

Raymond L. Flynn Marine Park -

Final Master Plan Update Transportation Advisory Committee



AGENDA



- 1** Introductions & TAC Overview
- 2** Article 80 Project Updates
- 3** RLFMP Resilience Planning
- 4** Non-Transportation Maritime Improvement Projects
- 5** Transportation Improvement Projects
- 6** Transportation Project Financing

1 - Introductions and TAC Overview



RLFMP Transportation Advisory Committee



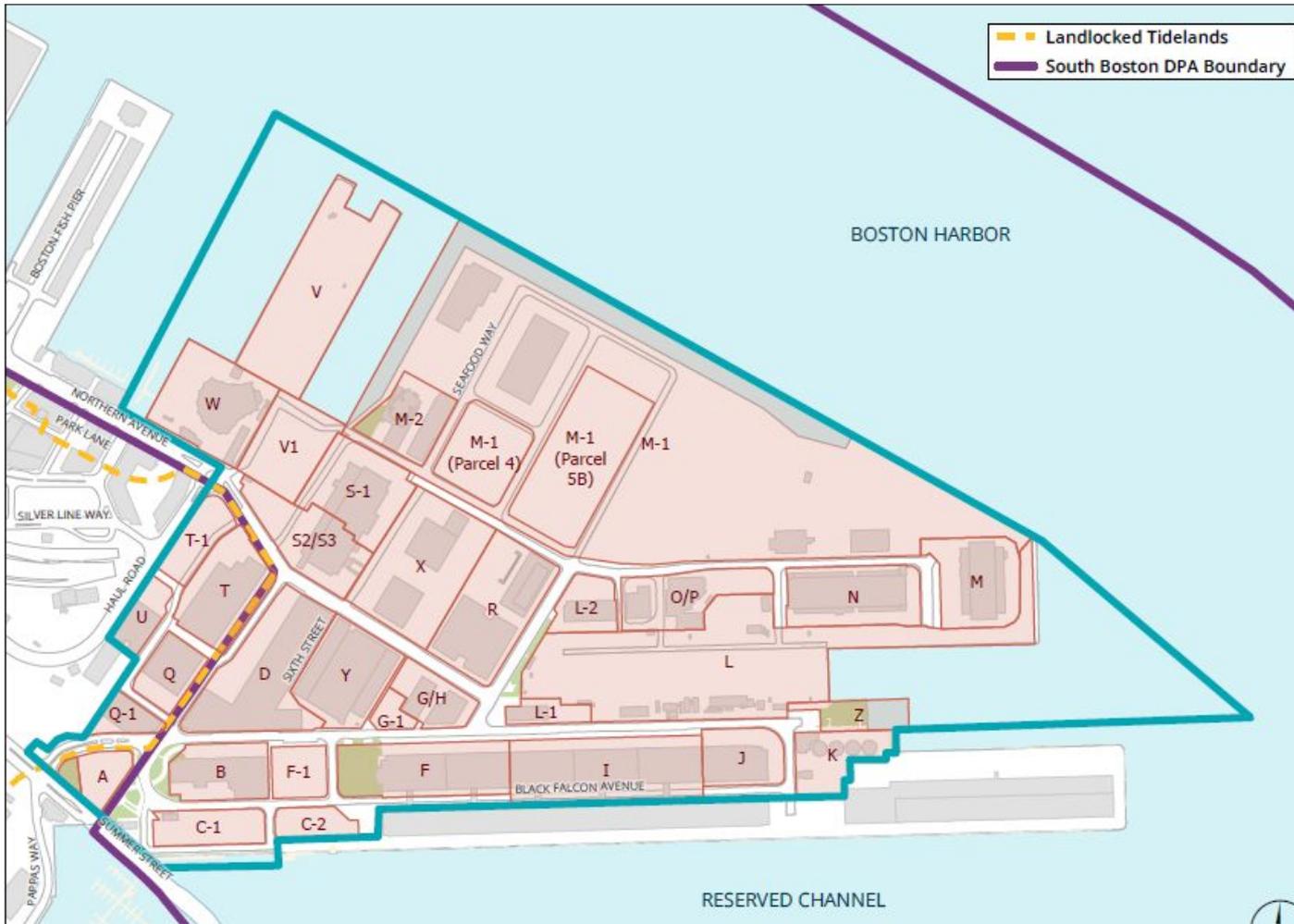
Comprised of appointees from:

