



NVRC FAST FERRY PASSENGER SERVICE

Date: February 28, 2022

Subject: Steering Committee Meeting #1

AGENDA

- Quick highlight of previously completed studies – all available on project website (<http://potomaccommuterfastferry.com/>)
- Governance Model Criteria & sample governance models
- Route Selection Criteria & potential routes
- Financial Analysis Approach

INTRODUCTION

MEETING FORMAT

The group kicked off with a discussion of the format and dates of the upcoming stakeholder and steering committee meetings.

The engagement meetings will follow the same format as this first meeting: we'll hold the Steering Committee meeting on Monday and the Stakeholder Meeting on Thursday

The meeting will review the full presentation intended for the stakeholder group. Test if things are headed in the right direction, and then send out the slide deck on Tuesday for the stakeholder meeting.

Upcoming meetings will be a combination of in-person and hybrid. We will wait to see how the virus behaves, and the group will make a determination on a meeting-by-meeting basis. And the group will always provide a virtual option for businesses that do not want employees back in person.

SCOPE OF WORK

Scope of work focuses on three work streams (Operating plan --> identify up to 3 workable routes that would be implemented in a particular order; Financial model --> critical to determine the feasibility and costs ; Governance model ---> single most important element because this will be the authority)

Operating plan – we are currently scoped to analyze 3 routes; it may be possible to do more than 3 routes, as the team is working out potential additional funds from DC.

Governance plan: NVRC wouldn't be the organization to run the ferry effort. When the group gets started on permitting activities, making decisions, releasing RFPs, etc., the idea would be to have a different organization leading that charge.

PREVIOUSLY COMPLETED STUDIES

Over 20 years worth of studies have looked at providing passenger services on the Potomac.

2009 study: a vessel was brought down from NYC was brought down to the Potomac to simulate ferry runs, and results were documented in the report. Study recommended a market study now that they determined running times was feasible.

2015: the six corridors identified were identified as such bc they would eventually not require subsidies and could be run by demand.

- Old town Alexandria, National Airport, and Woodbridge were the three non-DC sites

2019: study looked at what exists at the terminal sites against what is needed prior to startup of a ferry service.

- All the origin sites were in Prince William County with destination sites from National Harbor to as far north as Georgetown (Washington Harbour); The study was specifically limited in scope to looking at Woodbridge/NE Prince William County into Washington, DC.
- This study found a significant market. Two with most promise are immediately adjacent (JBAB and Dept of Homeland Security)

ADDITIONAL INFORMATION AVAILABLE

Previous plans will all be summarized in a memo as part of the project, and the reports mentioned are all available on the project website:
<http://potomaccommuterfastferry.com/>

The project also has a facebook website:
<https://www.facebook.com/DMVCommuterFastFerry>

GOVERNANCE MODEL

We aren't identifying an agency to take on the ferry implementation – we're identifying best structures that could take on the ferry operations; we're looking for structural characteristics.

It's likely that the agency needs to be a special purpose agency – an agency that is put together specifically to operate a transit service (as compared to a general purpose agency such as Prince William County).

Another characteristic needed: multi-state – since DC is unique.

- Question: asked 'Most of the Potomac River is Maryland waters, up to the DC. Would that make a difference in governance model selected?' Tim: the terminals are actually in northern Virginia. Yes, it probably matters that waters are

Maryland, and once you get to the Wilson Bridge, you're in DC waters. It may matter, but it's still a very mixed picture.

Independent taxing is a characteristic also desired.

- Unique governance models:
 - King County Metro – is a general purpose so it's been pretty unique.
 - Denver RTD – different governance makeup and only one state
 - Bi-state development Agency in St. Louis between Missouri and Illinois

GOVERNANCE CRITERIA

- Governance Structure
- Jurisdictional Reach
- Board of Directors
- Transit Funding

Ideally, the group could find an existing governance structure that could take on the operations and management of the ferry, otherwise it would take many years to get a multi-state agency set up.

Additionally, the group would want to identify if the agency has taxing authority to create new revenue streams.

