Thursday, December 3, 2020, 12:00 P.M. to 1:00 P.M.

Held Virtually via Zoom due to the Covid-19 State of Emergency in Massachusetts

Join Zoom Virtual Meeting
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Meeting ID: 864 0620 0269
Passcode: 734734

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Passcode: 734734

AGENDA

1. Call to Order and Introductions
2. Public Comments
3. Minutes of November 5, 2020 Meeting
4. Communications
5. Reports
   A. Brockton Area Regional Transit Authority (BAT)
   B. Greater Attleboro-Taunton Regional Transit Authority (GATRA)
   C. South Coast Rail (SCR) Project
6. Old Business
   A. FFY 2021-2025 Transportation Improvement Program (TIP) Implementation
7. New Business
   A. MBTA Forging Ahead - Proposed Service Changes
      ▪ Guest Speaker - Laurel Paget-Seekins, MBTA
   B. TransitMatters
      ▪ Guest Speakers - Jarred Johnson, Matthew Peterson, and Ethan Finlan, TransitMatters
   C. FFY 2021-2025 Transportation Improvement Program (TIP) Amendment 1 - Review and Potential Approval
8. Other Business
   A. Community Local Technical Assistance Studies
   B. Staff Reviews on ENFs, EIRs and NPCs
   C. Regional Concerns and Local Community Transportation Issues
9. Adjournment
The Old Colony MPO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. The Old Colony MPO operates without regard to race, color, or national origin (including limited English proficiency), age, sex, disability, ancestry, ethnicity, gender, gender identity or expression, sexual orientation, religion, creed, veteran's status, or background. Any person who believes that they or any specific class of persons to be subject to discrimination prohibited by Title VI may by themselves or by a representative file a written complaint with the Old Colony MPO. Complaints are to be filed no later than 180 days from the date of the alleged discrimination. This meeting is accessible to people with disabilities and those with limited English proficiency. Accessibility accommodations and language services will be provided free of charge, upon request, as available. Please contact Mary Waldron at 508-583-1833 Extension 202 for more information.

- If this information is needed in another language, please contact Mary Waldron at 508-583-1833 Extension 202.
- Si se necesita esta información en otro idioma, por favor póngase en contacto con Mary Waldron al 508-583-1833 extensión 202.
- Si yo bezwen enfòmasyon sa a nan yon lòt lang, tanpri kontakte Mary Waldron nan 508-583-1833 Ekstansyon 202.

The public discussion of the Transportation Improvement Program (TIP) at Old Colony JTC, Old Colony MPO, and transportation meetings satisfies the Program of Projects (POP) public hearing requirements of the Federal Transit Administration (FTA).
December 3, 2020 Old Colony JTC Meeting

Agenda Item 1

Call to Order and Introductions

Summary

Call to order, Introductions, and Accessibility Statement and Title VI Nondiscrimination Statement.
Accessibility Statement and Title VI Nondiscrimination Statement

To be read by the Chair at the start of each meeting:

- “This meeting is accessible to people with disabilities. Microphones or telephones will be used by all speakers. Large-print materials are available upon advance request. If you would like either of these accommodations, please contact Mary Waldron at 508-583-1833 Extension 202.”

- “The Notice of Nondiscrimination Rights and Protections to Beneficiaries with regard to the Federal “Title VI/Nondiscrimination” Protections and the State Nondiscrimination Protections is posted in this meeting room and is available on the Old Colony Planning Council Website. Please contact Mary Waldron at 508-583-1833 Extension 202 for more information. Thank you.”
Summary

Public comments.
Summary

Old Colony JTC to consider approval of November 5, 2020 Old Colony JTC Meeting Minutes.
1. Call to Order and Introductions

Chairperson Noreen O’Toole called the meeting to order at 12:03 P.M. and then read the Meeting Accessibility Statement and the Title VI Notice of Protection Statement. Charles Kilmer then conducted the roll call.

2. Public Comments

Bruce Hughes thanked MassDOT for their work on Route 18 in Abington.

3. Minutes of the October 1, 2020 Meeting

Chairperson O’Toole asked if the members had reviewed the minutes of the October 1, 2020 Meeting. The members then voted unanimously to endorse the minutes of the October 1, 2020 Old Colony JTC Meeting.

4. Communications

Shawn Bailey reviewed the contents of the communications staff report. Included were letters of correspondence, as well as notices of workshops and conferences. They are as follows:

- 2020 Moving Together Conference - November 17-19, 2020 (Virtual)
- MBTA seeks rider input on service priorities, schedules public meetings
- 2021 MassTrails Grant Round - Now Open
Dan Salvucci attended the most recent MBTA Advisory Board meeting where they discussed cutting service. They want to cut service, but not so much that they lose customers. The MBTA is currently $100 Million in debt due to lack of ridership during the COVID-19 Pandemic.

5. Reports

A. Brockton Area Regional Transit Authority (BAT)

Glenn Geiler reported on the following:
- New mobile friendly website is now live
- Continuing with new automated mobile app for tickets and passes
- BAT Centre is still closed to the public, with exception to those needing customer service. There is a walk-up window that has been a success on the Commercial Street side of the BAT Centre.

B. Greater Attleboro-Taunton Regional Transit Authority (GATRA)

Shawn Bailey reported on the following:
- Microtransit service that started back in October in the Town of Plymouth is going well
- GATRA awaiting the recommendations of the Comprehensive Regional Transportation Plan that is under development.

C. South Coast Rail Project

Shawn Bailey reported on the following:
- Most construction is being done in the southern part of the Commonwealth
- Contractors are in the process of clearing tress and delivering building material to complete the work

6. Old Business

A. FFY 2021-2025 Transportation Improvement Program (TIP) Implementation

Charles Kilmer discussed updates to projects in the FFY 2021-2025 TIP. They are as follows:

**FFY 2021 Projects:**

**AVON - INTERSECTION IMPROVEMENTS AT HARRISON BOULEVARD AND POND STREET (608086)**
- Plans, Specifications, and Estimates (PS&E) Resubmission received by MassDOT (10/30/2020).

**EASTON - ROUTE 123 (DEPOT STREET) RECONSTRUCTION FROM NEWELL CIRCLE TO ROUTE 138 (607217)**
- Plans, Specifications, and Estimates (PS&E) Resubmission received by MassDOT (10/9/2020).

**FFY 2023 Projects:**
STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 (607403) AC PHASE 1 OF 2
   o 25% Package received by MassDOT Engineer (10/13/2020).

FFY 2024 Projects:

STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 (607403) AC PHASE 2 OF 2
   o 25% Package received by MassDOT Engineer (10/13/2020).

Deborah Pettay, from Hanson, asked why their project on Maquan Street is not in the TIP. Charles Kilmer explained that the TIP has two essential parts, one is the five federal fiscal years (financially constrained), the second part is projects looking for funding. The Hanson project on Route 14 was one of the projects reviewed by the MPO as part of the 6 scenarios debated, and it was not selected for funding in the current TIP. However, the project will remain an eligible candidate for funding and will be considered in the next TIP. Deborah Pettay stated that she will contact Charles Kilmer to discuss further.

7. New Business

   A. Traffic Volumes and Commuter Parking Trends During the COVID-19 Pandemic

Shawn Bailey provided a presentation on the Traffic Volumes and Commuter Parking Trends During the COVID-19 Pandemic.

Utilizing the MassDOT MS2 Transportation Data Management System website, data from nine (9) permanent MassDOT locations has been extracted and organized to display the traffic data in 2019 and 2020 to compare the difference between the two years. These locations are both within and adjacent to the OCPC region to get an idea of how traffic has trended both amongst and leading to our region, using the same principal as is used with our Congestion Management Process. For this project, 2019 was used as the baseline year. Not all locations had data for every single date during that year, so data from previous years was used and calculated for 2019 based on the annual growth rate. It should be noted that the same can be said for 2020 (there are dates where data is not available), so those dates will be blank on the line graphs since there is no growth rate for 2020.

COVID-19 Traffic Data Update:
   - Overall, traffic has declined since August (Following normal trends).
   - Plymouth location in September only 0.5% below September 2019.
   - With new COVID-19 restrictions, traffic will likely continue to decline.

Traffic Volume Results/Going Forward:
   - Slight decline from August to September, steeper decline from September to October.
   - August was 10.8% below August 2019, September was 7.2% below September 2019, & October was 9.7% below October 2019.

Commuter Rail Parking Trends:
   - April 2020
OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)

- 5 locations with zero vehicles.
- Highest vehicle count was 23 (Montello).
- Combined utilization of 1.34% (compared to 5.99% from previous 10 April counts).

  - October 2020
    - No stations with zero vehicles.
    - Highest vehicle count was 88 (South Weymouth).
    - Combined utilization of 8.35% (compared to 62.7% from previous 10 October counts).

Commuter Rail Results/Going Forward:
- Every lot increased since April.
- Plymouth had vehicles present for first time since October 2018 count.
- Depending on future status of the State with COVID-19, April 2021 could continue trend.
- Plan to conduct all future counts.

Park & Ride Parking Trends:
- In April, no data was collected.
- October 2020
  - Bridgewater - comparable to a normal year.
  - Every other location, significant decrease in utilization.
  - Highest vehicle count was 111 (Rockland).
  - Combined utilization of 22.79% (compared to 74.2% from previous 10 October counts).

Park & Ride Results/Going Forward:
- Unable to determine trend with no April data.
- Lots along Route 3 corridor – probably carpool.
- West Bridgewater – only CMP location above 50% utilization.
- Plan to conduct all future counts.

Chairperson Noreen O’Toole stated that this was an excellent presentation and thanked Shawn Bailey.

Charles Kilmer stated that BAT received a Workforce Transportation Grant and extended Rockland’s deviated fixed route all the way up to the Rockland Park & Ride.

B. Understanding Disparate Impact Training

Shawn Bailey reported on the Understanding Disparate Impact Training.

Disparate impact is a part of equity in transportation. Participants will hear how civil rights laws factor into transportation planning decisions and how disparities across diverse populations are identified and addressed.

The training will take place on November 5, 2020 at 6:00 pm.

C. FFY 2022-2026 Old Colony Transportation Improvement Program (TIP) Development Schedule
Charles Kilmer discussed the FFY 2022-2026 Old Colony Transportation Improvement (TIP) Development Schedule.

**Draft FFY 2022-2026 Old Colony TIP Development Schedule**

**November-January**
- Annual Solicitation of Projects
- Outreach, coordination, and consultation with communities, BAT, MassDOT, JTC, MPO, and stakeholders
- Communities and Consultants provide project updates and schedules at JTC and/or MPO meetings

**January-March**
- Continued coordination and consultation with communities, BAT, MassDOT, JTC, MPO, and stakeholders
- MARPA - MassDOT Coordination Meeting and provision of Draft Financial Funding Targets
- TIP Readiness Day - Discussion of Projects by RPAs and MassDOT
- Equity Analysis and Greenhouse Gas (GHG) Emissions Analysis of Projects
- Transportation Evaluation Criteria Analysis of Projects
- Determination of Preferred Set of Projects by MPO (March)

**April**
- Continued coordination and consultation with communities, BAT, MassDOT, JTC, MPO, and stakeholders
- Staff Recommendation and Draft TIP Development
- Draft TIP release to public review and comment period by MPO

**April-May**
- Continued coordination and consultation with communities, BAT, MassDOT, JTC, MPO, and stakeholders
- Draft TIP Public Review Period
- Intake of Public Comments and Preparation of Revised Draft TIP
- TIP Endorsement by MPO (May)

**May-June**
- Preparation of Draft STIP and Draft CIP (MassDOT)

**June-September**
- Draft STIP review by FHWA, FTA, and DEP

Chairperson O’Toole asked if the coordination meeting between MARPA and MassDOT is a public meeting. Charles Kilmer stated that it is a meeting of the collective staffs of the organizations.

Sid Kashi asked if the criteria for how the projects will be evaluated is available. Charles Kilmer stated that
it is included in the TIP and that he will email the criteria to Sid Kashi.

8. Other Business and Public Comment

A. Community Local Technical Assistance Studies

Bill McNulty reported on the following Community Local Technical Assistance Studies:

Avon
- Traffic Study for East Main Street (Route 28) at East and West Spring Street: Data collection in progress.
- Traffic Study for West Main Street at South Street and School Street: Data collected; Analysis underway

Brockton
- Signal Warrant Analysis for Warren Avenue at Market Street: Data collected; Analysis underway

Easton
- Union Street Traffic Study: Data collection in progress

Plymouth
- Clark Road / Beaver Dam Road Corridor Traffic Study: Data collected; Analysis underway

Bruce Hughes, as a resident of Abington, thanked OCPC for conducted the study on Summit Road. John Stone then thanked Bill McNulty for the quick turnaround with the traffic counts on Summit Road.