- City of Boston Transportation Department;
- BPDA Real Estate and Planning Departments;
- Massport Authority;
- MassDOT;
- MBTA;
- RLFMP Business Association;
- Seaport Transportation Management Association

RLFMP Master Plan Timeline



- **1999** - Original Master Plan
- **2005** - Master Chapter 91 License
- **2015-2017** - Master Plan Update Study including Stakeholder Engagement
- **December 2017** – Master Plan Update Submittal
- **January 2018** - Certificate
- **May - July 2019** - RLFMP Park Technical Advisory Committee Process
- **February 2020** - Master Plan Update Feedback from State
- **2020-2021** - Additional BPDA analysis and regular meetings with the State
- **February 2022** – Final Master Plan Update Submittal
- **June 2022** - EEA MEPA Certificate Issued on Notice of Project Change
- **July 2022** – EEA MEPA Certificate Special Review Procedure
- **February 2024** – Chapter 91 Consolidated Written Determination DRAFT
- **March 26, 2024** - Chapter 91 Consolidated Written Determination FINAL



2 - Article 80 Project Updates



RLFMP Active Project Review (Article 80/MEPA/Ch.91)

- **22 Drydock Avenue** Chapter 91 Licensing complete, [Under construction](#)
- **EMS Station** Chapter 91 Licensing complete, [Under construction](#)
- **24 Drydock Avenue** BPDA Approved October 2022 - Chapter 91 Licensing complete
- **310 Northern Avenue** BPDA Approved November 2022 - Chapter 91 Licensing complete
- **2 Harbor Drive Phase I** BPDA Approved December 2020, [Completed construction](#)
- **2 Harbor Drive Phase II** Under Review
- **Parcel U** Under Review

ACTIVE PROJECTS



 Construction Complete

 Under Construction

 Article 80 Complete

 Permitting

3 - RLFMP Resilience Planning



Flood Risk with No Action

RLFMP, like the rest of the Seaport, has existing substantial flood risk, that will increase in the future