Next meeting in April: present full overview survey of the agencies on the list, provide a recommendation for the three that will have case studies, and then refine the selection criteria for which one might be the best fit.

- Mike Anderson added that having a governing authority as opposed to a private company provides some reassurance and reliability that helps passengers want to make the shift from POV to ferry.

Governance stage: opportunity to contract with a private partner the exact services that will be provided with a region.

Transurban as an example: they are contractually obligated to VDOT, and a governance authority is behind the system.

- Mark Rinaldi commented: Ultimate question for private sector may be - will this make sense financially? If so, selecting a model that is flexible and can help get the backbone of a system established and then unleash the creativity and financial strength of private sector without undue governmental regulation, silo building and jurisdictional competition would seem desirable. Steering Committee feedback

Steering Committee Meeting #1 Notes NVRC Passenger Ferry Business Case

Governance Models

Add other ideas for potential governance models or governance model characteristics in the stickie notes

OPERATING PLAN

ROUTE SELECTION CRITERIA

The assumption will always be that the price point is that they are commercially viable services. Unless it is decided later that public money wants to go in, the goal is for the ferry to first to be commercially viable. **Feasible to operate: ability for people to be able to reach the site is crucial.**

CRITERIA OVERVIEW:

High projected ridership:

- some of the other sites aside from Woodbridge will need to be reanalyzed to test market feasibility and ridership, to include DC and VA sites.
- Looking at ridership that is attractive
- Question: “do we need to survey Woodbridge residents again given the time lapse since the last survey?”

Cost effective

- will be analyzed in the financial analysis.
- For example: Alexandria to national harbor and Alexandria to the southwest waterfront – opportunity to share terminal as well as vessels.. that could end up being more cost effective. (used as an example, not specific).

Feasible to operate

- Need to determine the speed and to make the trip reliably at a speed competitive with driving.
- Weather // Ice makes navigational challenges for smaller vessels // Rain events can cause a lot of debris to wash into the river.(need to evaluate what the possibility is for interruptions to occur and determine if that risk manageable)
- (if future funds available in next stage) looks at potential impacts of low or no emissions

Available or ready to build terminal

Multimodally connected

- Parking will need to be available for the ferry to operate and has to offer riders. For instance, old town is going to need parking accommodations otherwise it will be extremely difficult.
- Bus, high capacity transit access opportunities are key/vital
- Shuttle service up the hill into DHS is another example for need for shuttle service.

