



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO
Astrid Glynn, MassDOT Rail & Transit Administrator



To: MassDOT Board
From: Astrid Glynn, Rail and Transit Administrator
Re: Current Activities
Date: July 12, 2018

Transit:

- Every year MassDOT awards to Councils on Aging, Regional Transit Authorities, and non-profits grants that cover a substantial share of the cost of a lift-equipped vehicle that the grantees will use to provide service to elderly and disabled persons. The vehicles are ordered under contracts that MassDOT procures every five (5) years. Under the current contract, five (5) types of vehicles are available. In FY18, 153 vehicles were purchased and delivered through these contracts. The current contracts will end in 2019, so MassDOT has begun procurement planning for the next set of vehicle contracts.
- MassDOT transit staff members have been working with the three rural Regional Transit Authorities (RTAs) that were recently audited by FTA to ensure compliance is being met with all federal drug and alcohol policies and programs. The three sub-recipients that were audited were the Martha's Vineyard Transit (VTA), Franklin Regional Transit Authority (FRTA) and Nantucket Regional Transit Authority (NRTA). MassDOT Transit staff has been working closely with these RTAs to provide all the required documentation requested by the FTA auditors. All three RTAs have submitted revised policy documents. MassDOT staff expects that all remaining information required under the audit will be provided ahead of the 90 day timeline provided by FTA.
- The FY19 5311(f) Application process will open August 1 and provide the basis for MassDOT to award federal funds to intercity bus carriers, particularly those that serve rural areas. Awards are made based on several factors, including ridership and fare box recovery. Unlike most federal grants, the 5311(f) program reimburses operating expenses.

Rail:

- MassDOT awarded five grants under the Industrial Rail Access Program (IRAP). IRAP requires that the state grant be matched by a private contribution of at least

40%, so the \$1.8m awarded in this round will leverage over \$2.4m in private funds. The grants went to:

120 Old Boston Road Recycling Rail Spur Project – Wilbraham: \$500,000 .

The project will allow an existing solid waste handling facility in Wilbraham to load outbound waste into railcars for shipment to out-of-state landfills. With the restoration of rail service to the site, the facility will start processing municipal waste in addition to construction and demolition debris. The project includes the construction of one loading track and five storage tracks for a total of 6,000 feet of new track. With completion of the project, the facility will be served by over 1,500 rail cars each year, eliminate 7,500 regional truck trips each year and support the creation of eight to ten additional jobs at the facility.

Middlesex Corporation Concrete Plant Siding Restoration – Littleton:

\$500,000. This project will allow the Middlesex Corporation's concrete batching plant in Littleton to receive sand and stone by rail instead of truck. This will eliminate approximately 12,800 truck trips from area roadways. The IRAP project will include the construction of 2,385 feet of new track and two new rail switches on the project site. The restoration of the siding to the property will allow for the estimated delivery of 1,600 railcars annually.

Patriot Beverage/Injection Molding Enterprise Siding Extension Project –

Littleton: \$500,000. This project will support the restoration of a bottling facility (formerly Very Fine) and improve operations at a co-located manufacturing facility. The project, which entails the restoration and extension of an existing rail siding, will be used for the delivery of inbound raw materials in support of manufacturing plastic containers and consumer beverages. Completion of the project will allow for the projected delivery of 330 railcars each year, which leads to a reduction of about 2,500 regional truck trips. In addition, the project will support the restoration of the bottling facility, which will employ 50 employees once fully operational, and the continued expansion of the plastic container manufacturing facility.

Rousselot Gelatin Rail Extension Project – Peabody: \$221,640. This project will improve rail operations at the gelatin manufacturing facility leading an increased volume of rail deliveries and the associated reduction in product delivered by truck. The project will allow more product to be stored on site, minimizing the risk of plant shutdown during storm events (and associated job/wage impact), and a reduction of train movements through busy Peabody Square.

Grafton and Upton Railroad Bulk Liquid Transloading Railyard Expansion Project – Upton: \$133,045. This project will support increases in rail volumes to the transloading rail facility in Upton. The project includes the construction of two new tracks that will allow for the delivery and storage of paraffin wax to the Grafton and Upton Railroad. The project, which is located on the site of the existing facility, is anticipated to increase annual rail volumes by 250 railcars and reduce the regional growth of truck traffic by eliminating approximately 1,500 truck trips.

- The South Coast Rail project received its MEPA certificate.