Coastal Flooding by 2070

2023-2070 Cumulative Present Value of Risk, 2070 1% AEP Exposure



**\$1.5
Billion**

In expected losses



**113
Buildings**

Impacted out of 113 total buildings

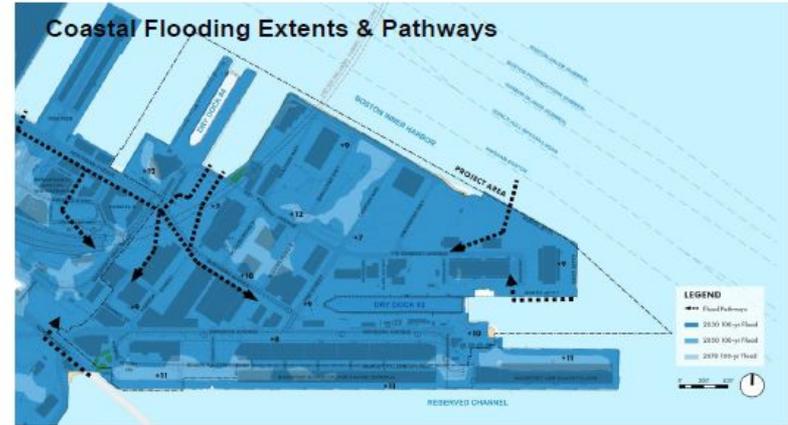


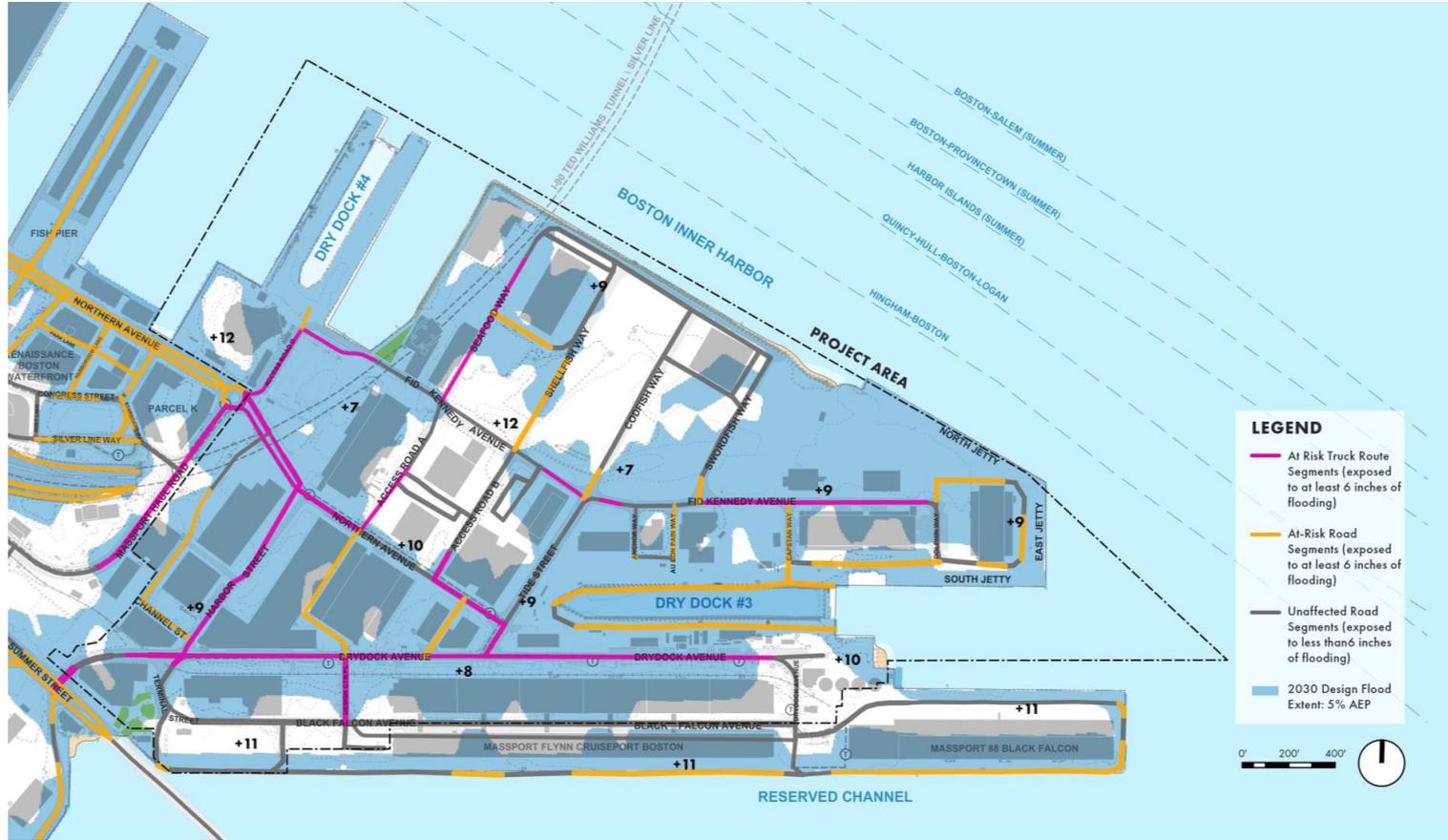
**0
Residents***

In impacted homes out of 0 residents

Results represent the cumulative present value of risk from 2020 through 2070 across only the RLFMP area, assuming a 3% discount rate

*There are no residential properties within the RLFMP Project Area, therefore no Census data is distributed to buildings in RLFMP. This does not account for the potential for workers or visitors to RLFMP to be exposed or impacted.





