WATER EMERGENCY TRANSPORTATION AUTHORITY

San Francisco Bay Ferry

Electric Passenger Vessel Construction Project
Technical Information

Overview of Project & Agency Background

The San Francisco Bay Area Water Emergency Transportation Authority (WETA) intends to release an RFP for the construction of one (1) new passenger-only 46 CFR subchapter K ferry vessel in the winter of 2022, with the potential to include an optional second vessel. As technical specifications are developed for the second vessel, WETA will determine if this second vessel should be an option to this RFP to or if it is better suited to be included in a separate RFP.

This passenger only electric catamaran will be designed and constructed for efficient and reliable ferry service. Specific routing for this ferry will be determined based on current ongoing electrical studies. The expected passenger capacity target range may be 250-400 passengers with a minimum service speed range of 21-30 knots. This 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 15 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 range of 21-30 knots fully loaded, electric propulsion with battery storage and rapid charging capabilities
- Passenger capacity target range of 250-400.
- Bicycle capacity of 30+
- ADA accessible
- Compatible with all WETA shore facilities as outlined in the infrastructure study
- Fleet commonality where applicable 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 2022. 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 2024 or early 2025.