



Water Transportation Advisory Council



Today's Agenda

New Members - welcome and introductions

Update on Water Transportation Study

- Routes
- Next Steps towards business plans

2018 Season Update

- MBTA Ferry service updates
- Quincy and Winthrop
- Federal Funding Update
(Salem & Hingham)

Lightening Round Member updates

Adjournment



Water Transportation Study + Regional Ferry Update



Two Water Transportation Studies

Comprehensive Boston Harbor Water Transportation Study and Business Plans

Comprehensive business plans for up to three financially sustainable services that can be launched in one to five years

Water Transportation Strategy for the Boston Harbor Islands National and State Park

An RFI and RFP to procure a ferry service operator for the islands in 2019 and beyond



Comprehensive Boston Harbor Water Transportation Study and Business Plans

Focusing on two financially sustainable services that could be launched in the next one to five years

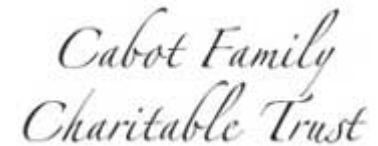
Launched in response to the desires and efforts of municipalities and other stakeholders for new ferry service

*** Does not assume that new service will be operated by the MBTA or MassDOT ***



Study Sponsors

- MassDOT
- Massport
- National Park Service
- Seaport Economic Council of the Executive Office of Housing and Economic Development
- Massachusetts Convention Center Authority
- The Barr Foundation
- Cabot Family Charitable Trust
- Envoy Hotel
- Clippership Wharf



Water Transportation Study Process in 2017

Existing
Conditions
Report

National
Best Practices
Report

30
site profiles

12 sites
selected for
modeling

3 water
transportation
stakeholder
workshops

150
participants
at day-long open
house



Water Transportation Study Process in 2018

12 sites

with models for
estimated
ridership demand

2 routes

with detailed
market and
feasibility analysis

Work in progress

Model congestion
mitigation and
reduced
emissions

**Financial Model
+ Business
Plans** for up to 3
new routes based
on these findings

3,689

responses
to the stated
preference survey

+ estimates of
ridership, time savings,
operating costs,
deficits/ subsidies,
seasonality

Public Event
to release study
and business
plans



Current Study Focus + Deliverables

- **Ridership modeling**
- **Dock condition analysis** and long term investment strategy for system development and required actions for early implementation
- **Route configurations** and continued ridership modeling
- **Early business planning** efforts including long term viability and cost of concept vessels, and stakeholder identification



New/Expanded Inner Harbor Connector

Ridership analysis and dock conditions
lead to the selection of four sites:

Navy Yard Pier 4
(Charlestown)

Lewis Mall *
(East Boston)

*To include Lewis Mall as part of
the connector, additional capital
investment is required

Long Wharf
North, South,
Central Wharf

Fan Pier / ICA
(Seaport)



Inner Harbor Connector Selection Process

Modelling indicated that other Inner Harbor sites might also have significant ridership over time, but other impediments lead to the determination that service could not be implemented as rapidly at these location.

Lovejoy Wharf
(North Station)

Under construction
with service to
Seaport planned
for 2018

Rowes Wharf
(Downtown)

Congested + high
value of ferry and
other boat
operations

Logan Airport
Ferry Terminal
(East Boston)

Poor connectivity
to neighborhood –
requires bus
connection

World Trade
Center East
(Seaport)

Dock condition
inadequate for
ferry service



New/Expanded Southern Service

Marina Bay /
Squantum Point
(Quincy)

Service to Downtown Boston with emphasis on peak commuter service

Fallon Pier at
Columbia Point*
(Dorchester)

Incorporate into Quincy service off peak to primarily serving UMass Boston students and JFK Library visitors

*To include Fallon Pier, additional capital investment is required



Dock Configuration Analysis

Ideal Dock Configuration Criteria

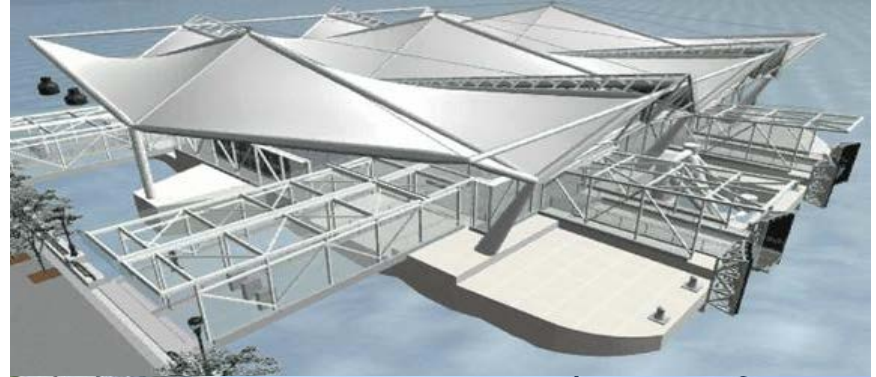
- ADA compliant access
- Shelter + ticketing areas
- Bow-loading fenders
- Custom site requirement and considerations with operations considerations