B. Staff Reviews on ENFs, EIRs, and NPCs

Kyle Mowatt summarized the Environmental Notification Forms (ENFs), Environmental Impact Reports (EIRs), Notices of Project Changes (NPCs), and Certificates for projects within the OCPC region that are undergoing Massachusetts Environmental Policy Act (MEPA) Office review.

Projects Currently Under Review as of October 22, 2020

EEA #16283 – Duxbury, Marshfield – Beach and Dune Nourishment
The Towns of Marshfield and Duxbury applied for and received a CZM Grant in FY20 for $175,842 to fund field data collection, an alternatives analysis, and initial permitting for beach and dune nourishment at suitable beaches. A previous CZM Grant (FY18) ($36,000) funded an evaluation of beneficial reuse opportunities for material dredged annually from Green Harbor by the US Army Corps of Engineers. The proposed project includes beach and dune nourishment at four (4) locations:
- Rexhame Public Beach (Marshfield)
- Winslow Ave Beach (Marshfield)
- Fieldston & Sunrise Beaches (Marshfield)
- Bay Ave (Marshfield) and Gurnet Rd (Duxbury) Beaches
EEA #16287 - Stoughton - Lawler Lane
The proposed project consists of the construction of a cul-de-sac roadway, infrastructure, and a stormwater basin to service a proposed nine-lot residential subdivision. The proposed roadway will be located fully outside the 100 ft. BVW Buffer. Minor roadway grading is proposed within the outer 100 ft. BVW buffer. All the stormwater structures will be located outside of the BVW buffer by being installed within the roadway. A portion of the stormwater basin will be located within the outer 50-100 ft. BVW buffer. A 2 ft. high field-stone retaining wall will be installed along the rear grade of the proposed basin to limit grading to the 50-100 ft. buffer zone only. Without the proposed retaining wall, grading would be required within the outer 0-50 ft. BVW buffer. Proposed lot development will include areas of grading, lawn, rooftop and driveway within the 50-100 ft BVW buffer.

C. Regional Concerns and Local Community Transportation Issues

Bruce Hughes announced that he is retiring on November 20, 2020. He will stay on as the Abington Alternate for the JTC. He has been an employee with OCPC since 1990.

- Chairperson Noreen O'Toole thanked Bruce Hughes for his years of service.
- Sid Kashi stated that it has been great working with Bruce Hughes.
- Charles Kilmer stated that it has been wonderful working with Bruce Hughes.

Ben Muller provided an update the MassDOT Mobility Hub. There is a new part of the dashboard showing travel time differences during COVID-19 (2020 vs. 2019).

9. Adjournment

The meeting adjourned at 1:04 PM.

Respectfully submitted,
Kyle Mowatt
Kyle Mowatt
Senior Transportation Planner

List of Documents for November 5, 2020 Old Colony JTC Meeting
- Minutes of the October 1, 2020 Old Colony JTC Meeting
- Staff Report for November 5, 2020, Old Colony JTC Meeting Agenda Items
Summary

MassDOT - Shared Winter Streets and Spaces

Shared Winter Streets and Spaces will be focused on supporting communities during the next several months, when the need for physical distancing poses challenges. The program will invest in cities and towns in order to facilitate outdoor activities and winter programming by creating safe spaces for people of all ages and abilities to walk, bicycle, eat, shop, play, and enjoy community events.

Types of eligible projects include:

- **Main Streets**: Investments in local downtowns and villages that repurpose streets, plazas, sidewalks, curbs, and parking areas to facilitate outdoor activities and winter programming, including, but not limited to, facilities for eating, shopping, play, and community events and spaces for all ages. Grant limit: up to $300,000.

- **Reimagined Streets**: Creation of safe spaces for people walking and bicycling by implementing low-speed streets, ‘shared streets,’ new sidewalks, new protected bike
lanes, new off-road trails, new bicycle parking, new crosswalks, new traffic-calming measures, and new ADA-compliant ramps. Grant limit: up to $300,000.

- **Better Buses:** Establishment of new facilities for public buses, including, but not limited to, dedicated bus lanes, traffic-signal priority equipment, and bus shelters. Grant limit: up to $500,000.

- **Shared Mobility:** Support for the capital costs of equipment for new bikeshare and micromobility programs. Grant limit: up to $200,000.

- **Making Pilots Permanent:** Conversion of temporary Shared Streets and Spaces projects to permanent facilities. Grant limit: up to $300,000.

Applications will be accepted on a rolling basis, and decisions will be made in four rounds.

Information about the Shared Streets and Spaces Program, including information about the new Shared Winter Streets and Spaces funding round, can be found at [www.mass.gov/shared-winter-streets-and-spaces-grant-program](http://www.mass.gov/shared-winter-streets-and-spaces-grant-program).
Local Rapid Recovery Planning Assistance to Revitalize Downtowns

The Mass Downtown Initiative (MDI) is accepting applications for Local Rapid Recovery Planning (LRRP) which is part of the Baker-Polito Recovery Plan to revitalize downtowns, respond to the effects of COVID-19 on local businesses, and prioritize actions and strategies. All 351 Massachusetts cities and towns are eligible to apply. Nonprofit entities such as Business Improvement Districts, Main Street organizations or Community Development Corporations are also eligible to lead the planning process with local government support. The short application form is due on December 18, 2020 by 3:00 p.m.

The LRRP program provides technical assistance by consultant teams with expertise in effective strategies to stabilize business districts. There is no direct funding available through this program, applicants will be matched with consultant team(s). There is a total of $9.5 million in technical assistance available, we encourage every interested applicant, whether from a small-town center or a group of business districts within a large city, to learn more and to apply. LRRP projects must be completed by June 30, 2021.

Online application: [https://www.mass.gov/forms/local-rapid-recovery-planning-application](https://www.mass.gov/forms/local-rapid-recovery-planning-application)

Webinar: December 9, 2020 at 1:30 p.m. Please check the MDI web page for registration information.

Questions: Email Emmy Hahn at elizabeth.hahn@mass.gov
FHWA and NHTSA Announce First Ever USDOT Pedestrian Safety Action Plan

On November 23, 2020, the Federal Highway Administration (FHWA) and the National Highway Traffic Safety Administration (NHTSA) announced the first ever USDOT Pedestrian Safety Action Plan. The Plan addresses pedestrian safety through a “Safe System Approach,” including:

- Improved mobility options,
- Enforcement, laws, and regulations,
- Vehicle design and technology,
- Street design and engineering,
- Land use planning,
- Speed management,
- Education and capacity building, and
- Data and evaluation.

2021 Grant Round now OPEN

MASSTRAILS GRANTS

Apply to receive grant funds for design, project development, engineering, permitting, construction, and maintenance of recreational trails, shared-use pathways, and the amenities that support trails!

**DEADLINE:** MONDAY, FEBRUARY 1, 2021

**ONLINE SUBMISSIONS ONLY**

MassTrails Grants Program information, grant funding guidelines, application materials, and the online portal for grant proposal submission can be found here:

[www.mass.gov.guides/masstrails-grants](http://www.mass.gov/guides/masstrails-grants)

**QUESTIONS?** Contact Amanda Lewis, MassTrails Program Manager by email at amanda.lewis@mass.gov or by phone at 617-645-8314
November 23, 2020

Fiscal and Management Control Board
MBTA
10 Park Plaza
Boston, MA 02116

The Old Colony Planning Council (OCPC) has reviewed the proposed MBTA service reductions and eliminations that are currently being considered. OCPC is submitting this letter to the MBTA Fiscal and Management Control Board to convey our concerns with these proposed deep cuts and the potential impacts they could have on our member communities, businesses and the local economy in our planning region.

The Old Colony Planning Council recognizes and appreciates the services of two MBTA bus routes, three commuter rail lines and the MBTA’s paratransit service the Ride operating within its planning region. These public transit options provide residents in our member communities transportation choices and for some individuals the only transportation available for traveling to work, shopping and attending to personal needs. Reducing commuter rail service in the OCPC region along the Providence/Stoughton, Middleborough/Lakeville and the Kingston/Plymouth rails lines will make it difficult for some individuals to get to work, attend medical appointments, shop and travel throughout the region. Eliminating rail service to the Plymouth commuter rail station will leave a town with a population of 59,331 individuals and that has 4% of its residents taking public transportation to move around their community and region without a passenger rail service. Additionally, those who live in the Town of Plymouth without an automobile will experience an onerous journey that could take multiple bus transfers to access commuter rail service in the Town of Kingston if they seek or need to travel by passenger rail. Losing its commuter rail station could also spur undue economic hardship to the Town of Plymouth as it become harder for workers to travel to and from the town without the use of a private automobile. Tourism, a sizeable economic driver for the Town of Plymouth, could see continued damage as visitors during the high summer tourist period find it harder to access the town unless they own an automobile. Reducing the services area of MBTA bus routes and increasing the scheduling window and fare of the Ride will add additional burden on those who depend on public transit the most. With 6% of OCPC community residents depending on public transportation to travel, cutbacks in transit service could be detrimental to thousands of individuals and their households. Additionally, all MBTA services operating in the Old Colony
region serve Environmental Justice populations total 73,071 individuals. Any cuts in service will have a disproportionate impact on these communities.

Therefore, OCPC respectfully, yet strongly, requests that the MBTA reconsider its proposed services reductions and eliminations in not only our planning region but throughout the Commonwealth. Service reductions and cuts such as those being proposed by the MBTA could have the potential to have long lasting effects on families, local businesses, and the local economy for years to come. However, if these service changes cannot be avoided due to the financial realities brought upon the MBTA due to the Covid-19 pandemic, we ask the MBTA to see if these changes in service can be considered temporary and be mitigated in the interim through partnerships with Ride Hailing services or other service programming. We also ask for the MBTA to develop a plan on how they will restore service after the virus has passed and demand for public transportation resumes.

Thank you for your consideration of these comments. Should you have any questions, please contact me at 508-583-1833 or mwaldron@ocpcrpa.org.

Sincerely,

Mary Waldron
Executive Director

Cc:
Senator Michael Brady
Representative Gerry Cassidy
Representative Claire Cronin
Representative Josh Cutler
Representative D'Emilia
Representative David DeCoste
Representative Michelle Dubois
Representative William Galvin
Representative Randy Hunt
Representative Lou Kafka
Senator John Keenan
Representative Kathleen LaNatra
Senator Susan Moran
Representative Mathew Muratore
Senator Patrick O'Connor
Senator Marc Pacheco
Representative    Alyson Sullivan
Senator          Walter Timilty

Town of Avon OCPC Council Delegate,   Steve Santeusanio
Town of Abington OCPC Council Delegate, Frank Staffier
Town of Bridgewater OCPC Council Delegate, Sandra Wright
City of Brockton OCPC Council Delegate, Preston Huckabee, PE
Town of Duxbury OCPC Council Delegate, Valerie Massard, AICP
Town of Easton OCPC Council Delegate,  Jeanmarie Joyce
Town of Halifax OCPC Council Delegate,  Amy Troup
Town of Hanson OCPC Council Delegate,  Deborah Pettey
Town of Kingston OCPC Council Delegate, Robert Downey
Town of Pembroke OCPC Council Delegate, Rebecca Colletta
Town of Plymouth OCPC Council Delegate, Lee Harthmann, AICP
Town of Plympton OCPC Council Delegate, Town of West Bridgewater
Town of Stoughton OCPC Council Delegate, Douglas Sylvestre
Town of West Bridgewater OCPC Council Delegate, Eldon F. Moreira
Town of Whitman OCPC Council Delegate, Fred Gilmetti
OCPC Council Delegate-at-Large,     Troy E. Garron

Town of Avon
Town of Bridgewater
Town of Carver
Town of East Bridgewater
Town of Halifax
Town of Hanson
Town of Lakeville
Town of Middleborough
Town of Plymouth
Town of Rockland
Town of Wareham
Town of Whitman

Town of Abington
City of Brockton
Town of Duxbury
Town of Easton
Town of Hanover
Town of Kingston
Town of Marshfield
Town of Pembroke
Town of Plympton
Town of Stoughton
Town of West Bridgewater
December 3, 2020 Old Colony JTC Meeting
Agenda Item 5A
Brockton Area Transit Authority (BAT)

Summary

Brockton Area Transit to provide report.
December 3, 2020 Old Colony JTC Meeting
Agenda Item 5B
Greater Attleboro-Taunton Regional Transit Authority (GATRA)

Summary

Greater Attleboro-Taunton Regional Transit Authority to provide report.
Summary

The South Coast Rail (SCR) project will restore commuter rail service between Boston and southeastern Massachusetts by the end of 2023. Taunton, Fall River, and New Bedford are the only major cities within 50 miles of Boston that do not currently have commuter rail service to Boston. SCR will reconnect this region to jobs and generate economic development. Construction began in 2020.

