

# MEMO



**TO:** Vessel Advisory Committee

**FROM:** Paul D. Pottle, Director of Projects

**DATE:** January 24, 2020

**SUBJECT: Progress to Date on New Vessel Preliminary Design Report**

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Over the past several months, CBITD staff have been working closely with EBDG as they compiled their comprehensive recommendation for the new vessel in the form of a Preliminary Design Report (PDR).

The attached draft PDR issued by EBDG contains recommendations for size, capacity, hull shape and propulsion system.

*The recommended design is a 164-foot-long by 40-foot-wide by 12-foot-deep, double-ended ferry capable of carrying up to 599 passengers and 15 cars. \**

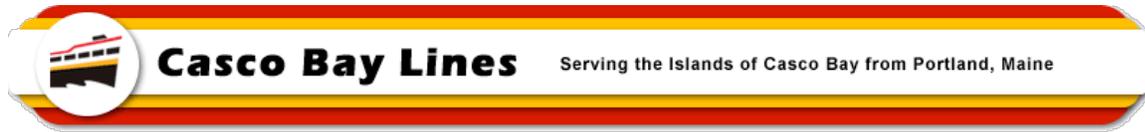
EBDG's recommendation for the propulsion system, a diesel electric hybrid propulsion system, places the total preliminary design cost estimate for the project above the amount which has been secured for the new vessel. Cost estimates are included in both the PDR and the supporting Propulsion System Selection Study. However, EBDG notes that these estimates include margins to account for the precision limitations that exist at the concept phase of the new vessel design.

The diesel mechanical propulsion option would likely fall within the existing budget as the cost estimates with all of EBDG's numerous mark-ups, totals \$10.173 M.

Much time has been spent by staff and the design team meeting with various vendors and manufacturers of propulsion systems and that investigation is summed up in the Propulsion System Selection Study and the Battery Optimization memo, which are also attached. Because of the merits of a diesel electric hybrid propulsion system, CBITD staff are currently working to determine more detailed cost figures and potential supplemental outside funding sources.

Upon resolving the propulsion question, CBITD will then present the PDR to the public at a public meeting on Peaks. EBDG's recommendations, along with public comments from this meeting, will be presented to the Vessel Advisory Committee and then the Board, for their consideration. Should the Board approve the PDR and staff's recommendation for the propulsion system, the preliminary portion of the vessel design process will be considered complete and final design work will begin. The final design phase of the project involves detailed design work for the various elements of the project. There will be another opportunity for public input at the completion of final design followed by a Board vote. Should the Board approve the final design, the design phase will be complete and construction will begin.

## MEMO



There are no actions items for the January 29, 2020, Vessel Advisory Committee meeting. The meeting will consist only of an informational update for members on progress to date.

***\* The CBITD Board of Directors voted to restrict passenger capacity of the new vessel by policy to a maximum of 499 passengers on outbound trips to Peaks Island and a maximum passenger capacity allowed by final vessel design for inbound trips to Portland, and gave approval to proceed in designing a vessel with capacity no greater than 599 passengers and 15 vehicles.***