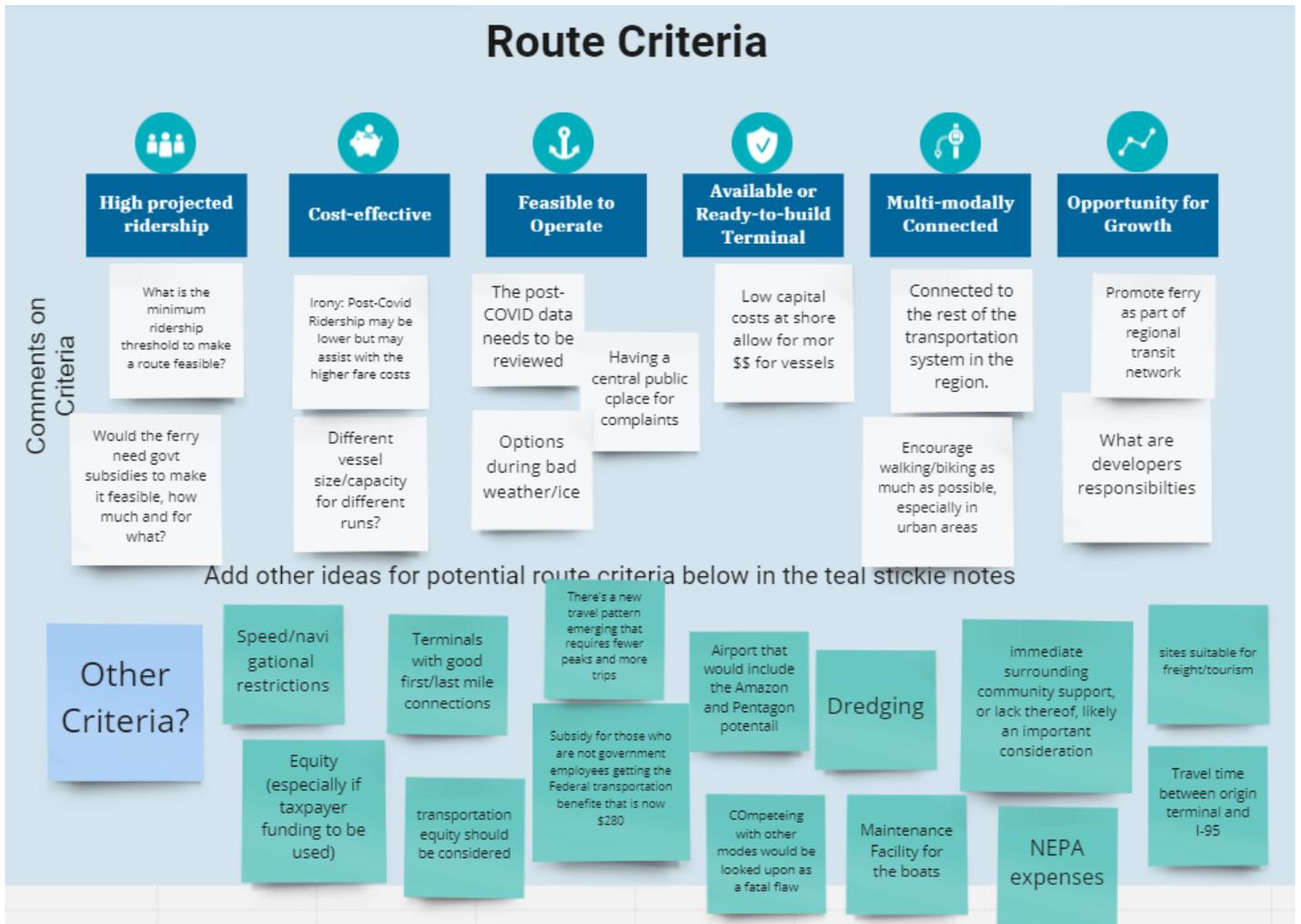
Opportunity for growth

- Tourism
- Private housing,
- Pre-planned.

Dredging is certainly a question that will need to be addressed.

NEPA expenses: it is our assumptions that each option will need to go through this type and other types of regulatory review

- Feedback: is there a farebox recovery goal? And should suss out some of the parameters



