



Secretary Stephanie Pollack's Report

Monday, November 19, 2018

Moving Together 2018 Conference – November 1st

*Pedestrian and Bicycle
Coordinator Pete Sutton served as
Master of Ceremonies*



*FMCB and MassDOT
Board Director Monica
Tibbits-Nutt provided
morning keynote address*

*Secretary Stephanie Pollack
provided luncheon keynote
address*



Draft Municipal Resource Guide for Bikeability

- Released November 1 at Moving Together Conference
- Public comment open until December 1, 2018
- Companion document to Statewide Bicycle Transportation Plan



massDOT
Massachusetts Department of Transportation

**DRAFT
MUNICIPAL
RESOURCE
GUIDE
FOR BIKEABILITY
NOVEMBER 2018**



Regional Transit Authorities Task Force

- Submission date for final report was extended to February 15, 2019.
- Six public meetings so far.
- Next meetings – December - will focus on funding and fare policies.
- Best practices and performance metrics will be among the topics included in the RTA Task Force Report.

New RMV Service Centers in Haverhill and Danvers

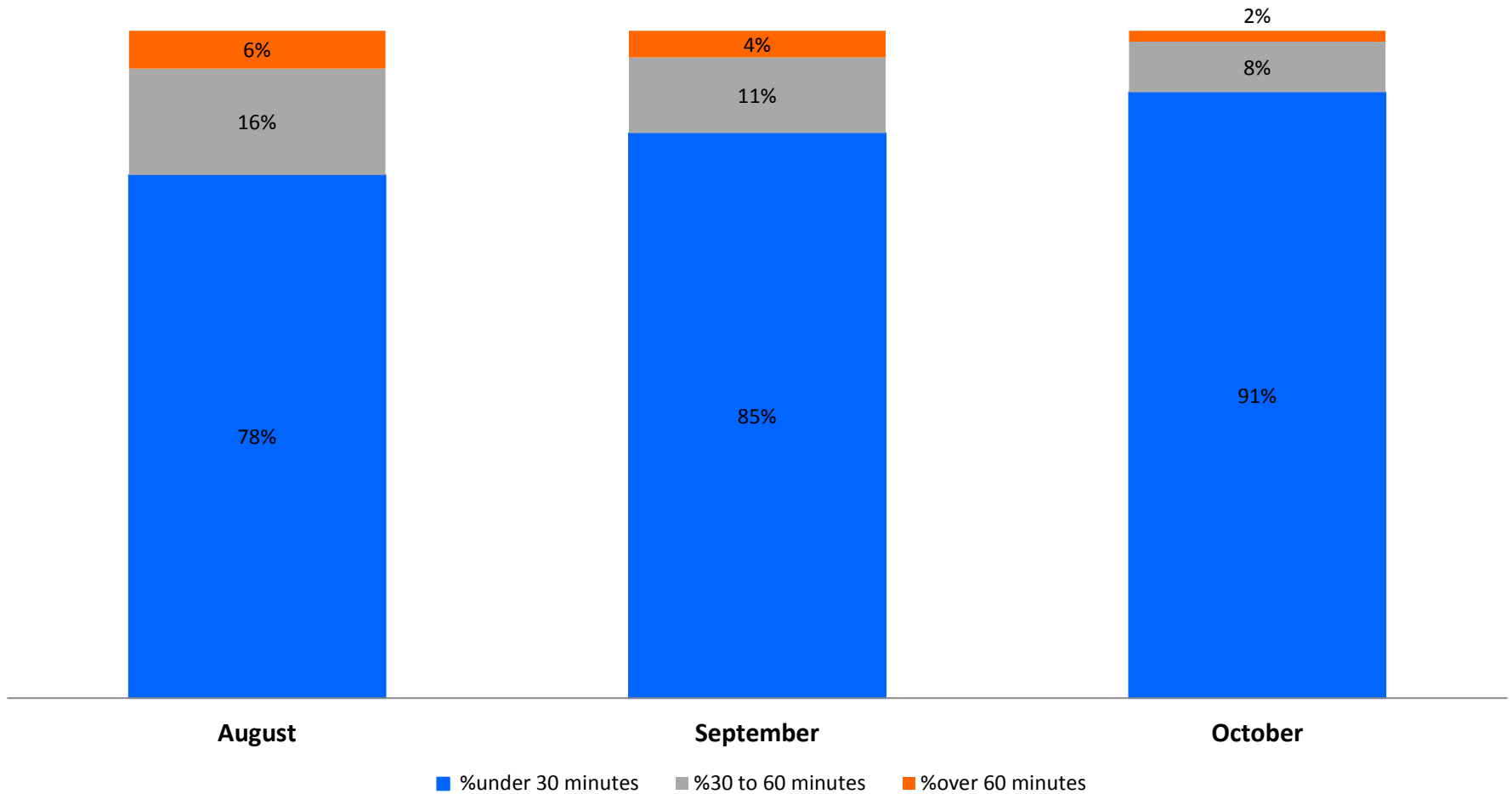


*Haverhill RMV Service Center
Ribbon Cutting – October 24th*



*Danvers RMV Service Center Ribbon
Cutting – October 31st*

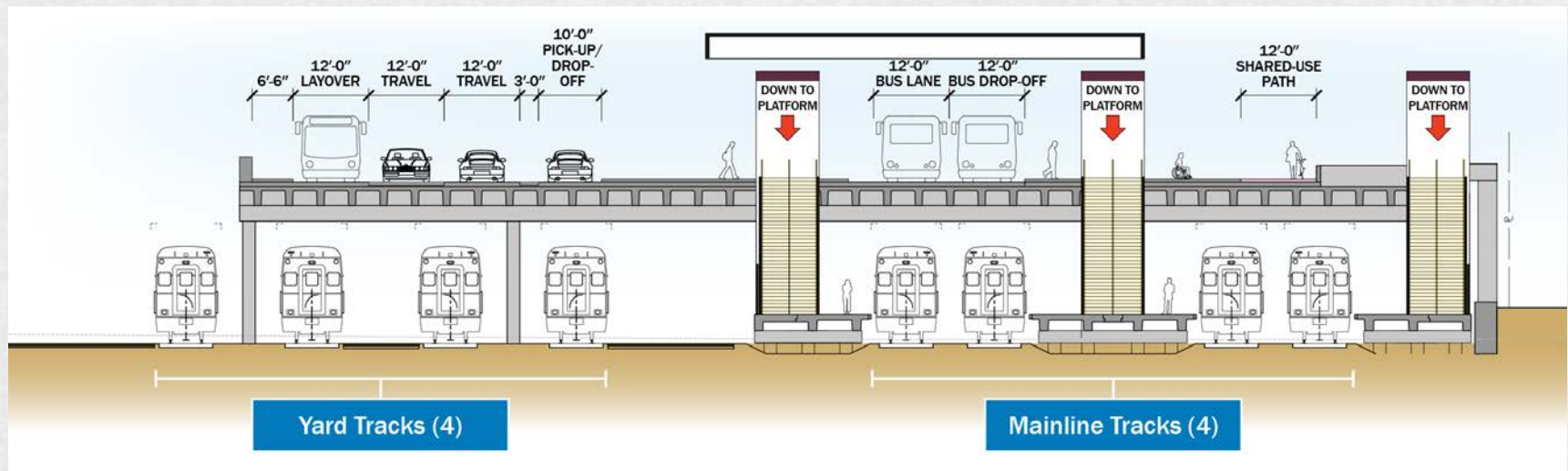
Service Center Wait Time
Aug-Oct 2018
Positive Trend in Service Delivery Continues



Studies Being Launched

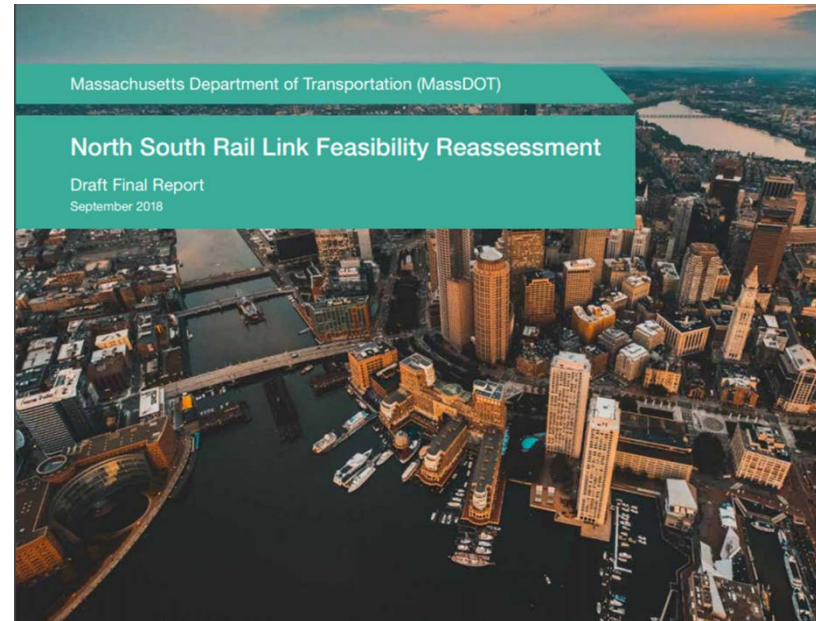
- East-West Rail Study: 18 months, will examine up to six service alternatives for passenger service Boston-Springfield-Pittsfield, scope includes costs and benefits.
- Bus Network Redesign: RFP posted November 9, Notice to Proceed end of January/early February, holistic look at entire bus network.
- Lynn Transit Action Plan: Responses to RFP due December 20, will identify specific short, medium and long term strategies.

