



Effective(02/12)

**Public Transportation Modernization, Improvement & Service Enhancement Program (PTMISEA)****Final Project Report**

Per G.C. 8879.50 (f)(2) "Within six months of the project becoming operable the recipient agency shall provide a report to the administrative agency . . ." Please provide the following information:

Fiscal Year : FY08/09  
 PTMISEA Cycle : N/A  
 Project Sponsor : Golden Gate Bridge Highway and Transportation District  
 Contributing PTMISEA Sponsor : N/A  
 Project Name : Ferry Vessel Replacement

**Project Scope**

Original Application	Final Project
<p>This project will purchase a new high-speed ferry vessel as a replacement for an existing Spaulding ferry vessel. The Spaulding ferry vessel is over 30 years old and has reached the end of its useful life. Ferry fleet consists of three Spaulding ferry vessels and two high-speed Catamaran ferry vessels. Currently, the Spaulding ferry vessel to be replaced is used for the Sausalito and Larkspur ferry weekend service and service to San Francisco Giants baseball home games. It is also used as a backup vessel for other vessels scheduled for routine dry-docking.</p> <p>In July 2004, the District introduced two-vessel, high-speed service for all morning, all midday and most evening peak period Larkspur-San Francisco crossings. Using fast ferries has made it possible for the majority of commute period trips to be 30-minute crossings. The popularity of this high-speed Larkspur ferry service has caused average weekday ridership to grow at an annual rate of 6.4 percent per year since April 2005. As of April 2007, weekday ridership had reached an average of</p>	<p>A RFP was advertised for the new high speed passenger ferry. While in negotiations with the sole bidder on that Contract the District was approached by Washington State Ferries (WSF). WSF had two used high speed catamarans that had been laid up for some time. The two vessels, M.V. Chinook and M.V. Snohomish, were close sister ships to a high speed ferry the District already owned. The vessels did not meet the requirements of the District as WSF had built them. A study was conducted and it was determined that the vessel could be modified to meet the Districts requirements for passenger capacity, speed and reliability for slightly more than the cost of the new ferry Contract being negotiated. The two used vessel were purchased from WSF and a Contract to refurbish the vessel was advertised. The vessels were renamed the M.V. Golden Gate and the M.V. Napa. The passenger capacity was raised from 350 to 450 passengers. The engines, gears, generators and most other mechanical systems were replaced. The interior was replaced with new overheads, joinery, seating, flooring and all other passenger accommodations. The pilot house was outfitted with new vessel controls, navigation electronics and a comprehensive alarm and monitoring system.</p>
Original Approved Project Cost	Final Project Cost
99313 :	
99314 :	\$2,116,322
PTMISEA Interest :	
Other Funds	
Federal :	\$9,600,000
State :	
Local :	\$283,678
<b>Total Project Cost :</b>	<b>\$12,000,000</b>
Original Project Schedule	Final Project Schedule
Begin Environmental :	
End Environmental :	
Begin Design :	5/15/09
End Design :	3/18/10
Begin Right of Way :	
End Right of Way :	
Begin Construction :	4/22/10
End Construction :	4/13/12
Begin Vehicle/Equipment Order :	2/1/09
End Vehicle/Equipment Order :	10/1/11
Begin Closeout Phase :	9/1/11
End Closeout Phase :	12/1/11
	4/13/13
Anticipated Performance Outcome	Actual Performance Outcome

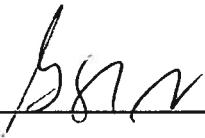
**Funding****Schedule Date**

Begin Vehicle/Equipment Order :  
 End Vehicle/Equipment Order :  
 Begin Closeout Phase :  
 End Closeout Phase :

Performance Outcomes  
Description/Improvement  
Percentages

<p>A new high-speed ferry vessel would add some capacity to its existing service during peak service and address the growing ridership demand of 6.4% per year. It would help relieve the extreme wear and tear on the oldest high-speed vessels. In addition, it would serve as a backup vessel for the other two high-speed ferries in case of engine failure or annual dry-docking needs.</p>	<p>The two new high capacity vessels have provided for continued growth in passenger service. The increased capability of these vessel's propulsion package allowed them to stay in service and on time at a much higher rate than other vessels. The only equipment not replaced, the vessel MJP 650 water jets, have been the only major source failure. District staff is working with the manufacturer to increase their reliability. The M.V. Golden Gate and M.V. Napa have set a new standard for passengers accommodations and vessel capability.</p>
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Signature:



Gayle S. Prior

9-Aug-13

Please include verification of the project completed as scoped by providing evidence of completion such as a photo and/or invoice of acquisition.

Note: The same authority that signed the Allocation Request or is designated on the Authorized Agent form must sign here.