COASTAL FLOOD RESILIENCE DESIGN GUIDELINES



Long-term Strategy

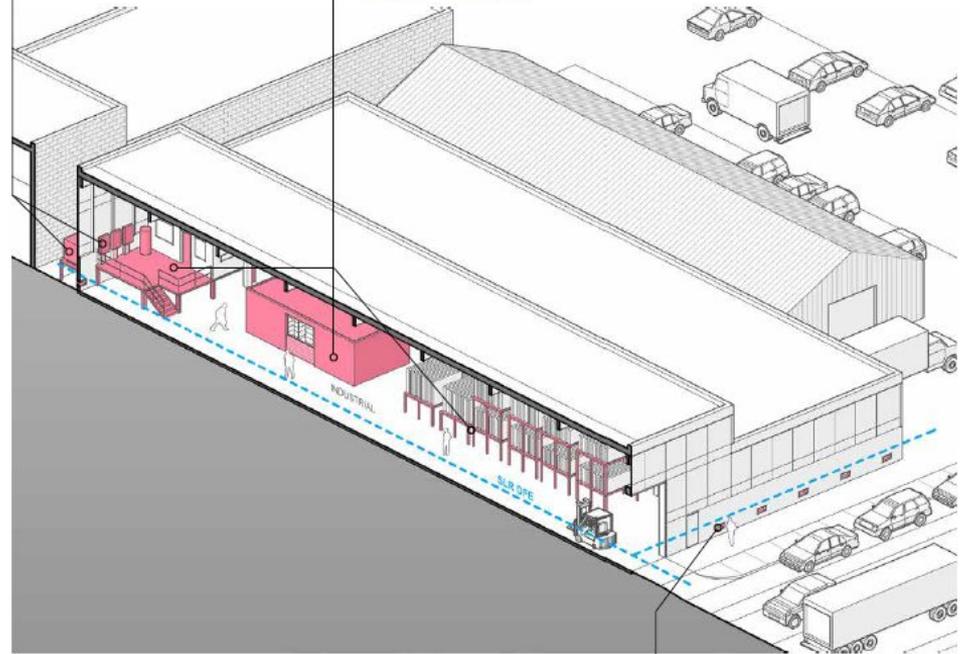
Building Systems

Protect Critical Systems

Locate critical systems above the SLR-DFE. This includes elevating exterior generators or sub-stations onto concrete pads or platforms, elevating electrical panels, and raising mechanical systems. Where space is limited, considering elevating systems onto roofs.