Route Candidates

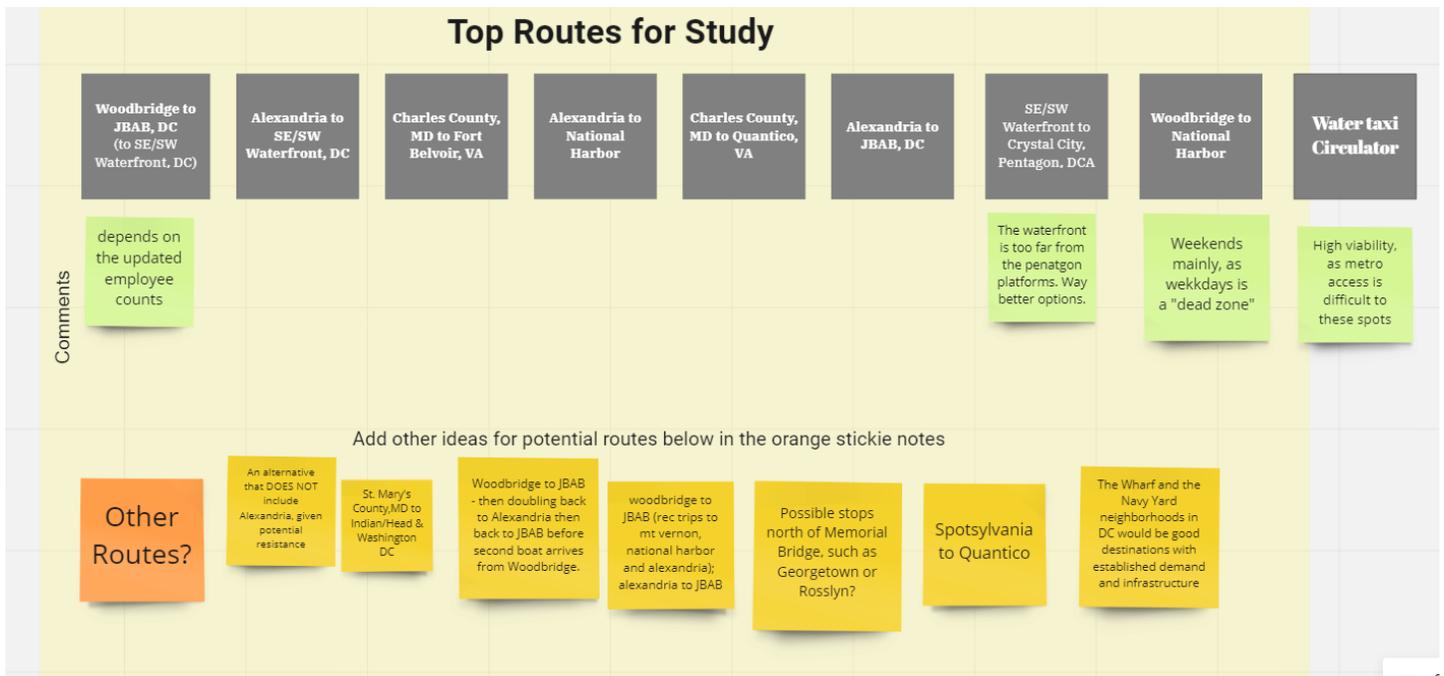
Scope limited to three routes right now, which might be able to grow if the team gets additional funding.

- Woodbridge to JBAB with extension to SE/SW waterfront
- Alexandria to SE/SW Waterfront
- Charles County to Fort Belvoir – came out of the 2015 study, and then dropped off in
- Alexandria to national harbor
- Charles county to Quantico – also left out of the 2015 study, another possibility
- Alexandria to JBAB
- SE/SW waterfront to DCA
- Woodbridge to National harbor

- Taxi circulator

Random side question - are you all thinking at all yet about contingency plans for getting folks home if weather conditions are such that the USCG shuts down the port (due to wind/storm for instance)? Like Commuter Connections Guaranteed Ride Home program

- this is something that needs to be looked at to determine how accommodation can occur in case of a shutdown.
- Good question, there should be a cross-honoring plan between transit modes in case of any operational problems. (For example PATH, NJ Transit, and NY Waterway have cross-honoring plans for crossing the Hudson)



FINANCIAL PLAN

Three step approach to the financial plan.

Some element of sharing resources between the routes

There are ingredients to the financial model that they're pulling together and they will be keeping the stakeholder team apprised and informed about where the inputs are ... as well as points where the team will need direct inputs/feedback from the stakeholders .

Meeting Attendees

Fatemeh Allahdoust VDOT multimodal program manager
 Bob Schneider, PRTC, executive director of Omni ride

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NVRC Passenger Ferry Business Case

Chris Landgraf, NVRC
George Kandathil tri county council for southern Maryland.
Seth A Hendler-Voss, Prince William County Department of Parks, Recreation, and Tourism
Meagan Landis, Regional Coordinator with Prince William County Department of Transportation
Mark Berger, Planning Section Chief at JBAB Anacostia
Mark Rinaldi VP Bush Companies
Darlene Mungin, with Transit Delivery Division with DDOT; sitting in for Carla Longshore
Willem Pollack consultant and past operator owner of Potomac Riverboat Company
Thomas Hamed, with City of Alexandria work for Dept of Transportation and Environmental Services
Neil Trenk, JBAB
Jeffery King, MWCOG

CONSULTANT TEAM

Tim Payne, Principal and Project Manager; Nelson\Nygaard
Emily Oaksford, Nelson\Nygaard
Jeremy Ebie, Phoenix Infrastructure Group.
Mike Anderson, KPFF; Marine transit consulting group
Cassandra Durkin, KPFF

Chat record

[1:27 PM] Peggy Tadej - Note that there is a Facebook page that we would like everyone to join and like. [\(2\) Potomac Commuter Fast Ferry | Facebook](#)

[1:30 PM] Peggy Tadej - Linked In for events: <https://www.linkedin.com/in/potomac-commuter-fast-ferry-43549135/>

[1:33 PM] Jeffrey King - Most of the Potomac River is Maryland waters, up to the DC. Would that make a difference in governance model selected?