South Coast Rail will be built in phases. Phase 1 service will provide a one-seat ride by extending the existing Middleborough/Lakeville commuter rail line from Boston to Taunton, Fall River, and New Bedford. It will deliver service to the South Coast in late 2023.

Elements of Phase 1:
- Uses the Middleborough Secondary (currently a freight line) to provide service to Taunton, New Bedford, and Fall River. The Middleborough Secondary connects to Cotley Junction in East Taunton.
• From Cotley Junction, trains will join the New Bedford Main Line and continue to New Bedford, or they will branch off onto the Fall River Secondary to the City of Fall River (this area is known as the Southern Triangle).
• Will operate three morning peak trains and three evening peak trains to both New Bedford and Fall River.
• Will operate up to six morning and six evening peak trains to Taunton and Middleborough.

Benefits of Phase 1:
• Reconstructs 17.3 miles of the New Bedford Main Line and 11.7 miles of the Fall River Secondary.
• Upgrades the existing Middleborough Secondary track from Pilgrim Junction to Cotley Junction (a distance of 7.1 miles).
• Improves freight service in the region and will provide redundancy for commuter rail riders once the Full Build is operating.

MassDOT will proceed with designing, permitting, and funding the Stoughton Straight Electric Alternative (Full Build Project), which was previously reviewed under the Massachusetts Environmental Policy Act (MEPA). The Full Build Project will travel on the Stoughton Main Line and Northeast Corridor (north of Canton Junction). The Full Build presents more challenges related to wetland impacts, complex engineering, electrification, and cost. An anticipated service start date will be developed as the project advances.
Work has begun on the New Bedford Line and upgrades to the Middleborough Secondary. Renderings can be found on the SCR website of the brand-new passenger stations in East Taunton, Middleborough, and 2 in New Bedford as well as the new layover facility. Phase 1 signal and communication system and Positive Train Control work is being executed.
Summary

The Transportation Improvement Program projects programmed in Year 1 must be ready for advertisement within that year (design, engineering, permits, and approvals, etc. completed).

**FFY 2021 PROJECTS:**

- **AVON - INTERSECTION IMPROVEMENTS AT HARRISON BOULEVARD AND POND STREET (608086)**
  - Plans, Specifications, and Estimates (PS&E) Resubmission received by MassDOT (10/30/2020).
  - Cost Estimate is $4,969,007.

- **EASTON - ROUTE 123 (DEPOT STREET) RECONSTRUCTION FROM NEWELL CIRCLE TO ROUTE 138 (607217)**
  - Cost Estimate is $10,502,923.
STOUGHTON - IMPROVEMENTS AT RICHARD WILKINS ELEMENTARY SCHOOL (SRTS) (608829)
- 100% Package received by MassDOT (09/02/2020).
- Cost Estimate is $3,171,443.

FFY 2022 PROJECTS:

AVON - STOUGHTON - PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 24 (608496)
- 100% Package received by MassDOT (08/14/2020).
- Cost Estimate is $6,314,880.

BROCKTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRE STREET (ROUTE 123), CARY STREET, AND LYMAN STREET (609410)
- Project is in the preliminary design phase.
- Cost Estimate is $3,232,320.

PEMBROKE - REHABILITATION OF ROUTE 36 (CENTER STREET) FROM ROUTE 27 TO ROUTE 14 (600380)
- Plans, Specifications, and Estimate (PS&E) Package received by MassDOT (01/15/2020).
Cost Estimate is $10,088,920.

**FFY 2023 PROJECTS:**

- **BROCKTON - ROUTE 123 (CENTRE STREET) AT PLYMOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS (609052)**
  - Project is in the preliminary design phase.
  - Cost Estimate is $2,523,420.

- **STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 (607403) AC PHASE 1 OF 2**
  - 25% Package received by MassDOT Engineer (10/13/2020).
  - Cost Estimate is $5,244,574.

- **STOUGHTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRAL STREET, CANTON STREET AND TOSCA DRIVE (608279)**
  - MassDOT comments on the 75% Package returned to the Design Engineer (06/10/2020).
  - Cost Estimate is $3,799,916.

**FFY 2024 PROJECTS:**

- **PLYMPTON - BRIDGE REPLACEMENT, WINNETUXET ROAD OVER WINNETUXET RIVER (609435)**
  - Project is in the preliminary design phase.
Cost Estimate is $2,220,987.

- **STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 (607403) AC PHASE 2 OF 2**
  - 25% Package received by MassDOT Engineer (10/13/2020).
  - Cost Estimate is $8,106,840.

**FFY 2025 PROJECTS:**

- **ABINGTON - INTERSECTION IMPROVEMENTS AT HANCOCK STREET AND CHESTNUT STREET (609440)**
  - Project is in the preliminary design phase.
  - Cost Estimate is $2,900,232

- **BROCKTON - IMPROVEMENTS AND RELATED WORK ON CRESCENT STREET (ROUTE 27), INCLUDING REPLACEMENT OF GROVE STREET BRIDGE, B-25-005, OVER SALISBURY PLAIN RIVER (607818)**
  - 25% Package received by MassDOT (12/30/2019).
  - Cost Estimate is $4,872,000

- **DUXBURY - SIGNAL INSTALLATION @ ROUTE 3 (NB & SB) RAMPS & ROUTE 3A (TREMONT STREET) (606002)**
  - Project is in the preliminary design phase.
  - Cost Estimate is $2,784,000
CURRENTLY UNPROGRAMMED PROJECTS

- **ABINGTON & BROCKTON - PEDESTRIAN AND BICYCLE IMPROVEMENTS ON ROUTE 123 (609520)**
  - Currently not programmed.
  - Project is in the preliminary design phase.
  - Cost Estimate is $3,129,363

- **BROCKTON - INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/ QUINCY STREET/ MASSASOIT BOULEVARD (606143)**
  - Currently not programmed.
  - 25% Package received by MassDOT (as of 05/04/2015).
  - Cost Estimate is $5,520,744.

- **EASTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 INCLUDING INTERSECTION IMPROVEMENTS AT ROUTE 138 (WASHINGTON STREET) AND ELM STREET (608195)**
  - Currently not programmed.
  - MassDOT comments on the 25% Package returned to the Design Engineer (as of 01/23/2019).
  - Cost Estimate is $5,137,918.
- EASTON - RESURFACING AND RELATED WORK ON ROUTE 138 (ROOSEVELT CIRCLE TO STOUGHTON TOWN LINE) (608585)
  - Currently not programmed.
  - Project is in the preliminary design phase.
  - Cost Estimate is $4,025,000.

- EASTON - ROUTE 138 & TURNPIKE STREET INTERSECTION SIGNALIZATION AND GEOMETRIC IMPROVEMENTS (604098)
  - Currently not programmed.
  - Project is in the preliminary design phase.
  - Cost Estimate is $1,440,000.

- HANOVER - RESURFACING & RELATED WORK ROUTE 53 (607715)
  - Currently not programmed.
  - Project is in the preliminary design phase.
  - Cost Estimate is $1,610,000.

- HANSON - CORRIDOR IMPROVEMENTS ON ROUTE 14 (MAQUAN STREET), FROM THE PEMBROKE T.L. TO INDIAN HEAD STREET AND RELATED WORK (608506)
  - Currently not programmed.
  - 25% Package received by MassDOT (as of 05/07/2020).
  - Project is in the preliminary design phase.
Cost Estimate is $6,200,512.

- **KINGSTON - BRIDGE REPLACEMENT, K-01-014, SMITHS LANE OVER ROUTE 3 (PILGRIM HIGHWAY) (608615)**
  - Currently not programmed.
  - Project is in the preliminary design phase.
  - Cost Estimate is $12,788,000.

- **STOUGHTON - CANTON STREET (ROUTE 27) & SCHOOL STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS (TBD)**
  - Currently not programmed.
  - Project is in the preliminary design phase.
  - Cost Estimate is $3,347,449.

- **STOUGHTON - RECONSTRUCTION OF TURNPIKE STREET (607214)**
  - Currently not programmed.
  - Project is in the preliminary design phase.
  - Cost Estimate is $12,000,250.
Challenged by unprecedentedly low ridership due to the COVID-19 pandemic, the MBTA is facing a historic moment. In 2019, MBTA riders took 1.26 million daily trips. In October 2020, riders are taking around 330,000 daily trips—or 26% of daily ridership compared to 2019. While the MBTA has continued to run service at 2019 levels, in order to protect essential service for those who depend upon it, the MBTA is proposing to reduce service where there are fewer riders.

The MBTA is Forging Ahead to preserve access and quality of service available to these transit-critical customers.

The proposed adjustments preserve the vast majority of MBTA service while also:

- Aligning current service levels with changing ridership and demand
Preserving and protect service for those who depend on the MBTA for frequent and reliable service

Reducing primarily non-essential services

The MBTA will continue to provide sufficient service for current ridership levels on all modes except the ferry system, which is proposed for temporary closure.

Proposed Changes to Commuter Rail

The Commuter Rail is experiencing approximately 13% of its pre-COVID ridership, with about 8.5% of its normal ridership during morning peak periods.

Starting mostly in May 2021, the MBTA plans to:

- Stop all service after 9 PM
- Stop all weekend service (Fairmount Line replaced by bus service), starting as early as January 2021
- Decrease weekday peak service and some midday service, reducing from 505 trains (Fall 2019) to 430 trains
- Close six (out of 141) stations based on low ridership, operational impacts, and availability of alternatives:
  - Plimptonville
  - Prides Crossing
  - Silver Hill
- Hastings
- Plymouth
- Cedar Park
  - Take into account ridership patterns when adjusting service levels by line

**Proposed Changes to Bus**

Buses are experiencing about 171,000 weekday boardings, which is approximately 41% of pre-COVID ridership.

Starting in summer 2021, the MBTA plans to:

- Stop all service after midnight (early service will continue on essential bus routes)
- Reduce frequency on essential routes by system-wide average of 5% (will vary by route, high ridership will not be changed)
- Reduce frequency on non-essential routes system-wide by 20% (will vary by route based on ridership)
- Consolidate or restructure approximately 10 routes
- Eliminate approximately 25 routes that served less than 0.5% of pre-COVID riders (about 1,700)

**How to provide Public Comment**

The MBTA is hosting a series of 11 virtual public meetings via Zoom (nine regional meetings, two system-wide meetings). Comments may be submitted at the meetings.
Upcoming System-Wide Meetings

Forging Ahead Virtual Public Hearing: System-Wide Service
NOVEMBER 19, 2020, 6:00 PM
Virtual, Boston, MA

Forging Ahead Virtual Public Meeting: System-Wide Service
DECEMBER 2, 2020, 6:00 PM
Virtual, Boston, MA

Upcoming Regional Meetings

Forging Ahead Virtual Public Meeting: Inner Core (Region 4)
NOVEMBER 17, 2020, 6:00 PM
Virtual, Boston, MA

Forging Ahead Virtual Public Meeting: Mystic River (Region 5)
NOVEMBER 18, 2020, 6:00 PM
Virtual, Boston, MA
Forging Ahead Virtual Public Meeting: South Shore (Region 6)
NOVEMBER 23, 2020, 6:00 PM
Virtual, Boston, MA

Forging Ahead Virtual Public Meeting: North Shore (Region 7)
NOVEMBER 24, 2020, 6:00 PM
Virtual, Boston, MA

Forging Ahead Virtual Public Meeting: Bristol (Region 8)
NOVEMBER 30, 2020, 6:00 PM
Virtual, Boston, MA

Forging Ahead Virtual Public Meeting: Merrimack Valley (Region 9)
DECEMBER 1, 2020, 6:00 PM
Virtual, Boston, MA

A comment portal is available at https://www.mbta.com/forging-ahead, and comment may be emailed to publicengagement@mbta.com

To help gather feedback directly from riders, the MBTA's team of Community Liaisons will reach out to communities directly impacted by proposed service changes for their input and feedback. Want a representative to come talk to your community? Please send a request to publicengagement@mbta.com
Forging Ahead: Service Proposal

November 23, 2020
Region 6 South Shore Public Meeting
Language Interpretation

• In your meeting/webinar controls (at the bottom of your screen), click “Interpretation”
• Click the language that you would like to hear

• 在你的会议/网上讨论会控制版（在你屏幕的下方），点击“口译”
• 点击你想要听的语言

• 在你的会议/网上讨论会控制版（在你屏幕的下方），点击“口译”
• 点击你想要听的语言

To hear the Cantonese interpretation, please select German in this list. We apologize for the inconvenience.
ASL Interpreters

• Our ASL interpreters are: Shannon Wright and Cara Schwartz. To view their videos:
  • Find the interpreter’s video in the gallery.
  • In the top right corner of the interpreter’s video, click the ellipses.
  • Then, click the “Pin Video” option. This will keep the interpreter’s video on your screen.
  • When the interpreters switch, please pin the other’s video.
Closed Captions

• Click **Closed Caption** to start viewing closed captioning
  • **Tip:** Click and drag the closed captioning to move its position in the meeting window.