Dock Configuration Analysis

Premium Transit Components

- ITS systems
- Terminal identity and signage
- Safety equipment package
- Bike storage
- Conditions surveys and additional custom site elements



Dock Configuration Analysis: Current Service

Inner Harbor Docks

| Dock Site | Ownership | Est. cost for ideal dock | Est. add'l cost for premium dock |
|-----------------------------------|-----------------------|--------------------------|----------------------------------|
| Logan Airport Ferry Terminal | Massport | ---- | + \$130,000 |
| Navy Yard/Pier 4 (Charlestown) | City of Boston | \$670,000 | + \$490,000 |
| Long Wharf North + South | MBTA, City of Boston | \$490,000 | + \$260,000 |
| Rowes Wharf (Downtown) | Rowes Wharf (private) | \$6,340,000 | + \$190,000 |
| Fan Pier / ICA (Seaport) | Fan Pier (private) | \$110,000 | + \$170,000 |



Dock Configuration Analysis: Current Service

Southern Docks

| Dock Site | Ownership | Est. cost for ideal dock | Est. add'l cost for premium dock |
|------------------------------------|--------------------|--------------------------|----------------------------------|
| Marina Bay/Squantum Point (Quincy) | DCR | \$4,710,000 | + \$730,000 |
| Hewitt's Cove (Hingham) | DCR | \$2,740,000 | + \$150,000 |
| Pemberton Point (Hull) | Town of Hull, MBTA | \$240,000 | + \$130,000 |



Dock Configuration Analysis: Potential Service

| Dock Site | Ownership | Est. cost for ideal dock | Est. add'l cost for premium dock |
|--|--------------------------|--------------------------|----------------------------------|
| Lewis Mall (East Boston) | Massport, City of Boston | \$3,250,000 | + \$180,000 |
| Lovejoy Wharf (North Station) * | Lovejoy Wharf (private) | \$2,360,000 * | + \$130,000 |
| Fallon Pier at Columbia Point (Dorchester) | JFK Library | \$4,920,000 | + \$140,000 |

* A new dock will be constructed in Spring/Summer 2018



Route 1: Inner Harbor Connector

Hub and spoke or "Star" with Charlestown, East Boston and Seaport at the ends of the spokes and Downtown at the hub or center of the "Star". Uniform headway occurs with a single ferry or multiples of 3 ferries operating simultaneously.