Protect sensitive content inside potentially environment-controlled dry floodproof room with floodgates. Protect general content with elevated storage racks and shelving.

Elevate work stations onto raised platforms or mezzanines to reduce flood damage and help restore operations more quickly.



Building Envelope and Access

Wet Floodproofing

Install flood vents at basement walls in order for water to enter and balance hydrostatic forces.

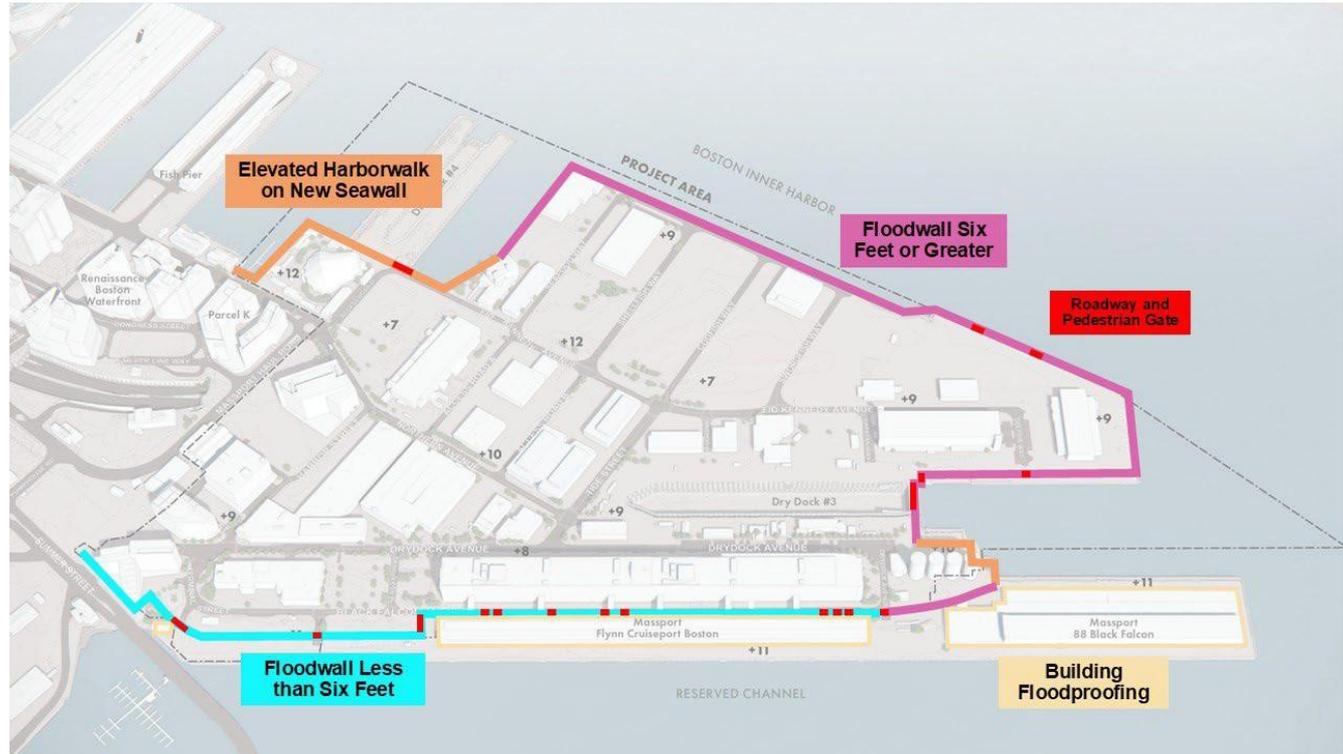
Use water-damage-resistant materials below the SLR-DFE.

