32%
Flagging	$2,514,891	49%	37%	12%
Dump Truck Services	$6,408,958	56%	19%	52%
Hydro Excavation	$608,417	40%	20%	80%
Grinding	$348,805			
Welding	$213,260	84%	18%	91%
Sweeping	$14,046			
Total/Average	$13,480,342	35%	12%	46%

NEXT STEPS

Staff will continue to manage the use of FM&O contracted services and meet with the unions to discuss its utilization.

CCC:CJY:sd

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