



## **300 Passenger Vessel Construction Project Technical Information**

### **Overview of Project & Agency Background**

The San Francisco Bay Area Water Emergency Transportation Authority (WETA) intends to release a RFP for the construction of one (1) new passenger-only 46 CFR subchapter K ferry vessel in the fall/winter of FY19/20. This passenger only catamaran will be designed and constructed for efficient and reliable ferry service on multiple San Francisco Bay Ferry Routes including, Alameda/Oakland to San Francisco, Alameda/Oakland to South San Francisco, Alameda Harbor Bay to San Francisco, Richmond to San Francisco and Vallejo to San Francisco services. The expected passenger capacity is 300 passengers with a minimum service speed of 30-knots. This 300-passenger vessel construction project will be funded in part with Federal Transit Administration (FTA) funds.

The San Francisco Bay Area Water Emergency Transportation Authority (WETA) is a regional public transit agency tasked with operating and expanding ferry service on the San Francisco Bay and with coordinating the water transit response to regional emergencies. Under the San Francisco Bay Ferry brand, WETA carries approximately three million passengers annually utilizing a fleet of 14 high speed passenger-only ferry vessels. San Francisco Bay Ferry currently serves the cities of Alameda, Oakland, San Francisco, South San Francisco, Richmond and Vallejo. WETA's goal is to design, build and operate a seamless transit system that responds to the region's congestion management needs, serves in an emergency response capacity, develops innovative environmental solutions for ferry vessels, contributes to economic viability, and improves quality of life.

### **System Needs**

The purpose of this Project is to contract a qualified builder ("Proposer") to design and construct one (1) passenger only ferry vessel that will service multiple existing and future routes on San Francisco Bay. The vessel is not intended as the primary vessel on any specific route, rather as an alternate vessel that is able to be employed as needed to service any of the designated routes.

### **General Vessel Particulars**

WETA's general vision for these new vessels is summarized as follows:

- ❖ Aluminum high speed passenger only catamaran, US Coast Guard Subchapter K
- ❖ Vessel built to classification society rules, but not classed
- ❖ Service speed minimum of 30 knots fully loaded, propulsion via EPA Tier 4 high speed marine diesel engines driving waterjets through marine reduction gears
- ❖ Passenger capacity of 300+

- ❖ Bicycle capacity of 30+
- ❖ ADA accessible
- ❖ Compatible with all WETA shore facilities
- ❖ Fleet commonality with existing WETA vessels – for machinery, equipment, and crew operability
- ❖ Navigation and vessel electronic suite based on existing WETA vessels; and in support of maintaining current US Coast Guard crew manning levels

### **Procurement Approach**

WETA will issue a Request for Proposals (RFP) to shipyards for the procurement of these vessels. Release of the RFP is anticipated in Winter 19/20. This will be a design/build project where WETA will require certain performance and design requirements that will assist shipyards in proposing vessels that meet or exceed the general vessel particulars articulated above.

The RFP will contain and invoke WETA standard general conditions and terms, procurement procedures, all necessary Federal and/or State of California requirements, contract drawings, and vessel technical specifications.

WETA will award the contract to the RFP response that offers the best overall value based on scoring of the shipyard's technical proposal, price proposal, past experience and other factors as delineated in the RFP.

### **Project Schedule**

WETA anticipates taking delivery of the first vessel near the end of 2021.