1a: Ideal Vessels

Service rotating around spokes

6 New hybrid/electric vessels

\$3.50 and \$6.50 fare

Terminal and Vessel Capital
Improvements Needed

1b: Vessels of Opportunity

*Three independent spokes
with common transfer point*

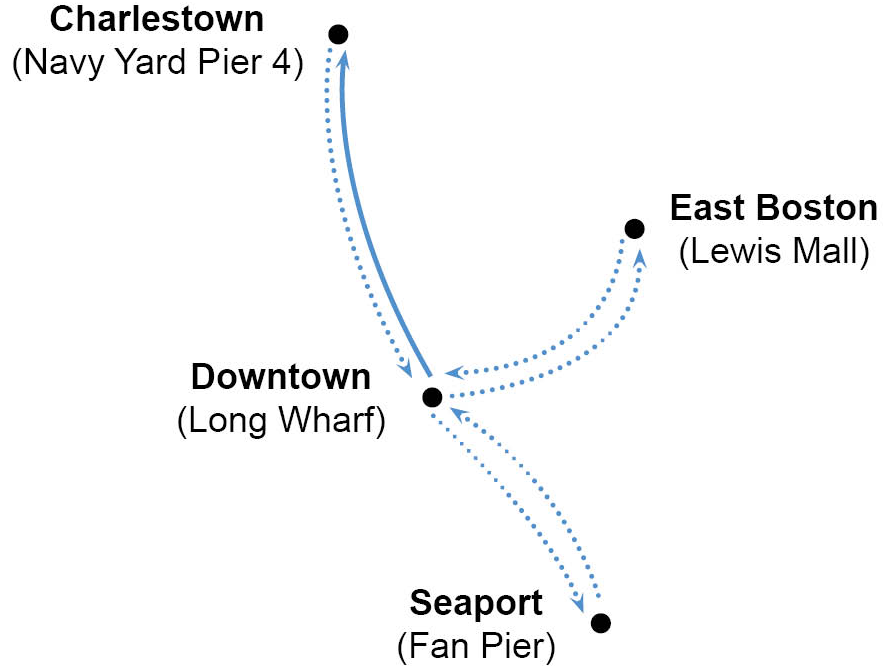
6 Leased, diesel powered vessels

\$3.50 and \$6.50 fare

Terminal Capital
Improvements only



Inner Harbor Connector



Route 2: Expanded Southern Service

Quincy's Squantum Point/Marina Bay to Boston's Long Wharf North and return without intermediate stops during peak periods. An additional stop at Columbia Point could be added in both directions during off-peak periods.

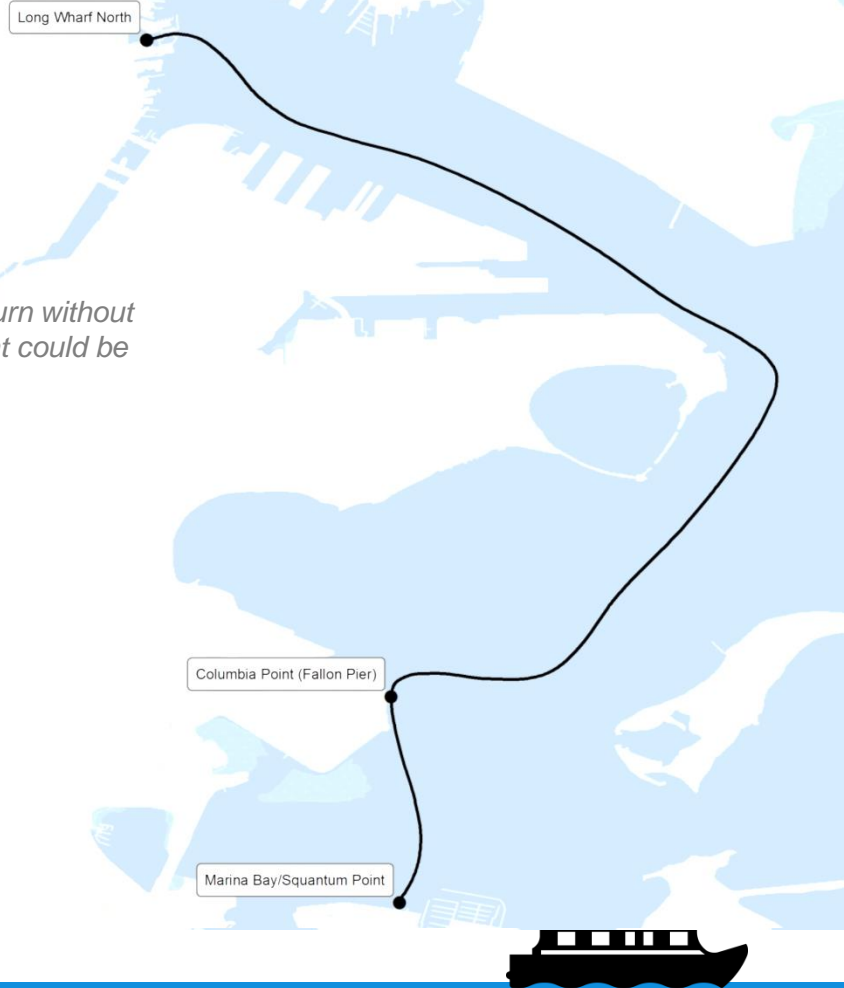
2: South Shore

2 Leased vessels

\$6.50 and \$10 fare

Peak: 40 min headway, Off-peak: 60 min headway

Capital Improvements are needed at Columbia Point in order to connect this location via Ferry



Next Steps and Timing

Right Now

- **Municipal meetings** focused on key stakeholder identification vetting, early partnership development
- MassDOT will continue to work with **Lynn** to expend its municipal earmark on the procurement of a new vessel and the implementation of their current business plan.
- Now that **Salem** has won a competitive FTA grant, MassDOT will work with Salem to advance through the Federal procurement process.