• To adjust the caption size:
  • Click the upward arrow next to **Start Video / Stop Video**.
  • Click **Video Settings** then **Accessibility**.
  • Move the slider to adjust the caption size
Use Chat for Technical Questions

• If you have a technical question about Zoom or the features of the meeting, please use the chat function.
• Our technical assistant will attempt to troubleshoot your problem and get back to you.
Use Q&A for Clarifying Questions

• Following the presentation, we will answer any clarifying questions. **If you have a clarifying question, please type it into the Q&A box.**

• We want to make sure we have enough time for your testimonials and comments on our proposal, so we will not be answering any questions that are not clarifying questions on the proposal. All comments will be part of the official record and share with MBTA leadership.
Ways to Provide Written Feedback

• Through the MBTA Community Liaisons at publicengagement@mbta.com

• Through the online form at www.mbta.com/forgingahead
MBTA Participation

• FMCB Director Chrystal Kornegay
  • Secretary Stephanie Pollack
  • Deputy General Manager Jeff Gonneville
What is Forging Ahead?

• Forging Ahead is the process the MBTA is using to focus our operating and capital resources on the riders who depend most on the MBTA for frequent and reliable service.

• In order to do this we are:
  • Evaluating all internal spending to reduce expenditures
  • Assessing our capital program and reallocating a limited amount of funds from our capital budget to support our operating budget
  • Defining a core of essential transit services to prioritize and determining the costs needed to run them

• Out of this difficult situation, we are forging a more equitable and efficient transit system to move ahead economic recovery for Massachusetts.
The MBTA is Not Alone

• **New York’s MTA** is projecting a budget loss of $12.4 billion over 2021-2024. They are proposing $1.27 billion in annual service reductions, including up to 40% reduction in subway service hours, up to 40% in bus service, including route eliminations, railroad reductions of up to 50%, including some partial suspension of service on weekdays and weekends.

• **Philadelphia’s SEPTA** is projecting $350M in lost revenue through June 2021 and says that service cuts, layoffs, and fare increases are on the table.

• **San Francisco’s SFMTA** is planning for a $200M loss in the latest budget that would translate into up to 40 bus lines being cut permanently, after being put on hiatus at the beginning of the shelter-in-place order.

• **Los Angeles Metro** approved a FY2021 budget with a $1.2 billion reduction, that extended previously temporary cuts to bus and rail service, a 20% reduction in service hours.
Overview of FY21 Total Budgeted Spending by Category

- Total FY21 budgeted spending is $2,295M and can be categorized into four broad categories:
  - 36% for wages and benefits, including pension payments
  - 15% for materials, supplies, and services
  - 26% for contracted purchased transit services like commuter rail, ferry, and the RIDE
  - 23% for debt service payments, a non-operating expense

Total Operating Expenses = $1,771M
Total Expenses = $2,295M

Total Operating Expenses = $1,771M
- Regular Wages $489M
- Materials, Supplies, Services $156
- Purchased Services $449M
- Commuter Rail $449M
- RIDE $129M
- Overtime $34M
- Payroll Taxes $46M
- Fuel 15
- Health $102M
- Contract Cleaning 42
- Pension $134M
- Utility 43
- Materials 57
- Financial Services, Payment & Injuries & Damages & Risk insurance 10

Principal $303M
Interest $220M
Total Operating Expenses = $1,771M
Total Expenses = $2,295M
$831M
$342M
$598M
$523M
Resolving the Budget Gap Summary

• Incorporating Scenario 3 Fare Revenue projection (as presented October 19th) FY22 budget gap projection at $579M.

• Taking steps now in FY21 to build reserves and reduce the level of spending cuts next year

• With the FY22 budget gap estimate at the upper bound of the initially projected range, altering recommendations results in direct trade-offs among the approaches

• Lowering recommendations in any one of the approaches would mean raising recommendations among the other approaches in order to achieve budget balance

• All cost saving actions are estimates and may not reach full amounts listed
Our ridership fell significantly and is slowly recovering

Four months after Massachusetts began reopening after the COVID-19 lockdown, the MBTA serves 330,000 trips on an average weekday — but is running roughly the same amount of service as it ran in September 2019 to serve 1.26 million trips.
Planning for an uncertain future

- MBTA ridership return will vary depending on future of local travel, vaccine timing, and economic recovery

- Ridership did not decrease the same amount across modes, lines, and routes; and will not be uniform in how it returns either

- When we build back, we can use our planning via Bus Network Redesign and RailVision to better serve our riders and communities
Forging Ahead is an Iterative Process

• Forging Ahead is about defining and protecting **core essential services**
  • Need to reduce services with lower ridership and invest savings in Core Essential Services

• MBTA is seeking feedback on proposals

• Most service changes will go into effect in **Spring/Summer 2021**

• We will add back services in an iterative way in response to ridership and demand
  • The MBTA revisits its service levels on a regular basis and will continue to do so
  • Bus and commuter rail were already undergoing **transformation processes**, and service will be added based on ridership and in line with the redesign plans
Preserving Essential Services

- Goal of this framework is to preserve service at or above Service Delivery Policy levels for all services in the High Ridership and High Transit Critical quadrant.

- Service Delivery Policy was approved by FMCB in 2017 and quantifies MBTA’s target minimum acceptable service level by mode across multiple metrics (incl. hours of operation, frequency, crowding).

*Charlestown Ferry was initially considered as part of essential service, but after further examination, has been moved to low ridership based on further review of Fall 2020 ridership data.*
## Service Change Implementation Timeline

<table>
<thead>
<tr>
<th>Mode</th>
<th>Presentation of proposed service changes</th>
<th>Public engagement</th>
<th>Contingent vote on service changes</th>
<th>Implementation start</th>
<th>Ability to adjust service as part of Service Planning (new schedules)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail</td>
<td>November 9th FMCB meeting</td>
<td>November &amp; December 2020</td>
<td>December 7th FMCB meeting</td>
<td>January &amp; May</td>
<td>Twice a year (Oct / May)</td>
</tr>
<tr>
<td>Ferry</td>
<td></td>
<td></td>
<td></td>
<td>March</td>
<td>Twice a year</td>
</tr>
<tr>
<td>Rapid Transit</td>
<td></td>
<td></td>
<td></td>
<td>March</td>
<td>Four times a year (Mar, Jun, Sep, Dec)</td>
</tr>
<tr>
<td>Bus</td>
<td></td>
<td></td>
<td></td>
<td>Late June</td>
<td>Four times a year (Mar, Jun, Sep, Dec)</td>
</tr>
<tr>
<td>The RIDE</td>
<td></td>
<td></td>
<td></td>
<td>As impacted by other changes</td>
<td>As impacted by other changes</td>
</tr>
</tbody>
</table>

*Note: The implementation timeline and ability to adjust service as part of Service Planning may be contingent on the acceptance of Title VI analysis and Environmental Review.*
Proposed Service Changes
What is base service?

**Essential service**
- (represents 82% of all Fall 2020 trips made)
- Non-essential represents 18% of all Fall 2020 trips made

**Base service**
- Majority of essential services
- Reduced level of non-essential services

*Essential services* are the services that serve high transit critical populations AND have high ridership potential.

*Base service* is the proposed new service level, which is the majority of essential service and a reduced level of non-essential services.
Base Service Proposal

• “Base Service” represents quality service for all essential services, as well as a reduced amount of non-essential service that is still viable for many of those who depend on it. **For many using essential services, service will continue to look very similar to Pre-COVID.**

• Due to lower ridership, **service reductions are not expected to significantly increase crowding.** And we will adjust service quarterly or semi-annually (based on mode) to continue to match resources with where/when there is ridership or need

• **All essential services at or above Service Delivery Policy (SDP) for frequency, span and crowding**
  - Fairmount Line
  - All Rapid Transit (incl. Mattapan)
  - Bus Routes (~80 routes)
  - RIDE with policy changes (e.g. booking window)

• **Reduced level of non-essential services based on demand and alternatives**
  - Reduced peak service on all other Commuter Rail lines (no weekend or evening service, reduced midday service)
  - Reduced frequency on remaining Bus Routes, including smaller service area and consolidated routes
  - Suspend all ferry routes
Most Service is Preserved

Current weekday passenger trips (Sept. 2020):
• 82% of weekday trips on essential services
• 18% of weekday trips on non-essential services
• 3% of current weekday trips will lack access or have to divert due to proposed changes (span, eliminations, station closures, short-turns)

Base service represents (weekly service hours vs. pre-COVID):
• 85% of Bus
• 70% of Rapid Transit
• 65% of Commuter Rail
• 0% of Ferry

Under this proposal 78.5% of households in the MBTA service area have MBTA service within ½ mile compared to 82% previously
All essential bus routes – at or above baseline standards

<table>
<thead>
<tr>
<th>Route</th>
<th>1</th>
<th>21</th>
<th>32</th>
<th>42</th>
<th>69</th>
<th>105</th>
<th>120</th>
<th>504</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>22</td>
<td>33</td>
<td>44</td>
<td>83</td>
<td>106</td>
<td>121</td>
<td>CT3</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>23</td>
<td>34</td>
<td>45</td>
<td>85</td>
<td>108</td>
<td>202</td>
<td>SL1</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>24</td>
<td>35</td>
<td>47</td>
<td>86</td>
<td>109</td>
<td>210</td>
<td>SL2</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>26</td>
<td>36</td>
<td>50</td>
<td>89</td>
<td>110</td>
<td>215</td>
<td>SL3</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>27</td>
<td>37</td>
<td>51</td>
<td>91</td>
<td>111</td>
<td>240</td>
<td>SLW</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>28</td>
<td>38</td>
<td>57</td>
<td>93</td>
<td>114</td>
<td>411</td>
<td>CT2</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>29</td>
<td>39</td>
<td>64</td>
<td>97</td>
<td>116</td>
<td>424</td>
<td>SL5</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>30</td>
<td>40</td>
<td>65</td>
<td>99</td>
<td>117</td>
<td>429</td>
<td>SL4</td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>31</td>
<td>41</td>
<td>66</td>
<td>104</td>
<td>119</td>
<td>455</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Proposed Changes in the Region

<table>
<thead>
<tr>
<th>Proposed Route Eliminations</th>
</tr>
</thead>
<tbody>
<tr>
<td>212</td>
</tr>
<tr>
<td>221</td>
</tr>
<tr>
<td>714</td>
</tr>
<tr>
<td>716</td>
</tr>
<tr>
<td>Hingham/Hull &amp; Hingham Direct ferries</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Proposed Bus Route Structure Changes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consolidate 214 and 216</td>
</tr>
<tr>
<td>Shorten 230</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Commuter Rail Lines</th>
</tr>
</thead>
<tbody>
<tr>
<td>Middleborough</td>
</tr>
<tr>
<td>Greenbush</td>
</tr>
<tr>
<td>Franklin</td>
</tr>
<tr>
<td>Kingston</td>
</tr>
<tr>
<td>No weekend service, no service after 9pm, close Plimptonville station, Plymouth station</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Routes with possible frequency below baseline</th>
</tr>
</thead>
<tbody>
<tr>
<td>211</td>
</tr>
<tr>
<td>214/216</td>
</tr>
<tr>
<td>217</td>
</tr>
<tr>
<td>220</td>
</tr>
<tr>
<td>222</td>
</tr>
<tr>
<td>225</td>
</tr>
<tr>
<td>226</td>
</tr>
<tr>
<td>230</td>
</tr>
<tr>
<td>236</td>
</tr>
<tr>
<td>238</td>
</tr>
<tr>
<td>245</td>
</tr>
</tbody>
</table>
Commuter Rail Ridership

