



NVRC FAST FERRY PASSENGER SERVICE

Date: April 4, 2023

Subject: Steering Committee Meeting #6 (virtual meeting)

AGENDA

- Introduction & Overview
- Market Assessment
- Investor Sounding
- Project Governance
- Next steps

INTRODUCTION

MEETING FORMAT

The meeting was held entirely virtual. The meeting was kicked off with introductions and updates on how the current and future meeting would be conducted.

- Introduction and overview of project scope and timeline, as well as timeline for stakeholder meetings

MARKET ASSESSMENT

- Some segments of the proposed route already operate seasonally
- Proposed route would be for year-round service, longer period of service throughout the day, 7 days/week
- Overview of terminal sites and catchment areas
 - Buzzard Point and Poplar Point do not currently have facilities, the other 4 terminals have existing infrastructure
- Overview of travel time and vessel quantity impact on headways
- Explanation of impact of speed limitations
- Overview of travel demand and projected travel times
- Explanation of time savings with speed zone waiver
 - Question from Peggy: are you able to compare ferry travel times to vehicular travel times?

- Tim: It comes later in the presentation, but the vehicular travel time between Georgetown and the Wharf in the PM peak period is a 45-minute drive.
- Overview of initial observations
 - High levels of activity in newly developed/developing areas
 - Existing service shows that there is demand
 - Implementation could be phased, potential for future expansion
- Overview of Next Steps
 - Demand assessment with partial or full speed waiver
 - Refine market analysis mode
 - Add route to financial model

VOTING EXERCISE

- How do you feel about the DC Water Taxi route?
 - 3 votes for unsure, 3 votes for really excited
 - Generally, people like the idea, but would like some more study
- Which stop is the most important?
 - The Wharf scored highest, Georgetown and Nationals Park tie for 2nd
- Questions, thoughts, discussion points?
 - Impact on Metro ridership needs to be understood given current circumstances
 - Tim does not expect a significant impact on Metro, it's more likely to replace a walking, biking, or auto trip. More potential to impact DC circulator
 - What is the anticipated funding source for an effort of this magnitude?
 - Don't know yet. One of the biggest challenges. There is federal money currently available for low/no ferry vessels, but don't know about the applicability of that grant to this market, it depends on who applies. There's also potential for private investment. The Wharf and the Yards facilities were 100% privately constructed. Funding will likely come from multiple sources.
 - Washington channel and river above 14th street bridge typically freezes over for 60 days each winter. Not passable by boat at any speed.
 - May need to be somewhat seasonal, but could definitely be expanded beyond existing service
 - Would be good to add DCA and Rosslyn if possible, to connect these waterfront places to these key employment/transportation hubs
 - Looked at both sites because they are significant hubs. Looked extensively at DCA. Feasibility is there but the capital cost to construct

the terminal would be extremely high because the most feasible location would be through Four Mile Run, which would require either a very long pier or dredging. There's moderate interest from WMAA and it's still a possibility. The challenge is Rosslyn is finding an appropriate location. All of the waterfront property is owned by NPS, and they are not friendly to transportation projects. We would have to make the case that this would serve more of a recreation function than a commuter recreation function. Likely more a political/mission driven challenge than physical feasibility.

- What is the distribution of resident versus tourists in the demand estimates? Differing mode choice models.
 - Don't know based on Streetlight data, although April is a high tourism month. That's part of the reason we chose April, to capture some tourist demand but not peak season. If we had a bigger dataset over a longer period of time, we could potentially make a better judgement.
- Can you use Metro rider surveys to get more info on potential riders?
 - Probably not, because they are not specific enough to locations, and a lot of what we're dealing with is rider data that is less than 2 years old, but already out of date. The things that were true 5 years are not anymore, both because of COVID and rapid river front development.

INVESTOR SOUNDING

- Recap of meetings with City of Alexandria, DDOT, JBAB
- Jeremy and Lucas gave an update on engagement with stakeholders and external decision makers such as BIDs, elected officials, govt agencies, developers, businesses, and nonprofits
- Other stakeholders to engage with?
 - Residents in new residential developments
 - Condo Associations and Property Managers
 - Land owners or businesses
 - Generally looking for latent interest in continuing to develop this concept. We've struggled to find a champion, so we're trying to pull together common threads to identify a coalition to help push things forward.
- Can you talk more about similar efforts in other cities?
 - Portland: similar to DC, Metro area split by rivers. Idea being explored for some time, Frog Ferry non-profit working to move things forward, but having a difficult time trying to find supportive governmental leadership.
 - Seattle: area has a long history of ferry operations. Operated by the state. Passenger-only ferry is operated by King County Metro (transit operator) with two routes, one all-day, one commuter oriented. Kitsap Transit operates multiple ferries, some commuter some not. Passenger only. One of the only

hybrid ferries in operation in the US. Kitsap operations supported by voter-approved sales tax.

