



NVRC FAST FERRY PASSENGER SERVICE

Date: April 21, 2022

Subject: Stakeholder Meeting #2 (hybrid meeting)

AGENDA

- Introductions
- Route Selection
- Financial Risk Assessment
- Governance Model Selection
- Four Mile Run Dredging Project

INTRODUCTION

MEETING FORMAT

The meeting, held in a hybrid (part in-person, part hybrid) kicked off with introductions and tech coordination. The group anticipates having future steering committee/stakeholder meetings in this format.

ROUTE SELECTION

- Tim Payne started off by stating that ideally, the team would be able to evaluate all the routes on their list in depth prior to selecting only three for deeper investigation. However, the scope/budget requires the team to select only three for further study.
- The team identified three potential routes for further study due to a qualitative analysis using four of the seven identified route criteria: multi-modally connected, opportunity for growth, feasible to operate, and available or ready to build terminal. High projected ridership, cost-effective, and manageable risk are all criteria that will be further fleshed out in deeper analysis phase.
- Tim added that a Primary determinant of Tier 1/Tier 2 differentiation was whether a majority of the terminals were ready for ferry boat action. Noted that one of the Tier 1 routes (DC Water Taxi) includes a terminal at Poplar Point that is currently not in existence. That, however, is the only terminal on that hypothetical route that does not have an existing terminal.
- Three routes proposed to be studied in depth:
 - Alexandria – SE/SW Waterfront DC
 - Alexandria – JBAB

- Woodbridge – JBAB
 - Woodbridge – JBAB – SE/SW Waterfront DC
- Georgetown to poplar point - the end destination - doesn't currently have but all the other locations do have it. Poplar Point only one without.
- Tim assured the group that, if any of the routes were deemed to not work, then another route would be brought up from the list for study.
- Mark Rinaldi asked what the intent of the study is – asked since DC is providing the funding for the study, are they more interested in the shorter hops trip of a circulator/water taxi?
- Tim responded that the intent is for the study to determine what makes the most sense to start up from a financial standpoint. Long commuter routes vs water taxi circulator provide for different market, different type of market, but doesn't make them different as far as tier 1 or tier 2.
- Victor Weissberg asked to consider National Harbor to National Airport and National Harbor to the SE/SW Waterfront, as well as keeping National Harbor to Alexandria
 - Mr. Weissberg added: “Going back to routes under consideration, I would like to implore study and advance of routes from National Harbor to Alexandria, National Harbor to SE/SW Waterfront and National Harbor to National Airport, as recent analysis performed by COG, based on projects in all of the DC area programs, it shows Prince George's County bearing a disproportionate increase in travel time. Therefore, alternatives are critical. This is a central equity and sustainability issue, so your consideration of how this project can address this enormous gap would be appreciated. Page 62 of the attachment is a slide of interest. Thanks

VOTING EXERCISE

Voting exercise helped determine if the group agreed with the consultant team's organization of routes and proposed top 3 routes for further study.

- Most of the meeting attendees agreed with the organization.
- Most of the meeting attendees selected the same Tier 1 routes for future study as the consultant team chose.
- Some attendees felt that the DC Water Taxi route might not belong in Tier 2. To a lesser degree, others felt this way about the Alexandria-National Harbor route as well.
- Most attendees agreed that Tier 2 route organization was appropriate, although a few respondents voting for other routes for further consideration.
- In the final open-ended question “Any route not already represented?”, attendees responded that more National Airport/Crystal City/Pentagon routes should be considered, and others voiced interest in more routes that included National Harbor.

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Do you agree with the team's organization of routes into Tier 1 and Tier 2?



Which Tier 1 routes do you believe should be selected for further study? (select up to three)



Which routes do you believe should be in Tier 2 instead of Tier 1 (if any)?



Which routes do you believe should be in Tier 1 instead of Tier 2 (if any)?



Any route not already represented? What is that route and what tier would you put it in?

Pentagon- tier two	National Harbor to SE/SW waterfront	crystal city amazon hq2 connection
None	North Woodbridge to Pentagon Tier 2	Pentagon and Soldier Posts receiving additional focus.
Airport gives access to Pentagon and Crystal City- thus a different situation.	JBAB to Pentagon (Tier 2)	Nope

Any route not already represented? What is that route and what tier would you put it in?

National Harbor to SE/SW waterfront	Water taxi connecting SE/SW Waterfront to other locations (Tier 1)	National Harbor to National Airport
National harbor to waterfront, national harbor to national airport and keeping national harbor to Alexandria.	National Harbor to: -SE/SW Waterfront, National Airport and Alexandria	

FACTORS THAT AFFECT FERRY SERVICE & electrification

- Cassandra Durkin and Mike Anderson from KPFF shared their insight for this section of the presentation. Discussed the tradeoffs for vessel size, frequency of trips, and operating costs.
- Cassandra noted that shorter routes more cost effective and don't need as high a speed to operate. These routes could also have smaller vessels.
- Mike added that typically it takes about 5 years for a route to mature and for people to see how the route would actually work and how popular it is (it takes time to get people to change their commuting behavior).
- On electrification of vessels: Slower, shorter routes may make sense for electrification, or for longer routes where the vessel has to go faster, may need to go to hydrogen. Electrification is trailing behind on the land side.