[1:45 PM] Emily Oaksford - <https://miro.com/app/board/uXjVOMw9Kns=/>

[1:49 PM] Hendler-Voss, Seth A. - loading up slow

[1:50 PM] Jeffrey King - Just FYI, wondering about their potential role - ICPRB Home - ICPRB ICPRB's mission is to protect and enhance the waters and related resources of the Potomac River basin through science, regional cooperation, and education.

[1:51 PM] Neil Trenk (Guest) - Zooming out helps like 1

[1:51 PM] Mark Rinaldi - Is another possible model a completely private commuter fast ferry system? Is that realistic given the multi-jurisdictional nature of the region and are private investors wanting less govt. involvement and strings attached?
like 1

[1:52 PM] Mark Berger (Guest) - Would recommend including agency that operates water service, one that is local, and one that is a great example of operating at highest farebox recovery.
like 1

[1:56 PM] Jeffrey King - FYI if you haven't seen it.... <https://www.loudoun.gov/5558/Whites-Ferry-Study>

Steering Committee Meeting #1 Notes
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White's Ferry Study | Loudoun County, VA - Official Website

Loudoun County will work jointly with Montgomery County to conduct the study of the White's Ferry's operations as well as an evaluation of land ownership and acquisition scenarios for the Virginia ...

[2:00 PM] Mark Rinaldi - Ultimate question for private sector may be - will this make sense financially? If so, selecting a model that is flexible and can help get the backbone of a system established and then unleash the creativity and financial strength of private sector without undue governmental regulation, silo building and jurisdictional competition would seem desirable.

[2:08 PM] Hendler-Voss, Seth A. - do we need to survey woodbridge residents again given the time lapse since the last survey?

[2:22 PM] Emily Oaksford - <https://miro.com/app/board/uXjVOMw9Kns=/>
NVRC Fast Passenger Ferry Business Case

[2:24 PM] Mark Rinaldi - immediate surrounding community support, or lack thereof, likely an important consideration

[2:29 PM] Neil Trenk (Guest) - Very much agreed on water depth

[2:30 PM] Mark Berger (Guest) - Travel time between origin terminal and I-95

[2:36 PM] Peggy Tadej - When these three routes get done and applications are made for funding is the considered 30% of design complete?

[2:40 PM] Mark Berger (Guest) - Woodbridge to JBAB - then doubling back to Alexandria then back to JBAB before second boat arrives from Woodbridge.

[2:41 PM] Hendler-Voss, Seth A. - woodbridge to JBAB (rec trips to mt vernon, national harbor and alexandria); alexandria to JBAB

[2:44 PM] Jeffrey King - Random side question - are you all thinking at all yet about contingency plans for getting folks home if weather conditions are such that the USCG shuts down the port (due to wind/storm for instance)? Like Commuter Connections Guaranteed Ride Home program

[2:46 PM] Peggy Tadej - emergency such as 9/11

[2:46 PM] Neil Trenk (Guest) - Good question, there should be a cross-honoring plan between transit modes in case of any operational problems

[2:47 PM] Neil Trenk (Guest) - (For example PATH, NJ Transit, and NY Waterway have cross-honoring plans for crossing the Hudson)

[2:48 PM] Chris Landgraf - Miro is a good format for capturing input from a wider audience. like 1

[2:49 PM] Peggy Tadej - Also, is there anyone missing from this group that needs to be added. Please send me an email with contact information.

[2:57 PM] Mark Rinaldi - talk a little about "indicative risk valuation" and how that term is to be operationalized in this endeavor