Moving Together To Make Change Happen

November 1, 2018

Stephanie Pollack
MassDOT Secretary and CEO
Our transportation system needs to be

Reliable

Robust

Resilient
What Does MassDOT Do to Improve Massachusetts’ Transportation System?

- **Manage**, maintain and modernize assets
- **Invest** capital strategically and improve project delivery
- **Improve** customer service and experience
- **Expand** transportation options throughout the Commonwealth
- **Partner** with cities and towns
- **Focus** on places and needs before selecting projects
- **Connect** planning to implementation actions
- **Use** data to shape decisions and improve performance
- **Reduce** greenhouse gas emissions and increasing resiliency
- **Plan** and preparing for a disruptive future
Manage, maintain and modernize assets
Modernizing Assets

MassDOT owns 9,578 lane-miles of roadway in Massachusetts.

The MBTA owns 2,500 buses and trains.

MassDOT owns 8 lines of interstate freight rail.

MassDOT oversees and funds 36 airports with 58 runways.
Invest capital strategically and improve project delivery
A $17.1 billion strategic Capital Investment Plan for FY19-23

<table>
<thead>
<tr>
<th>Priority</th>
<th>Amount (millions)</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability*</td>
<td>$8,404.4</td>
<td>49%</td>
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<tr>
<td>Modernization</td>
<td>$5,103.2</td>
<td>29.5%</td>
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<tr>
<td>Expansion</td>
<td>$1,921.5</td>
<td>11%</td>
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<tr>
<td>Chapter 90</td>
<td>$1,000.0</td>
<td>5%</td>
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<tr>
<td>Planning, Enterprises, Services, &amp; Other</td>
<td>$842.5</td>
<td>6%</td>
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*Reliability includes investments in the massDOT T as well as investments in the MBTA

Five-year total: $17,271.6

Overall spending by priority breakdown:
- Reliability: 49%
- Modernization: 29.5%
- Expansion: 11%
- Chapter 90: 5%
- Planning, Enterprises, Services, & Other: 6%

Overall spending by priorities 1, 2, and 3:
- Priority 1: 33%
- Priority 2: 55%
- Priority 3: 12%

Massachusetts Department of Transportation
Capital investment is growing at the T

- Total MBTA capital investment FY14-18: **$3.8 billion**
  - $2.9 Billion for State of Good Repair
- MBTA projected capital investment FY19-23: **$8.0 billion**
  - $6.7 billion for State of Good Repair

MBTA Capital Investment

<table>
<thead>
<tr>
<th></th>
<th>FY14</th>
<th>FY15</th>
<th>FY16</th>
<th>FY17</th>
<th>FY18</th>
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<tbody>
<tr>
<td>State of Good Repair</td>
<td>$469</td>
<td>$522</td>
<td>$502</td>
<td>$709</td>
<td>$720</td>
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<tr>
<td>Expansion</td>
<td>$162</td>
<td>$246</td>
<td>$246</td>
<td>$102</td>
<td>$155</td>
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<td>Total</td>
<td>$631</td>
<td>$768</td>
<td>$748</td>
<td>$811</td>
<td>$875</td>
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</table>
Improve customer service and experience
Improving the Wintertime Pedestrian Experience

New Mass. Pedestrian Safety Plan Includes Snow Removal

By Angie Schmitt | Sep 19, 2018 | 1

Sure, state DOTs typically err on the side of roadways, but now Massachusetts may start plowing the sidewalks! Photo: NYS.gov.

I
t’s one small step for Massachusetts, but one giant leap for pedestrians.

The Bay State’s historically car-focused Department of Transportation will “encourage and facilitate safe pedestrian travel” with new street designs that favor walkers — and, perhaps most important, finally plowing the damn sidewalk after snowstorms!
Better customer experience at the MBTA

COMING SOON: AFC 2.0

Never wait in line for tickets
No more fumbling for cash
Purchase a ticket in seconds
Buy anywhere, anytime
Never lose your ticket again
Expand transportation options throughout the Commonwealth
A Complete Street is simply a street that is safe and feels safe for everyone, no matter their age or physical ability and regardless of whether they are in a car, getting on or off of a bus or train, using a wheelchair or walking or bicycling.
Improving Regional Transit Authorities

- Berkshire Regional Transit Authority (BRTA)
- Brockton Area Transit Authority (BAT)
- Cape Ann Transit Authority (CATA)
- Cape Cod Regional Transit Authority (CCRTA)
- Franklin Regional Transit Authority (FRTA)
- Greater Attleboro Taunton Regional Transit Authority (GATRA)
- Lowell Regional Transit Authority (LRTA)
- MBTA Commuter Rail
- MBTA RIDE
- Merrimack Valley Regional Transit Authority (MVRTA)
- MetroWest Regional Transit Authority (MWRTA)
- Montachusett Regional Transit Authority (MART)
- Nantucket Regional Transit Authority (NRTA)
- Pioneer Valley Transit Authority (PRTA)
- Southeastern Regional Transit Authority (SRTA)
- Vineyard Transit Authority (VTA)
- Worcester Regional Transit Authority (WRTA)
New rail and transit service and expansions
Partner with cities and towns
Investing in municipal transportation assets