FINANCIAL RISK ASSESSMENT

- Jeremy Ebie and Viktoriia Godunova presented this section. Stating that, like the other aspects of the project, this work is just starting off.
- Currently, their work is looking more qualitatively at factors, and then they will move into more quantitative factors as they add in cost elements to the model
- Phoenix pulled together a number of risk dynamics which provides the beginning of the view for short and long term of how they're going to move forward with the developers and organization. They presented on how they analysis and score risk and opportunity.

GOVERNANCE MODEL SELECTION

- Tim introduced this section by reiterating that the team isn't identifying an agency that could take on the ferry implementation – rather, the team is identifying best structures for an agency that could take on the ferry operations – the team is looking for structural characteristics.
- Noted that we probably need to be looking at structures that already have a multi-bi state characteristic, like WMATA and Washington National Airports Authority. These types of organizations, although they needed congressional approval to be created, have the structure that could support ferry operations.
 - Tim added that some of the multi-state governance structures have added complexity – acknowledging the way that WMATA's governing includes a sub organization that dictates how Virginia votes/makes decisions.
- Three governance structures ideal for further study: Washington Metropolitan Area Transit Authority (WMATA), Port Authority of New York and New Jersey, and Interstate Commission on the Potomac River Basin (ICPRB)

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- Ernest Jolly suggested that DC Water be explored as a potential organization for structure study. He said that DC Water was created with approval of congress, involves MD, VA, and DC, and it is also an intermunicipal agreement that lays out financial investment and operational requirements. So, it's a two tier governance, manages finances and also operations.
- Tim responded: he wouldn't mind changing the organization – replacing ICPRB with DC Water. Asked poll respondents to assume that DC Water was the third option for deeper governance structure study.

VOTING EXERCISE

- Voting exercise helped determine if the group agreed with the consultant team's selection of governance structures for further study. 21 respondents voted yes, while 2 respondents voted no.
- Respondents in the open-ended question regarding what other organizations should be studied, respondents:
 - Agreed with the change to DC Water
 - Suggested the MWCOG or its TPB
 - Suggested Delaware River Bay Authority (DRBA)
 - Suggested a private or non-profit structure

What other organization(s) (if any) do you think should be selected for further study?

follow up with DC water recommendation	No	private only
No	Transportation Planning Board	DRBA
A public/private model where public falls out once system is up and running?	Nonprofit	The No assumed DCWATER is one of the structures

What other organization(s) (if any) do you think should be selected for further study?

Metropolitan Washington Council of Governments #MWCOG	Delaware River Bay Authority	Not yet
no	DC Water was a good idea for a potential model, similarly there is the Washington Suburban Sanitary Commission. TPB or COG may not have the level of mandate to serve for governance.	are we sure that one government could not run things without a multi-tier governance structure especially in a public private scenario

FOUR MILE RUN DREDGING PROJECT

- This upcoming project could help to move along a future terminal at Crystal City/National Airport, as a substantial channel would need to be dredged as part of the terminal preparation there.
- Jonathan Watson added to the chat, "Please be aware that Fourmile Creek and the broader Potomac River supports a variety of fisheries resources and habitats. For example, they are designated as anadromous fish use areas by the

Commonwealth of Virginia. Also, submerged aquatic vegetation (SAV) has been recently mapped in this area by the Virginia Institute of Marine Sciences. Impacts to these resources should be avoided, minimized, mitigated, or otherwise offset to the extent practicable. Please consider these potential impacts during your environmental review and identification of the least environmentally-damaging practicable alternative.

MEETING DETAILS

Meeting Attendees

Adam Baron,
Steven Bieber,
Brad Britain, Fort Belvoir DPW
Austina Casey,
Thomasina Coates,
Noel Comeaux,
Charles Cuvelier,
LCDR Samuel Danus, USCG Sector Maryland-NCR Waterways Management Division
Chief
Cassandra Durkin, DPFF
Clinton Edwards, Virginia Dept of Rail and Public Transportation
Efron Epanty,
Pam Frank,
Chris Gibson,
Layton Graves, USAF Joint Base Anacostia-Bolling
Darryl Griffin, MCB Quantico CPLP
Thomas Hamed, City of Alexandria
Thomas Hastings, NSA South Potomac (NSF Indian Head) CPLO
John Hawkins,
Seth Hender-Voss,
Yolanda Hipski, TCCSMD Regional Transit Coordinator
Ernest Jolly,
Karla Justice,
Joseph Kluczynski, DHS CISA
Meagan Landis, Prince William County
Aaron Larocca,
Scott Leftdren, major support group for colonel clark
Melissa Lindsjo, NCPC
Greg Lipscomb, USMC
Dick Lynn,
David McGettigan, Prince William County
William Mcnamara,
Richard Moore,
Brian Philiben, Ricondo and Assoc representing Metropolitan Washington Airports
authority
Willem Polak,
Mark Rinaldi, Bush Construction Corporation