West Station Cross Section (looking east)



North South Rail Link

- \$2 million Feasibility Reassessment had limited, clearly stated objectives and is only one piece of how the potential role of the NSRL is being evaluated
- Service planning for a reinvented commuter rail system is NOT part of NSRL Feasibility Reassessment – it is the heart of the Rail Vision Study
- Focus40 deliberately holds off on decisions about commuter rail investments pending completion of Rail Vision



Feasibility Reassessment Next Steps

Public meeting will be held on December 10, 5 PM – 8 PM @ 10 Park Plaza

- Agenda for public meeting:
 - Summarize public comments and MassDOT response
 - In-depth review of cost estimates
 - Propose preferred alignment

RAIL VISION



Rail Vision Goal: Leverage the MBTA's extensive commuter rail network to best meet the transportation and economic growth needs of the region.

Project Approach:

- Develop service concepts that reduce travel time, increase frequency, and/or improve connectivity
- Conduct Tier 1 evaluation on long list concepts using sketch models to evaluate ridership and operations benefits and estimated capital and operating costs
- Develop up to 8 systemwide alternatives based on Tier 1 results and Advisory Committee feedback
- Evaluate 8 systemwide alternatives in Tier 2 using traditional ridership and operations analysis models

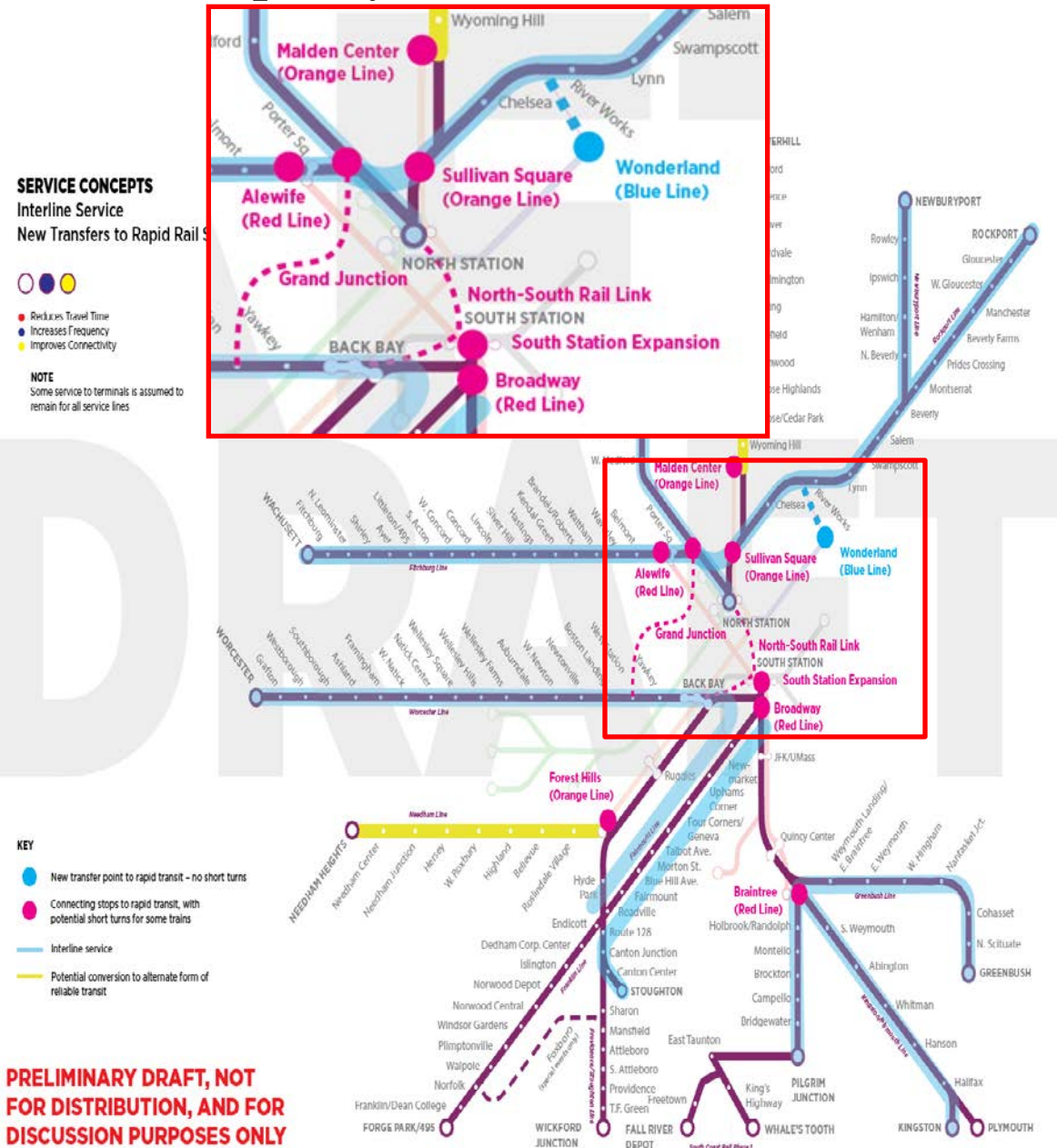


We are here

Service Concept Idea: New Connections/ Increased Capacity

- Increases Frequency
- Improves Connectivity

Increases terminal capacity in the core through pairing service lines, providing connecting stops to rapid transit service, or through increased capacity at or between terminals.



Treatment of Commuter Rail in Focus40

SECTION 3 | PLACES & PROGRAMS

Focus40 The 2040 Investment Plan for the MBTA 31

COMMUTER RAIL 2040

We're Planning (Next Priorities through 2040)

Station Investments (Infill Stations, Connections to Rapid Transit)

New infill stations, between existing stations, could be considered on existing rail lines to support dense development patterns and to provide more transit options. Infill stations have the greatest potential where private partners are considering major employment centers and/or residential development, where major highways intersect the commuter rail network, or where there is significant transit-oriented development potential. Optimal station distances, wear and tear on rolling stock, changes in equipment types, and added delay for commuters traveling from points further away from the urban core must be considered as infill stations are explored.

While currently more than 90% of inbound commuter rail passengers alight at South Station, Back Bay, or North Station, the future may see employment centers evolve outside of the Downtown Boston core. Developing connections to local transit services so that passengers don't have to travel into the core holds the potential to optimize commuter trips and system capacity, while building redundancy into the overall MBTA system. Opportunities to improve these connections range from schedule modifications,

