



# Secretary's Report

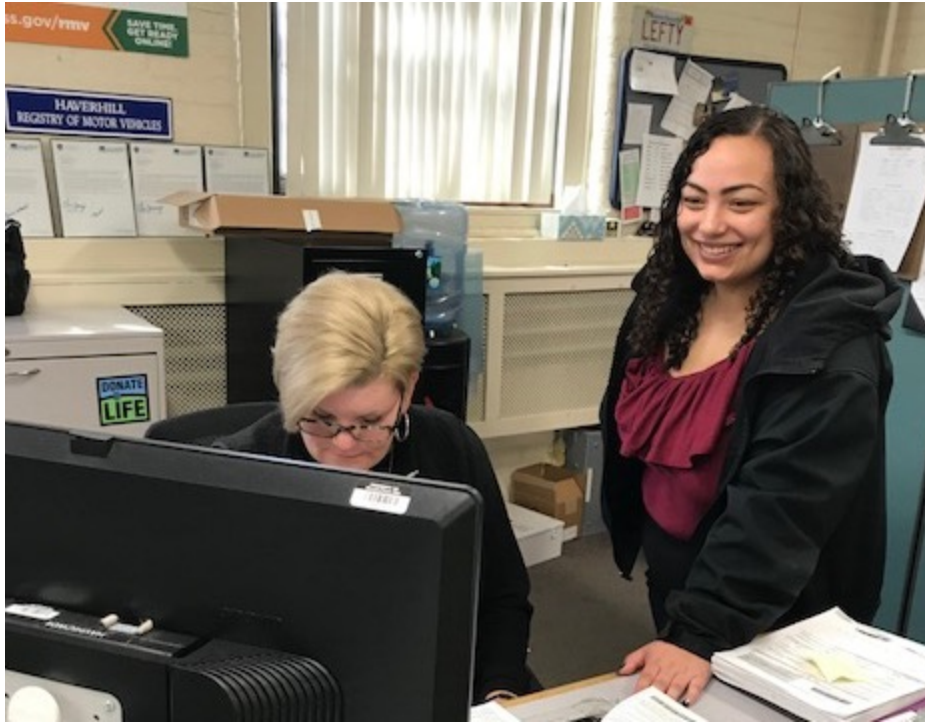
April 23<sup>rd</sup>, 2018



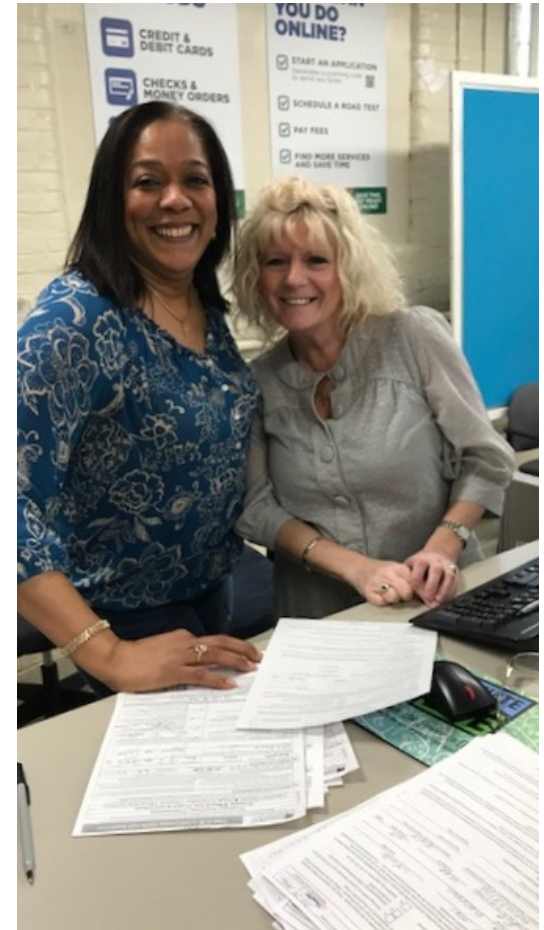
**Draft Capital Investment  
Plan Whittier Bridge:  
previously funded and  
project nearing completion**

In December of 2017, construction of Shared Use Path began as part of Whittier Bridge project. This \$317 million CIP funded Whittier Bridge/I-95 reconstruction project between Newburyport and Amesbury. The project is scheduled to be completed in the Summer of 2018.

# On March 26, new federal and state requirements took effect for getting or renewing a driver's license, ID card or learner's permit



RMV employees worked prior to March 26 to learn and train on the new system.





# South Coast Rail Update





[www.mass.gov/southcoastrail](http://www.mass.gov/southcoastrail)

## MassDOT Files Environmental Report on Phase 1 Service

On May 26, 2017, the Secretary of Energy and Environmental Affairs issued a Certificate on the Notice of Project Change (NPC) for the South Coast Rail Project (SCR). In the NPC, MassDOT proposed a phased approach to SCR commuter rail service by extending an existing rail line. The Certificate outlined the scope of work for developing a Draft Supplemental Environmental Impact Report (DSEIR). MassDOT filed the DSEIR with the Massachusetts Environmental Policy Act office on January 31, 2018, describing a plan to begin long-awaited commuter rail service late in 2022.

The Baker-Polito Administration is committed to restoring transit service to southeastern MA. Phasing the project will begin service more quickly and allow the region to accrue the benefits promised by the Full Build Project, which is the preferred Stoughton Straight Electric Alternative. The DSEIR filing initiates a public comment period with public meetings and will result in a Certificate issued by the Secretary outlining next steps.