Preferred Alignment: Option A5

The preferred alignment (Option A5) includes construction of a FBS along the northern and eastern coastal perimeter of RLFMP, moving to an inland alignment along Black Falcon Avenue. Based on feedback received during stakeholder engagement, this alignment excludes the following infrastructure from the coastal flooding line of protection:

- Massport-owned sites at 88 Black Falcon Avenue and the Cruiseport and a building between Parcels C1 and A outside of EDIC property.

The primary differentiator of the preferred alignment is that it includes protection to the designated DFE for all structures located on EDIC-owned land within RLFMP. Additional tie-ins, to be developed in future phases of the Project, are necessary to achieve the full long-term flood mitigation benefits of the preferred FBS alignment.



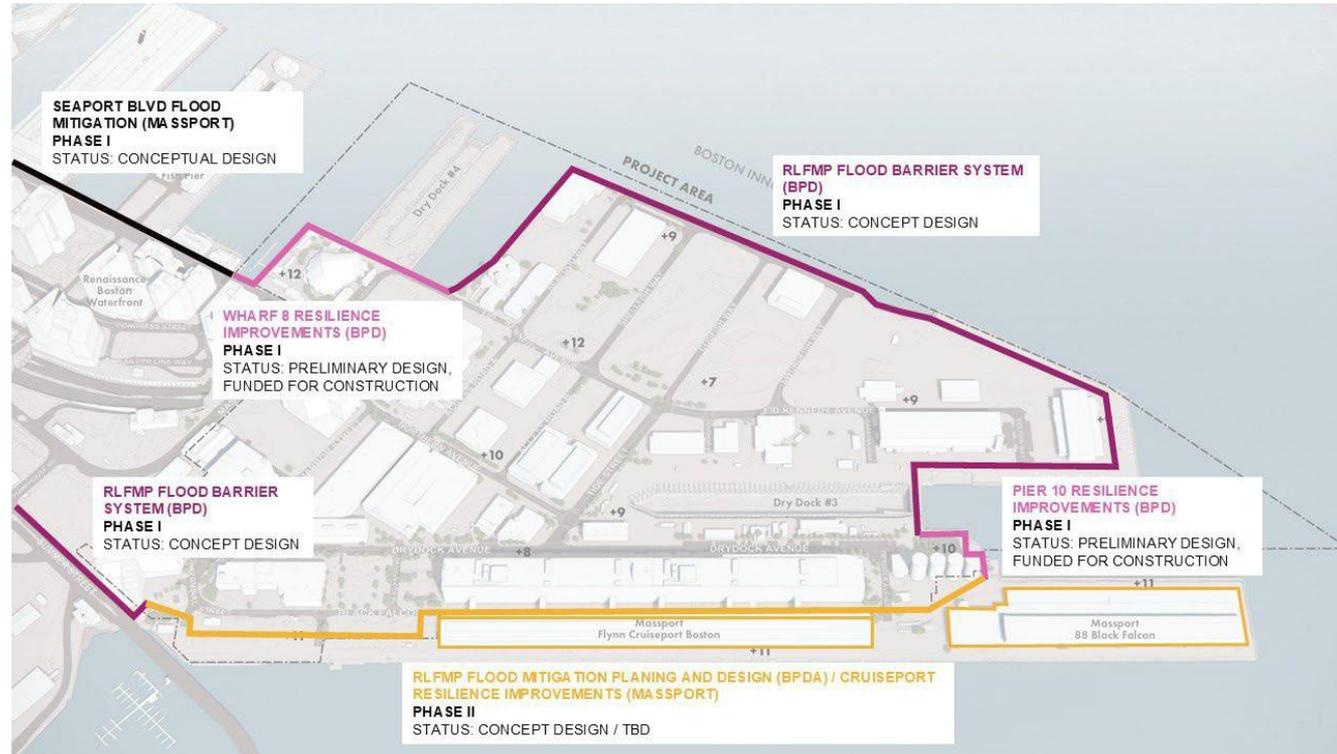
Phasing Strategy

Phase I

- Recommended implementation by 2030 at the 2050 DFE (higher if feasible)
- Stormwater infrastructure should be upgraded prior to or concurrent with Phase I

Phase II

- Recommended implementation by 2050 (segment between Parcel K and Parcel A)
- Building level flood protection at the Cruiseport and 88 Black Falcon Ave should be implemented prior to 2050



4 - Non-Transportation Maritime Improvement Projects



SOUTH JETTY BULKHEAD REPLACEMENT

Replacement of the 1940's steel sheet-pile bulkhead at the East end of the Jetty and demolition of the failed wharf structure is 95% complete. Additional work of bollard installation is on-going.

September 2025

SUBSTANTIAL COMPLETION



COLLINS
ENGINEERS
PC

COASTAL
MARINE CONSTRUCTION LLC

SUBSTANTIALLY COMPLETE

FENDER PILE REPAIRS: SOUTH JETTY

Installation of mooring dolphins within demolished pier footprint to accept berthing of vessels at South Jetty.

MAY 2026

SUBSTANTIAL COMPLETION



RLFMP: BERTH 10 REPAIRS

Engineering and construction of repairs to Berth 10 in the RLFMP identified by the agency-wide waterfront infrastructure assessment.