Annual funding available for municipal roadway investments
(in millions)

- Chapter 90 apportionments
- Complete streets
- Municipal bridge
- FHWA funds distributed by formula to MPOs

Five-year total = $2.3 billion
Cities and towns are responsible for most MA roadways and sidewalks

Ownership of Roadway Lane Miles in Massachusetts

- **Local** (Municipal and County)
- **Commonwealth** (MassDOT, DCR, State Parks and Institutions)
- **Other** (Unaccepted, Federal, Massport)

92% of sidewalks in Massachusetts are under municipal jurisdiction
Municipal Resource Guides for Bikeability and Walkability

Draft Municipal Resource Guide for Bikeability November 2018

#MABIKEPLAN
Focus on places and needs before selecting projects
Planning for places
Changing the Conversation: Focus40

- Instead of starting with expansion project ideas, Focus40 is about identifying places that need and can support higher quality transit – Priority Places – and then developing projects to serve those places.
- Focus40 identifies Priority Places for new or improved service based on where investments have the greatest likelihood to deliver ridership and other real benefits to the region, where:
  - Improved service could address a clear transportation need and help support broader goals for the region.
  - Many elements indicate that the place can support higher quality transit.
  - There is a demonstrated transportation need today that is likely to grow.
- Three types of priority places:
  - Major Employment / Destination Districts
  - Inner Core Communities Lacking Rapid Transit
  - Urban Gateways
Urban Gateways

Characteristics:

Located beyond the rapid transit network and served by commuter rail that often functions as a hub for local MBTA or regional transit authority bus service

A large population of low-income residents and/or transit dependent residents

A moderate-intensity balance of residential and commercial development either built or permitted

Examples:

Lynn
Salem
Waltham
Connect planning to implementation actions
Plans lead to implementation & actions
Vision
All people in Massachusetts have a **safe and comfortable** option to walk for short trips.

Goal 1
**Eliminate**
pedestrian fatalities and serious injuries.

Goal 2
**Increase**
the percentage of short trips made by walking.
Principle 1

Treat people walking the same way we treat people driving

Principle 2

Focus on systematic safety improvements

Principle 3

Lead by example and support municipalities to do the same
Use data to shape decisions and improve performance
Using data to understand commuting

- **Car, truck, or van - drove alone**
- **Car, truck, or van - carpooled**
- **Public transportation (excluding taxicab)**
- **Average (Weighted Total)**

Source: Census data compiled by MassDOT Office of Performance Management and Innovation
Using Data to Fix the MBTA

Time of day capacity constraints
Average weekday FY16

Notes:
- Commuter Rail boardings based on departure time of train from its origin, not actual passenger boarding time
- Commuter Rail counts average of October 3-7, 2016
- Other boardings are average weekday in FY16
- Counts are unadjusted for behind-gate transfers or non-interaction boardings, undercounts morning peak on Light Rail

Source: MBTA AFC system, Keolis conductor counts and train schedule
Reduce greenhouse gases and increase resiliency
We must address transportation sector GHG to achieve 2040/2050 targets

Source: MassDEP’s Statewide GHG Emissions Baseline and Projection
We are just beginning to understand resiliency issues and needs

MassDOT climate project map viewer ([http://gis.massdot.state.ma.us/cpws](http://gis.massdot.state.ma.us/cpws)) provides three sets of climate projection maps for four future periods (2030, 2050, 2070 and 2100) and three emission scenarios.
Plan and prepare for a disruptive future
Change is here now

AUTONOMY

EXECUTIVE ORDER NO. 572

To Promote the Testing and Deployment of Highly Automated Driving Technologies

MOBILITY AS A SERVICE

ELECTRIFICATION

massDOT
Massachusetts Department of Transportation
Commission on the Future of Transportation in the Commonwealth

- Executive Order 529 signed by Governor Charlie Baker on January 23, 2018
  - Final work product due on December 1, 2018
- Three part framework established by Commission
  - Focus on facts and trends
  - Develop plausible scenarios for 20+ years from now
  - Provide guidelines and recommendations to the Governor, Lt. Governor and other decision makers
One Final Thought: Redefining What We Mean By Our Transportation System

Treat people walking the same way we treat people driving
Redefining What We Mean By Our Transportation System: Trails

Welcome to MassTrails

Trails are the intersection of conservation, community, transportation and recreation. They connect Massachusetts residents and visitors to the places in which we live, learn, work, shop and play.
We Can Only Make Change Happen If We Move Together