

January 29, 2020

City of Everett

Subject: **Gondola Feasibility Study – Encore Boston Harbor to Everett City Hall**

Dear Everett Project Manager:

AECOM USA of Massachusetts, Inc. (AECOM) is pleased to provide this scope of work and estimated cost for planning and engineering services to evaluate the feasibility of using the alignment of Broadway for an aerial rope way system that would connect Encore Boston Harbor in Everett to Everett City Hall. The aerial connection would serve pedestrians, bicycles, and other non-motorized modes.

Encore Boston Harbor to Downtown Everett

1. BACKGROUND INFORMATION

The AECOM Team will work closely with the City of Everett to identify the necessary background information needed to establish a clear baseline of understanding for development of the proposed gondola system. We will review all reports and other documentation, data, or third parties for pertinent information on current operations of the surrounding land uses, further planned growth. We will identify potential gaps in the baseline information that are needed for the proposed studies. This information will include:

- Future development plans in Everett Encore/Broadway Corridor sites
- Daily volume of employee and visitor trips to the resort, hotel, City Center, etc. that would potentially use the proposed gondola
- Transit market share by existing travelers
- Projected future increase in travel demand
- Confirmation of target demand and likely share of employee and visitor volumes
- Gondola fares, transfer to/from "T", hours of operation, etc.
- Results of studies to date by Doppelmayr and initial concepts for station locations, connections to Encore Boston Harbor.
- Land use, building code, floodplain, other restrictions on project siting, construction
- Projected schedule
- Prepare case study of gondola systems similar to the scope of the Everett Broadway alignment.

2. Initial Alignment and Station

- Review initial Doppelmayr concepts (stations, towers, connections, etc.)
- Clearance over Broadway, Route 16, RR tracks
- Potential number location, height of towers

- Consistency with On-Site and off-site plans, open space, planning, visual, impacts, etc.
- Control and ownership of land , easements, approvals needed for stations, towers, aerial alignment
- Sub-surface constraints to station and tower construction, foundations
- Flow of passengers to and from the gondola stations

3. *Ridership and Transportation Assessment*

- Total travel demand in immediate travel market and current transit market share (local buses along Broadway, shuttles from Wellington Station)
- Basis for potential market share for gondola service and distribution throughout the day and week, including peak flows in both direction
- Potential reduction in auto travel/parking due to gondola

4. *Gondola Systems*

- Basis for choice of mono-cable 1S system vs. 3S or tram
- Capacity relative to projected demand levels
- Peak passenger flows and adequacy of access/egress capacity to/from and within stations
- Operating hours, down times for major scheduled maintenance
- Likely staffing needed at both stations
- Location of cabin storage and maintenance facility
- System requirements for potential connection to Encore Boston Harbor
- Ropeline calculations (Doppelmayr) providing structural/foundation requirements for stations and tower

5. *Conceptual Station and Tower Designs*

- Likely tower locations, height, required footprint (assuming on-land towers), potential design issues, local/state regulatory approvals, permits, code issues, etc.
- Likely loading level at each station and connection point to ground.
- Access to stations. vertical circulation, mezzanine area, passenger queuing , fare payment/checking,
- Assessment of structural and foundation systems required at each station to support station/tower and system loads/forces

6. *Capital and Operating Costs*

- High-Level capital costs
 - Gondola system (full mechanical systems, ropeline, cabins, etc. – provided by Doppelmayr
 - Station buildings and foundations, towers and foundations, required site civil, etc.
- High-Level O&M Costs

- Operating costs (power requirements and staffing level, hours – Doppelmayr, likely labor rates, power costs – AECOM)
- Maintenance costs – on-going maintenance plus occasional high-cost requirements – Doppelmayr

AECOM will provide the scope of work in this proposal on a time and expense basis, is estimated to be \$200,000.00. Costs shown are for budgeting purposes. The following breakdown of the estimated cost of each task.

Item	Budget Fee	
Task 1 – Background Information	\$ 15,000.00	
Task 2 – Initial Alignment and Stations	\$ 65,000.00	
Task 3 – Ridership and Transportation Assessment	\$ 20,000.00	
Task 4 – Gondola Systems	\$ 32,000.00	
Task 5 – Conceptual Station and Tower Designs	\$ 50,000.00	
Task 6 – Capital and Operating Costs	\$ 8,000.00	
Direct Costs (travel, parking, mileage)	\$ 10,000.00	Direct Expense
Estimated Budget	\$200,000.00	

Billing Rates:

Category	Rate/Hour
Principal	\$255.00
Project Manager/Strategic Advisor	\$225.00
Senior Engineer/Planner	\$165.00
Engineer/Planner	\$125.00
Graphic Designer	\$100.00
Technician	\$ 60.00

Should you have any questions regarding this scope or need any additional information, please contact Dirk Grotenhuis at 978-905-2303.

Sincerely,



Dirk Grotenhuis, PE
Project Manager



Nicholas Rubino, PE
Vice President