- Approximately 13% of normal ridership, or ~16,000 daily riders (but during AM Peak, ridership is only 8.5% of normal)

- Running ~85% of regular service in Sept/Oct 2020 (435 trains vs. 505)

- Starting Nov 2, 2020, “smoothing” service throughout day and running 544 trains

Weekend Boardings:  
~14K (vs. 31K in 2019)

Weekday Boardings after 9pm

<table>
<thead>
<tr>
<th></th>
<th>2019</th>
<th>2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boardings</td>
<td>2929</td>
<td>939</td>
</tr>
<tr>
<td>Percent</td>
<td>2.3%</td>
<td>5.9%</td>
</tr>
</tbody>
</table>
Changes at a glance – Commuter Rail

- Stop all service after 9 PM (Fairmount closer to 10 PM)
- Stop all weekend service (Fairmount replaced by bus)
- Decrease weekday peak service and some midday service, reducing from 505 trains (Fall 2019) to 430 trains (85% of weekday service retained)
- Close 6 (out of 141) stops based on low ridership, operational impacts, and availability of alternatives
- Specific service levels by line to take into account ridership patterns from adjusted Fall 2020 schedules (more balanced service throughout day)

Continue to operate 65% of pre-COVID service hours
## Potential Station Closures

<table>
<thead>
<tr>
<th>Station</th>
<th>Line</th>
<th>City/Town</th>
<th>2018 Boardings (inbound)</th>
<th>2020 Boardings (inbound)</th>
<th>Reason</th>
<th>Closest alternative (all the same Commuter Rail zone)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plimptonville</td>
<td>Franklin</td>
<td>Walpole</td>
<td>12</td>
<td>&lt;5</td>
<td>Low ridership, not accessible</td>
<td>Walpole, 1.8mi – 345 parking spaces (only ~15 cars/day)</td>
</tr>
<tr>
<td>Prides Crossing</td>
<td>Rockport</td>
<td>Beverly</td>
<td>12</td>
<td>&lt;5</td>
<td>Low ridership, not accessible</td>
<td>Beverly Farms, 1mi – 25 parking spaces*</td>
</tr>
<tr>
<td>Silver Hill</td>
<td>Fitchburg</td>
<td>Weston</td>
<td>11</td>
<td>&lt;5</td>
<td>Low ridership, not accessible</td>
<td>Kendal Green, 2.1mi – 57 parking spaces*</td>
</tr>
<tr>
<td>Hastings</td>
<td>Fitchburg</td>
<td>Weston</td>
<td>18</td>
<td>&lt;5</td>
<td>Low ridership, not accessible</td>
<td>Kendal Green, .8mi - 57 parking spaces*</td>
</tr>
<tr>
<td>Plymouth</td>
<td>Plymouth</td>
<td>Plymouth</td>
<td>21</td>
<td>&lt;10</td>
<td>Operational improvements</td>
<td>Kingston, 2.4 mi – 1,030 parking spaces (very low utilization)</td>
</tr>
<tr>
<td>Cedar Park</td>
<td>Haverhill</td>
<td>Melrose</td>
<td>98</td>
<td>~20</td>
<td>Low ridership, not accessible</td>
<td>Wyoming Hills, .6 mi – ~30 parking spaces*</td>
</tr>
</tbody>
</table>

Stations selected due to low ridership, operational impacts, and availability of alternatives

* Parking lots operated by non-MBTA affiliates or local authorities, so utilization data unavailable
Ferry Ridership

- Ridership is approximately 12% of pre-COVID ridership (803 riders)
- Ferry is currently running 112 trips a day (approximately 75% of pre-COVID service)
- This is equivalent to 7 riders per trip

<table>
<thead>
<tr>
<th>Ferry</th>
<th>September average weekday ridership</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2019</td>
<td>2020</td>
</tr>
<tr>
<td>Hingham (F1)</td>
<td>4,183</td>
<td>279</td>
</tr>
<tr>
<td>Hingham/Hull (F2H)</td>
<td>1,350</td>
<td>314</td>
</tr>
<tr>
<td>Charlestown (F4)</td>
<td>1,230</td>
<td>210</td>
</tr>
<tr>
<td>Total</td>
<td>6,763</td>
<td>803</td>
</tr>
</tbody>
</table>
Changes at a glance – Ferry

• Stop all Ferry service (F1, F2H, F4)

• Divert Charlestown/Boston service to Bus Route 93 (an essential bus route)

• Divert Hingham & Hull ferry riders to Greenbush Commuter Rail line
  • West Hingham (231 parking spaces)
  • Nantasket Junction (490 parking spaces)

• Ferry terminal alternatives are fully accessible

Continue to operate 0% of pre-COVID service hours
• 171,000 boardings on weekdays, which is 41% pre-COVID

• Significant variation on route by route basis, e.g. Route 111 at >60% and SL2 at 20%

• Close to pre-COVID service levels system-wide, but distributed differently to account for different ridership patterns and support social distancing

• 21 Routes have more significantly more service than pre-COVID to help prevent crowding (e.g. Routes 22, 23, 66, 111, 116/117, 109)

---

Fall 2020
Boardings after midnight
All bus: 1,748
Changes at a glance – Bus

- Stop all service after midnight, but no changes to start of service or days of operation

- Reduce frequency on essential and non-essential routes:
  - **Reduce frequency on essential routes by 5% on average system-wide.** Reduction will vary route by route and by time of day (in some cases likely no change vs. pre-COVID service levels for routes like 111, 116/117, 109, etc.; for others potentially 20-30%), all based on ridership
  - **Reduce frequency on non-essential routes by 20% on average system-wide.** Reduction will also vary route by route and by time of day

- Out of 169 MBTA routes, consolidate 14 routes, shorten 5 routes, and eliminate 25 routes. Of those eliminated:
  - 7 routes within ¼ mile of alternative bus or rapid transit, so no riders are stranded
  - 12 routes serve non-transit critical, low ridership trips (“bottom right box”)
  - 6 routes serve high transit critical riders, but have very low ridership and have significant, but not fully alternative options

- Eliminate suburban subsidy program which partially funds 5 additional services (Bedford, Beverly, Burlington, Lexington, and Mission Hill), but fewer than 200 avg. weekday riders

- About 1.1% of pre-COVID RIDE trips would be shifted from ADA to Premium; no changes to overall geographic coverage area, though hours of operation may change based on changes to other modes. Lengthen scheduling window from 30 to 40 minutes.

- All operating routes will continue to be reviewed for crowding and adjusted as part of quarterly Service Planning process, including social distancing guidelines

Continue to operate 85% of pre-COVID service hours
Rapid Transit Ridership

- Heavy Rail and Green Line trunk: ~120,000 gate entries on weekdays, 24% pre-COVID
- Running close to 100% of pre-COVID service

Sept/Oct 2020 Boardings after midnight
Blue: 134
Green: 155
Red: 247
Orange: 237

(On average, <20 riders per trip that starts after midnight)
Changes at a glance – Rapid Transit

• Stop all service after midnight (versus 1 AM currently), but no changes to start of service

• Reduce frequency by 20% across all lines, though may vary line by line and by time of day based on ridership patterns
  • Will be reviewed and adjusted as part of quarterly Service Planning process
  • Implementation timeline may be adjusted based on state and federal guidelines for social distancing

• Stop E Line Service at Brigham Circle, diverting E Line riders (at 5 stops along 0.8 miles) to Route 39
  • Route 39 service would be increased and crowding will be reviewed as part of quarterly Service Planning process

Continue to operate 70% of pre-COVID service hours
Prioritizing Building Back
Prioritizing How we Build Back

• Service Packages are thematic groupings of service additions to “base service”, meant to enable policy-level discussion on returning service

• Public process and Board input provide prioritization and highlight if any other packages should be considered

• If more funding is available in December (based on other trade-offs made or external events), can add service packages to base services

• Understanding preferences and prioritization of Board and Public will also be useful if additional funding available in Spring 2021 to make service decisions faster
Service Packages to add back to Base Service

**Base Service (~$1B)**

*Represents ~$128M in savings in FY22 and up to $14M in FY21*

- **RAPID TRANSIT**
  - A1: Restore frequency to Rapid Transit ($14M)
  - A2: Restore evening service on Rapid Transit ($3M)

- **COMMUTER RAIL**
  - B1: Restore weekend service on Commuter Rail ($7M for partial - $15M for full)
  - B2: Restore evening service on Commuter Rail ($7M)
  - B3: Invest in new connections & service based on RailVision ($10-15+ M)

- **BUS**
  - C1: Restore frequency to Essential Bus Routes ($7M)
  - C2: Restore frequency on non-essential Bus routes ($7M)
  - C3: Restore evening service on Bus ($3M)
  - C4: Invest in new connections & service based on Bus Network Redesign ($10-15+ M)

- **FERRY**
  - D1: Restore partial Ferry Service to Charlestown/Boston ($1.5M)
  - D2: Restore partial Ferry Service to Hingham/Hull ($2M)

---

Note: All costs shown are estimated annual FY22 expenses

Draft for Discussion & Policy Purposes Only
Public Engagement
Helpful Feedback

• Does our framework of essential services make sense? Is this how we should be prioritizing service?

• Which of the proposed changes will have the most impact to you? Are there adjustments to routes, span of service, or frequency that restore your access?

• How should we prioritize adding back service as resources and ridership return?
Use Q&A for Clarifying Questions

• Following the presentation, we will answer any clarifying questions. **If you have a clarifying question, please type it into the Q&A box.**

• We want to make sure we have enough time for your testimonials and comments on our proposal, so we will not be answering any questions that are not clarifying questions on the proposal. All comments will be part of the official record and share with MBTA leadership.
Raising Your Hand

• Please use Zoom’s “Raise Hand” feature to indicate if you have a comment. **If you have a comment, please raise your hand and wait for the moderator to give you permission to speak.**
  
  • By default, all attendees are muted so that only the presenters can be heard. When you raise your hand, it alerts the moderator that you’d like to speak. The moderator will unmute attendees to ask questions in the order that they raised their hands.

To speak, click “Participants” then “Raise hand”

Send a chat to the moderator

*9 Raise Hand
Other Ways to Provide Feedback

• Through the MBTA Community Liaisons at publicengagement@mbta.com

• Through the online form at www.mbta.com/forgingahead
Appendix
List of all essential bus routes

<table>
<thead>
<tr>
<th>High Transit Priority &amp; High Ridership Potential (Key Bus Routes and Silver Line Routes in gray)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
</tr>
<tr>
<td>8</td>
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<tr>
<td>9</td>
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<tr>
<td>10</td>
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<td>11</td>
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<td>16</td>
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<tr>
<td>17</td>
</tr>
<tr>
<td>19</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>2017 Service Delivery Policy* (only applicable for essential service)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Hours of operations</strong></td>
</tr>
<tr>
<td>• Weekdays &amp; Saturdays: 6:00 AM to midnight for Key Bus Routes (KBR); 7/8:00 to 6:30/7:00 PM for Local Routes</td>
</tr>
<tr>
<td>• Sundays: 7:00 AM to midnight for KBR; 10:00 AM to 6:30 PM for Local</td>
</tr>
<tr>
<td><strong>Frequency</strong></td>
</tr>
<tr>
<td>• Peak: Every 10 min. for KBR, every 30 min. for Local</td>
</tr>
<tr>
<td>• Off-Peak weekday: Every 15-20 for KBR, every 60 min for Local</td>
</tr>
<tr>
<td>• Weekends: Every 20 min for KBR, every 60 min for Local</td>
</tr>
</tbody>
</table>

*Commuter or Community Route Standard not shown; Minimum span only standard for high-density areas. There is no span standard for low-density areas on weekend.