- Bay Area: stop gap during Bay Bridge repairs. Continues to operate with ~14 routes because of popularity. Funded primarily by bridge tolls, supplemental funding from grants and state funding.
- New York City: NYCDOT operated Staten Island Ferry. Port Authority operates ferries between NY and NJ to supplement PACE ridership. Privately operated, terminals leased from the Port Authority. NYCDOT capitalized on the success of NY-NJ ferries and runs ferries between Manhattan and other boroughs on the East River. There's also a private ferry from the North Jersey Shore to Manhattan.
- Investor and operator discussions begin in the next phase. Also looking for public-private partnership opportunities to enhance delivery and minimize risk.

NEXT STEPS

- Continuing investor sounding
- Additional analysis for ridership forecasting, speed zone waiver impact
- Next meeting expected in May/June

MEETING DETAILS

Meeting Attendees

Willem Polak, Maritime Consultant (briefed in advance)
Carla Longshore, DDOT
Mark Berger, 11 CES JBAB
Dan Asiamah JBAB
Alyssa Tullar, JBAB Planner
Terry Clower, GWU, Director, Center for Regional Analysis,
Deji Oyekunle – Phoenix Infrastructure
Jeffrey King – MWCOG
Mike Anderson – KPFF
Darlene Mungin – DDOT
Jeremy Ebbie – Phoenix Infrastructure Group

CONSULTANT TEAM

Tim Payne, Nelson\Nygaard
Anna Trevino, Nelson\Nygaard
Lucas Pizzutti, Phoenix Infrastructure
Barnabas Hong, KPFF

NVRC

Peggy Tadej, NVRC
Chris Landgraf, NVRC

Chat record

[9:59 AM] Chris Landgraf

Chris Landgraf, NVRC, clandgraf@novaregion.org

[10:00 AM] Peggy Tadej

Pls put you names, org, and email in chat so we have a record. Thanks

[10:04 AM] Alyssa Tullar - JBAB Planner (Guest)

Alyssa Tullar - JBAB Planning Team

[10:05 AM] Barnabas Hong

Barnabas Hong - KPFF

[10:05 AM] Mark Berger - JBAB (Guest)

Mark Berger - 11th Wing, JBAB

[10:05 AM] Deji Oyekunle

Deji Oyekunle - Phoenix Infrastructure Group

[10:05 AM] Lucas Pizzutti (Guest)

Lucas Pizzutti - Phoenix Infrastructure

[10:05 AM] Mike Anderson

Mike Anderson - KPFF

[10:05 AM] Mungin, Darlene (DDOT)

Darlene Mungin - DDOT Transit Delivery Division

[10:06 AM] Willem Polak (Guest)

Steering Committee Meeting #6 Notes
NVRC Passenger Ferry Business Case

Willem Polak- marine consultant

[10:07 AM] JME (Guest)

Jeremy M. Ebie - Phoenix Infrastructure Group

[10:07 AM] Jeffrey King

Jeff King, Director, Climate, Energy, and Air Programs, Metropolitan Washington Council of Governments

[10:35 AM] Jeffrey King

45 minutes Georgetown to Wharf by car is 45 minutes? Not really, I can do it in 5-10 quite easily. Not sure where you got 45?

[10:47 AM] Anna Trevino

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[10:48 AM] Terry L Clower

Too bad we don't have a "like" choice

like 1

[10:51 AM] Jeffrey King

Don't forget Scooters!

[10:53 AM]

Mungin, Darlene (DDOT) left the chat.

[10:56 AM] Willem Polak (Guest)

Washington channel and river above 14th street bridge typically freezes over for 60 days each winter. Not passable by boat at any speed.

[10:57 AM] Terry L Clower

What is the distribution of resident versus tourists in the demand estimates? Differing mode choice models.

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[11:00 AM] Terry L Clower

Can you use Metro rider surveys to get more info on potential riders?

[11:17 AM] Anna Trevino

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