### The Phased Approach

The DSEIR outlines MassDOT's approach to completing the SCR project. MassDOT proposes to advance Phase 1 to deliver service to the South Coast years before revenue service is possible under the Full Build Project. At the same time, MassDOT will proceed with designing, permitting and funding the Stoughton Straight Electric Alternative, which was already reviewed under the Massachusetts Environmental Policy Act (MEPA).

Phase 1 will extend the existing Middleborough/Lakeville Commuter Rail Line south onto the existing

Middleborough Secondary freight line to provide service to Taunton, New Bedford and Fall River. The Middleborough Secondary connects to Cotley Junction in East Taunton. From there, Phase 1 trains will join the New Bedford Main Line and continue to New Bedford, or they will branch off on the Fall River Secondary to Fall River. This area is known as the Southern Triangle, and it is an active freight corridor. MassDOT will improve the track infrastructure, build a new signal system for passenger service, and add stations and overnight layover facilities for the commuter rail equipment.

The Southern Triangle portion of the project, including stations and layover facilities, was included as part of the overall Stoughton Straight Electric Alternative, which was previously studied. The primary new element of Phase 1 is the use of the Middleborough Secondary for commuter rail service to connect to the active Middleborough Main Line. Because Phase 1 service will connect to the Middleborough Main line, which is not equipped to handle electric trains, Phase 1 service will use diesel locomotives.



MassDOT will upgrade a number of culverts and bridges as part of Phase 1 work.

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SOUTH COAST RAIL

WINTER 2018

# April 18 ECO Awards

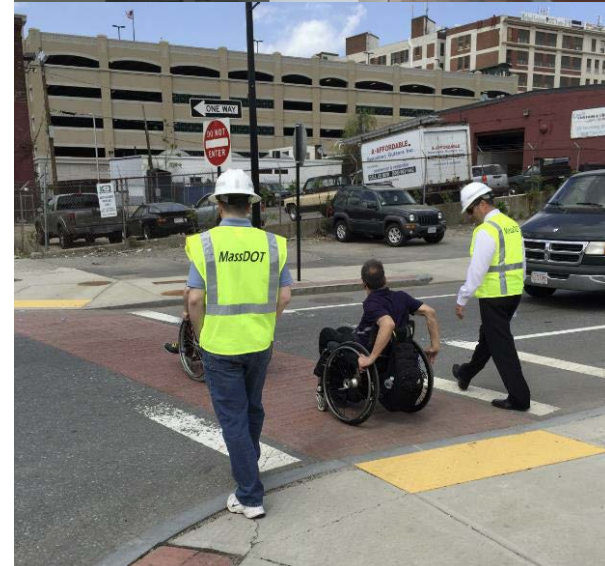


*Some of the many Massachusetts employers celebrated today at Fenway Park for their dedication to providing comprehensive transportation options to their employees.*



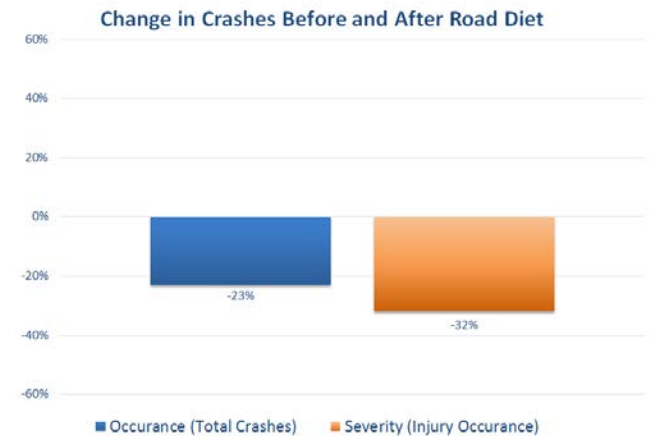
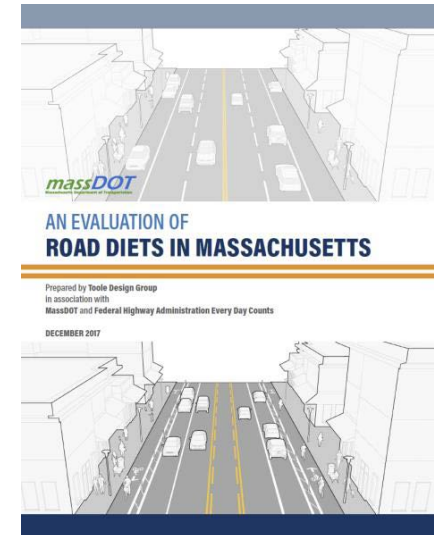
# Innovation Conference: Design Considerations

- Address gaps
- Eliminate barriers
- Safety & High crash locations
- Transit access
- Path network



# Road Diets

- Can be a low-cost redesign
- Reduction in frequency and severity of crashes
- Reallocates space to other users



# Highway District 3 employees removed 350 bags of litter on April 5





# MassDOT and MBTA Employees the Marathon and support Brain Aneurysm Foundation – 17th Arterial Challenge

David Abbott (MassDOT), Kevin Biggins (MBTA), Carolann McCarron (MBTA), Abril Novoa-Camino (MassDOT) Donald Pettey (MassDOT) and Caroline Quan (MassDOT)

Katy Zazzera, Cheryl Dustin, Scott Bosworth, Bryan Pounds, Quinn Molloy, Michael Clark, Jenn Slesinger, Caroline Koch-Vanesse, Shannon Greenwell, Lily Oliver, Gabe Sherman, Daniel Sullivan, Michelle Ho, Elliott Sperling, Derek Krevat