Note: Route 68 initially included in essential services (as serves essential trips), but as multiple alternatives exist with ¼ mile, proposed eliminating route.
### Appendix: All bus routes with major structural changes or eliminations

<table>
<thead>
<tr>
<th>Consolidated Routes</th>
<th>Restructured routes (shortened)</th>
<th>Eliminated routes</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Within ¼ mile of bus or rapid transit</td>
</tr>
<tr>
<td>62 &amp; 76</td>
<td>553</td>
<td>43</td>
</tr>
<tr>
<td>84 &amp; 78</td>
<td>554</td>
<td>55</td>
</tr>
<tr>
<td>88 &amp; 90 (w/ GLX)</td>
<td>556</td>
<td>68</td>
</tr>
<tr>
<td>214 &amp; 216</td>
<td>558</td>
<td>80 (w/ GLX)</td>
</tr>
<tr>
<td>352 &amp; 354</td>
<td>230</td>
<td>325</td>
</tr>
<tr>
<td>501 &amp; 503</td>
<td></td>
<td>326</td>
</tr>
<tr>
<td>502 &amp; 504</td>
<td></td>
<td>456</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
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<tr>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

Restructured & consolidated routes will continue to operate, but stop at midnight and with lower frequency.
Appendix: What 5% frequency reduction looks like on Essential Services

Daily Bus Ridership YOY, 10/21/19 vs. 10/19/20, Example Essential Routes by Ridership

Frequency above Service Delivery standards is driven largely by ridership – service re-balanced based on ridership. May not look exactly like pre-COVID ridership, but all Essential routes at or above minimum SDP standards

More likely to look very similar to pre-COVID service

Less likely to look very similar to pre-COVID service
Bus overview

<table>
<thead>
<tr>
<th>FY21 Budgeted service</th>
<th>FY22 Base Service</th>
<th>2017 Service Delivery Policy* (only applicable for essential service)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Services</td>
<td>• 169 routes</td>
<td>• ~140 routes</td>
</tr>
</tbody>
</table>
| Hours of operations (varies by line) | • Varies significantly by route | • All bus service stops at midnight, but early bird service will continue on essential routes | • **Weekdays & Saturdays**: 6:00 AM to midnight for Key Bus Routes (KBR); 7/8:00 to 6:30/7:00 PM for Local Routes  
• **Sundays**: 7:00 AM to midnight for KBR; 10:00 AM to 6:30 PM for Local |
| Frequency             | • Varies significantly by route | • ~80 essential routes operate within existing Service Delivery Policy, including crowding standards  
• ~60 non-essential routes that come 20-30% less frequently than pre-COVID | • **Peak**: Every 10 min. for KBR, every 30 min. for Local  
• **Off-Peak weekday**: Every 15-20 for KBR, every 60 min for Local  
• **Weekends**: Every 20 min for KBR, every 60 min for Local |
| Additional customer impacts | • 19 routes consolidated or restructured  
• 25 routes eliminated, but only <1,700 pre-COVID riders stranded (<0.5% of Pre-COVID ridership) | |

*Commuter or Community Route Standard not shown; Minimum span only standard for high-density areas. There is no span standard for low-density areas on weekend.
## Commuter Rail Base Service

**Base service at a glance:**
- Sept. 2020 ridership: 12% of pre-COVID rider.
- 65% of pre-COVID service hours
- $45M annual savings vs. FY21 budget

### FY21 Budgeted service vs. FY22 Base Service vs. 2017 Service Delivery Policy (only applicable for essential service)

<table>
<thead>
<tr>
<th></th>
<th>FY21 Budgeted service</th>
<th>FY22 Base Service</th>
<th>2017 Service Delivery Policy</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Hours of operations</strong></td>
<td>• 5/6:00 AM until 1:00 AM (weekdays) – all lines in operation</td>
<td>• 5/6:00 AM until 9:00 PM (weekdays only) – all lines in operation</td>
<td>• 7:00 AM – 10:00 PM (weekdays)</td>
</tr>
<tr>
<td>(varies by line)</td>
<td>• 5/6:00 AM until 9:00 PM (weekdays only) – all lines in operation</td>
<td></td>
<td>• 8:00 AM – 6:30 PM (Saturdays)</td>
</tr>
<tr>
<td><strong>Frequency of trains</strong></td>
<td>• 505 trains (Fall 2019); 544 trains (Fall 2020)</td>
<td>• 430 trains, rebalanced across lines</td>
<td>• 3-4 trips in peak direction</td>
</tr>
<tr>
<td><strong>Weekend service</strong></td>
<td>• Saturday &amp; Sunday service</td>
<td>• No weekend service (Fairmount Line replaced by bus)</td>
<td>• Every 3 hours in each direction all other times</td>
</tr>
<tr>
<td><strong>Additional customer impacts</strong></td>
<td></td>
<td>• ~6 station closures (low foot traffic, operational time savings)</td>
<td>• Saturday service only</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Shorter trainsets</td>
<td></td>
</tr>
</tbody>
</table>
Rapid Transit Base Service

Base service at a glance:
Sept. 2020 ridership: 24% of pre-COVID rider.
70% of pre-COVID service hours
$32M annual savings vs. FY21 budget

<table>
<thead>
<tr>
<th>FY21 Budgeted service</th>
<th>FY22 Base Service (may adjust based on ridership)</th>
<th>2017 Service Delivery Policy (only applicable for essential service)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Services</strong></td>
<td>• All Rapid Transit Lines (7 days / week)</td>
<td>• All Rapid Transit Lines (7 days / week)</td>
</tr>
<tr>
<td><strong>Hours of operations (varies by line)</strong></td>
<td>• 5:00 AM to 1:00 AM (weekdays &amp; Saturdays)</td>
<td>• 5:00 AM to midnight (weekdays &amp; Saturdays)</td>
</tr>
<tr>
<td></td>
<td>• 6:00 AM to 1:00 AM (Sundays)</td>
<td>• 6:00 AM to midnight (Sundays)</td>
</tr>
<tr>
<td><strong>Frequency of trains</strong></td>
<td>• 4 ½ min. peak / 7 min. off-peak</td>
<td>• 5 ½ min. peak / 8 ½ min. off-peak</td>
</tr>
<tr>
<td><strong>Red (trunk)</strong></td>
<td>• 6 ½ min. peak / 10 min. off-peak</td>
<td>• Every 10 minutes at peak</td>
</tr>
<tr>
<td><strong>Orange</strong></td>
<td>• 4 ½ min. peak / 9 ½ min. off-peak</td>
<td>• Every 15 minutes all other times</td>
</tr>
<tr>
<td><strong>Blue</strong></td>
<td>• 6 min. peak (7 ½ with GLX) / 9 min. off-peak</td>
<td>• 6 min. peak / 12 ½ min. off-peak</td>
</tr>
<tr>
<td><strong>Green (branches, once GLX opens)</strong></td>
<td>• 6 min. peak (7 ½ with GLX) / 9 min. off-peak</td>
<td>• 9 ½ min. peak / 13 min. off-peak (assumes GLX open)</td>
</tr>
<tr>
<td><strong>Mattapan</strong></td>
<td>• 5 min. peak / 7 ½ min. off-peak</td>
<td>• 6 min. peak / 7 ½ min. off-peak</td>
</tr>
<tr>
<td><strong>Additional customer impacts</strong></td>
<td>• E Line service terminate at Brigham Circle (transfer to Route 39)</td>
<td></td>
</tr>
</tbody>
</table>

Note: All off-peak frequencies shown are weekday and Saturday
## Public Meetings

<table>
<thead>
<tr>
<th>Location</th>
<th>Date</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Metrowest</strong></td>
<td>November 10</td>
<td>Tuesday - 6:00pm - 8:00pm</td>
</tr>
<tr>
<td><strong>Minuteman</strong></td>
<td>November 12</td>
<td>Thursday - 6:00pm - 8:00pm</td>
</tr>
<tr>
<td><strong>Boston and Milton</strong></td>
<td>November 14</td>
<td>Saturday - 1:00pm - 3:00pm</td>
</tr>
<tr>
<td><strong>Inner Core</strong></td>
<td>November 17</td>
<td>Tuesday - 6:00pm - 8:00pm</td>
</tr>
<tr>
<td><strong>Mystic River</strong></td>
<td>November 18</td>
<td>Wednesday - 6:00pm - 8:00pm</td>
</tr>
<tr>
<td><strong>Systemwide</strong></td>
<td>November 19</td>
<td>Thursday - 6:00pm - 8:00pm</td>
</tr>
<tr>
<td>(Official Public Hearing)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>South Shore</strong></td>
<td>November 23</td>
<td>Monday - 6:00pm - 8:00pm</td>
</tr>
<tr>
<td><strong>Systemwide</strong></td>
<td>November 24</td>
<td>Tuesday - 6:00pm - 8:00pm</td>
</tr>
<tr>
<td>(Final Meeting)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Bristol</strong></td>
<td>November 30</td>
<td>Monday - 6:00pm - 8:00pm</td>
</tr>
<tr>
<td><strong>Merrimack Valley</strong></td>
<td>December 1</td>
<td>Tuesday - 6:00pm - 8:00pm</td>
</tr>
<tr>
<td><strong>South Shore</strong></td>
<td>December 2</td>
<td>Wednesday - 6:00pm - 8:00pm</td>
</tr>
</tbody>
</table>
## Proposed service packages

<table>
<thead>
<tr>
<th>Service Package</th>
<th>Daily Riders impacted (Sept. 2020)</th>
<th>Annual cost</th>
<th>Additional details</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>~120,000 Frequency</td>
<td>$14M</td>
<td>Rapid Transit to 90% of pre-COVID frequency</td>
</tr>
<tr>
<td>A2</td>
<td>Lack of Access</td>
<td>$3M</td>
<td>Rapid Transit operates past midnight</td>
</tr>
<tr>
<td>B1</td>
<td>~14,000 (weekend) Lack of Access</td>
<td>$7-15M</td>
<td>Partial ($7M) on some lines or full weekend service on all lines ($15M)</td>
</tr>
<tr>
<td>B2</td>
<td>Lack of Access</td>
<td>$7M</td>
<td>Commuter Rail operates past 9 PM</td>
</tr>
<tr>
<td>B3</td>
<td>N/A</td>
<td>$10-15M</td>
<td>New Commuter Rail Service patterns (e.g. midday service)</td>
</tr>
<tr>
<td>C1</td>
<td>~130,000 Frequency</td>
<td>$7M</td>
<td>Essential bus frequency to 100% of pre-COVID, and potentially restore RIDE scheduling window to 30 minutes (bus service may still be adjusted based on crowding)</td>
</tr>
<tr>
<td>C2</td>
<td>~31,000 Frequency</td>
<td>$7M</td>
<td>Non-Essential bus frequency to 90% of pre-COVID (service may still be adjusted based on crowding)</td>
</tr>
<tr>
<td>C3</td>
<td>1,748 Lack of Access</td>
<td>$3M</td>
<td>Bus routes operate past midnight (not all routes, but those that operate past midnight pre-COVID)</td>
</tr>
<tr>
<td>C4</td>
<td>N/A</td>
<td>$10-15M</td>
<td>New bus routes to provide better access and/or service for transit critical riders. May partially address eliminated or consolidated routes (may need to be paired with bus priority investments)</td>
</tr>
<tr>
<td>D1</td>
<td>210 Divert</td>
<td>$1.5M</td>
<td>Restore partial Ferry service to Charlestown/Boston (no weekend service)</td>
</tr>
<tr>
<td>D2</td>
<td>593 Lack of Access</td>
<td>$2M</td>
<td>Restore partial Ferry service to Hingham/Hull (local only, may not serve all Boston stops, no weekend service)</td>
</tr>
</tbody>
</table>

Exact service patterns may change as part of normal service planning cycles to reflect changing ridership patterns.
Commuter Rail details

Ridership impacts (based Sept. 2020 ridership):
• Lack of Access (loss of weekend and post-9PM service): ~15,000 weekend riders
• Divert/Lack of Access: <50 riders
• Less frequency service: ~16,000 daily riders

Consequences/impacts from reducing service to base service level:
• Will take at least 1-2 years to re-hire and re-train workforce when returning service, potentially longer to expand locomotive and coach fleet size
• Savings do not include additional cost to mothball assets (up to 100 coaches and 8 locomotives)
• Closure of Needham Facility

Total gross savings:
• Up to $8M in FY21
• $45M in FY22
**Ferry Base Service**

**Base service at a glance:**
- Sept. 2020 ridership: 12% of pre-COVID rider.
- 0% of pre-COVID one-way trips
- $13M annual savings vs. FY21 budget