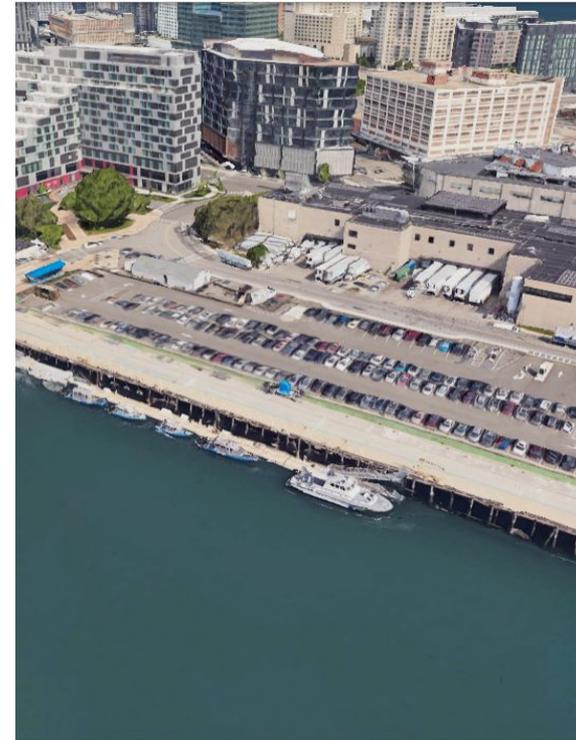
June 2026

TARGET BIDDING

8 MONTHS

CONSTRUCTION DURATION

IN DESIGN

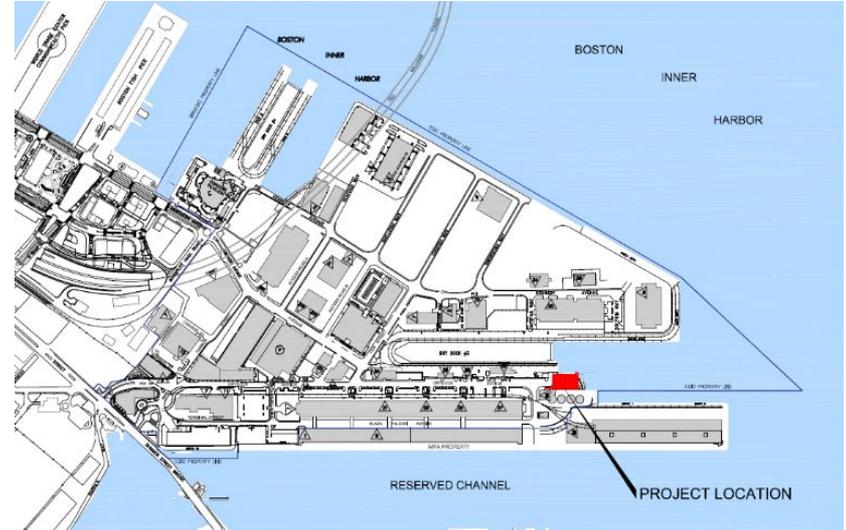


5 - Transportation Improvement Projects



Pier 10 Ferry Service

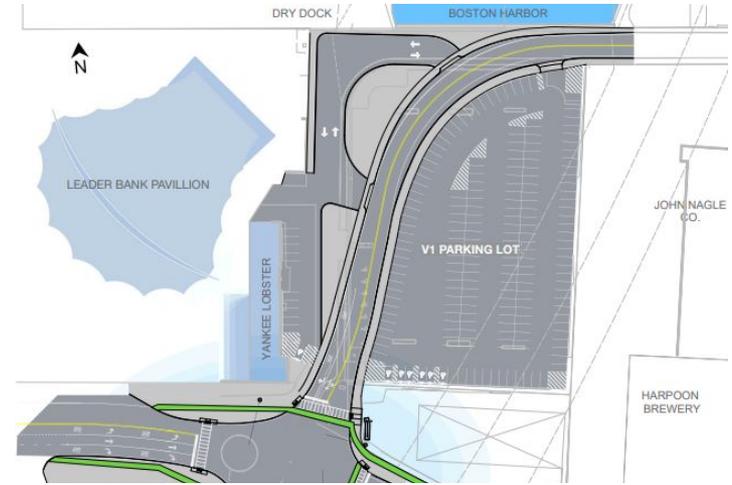
- Service Started June 2nd!!!
- North Station - Fan Pier - Pier 10
- 15-20 minute frequencies Monday - Friday in AM/PM peak periods



FID Kennedy Design Concept



- BPDA originally presented 3 concepts for consideration for the FID Kennedy Realignment
- Based on MPBA feedback, a new 4th concept (Compromise Option) was proposed which received a letter of support from the MPBA
- BPDA is working with HDR on the full design with continued tenant engagement
- BPDA met with MPBA Board in January 2026 and received support for final design
- Project is fully funded and BPDA expects bidding in Spring 2026 with an 18 month delivery timeline



