

## Water Transportation Advisory Council

December 19, 2019

11:00 AM – 12:00 PM

### Meeting Objectives

- Learn about existing local authorities serving as ferry providers
- Discuss the timeline for making a recommendation about future governance for regional ferries
- Determine the information needed to make an informed recommendation

### Agenda

- Call to order and introductions (Council Chair)
- Welcome and meeting overview (Council Chair)
- Introduction of meeting facilitator (Council Chair)
- Review of local governance models
  - MCCA
  - Steamship Authority
  - MBTA
- Facilitated discussion with council members
- ~~Updates from Council Members (if time allows)~~

### Presentations

- MCCA
  - Funders pay for service in full and a “principals group” made up of the three largest funders makes decisions
  - The full cost of the leased vessels is covered annually along with operations and administration
  - There are no capital costs for vessels or docks at present
  - A percentage of the costs are allocated quarterly based on the per-company ridership
  - The schedule matches pre-existing shuttle buses
  - Provide public seats at a discount (\$5/trip) and this revenue is returned proportionately to funders
  - Serves as a public private partnership
  - Leverages an experienced transportation team at the convention center
- Steamship Authority
  - Purchase, construct, maintain, operate
  - Has bond authorization
  - Governed by a 5-member board that meets monthly (Dukes County and Nantucket have 70% of the vote)
  - A port council represents every community where the steamship authority docks
  - 100% farebox recovery (but statutorily allowed to assess to cover for a deficit)
  - Own all vessels and terminal facilities, lease parking and call center
  - Has licensing authority to permit other operators to serve the islands
- MBTA
  - Allows for transferability of fares between ferries and other MBTA services
  - Fiscal Management Control Board makes decisions about new services

- The MBTA does not have a preferred mode, but seeks to deliver transit service as cost effectively as possible
- Subsidy of fares comes out of operating dollars (like with other MBTA services)
- Does not own any docks. Has agreements with dock owners and owns some of the floats
- The MBTA does not directly operate ferry services
  - Owns four vessels and leases other vessels from its contracted operator
- Boat ownership has the potential to make the ferry operations more competitive and controls costs in future contracts

## Governance Discussion

- Overarching questions
  - What is the metric for “the best”?
  - Who is being moved?
- Case Studies
  - Local
    - MCCA
    - MBTA
    - Steamship Authority
    - Boston Harbor Islands Partnership
  - US Examples
    - NYC Ferry (run by NYC EDC)
    - San Francisco (WETA and Golden Gate)
    - Seattle
    - Baltimore
    - Disney World?
  - International Examples
    - Vancouver
    - Transport for London (river ferry?)
    - Paris
    - Istanbul
    - UltraMar (private Mexican passenger vessels)
- Potential Governance Futures
  - Continue with existing multi-operator system
    - consolidated support
    - coordinated operations and expansion efforts
  - Consolidate under the MBTA
  - Consolidate under another existing authority
    - MCCA
    - Massport
    - Mass Development
    - BPDA
  - Creation of a new water transportation focused authority
    - Hybrid designs to meet the differing needs of waterfront communities
      - Economic development
      - Tourism
      - Commuting/transportation
      - Resiliency/emergency management

- What additional information is needed to support a recommendation?
  - Governance studies by the Passenger Vessel Association (PVA), Transportation Research Board, or other experts
  - Potential for fare integration with RTAs, MBTA, and other ferries
  - What are the viable transportation alternatives
  - How is it structured to measure financial success
  - Efficiency of management
  - Which federal/state agencies rules are followed
    - FTA
    - USCG
    - DPU
  - List of metrics: ridership, fare recovery
  - Asset ownership and maintenance responsibilities
  - Mix of dock and vessel ownership
  - Who does the ferry system serve
    - Commuter
    - Tourist
    - Equity/EJ communities
  - How does the agency support operations financially (fares, etc.)
- What aspects of water transportation should be consolidated in any future governance model? (ex. procurement, branding, ticketing, etc.)
  - Planning for new routes (and docks)
  - Back-up vessels (or organized partnership)
    - Systems for sharing vessels or leveraging the sharing economy
  - Comprehensive scheduling
  - Reliable demand modeling (with or beyond CTPS)
  - Vessel standardization (and dock standards)
  - Labor/market competition
  - Flexibility to meet local, seasonal, and temporary travel needs