<table>
<thead>
<tr>
<th>FY21 Budgeted service</th>
<th>FY22 Base Service</th>
<th>2017 Service Delivery Policy</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Services</strong></td>
<td></td>
<td>(only applicable for essential service)</td>
</tr>
<tr>
<td>• Charlestown/Boston (F4)</td>
<td>• No ferry service</td>
<td></td>
</tr>
<tr>
<td>• Hingham/Hull Local (F2H)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Hingham/ Boston direct (F1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Hours of operations</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• 5:40 AM until 9:33 PM (weekdays)</td>
<td>• No ferry service</td>
<td>• 7:00 AM – 10:00 PM (weekdays)</td>
</tr>
<tr>
<td>• 5:40 AM until 10:48 PM (Friday only)</td>
<td></td>
<td>• 8:00 AM – 6:30 PM (Saturdays – seasonally)</td>
</tr>
<tr>
<td><strong>Frequency of trains</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• F1: 36 trips</td>
<td>• No ferry service</td>
<td>• 3 trips in peak direction</td>
</tr>
<tr>
<td>• F4: 78 trips</td>
<td></td>
<td>• Every 3 hours all other times</td>
</tr>
<tr>
<td>• F2H: 38 trips, +2 Friday only</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Weekend service</strong></td>
<td>• F2H: 32 trips Saturday, 28 trips Sunday (seasonal)</td>
<td>• Saturday seasonally</td>
</tr>
<tr>
<td>• F4: 34 trips Sat/Sun (annual)</td>
<td>• No ferry service</td>
<td></td>
</tr>
</tbody>
</table>

*Note: The above table displays the services and their corresponding hours of operations, frequency of trains, and special considerations for weekend service.*
Ferry details

Ridership impacts (based Sept. 2020 ridership):
• Lack of Access: 593 riders (though within 5-15 minute drive of Commuter Rail Greenbush stations)
• Divert: 210 riders

Consequences/impacts from reducing service to base service level:
• Loss of skilled labor
• Savings do not include additional cost to maintain MBTA assets (4 ferry boats and Hingham facility)
• May take significant time to re-procure new ferry contracts when re-starting service, and may be more costly due to perceived additional risk by market

Total gross savings:
• Up to $3.5M in FY21
• $13M in FY22
Rapid Transit details

Ridership impacts (based Sept. 2020 ridership):
- Lack of Access: 733 riders (due to loss of post-midnight service)
- Divert: <1,000 riders (E Line riders to Route 39 after Brigham Circle towards Heath Street, expected to add Route 39 service to support)
- Frequency: ~120K riders, but will still be within Service Delivery Policy standards

Consequences/impacts from reducing service to base service level:
- Loss of skilled labor
- Will take more than a year to re-hire and re-train labor when returning service levels

Total gross savings:
- Up to $3M in FY21
- $32M in FY22 (pending adjustment to implementation timeline based on state and federal social distancing guidelines)
Bus details

Ridership impacts (based Sept. 2020 ridership):
- Lack of Access:
  - 1,697 riders (Sept. 2019 ridership), less than 0.5% of all bus ridership, due to greater than ½ mile from alternatives, **likely closer to fewer than 700 riders (conservatively)**
  - 1,748 riders due to service stopping at midnight
- Divert: <6,000 riders
- Frequency:
  - ~31K riders, likely not within SDP (non-essential routes)
  - ~130K riders, service still within SDP (essential routes)

Consequences/impacts from reducing service to base service level:
- Loss of skilled labor
- Will take more than a year to re-hire and re-train labor when returning service levels

Total gross savings:
- No savings in FY21
- $38M in FY22
## Appendix: The RIDE

<table>
<thead>
<tr>
<th>Lever</th>
<th>Pre-COVID trips impacted</th>
<th>Gross Savings ($M) FY22</th>
<th>Risks / Consequences</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Increase scheduling window from 30 to 40 minutes</td>
<td>All riders</td>
<td>$0.4 - $1.2</td>
<td>• Some trips may be booked 40 minutes from request time instead of current 30 minutes</td>
</tr>
</tbody>
</table>
| • Changes to ADA/Premium service area based on fixed route eliminations/restructuring | ~18,000 impacted (assume of that, ~4,000 trips no longer made) | ~50 trips impacted (assume of that, ~11 trips no longer made) | $0.3 - $0.5 | • Of 1.5M pre-COVID weekday trips, approx. 18,000 would shift from ADA to premium service  
• Of these, it’s estimated customers would avoid taking 4,000 trips due to the higher premium fare, leaving 14,000 trips shifted to premium service  
• **Dependent on final package of service changes for fixed route** |
| • Changes to ADA/Premium service to fully adhere fixed route times of service | Under review | | • Start/stop of RIDE service adjusted to fully match times of service of other MBTA modes (e.g. Bus/Rapid transit stopping at midnight, Commuter Rail at 9 PM) |

### RIDE fares per trip:
- Premium - $5.60
- ADA - $3.35

Nearly 99% of pre-COVID trips are unaffected.
### Appendix: Service Delivery Policy - Frequency & Span

<table>
<thead>
<tr>
<th>Frequency</th>
<th>Commuter Rail</th>
<th>Ferry</th>
<th>Rapid Transit</th>
<th>Bus – Key Bus Routes</th>
<th>Bus – Local Routes*</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AM &amp; PM Peak</strong></td>
<td>3-4 trips in peak direction</td>
<td>3 trips in peak direction</td>
<td>Every 10 minutes</td>
<td>Every 10 minutes</td>
<td>Every 30 minutes</td>
</tr>
<tr>
<td><strong>All other weekday periods</strong></td>
<td>Every 3 hours in each direction</td>
<td>Every 3 hours</td>
<td>Every 15 minutes</td>
<td>Every 15-20 minutes</td>
<td>Every 60 minutes</td>
</tr>
<tr>
<td><strong>Saturday</strong></td>
<td>Every 3 hours in each direction</td>
<td>-</td>
<td>Every 15 minutes</td>
<td>Every 20 minutes</td>
<td>Every 60 minutes</td>
</tr>
<tr>
<td><strong>Sunday</strong></td>
<td>-</td>
<td>-</td>
<td>Every 15 minutes</td>
<td>Every 20 minutes</td>
<td>Every 60 minutes</td>
</tr>
<tr>
<td><strong>Span of Service</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Weekday</strong></td>
<td>7:00 AM – 10:00 PM</td>
<td>7:00 AM – 6:30 PM</td>
<td>6:00 AM – midnight</td>
<td>6:00 AM – midnight</td>
<td>7:00 AM – 7:00 PM</td>
</tr>
<tr>
<td><strong>Saturday</strong></td>
<td>8:00 AM – 6:30 PM</td>
<td>8:00 AM – 6:30 PM (seasonal)</td>
<td>6:00 AM – midnight</td>
<td>6:00 AM – midnight</td>
<td>8:00 AM – 6:30 PM*</td>
</tr>
<tr>
<td><strong>Sunday</strong></td>
<td>-</td>
<td>-</td>
<td>7:00 AM – midnight</td>
<td>7:00 AM – midnight</td>
<td>10:00 AM – 6:30 PM*</td>
</tr>
</tbody>
</table>

*Commuter or Community Route Standard not shown; Minimum span only standard for high-density areas. There is no span standard for low-density areas on weekend.
Potential Gross Annual Savings from Service Packages

- Identified $128M in potential gross annual savings from service reductions.
- Additional $14M in gross savings possible through enacting some service changes prior to the start of FY22.
- $70.1M (55%) of savings come from MBTA operated modes.
- Savings are gross of fare revenue impacts and do not include additional measures being evaluated outside of direct service operations departments.
- Savings are based off of current FY21 budgeted levels, which will be adjusted for expected growth rates for FY22.
December 3, 2020 Old Colony JTC Meeting

Agenda Item 7B

TransitMatters

Guest Speakers - Jarred Johnson, Matthew Peterson, and Ethan Finlan, TransitMatters

Summary

TransitMatters Team to provide presentation. The following is from the TransitMatters website: http://transitmatters.org/about/mission

Our Mission

TransitMatters is dedicated to improving transit in and around Boston by offering new perspectives, uniting transit advocates, and informing the public. We utilize a high level of critical analysis to advocate for plans and policies that promote convenient, effective, and equitable transportation for everyone.

Our Vision

Making a sustainable, equitable, and reliable public transportation system accessible to everyone in Metropolitan Boston by advancing proven best practices as well as high-impact, low-cost initiatives.
Our Goals

CREATE AWARENESS AMONGST THE GENERAL PUBLIC OF TRANSPORTATION MECHANICS, ECONOMICS, AND OPPORTUNITIES

First and foremost, our goal is to advocate through a better, more critical understanding of transit issues within the Commonwealth. Breaking apart issues into their components enables us to look deeper into challenges and benefits in a way that is accessible to the general public.

PROVIDE EDUCATION AND ANALYSIS TO EQUIP CITIZENS AND LEADERS TO MAKE THE BEST TRANSPORTATION DECISIONS AND INVESTMENTS

We aim to build institutional knowledge on transit within the Commonwealth to make it easier to understand transit projects, policies, and issues. Making these issues accessible to the general public and easily referenced enables more informed discourse.

ENABLE AND EMPOWER GRASSROOTS PUBLIC DEMAND FOR BETTER TRANSPORTATION IDEAS AND INVESTMENT DECISIONS

Our institutional knowledge is also important to advocacy. By building resources for advocacy, we make it easier to advocate for transit and encourage more informed discourse on the issues at hand.
Championing Mobility for Brockton and the South Shore
TransitMatters/Old Colony Planning Council JTC

3 December 2020
Agenda

- Introduction to TransitMatters
- Opportunities for improving mobility
- Questions and thanks
Our Mission

TransitMatters is dedicated to improving and integrating transit in New England by offering new perspectives, uniting transit advocates, and informing the public. We utilize a high level of critical analysis to advocate for plans and policies that promote convenient, effective, and equitable transportation for everyone.
TransitMatters Initiatives

- **Regional Rail vision**: Transforms existing rail service through electrification, full accessibility, frequent all-day service, and lower fares;
  - Better service; Lower operating costs.

- **Mobility Hubs**: Develop and upgrade transit hubs with coordinated services, wayfinding, active transportation, and user information; Everett, Somerville, East Boston

- **NextGen Bus**: Upgrade MBTA bus network with extended span, frequency, new service patterns, timed connections, reliable zero-emissions fleet.

- **Fair Fares**: An accessible, equitable system through integrated fares, rider flexibility, and adopting best practices in fare collection.

*TransitMatters envisions a safe, modern, reliable, equitable cost-effective and integrated transportation network.*
TransitMatters Successes

- **NightBus**: Worked with the MBTA to develop and pilot late night and early morning service, of which several trips were made permanent.

- **Regional Rail**: Moved the conversation on regional rail and ensured that the MBTA committed to electrified, frequent, affordable service. Educated and mobilized elected officials.

- **Mobility Hubs**: Worked with ITDP, the City of Everett, and other community partners to develop mobility hub improvements in concert with a bus priority corridor project - provided design, implementation, and outreach support.
Brockton/South Shore Focus

- Enhance regional connectivity through frequent rail service, bus service, and infrastructure improvements
- Improve air quality
- Improve access to mobility
Regional Rail: A New Model for the CR Lines

- Systemwide electrification and the purchase of high-performance electric trains.
- High platforms, providing universal access and speeding up boarding for everyone.
- Strategic double-tracking of key bottlenecks (i.e. Old Colony Main Line through Dorchester and Quincy).
- Frequent service all day: at least every 30 minutes outside 128, and every 15 minutes in the city and inner suburbs.
- Free transfers to subways & buses, and fare equalization within the subway’s service area; cheaper fares overall and means-tested fares for low-income riders.
Increased CR Service is Already Here

- Existing fares are too expensive for most riders (fares shown are Brockton-Boston)

<table>
<thead>
<tr>
<th>Current round trip fare via Commuter Rail</th>
<th>Current round trip fare via BAT bus + Red Line</th>
</tr>
</thead>
<tbody>
<tr>
<td>$16.50</td>
<td>$9.30</td>
</tr>
</tbody>
</table>

- Most Brockton-Boston workers across income levels work in Downtown Boston or nearby (Longwood Medical Area, Back Bay), and Route 12 is BAT’s highest-ridership route
- BAT is currently piloting reduced fares with MassDOT and the MBTA
- Permanent broader fare reduction and integration could offer RTAs everywhere more opportunities when designing service plans
Mobility Hubs Enable Mobility Choice

- Mobility Hubs are places with multimodal transport options, with wayfinding and trip-planning information to increase usability.
- The BAT Centre is a good example, but better wayfinding to/from Brockton Station and to Brockton destinations would increase usability.
- Other locations of interest around the region (not necessarily in OCPC area):
  - Crawford Square, Randolph
  - Stoughton Center
  - Montello and Campello Stations
  - Any town centers or squares served by transit

Provide mobility options and information needed to use them, regionally and locally.
A Vision for Regional Transit Connectivity

- Comprehensive regional connectivity enables not just Boston commutes but intra-regional mobility
- All-week service at least hourly
- BAT, GATRA, and SRTA are well-positioned to coordinate service and connect the region
- **Development at transit hubs** allows economic development with less congestion - while **regional transit connections** enable all the essential trips people have to make.
How can we work with you?