Massport Haul Road/Fid Kennedy Ave Realignment Project

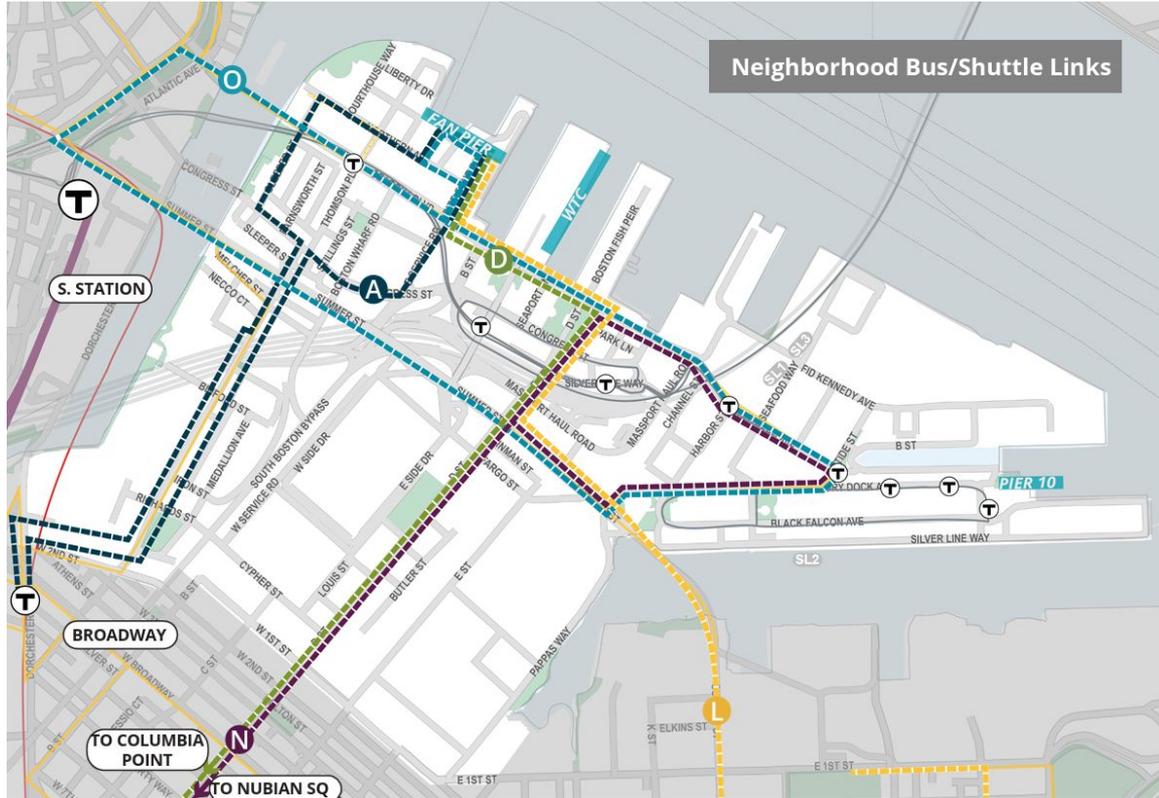


- Massport, BTD, and BPDA consultant team working on revising alternative to incorporate feedback and to advance to a finalized concept level design
- Focus on designing for WB-67 with design elements that enhance pedestrian safety
- BPDA applying for BUILD Grant to hopefully bring millions in funding for the project

Seaport Circular Shuttle Service



This priority shuttle service (*South Boston Seaport Strategic Transit Plan, South Boston Waterfront Sustainable Transportation Plan*), will be utilizing a portion of a FHWA Congestion Relief Grant, to start operating service that will be managed by the Seaport TMA



5 - Transportation Project Financing



Transportation Mitigation Funds from Development Projects

Receipts

Parcel O&P	\$269,774
Parcel X (310 Northern Ave)	\$450,000
22 Drydock	\$3,300,000
Total Received	\$4,019,774

Disbursements

Massport	(\$100,000)
Northern Ave Improvements	(\$269,774)
Total Disbursed	(\$369,774)
Balance	\$3,650,000

Additional Infrastructure Funding Sources



- **Maritime Capital Reserve Fund**

- Utilizing the revenue generated through its real estate portfolio, specifically from general industrial redevelopment in the RLFMP, the BPDA is committed to leveraging independently-generated funds to accelerate investment in maritime infrastructure.
- Funds will be set aside from the BPDA General Fund to exclusively invest in maritime infrastructure improvement projects.
- *Note: This includes all maritime infrastructure and not just transportation improvements*

- **RLFMP Climate Resiliency Infrastructure Funding Mechanism**

- Public-private cost sharing mechanism where each participating RLFMP tenant's share of the BPDA and/or City of Boston resiliency investments will be determined by their percentage of the RLFMP's total built square footage

- **Better Utilizing Investments to Leverage Development (BUILD) Grant Program**

- USDOT provides grants for surface transportation infrastructure projects with significant local or regional impact

- **Supplemental Funding Sources**

- Local, state and federal funds including TIGER, Massworks, Seaport Economic Council and City of Boston Capital Funds

THANK YOU

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Planning Department

CITY of **BOSTON**