Next Steps and Timing

Summer 2018

- **Business Plans** for Inner Harbor Circulator and Quincy Route with estimated ridership and operating costs, route and schedule configurations, and vessel recommendations
- **Municipal Reports** on dock conditions and ridership potential
- **Comprehensive Reports** on existing conditions and national best practices





Thank You
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Winthrop Seaport Boston Quincy Ferry Spring 2018 Schedule

April 23rd through June 17th

Weekday Departure Schedule (*commuter times in red*)

| | | | | | | |
|-------------------------|---|--|---|-----------------------------------|---|---|
| Winthrop 6:00 AM | Quincy 6:30 AM | Aquarium/Financial District 6:55 AM | Quincy 7:30 AM | Winthrop 7:55 AM | Seaport 8:20 AM | Aquarium/Financial District 8:35 AM |
| Winthrop 10:00 AM | Seaport 10:20 AM | Aquarium/Financial District 10:35 AM | Seaport 10:50 AM | | | |
| Winthrop 3:00 PM | Seaport 3:20 PM | Aquarium/Financial District 3:30 PM | Winthrop 4:00 PM | Seaport 4:20 PM | Aquarium/Financial District 4:35 PM | Quincy 5:00 PM |
| Winthrop 5:25 PM | Aquarium/Financial District 5:45 PM | Seaport 5:55 PM | Winthrop 6:20 PM | Quincy 6:50 PM | Winthrop Arrival Only 7:20 PM | |
| THURSDAY/FRIDAY ONLY | Winthrop 7:30 PM | Seaport 7:50 PM | Aquarium/Financial District 8:05 PM | Winthrop 8:35 PM | | Weekday Afternoon Charters available 12 to 3 PM |
| | Quincy 9:00 PM | Aquarium/Financial District 9:25 PM | Seaport 9:35 PM | Winthrop Arrival Only 10:00 PM | | \$200 /hour Minimum 2 hours |

Saturday/Sunday Departure Schedule

| | | | | | | |
|---------------------|--|--|---------------------|---|--|----------------------|
| Winthrop 9:30 AM | Seaport 9:50 AM | Aquarium/Financial District 10:05 AM | Quincy 10:35 AM | Seaport 11:05 AM | Aquarium/Financial District 11:20 AM | Winthrop 12:00 PM |
| Seaport 12:20 PM | Aquarium/Financial District 12:35 PM | Seaport Arrival Only 12:50 PM | Winthrop 3:30 PM | Seaport 3:50 PM | Aquarium/Financial District 4:05 PM | Quincy 4:35 PM |
| Seaport 5:05 PM | Aquarium/Financial District 5:20 PM | Winthrop 6:00 PM | Seaport 6:20 PM | Aquarium/Financial District 6:35 PM | Seaport 6:50 PM | Winthrop 7:30 PM |
| Seaport 7:50 PM | Aquarium/Financial District 8:05 PM | Quincy 8:35 PM | Seaport 9:05 PM | Aquarium/Financial District 9:20 PM | Winthrop Arrival Only 9:45 PM | |

Winthrop/ Quincy Spring Schedule



MBTA 2018 Ferry Update

Hewitt's Cove
(Hingham)

Pemberton Point
(Hull)

Navy Yard/Pier 4
(Charlestown)

- All existing service preserved
- New contract will allow for modifications designed to improve the service
- Hingham pier will be rebuilt with new FTA grant funds
- Hull will receive additional weekend service

The Study: Ideas for service improvements in the future based on ridership model still need to be feasibility tested with MBTA Operations staff, dock owners, and many other key stakeholders



Other MBTA/MassDOT Activities/Support in 2018

Blossom St Pier (Lynn)

MassDOT + the MBTA continue to support City of Lynn in the procurement of the City's new ferry (funding is a federal earmark)

Squantum Point (Quincy)

City of Quincy's service included in Winthrop Route. MassDOT + the MBTA will assist in promoting the service as an alternative during the closure of the Wollaston station and the North Quincy TOD Project. Ridership is being monitored.



Other Regional Ferry Service 2018 Update

Salem Ferry Terminal

City of Salem's seasonal service will begin May 19 connecting to Downtown Boston (Long Wharf) with continued \$8 commuter boat pricing + just got FTA grant for second vessel

Winthrop/Quincy/ Boston Service

Town of Winthrop's seasonal service began in April with stops in Winthrop, Quincy (Squantum Point), Seaport (Fan Pier), and Downtown Boston (New England Aquarium)

North Station/ Seaport Service

MCCA solicited proposals (due May 9) for its ferry service between North Station (Lovejoy Wharf) and Seaport (Fan Pier). Service is anticipated to begin in September



Thank You



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Water Transportation Advisory Council (MASSDOT)

The Water Transportation Advisory Council's mission is to identify a vision for the ferry system in Massachusetts. The system improves the transportation of people, goods, and vehicles by water.

Who we serve

The Council's membership includes a mix of

TELL US WHAT YOU THINK

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