



Agenda Item No. 1

To: Building and Operating Committee/Committee of the Whole
Meeting of March 22, 2007

From: James P. Swindler, Deputy General Manager, Ferry Division
Celia G. Kupersmith, General Manager

Subject: **APPROVE ACTIONS RELATIVE TO THE AWARD OF CONTRACT NO. 2007-FT-8, CONSULTANT TO PROVIDE PROJECT MANAGEMENT AND CONSTRUCTION OVERSIGHT FOR NEW HIGH-SPEED PASSENGER FERRY, TO FAST FERRY MANAGEMENT, INC.**

Recommendation

The Building and Operating Committee recommends that the Board of Directors approve the following actions relative to Request for Proposals (RFP) No. 2007-FT-8, *Consultant to Provide Project Management and Construction Oversight for New High-Speed Passenger Ferry*:

1. Authorize execution of a Professional Services Agreement with Fast Ferry Management, Inc., Silverdale, WA, in an amount not to exceed \$265,500, for the work outlined in the Request for Proposals; and,
2. Authorize a contingency fund in the amount of \$9,500;

with the understanding that requisite funds for this RFP have been included in the fiscal years 2006/2007 and 2007/2008 Ferry Transit Division Capital Budget.

Summary

On January 16, 2007, the District issued a Request For Proposals (RFP) for Contract No. 2007-FT-8, *Consultant to Provide Project Management and Construction Oversight for New High-Speed Passenger Ferry*. As a result of this solicitation, on February 9, 2007, the District received proposals from three reputable and qualified firms:

1. Fast Ferry Management, Inc.
2. Walther Engineering Services
3. Marine Systems Corporation.

In accordance with the RFP, each firm's proposal was evaluated on specific criteria. The evaluation was based on the firm's qualifications and experience; project understanding and approach; the firm's capabilities; and price proposal. The evaluation committee unanimously

found Fast Ferry Management, Inc. to be the highest ranked proposer. Fast Ferry Management's price proposal was also the lowest of the three proposals. Staff and the District's Attorney have reviewed Fast Ferry Management's proposal and find it meets all the solicitation requirements.

Over the past fifteen years Fast Ferry Management, Inc. has successfully developed and managed projects for the delivery of five high-speed passenger vessels for the cities of Vallejo and Long Beach, CA. Each project was similar to the District's, requiring the development of detailed specifications and specific performance requirements; contract administration; construction oversight and quality control; and general project management.

Fiscal Impact

This project is included in the fiscal years 2006/2007 and 2007/2008 Ferry Capital Budget and is 80% grant funded. The total budget is estimated to be \$12,000,000.

Background

The District currently has two high-speed passenger ferries, the M.V. Del Norte and M.V. Mendocino. The M.V. Del Norte was built in 1996 and has a passenger capacity of 390 and the M.V. Mendocino was built in 2000 and has a passenger capacity of 425. Since July 2003, when the District began operating the weekday Larkspur/San Francisco service with only the two high-speed vessels, ridership has been steadily growing and we now have three AM commute trips that regularly sail at capacity.

Purchasing a high-speed vessel has several advantages. Since no high-speed backup vessel is available to place into revenue service during routine dry-docking or other maintenance activities, a backup high-speed vessel is needed to maintain a continuous high level of service afforded by the District's high-speed vessel fleet and preferred by Golden Gate Ferry customers. The lack of a backup high-speed vessel makes the Larkspur-San Francisco weekday service vulnerable to unexpected service delays and disruptions.

As specified, a new high-speed vessel would also allow the District to add additional capacity to our existing service during peak service by providing 499 seats. It is staff's intention to use the new high-capacity vessel in daily service and rotate the lower-capacity vessel into backup status, which would help relieve the extreme wear and tear on the oldest of our high-speed vessels, the M.V. Del Norte.