- Collaborative relationships with RTAs and MPOs
- Develop innovative, cost-effective solutions to operational issues and needs
- Share observations of services and offer critical analysis
- Facilitate conversations with external stakeholders and build support
- Work with local elected officials to incorporate transit into important decisions (integral to overall mobility/land use)

Data Driven, People Focused
Thank you!

Reach out with questions and comments to:
Matthew Petersen
mpetersen@transitmatters.info
541-971-8436
Questions from our side:

- Possibilities for coordination?
- Sustained demand during pandemic?
- Desired new services?
Summary

The Old Colony Transportation Improvement Program (TIP) is a program of capital improvements and operating assistance for the transportation system in the Old Colony Region. Amendment 1 adds two (2) projects to FFY 2021.

1. BROCKTON AREA TRANSIT (BAT)
   - AMENDMENT: ADD PROJECT - BUY REPLACEMENT 40-FT BUS (4)
   - COST IS $2,250,000 (2018 - $141,416; 2019 - $878,105; 2020 - $780,479FEDERAL; $450,000 STATE)

2. BROCKTON AREA TRANSIT (BAT)
   - AMENDMENT: ADD PROJECT - ACQUIRE - MISC SUPPORT EQUIPMENT
   - COST IS $490,000 ($490,000 FEDERAL; $98,000 TDC)
OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

FFY 2021-2025
OLD COLONY
TRANSPORTATION
IMPROVEMENT PROGRAM
(TIP)

RELEASED TO A 21-DAY PUBLIC REVIEW AND COMMENT PERIOD
BY THE OLD COLONY MPO ON NOVEMBER 17, 2020

PREPARED IN COOPERATION WITH:
- BROCKTON AREA TRANSIT AUTHORITY (BAT)
- FEDERAL HIGHWAY ADMINISTRATION (FHWA)
- FEDERAL TRANSIT ADMINISTRATION (FTA)
- MASSACHUSETTS DEPARTMENT OF TRANSPORTATION (MASSDOT)
- OLD COLONY PLANNING COUNCIL (OCPC)

PREPARED BY:
OLD COLONY PLANNING COUNCIL
70 SCHOOL STREET
BROCKTON, MASSACHUSETTS
UNDER MASSDOT CONTRACT 88826
November 17, 2020

NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD

- FFY 2021-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT 1

Old Colony Planning Council (OCPC) is making the FFY 2021-2025 TIP Amendment 1 available for a 21-Day Public Review and Comment Period. This document will be available for review and download from the OCPC Website http://www.ocpcrpa.org/, and/or upon request. This process will be used as Brockton Area Transit Authority’s (BAT) public participation process. BAT, the Federal Transit Administration (FTA) Section 5307(c) applicant, has consulted with the Old Colony Metropolitan Planning Organization (MPO) and concurs that the public involvement process adopted by the MPO for development of the TIP satisfies the public hearing requirements that pertain to the development of the Program of Projects for the regular Section 5307, Urbanized Area Formula Program, grant applications including the provisions for public notice and the time established for public review and comment. Public notice of public involvement activities and time established for public review and comments on the TIP will satisfy the program of projects (POP) requirements. The public discussion of the TIP at meetings of the Old Colony Joint Transportation Committee (JTC) and Old Colony MPO satisfy the Program of Projects (POP) public hearing requirements of the FTA. A public meeting of the Old Colony JTC is scheduled for December 3, 2020 at 12 PM to hear public comments. A public meeting of the Old Colony MPO is scheduled for December 15, 2020 at 10 AM to hear public comments and consider endorsement. Please contact Charles Kilmer at 508-583-1833 Extension 206 for information.

Please send written comments to:
Charles Kilmer
Old Colony Planning Council
70 School Street
Brockton, MA 02301
ckilmer@ocpcrpa.org

LEGAL ADVERTISEMENTS

Notice of Twenty-One Day Public Review and Comment Period:
- Brockton Enterprise – November 20, 2020
- Patriot Ledger – November 20, 2020
The Old Colony Transportation Improvement Program (TIP) is a program of capital improvements and operating assistance for the transportation system in the Old Colony Region. The Old Colony TIP lists projects (highway, bridge, and transit) and operational assistance that receive federal funds, and may list some projects that do not receive federal funds.

Amendment 1 adds two (2) projects to FFY 2021.

1. **BROCKTON AREA TRANSIT (BAT)**
   - **AMENDMENT: ADD PROJECT - BUY REPLACEMENT 40-FT BUS (4)**
   - **COST IS $2,250,000 (2018 - $141,416; 2019 - $878,105; 2020 - $780,479 FEDERAL; $450,000 STATE)**

2. **BROCKTON AREA TRANSIT (BAT)**
   - **AMENDMENT: ADD PROJECT - ACQUIRE - MISC SUPPORT EQUIPMENT**
   - **COST IS $490,000 ($490,000 FEDERAL; $98,000 Transportation Development Credits (TDC))**
### Project List (FY2021)

<table>
<thead>
<tr>
<th>FTA Program</th>
<th>Project Number</th>
<th>Transit Agency</th>
<th>FTA Activity Line Item</th>
<th>Project Description</th>
<th>Carryover (unobligated)</th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>TDC</th>
<th>Local Funds</th>
<th>Total Cost</th>
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<tbody>
<tr>
<td>5307</td>
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<td>Brockton Area Transit Authority</td>
<td>114220</td>
<td>ACQUIRE HVAC Intermodal and Admin Buildings</td>
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<td>BUY REPLACEMENT 40-FT BUS (4)</td>
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<td>$0</td>
<td>$0</td>
<td>$100,000</td>
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</table>

Subtotal $5,218,584 $3,215,000 $0 $0 $8,575,000

5309

Subtotal $0 $0 $0 $0 $0

5310

Subtotal $0 $0 $0 $0 $0

5311

Subtotal $0 $0 $0 $0 $0

5337

Subtotal $0 $0 $0 $0 $0

5339

Subtotal $0 $0 $0 $0 $0

5320

Subtotal $0 $0 $0 $0 $0

Other Federal

RTD0010052 Brockton Area Transit Authority | 114220 | ACQUIRE - MISC SUPPORT EQUIPMENT | $490,000 | $0 | $98,000 | $0 | $490,000 |

Subtotal $490,000 | $0 | $98,000 | $0 | $490,000 |

Other Non-Federal

RTD0008039 Brockton Area Transit Authority | 113406 | REHAB/RENOVATE - FIXED ROUTE STATIONARY BUS FARE COLL EQUIP | $0 | $850,000 | $0 | $0 | $850,000 |

Subtotal $0 | $850,000 | $0 | $0 | $850,000 |

Total $4,191,416 | $4,065,000 | $98,000 | $0 | $9,915,000 |

Funds listed under the Carry Over column are included in the Federal Amount

KEY: Add Project
Summary

Through Task 3200 (Local Highway Technical Assistance) of the Old Colony Metropolitan Planning Organization (MPO) FFY 2021 Unified Planning Work Program, Old Colony Planning Council provides local traffic planning and technical analysis services to its member communities.

Old Colony Planning Council completed a traffic study for Carver Road at Montgomery Drive in Plymouth, which included traffic signal warrant analysis. Data and the findings from this traffic study have been distributed to the Town of Plymouth.

Old Colony Planning Council recently completed the following projects through the Old Colony MPO LTA Program. Data and findings from these studies have been distributed to the respective municipalities.

- Assistance with Heavy Commercial Vehicle Exclusion (HCVE) Zone Request for Summit Road, Abington
- Traffic Study of West Main Street at South Street and School Street, Avon
- Traffic Signal Warrant Analysis for Warren Avenue and Market Street, Brockton
- Traffic Counts for Union Street and Washington Street (Route 138), **Easton**
- Clark Road / Beaver Dam Road Corridor Traffic Study, **Plymouth**

**Project Status Updates**

**Avon**
- Traffic Study for East Main Street (Route 28) at East and West Spring Street
  Data collection in progress.

For information about local technical assistance studies prepared by OCPC, please direct inquiries to Bill McNulty ([wmcnulty@ocpcrpa.org](mailto:wmcnulty@ocpcrpa.org)) at 508.583.1833 extension 207.
Summary

The reviews on Environmental Notification Forms (ENFs), Environmental Impact Reports (EIRs), and Notices of Project Change (NPCs) includes projects that are subject to Massachusetts Environmental Policy Act (MEPA) review under M.G.L. c. 30, sections 61-62H.

Projects Currently Under Review as of November 23, 2020

ENF

EEA #16291 - 20-Inch Force Main Replacement (Whitman)

The project is anticipated to be completed in a multi-phased approach, as described below:

Phase 1 consists of the installation and testing of a replacement sewer force main from the ASPS in Whitman to the sewer terminus manhole on Southfield Drive in Brockton. Approximately 16,000 linear feet of new force main will be installed, which is comprised of a combination of 20-inch PVC DR18 pipe and 20-inch HDPE DR11 pipe. There are three stream crossings along the alignment (one in Whitman and two in Brockton) that will be completed
using trenchless methods of installation (horizontal directional drilling, auger boring, pipe ramming) to mitigate the risks of disturbance to the environment. Construction will include new valves, air release manholes, blowoff/cleanout manholes, and utility improvements along the alignment. The replacement force main will be constructed up to the four proposed tie-in locations: at the ASPS; at the new force main sewer terminus manhole on Southfield Drive; at the Auburn Street West Pump Station (ASWPS); and at the Auburn Street East Pump Station (ASEPS). The replacement force main will be hydrostatically pressure tested prior to use. The existing 20” DI force main will remain active under this phase.

Phase 2 consists of the installation of a bypass system in which bypass rental pumps will temporarily pump raw wastewater from the ASPS into the new replacement force main and discharge into the new force main sewer terminus manhole on Southfield Drive. The bypass system would involve using temporary rental pumps installed outside the ASPS to pump raw wastewater from the ASPS wet well to the new replacement force main. As part of Phase 2, the bypass system would be connected into a new replacement force main bypass connection in order to decommission the existing force main. During the scheduled bypass, all force main tie-in connections will be completed.

Phase 3 consists of the commissioning of the replacement force main upon completion of all permanent tie-in connections. The ASPS would be brought back online, and all wastewater flow would be pumped into the replacement force main, which will act as the primary conduit for the conveyance of all wastewater flow from the ASPS. Upon completion of all flow cutover and yard piping work, the bypass system will be disassembled and removed.
from the site. In addition to this commissioning work, all final paving and landscape restoration along the force main alignment will be completed under this third phase.

Phase 4 is contingent upon the availability of Town funding and will be listed as a bid alternate for the project. This phase would include the heavy cleaning and a CCTV inspection of the existing force main to determine if any additional rehabilitation or lining work is needed. Upon completion of Phase 4, the existing 20” DI force main will be left decommissioned and will act as a standby force main for the ASPS.

The project is anticipated to be completed within 12 months, with a Winter/Spring 2021 bid date and a projected final completion date of June 2022. It is anticipated the project will require direct impacts as follows: traffic management, roadway and easement restoration, stormwater management and dewatering, and utility impacts.

NPC

EEA #11519 - The Pinehills (Plymouth)

The proponent is now seeking MEPA review of the seventh and final phase of development, along with the addition of 1.8 acres of land to the Project Site. Phase VII includes the review of the remaining 500,000sf of commercial building planned for The Pinehills Village Green area including multi-family for rent and general commercial office uses. The additional 1.8 acres of land being added to the Project Site will be left as natural open space and included as a part of the 392-acre natural open space northerly nature preserve.
MEPA Certificates

EEA #16268 - Proposed Duxbury Beach Nature-Based Storm Damage Protection Project (Duxbury)

- The Certificate states that this project **does** require an Environmental Impact Report.

EEA #16274 - Sylvia Pond Estates (Kingston)

- The Certificate states that this project **does not** require an Environmental Impact Report.

EEA #16275 - Park Street Sewer Expansion (Stoughton)

- The Certificate states that this project **does not** require an Environmental Impact Report.

EEA #16283 - Town of Marshfield and Duxbury Beach and Dune Nourishment (Marshfield, Duxbury)

- The Certificate states that this project **does** require an Environmental Impact Report.
Regional Concerns and Local Community Transportation Issues

Summary

Regional Concerns and Local Community Transportation Issues.