expanding track capacity at existing intermodal stations, and relocating rapid transit/commuter rail connections to more strategic locations. Opportunities exist for such connections in Cambridge, Somerville, and Everett, as well as in emerging development areas. As with potential infill stations, additional delay for current customers must be considered as any additional intermodal stations are explored. The Rail Vision will also recommend service models that may argue for or against certain new stations.

Regional Multimodal West Station and Midway Train Layover

As the former Beacon Park rail yard undergoes redevelopment, the need to build on existing transit options in the Allston community will increase. The MBTA, informed by the Rail Vision, will partner with adjacent stakeholders, land owners, and municipalities to build West Station on the Worcester Line as a multimodal transit hub. A relocated midday train layover will be a part of this investment.

Double and Triple Tracking to Add Capacity

There is potential to restore double track segments on which the MBTA has the available right-of-way including the Old Colony Line north of Braintree (a feasibility study is the necessary next step) and one-mile segments along the Haverhill and Fitchburg lines including Ballardvale and Waltham Stations, respectively. The MBTA is currently examining triple tracking for the Worcester Line. The preferred service model from the Rail Vision may influence needs and priorities related to expanding track capacity.

Phase 2: South Coast Rail

The full build of South Coast Rail will provide travel time savings and environmental improvements upon completion of Phase 1 service. For the full build, the route will travel from Boston's South Station to Stoughton using a track portion of the Northeast Corridor. The route continues south along a combination of what is currently inactive right-of-way and freight rail lines before splitting south of Taunton for terminus stations in Fall River and New Bedford.

We're Imagining (Big Ideas)

Electrification of some or all of the rail network with major capital projects supporting a system that is more than "commuter" rail.

As part of the MBTA's Rail Vision process now underway, MassDOT/ MBTA is examining various possible service models for rail transportation in the Commonwealth. Topics include the benefits and costs of urban rail and regional rail, of service focused on reverse-commute needs and the needs of Gateway Cities, and of system electrification. Different service models will require different near-, medium-, and long-term capital investments.

RAIL VISION

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FOCUS40

The 2040 Investment Plan for the MBTA

DRAFT SUMMER 2018

Positioning the MBTA to meet the needs of the region in 2040

massDOT

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