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Yi Shao, Capitol Riverfront BID
John Thomas, Maryland DOT Office of Planning and Capital Programming
Jen W,
Jonathan Watson,
Lisa Webb, MDOT
Carl Wegener,
Victor Weissberg,
Katherin Welton, USACE
Lt Col Doug Wiggers,
Chris Williams, AWS
Sabrina ,

CONSULTANT TEAM

Tim Payne, Nelson Nygaard
Emily Oaksford, Nelson Nygaard
Mike Anderson, KPFF
Cassandra Durkin, KPFF
Jeremy Ebie, Phoenix Infrastructure
Viktorii Godunova, Phoenix Infrastructure
Lucas Pizzutti, Phoenix Infrastructure

NVRC

Peggy Tadej, NVRC
Chris Landgraf, NVRC

Chat record

Lt Col Doug Wiggers, 11 LRS/CC Yesterday 10:23 AM

Voting link? Not seeing it

Emily Oaksford 10:23 AM

<https://www.menti.com/fb5ux14t98>

URL Preview for Voting

Voting

Vote on a Mentimeter question

www.menti.com

Lt Col Doug Wiggers, 11 LRS/CC 10:25 AM

JBAB to Pentagon will garner some interest (Tier 2)

Mark Rinaldi 10:25 AM

Are the shorter trips in and around DC a different form of commuter system than the longer haul, higher speed system from Woodbridge, for example, to JBAB?

10:25 AM Recording has started

Weissberg, Victor 10:27 AM

Just repeating, Nat Harbor to SE/SW, Nat. Harbor to Nat Airport, and keeping National Harbor to Alexandria. I wasn't able to type in the menti.

Weissberg, Victor 10:46 AM

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Going back to routes under consideration, I would like to implore study and advance of routes from National Harbor to Alexandria, National Harbor to SE/SW Waterfront and National Harbor to National Airport, as recent analysis performed by COG, based on projects in all of the DC area programs, it shows Prince George's County bearing a disproportionate increase in travel time. Therefore, alternatives are critical. This is a central equity and sustainability issue, so your consideration of how this project can address this enormous gap would be appreciated. Page 62 of the attachment is a slide of interest. Thanks. file:///C:/Users/vweissberg/Downloads/04202022_-_Item_8_-_Presentation_-_Visualize_2045,_FY_2023-2026_TIP_and_AQC_Analysis%20(1).pdf

Chris Williams - AWS 10:51 AM

Federal NEPA is the National Environmental POLICY Act

Godunova, Viktoriia 10:54 AM

Chris Williams - AWS Correct, thank you for noticing!

Peggy Tadej 10:54 AM

Victor - cannot open document. Can you email me. Thanks.

Steven Bieber 10:55 AM

Peggy - please look here: <https://www.mwcog.org/transportation/plans/visualize-2045/>

Peggy Tadej 10:55 AM

Make sure to provide input for website:

Link potomaccommuterfastferry.com

Like our Facebook page: Potomac Commuter Fast Ferry | Facebook

www.facebook.com

Steven Bieber 11:10 AM

Great suggestion Ernest. COG is willing to help however needed.

Emily Oaksford 11:14 AM

<https://www.menti.com/fb5ux14t98>

www.menti.com

John Thomas 11:20 AM

re: governance structure - please clarify assumption that these are sample structures only vs. proposal of actual organizations. thanks by John Thomas

jonathan.watson 11:34 AM

Please be aware that Fourmile Creek and the broader Potomac River supports a variety of fisheries resources and habitats. For example, they are designated as anadromous fish use areas by the Commonwealth of Virginia. Also, submerged aquatic vegetation (SAV) has been recently mapped in this area by the Virginia Institute of Marine Sciences. Impacts to these resources should be avoided, minimized, mitigated, or otherwise offset to the extent practicable. Please consider these potential impacts during your environmental review and identification of the least environmentally damaging practicable alternative.

Noel Comeaux Yesterday 11:43 AM

Tim, do you mind clarifying that the risk modeling is only based on passenger ridership (versus "freight")?

Noel Comeaux 11:54 AM

As a reminder, most if not all transit services operate at a "loss," requiring public funding. I mention this for a private sector partner being interested in developing infrastructure or the service.

Weissberg, Victor 12:08 PM

Please consider greater connectivity from National Harbor