



# Transit Working Group

October 12, 2021

Boston Region Metropolitan Planning Organization



VIRTUAL

MEETING

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You are invited to participate in our transportation planning process, regardless of your race, color, national origin (including limited English proficiency), religion, creed, gender, ancestry, ethnicity, disability, age, sex, sexual orientation, gender identity or expression, veteran's status, or background.

## 简体中文 (Simplified Chinese)

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## 繁體中文 (Traditional Chinese)

如果需要使用其他語言瞭解資訊，請聯繫波士頓大都會規劃組織 (Boston Region MPO) 《民權法案》第六章專員，電話 857.702.3700。

## Kreyòl Ayisyen (Haitian Creole)

Si yon moun vle genyen enfòmasyon sa yo nan yon lòt lang, tanpri kontakte Espesyalis Boston Region MPO Title VI la nan nimewo 857.702.3700.

## Español (Spanish)

Si necesita esta información en otro idioma, por favor contacte la Boston Region MPO al 857.702.3700.

## Português (Portuguese)

Caso estas informações sejam necessárias em outro idioma, por favor, contate o MPO da Região de Boston pelo telefone 857.702.3700.

Read the full notice of your rights and protections at [www.bostonmpo.org/mpo\\_non\\_discrimination](http://www.bostonmpo.org/mpo_non_discrimination).

# Welcome





VIRTUAL

MEETING

## Guidelines

1. All participants will join the meeting with muted microphones.
2. Please rename yourself to include your first name, last name and affiliation.
3. Please do not unmute and mute yourself.
4. Participants are encouraged to enter comments and questions in the chat box.
5. To participate in the discussion, please select the “raise hand” function. Find this by clicking either on the “Participants” button at the bottom of the screen, and a window will pop up with a “Raise Hand” button at the bottom, or the “Reactions” button in the toolbar. The Chair will then call on participants.
6. If you are on the phone, you can use \*9 to raise your hand.
7. If you have any technical difficulties, please contact Matt Archer via the chat box, [marcher@ctps.org](mailto:marcher@ctps.org) or 857.702.3708.

October 12, 2021

## AGENDA

1. Welcome
2. MPO Activities Update
3. Transit Provider Items
4. Implications of Federal Legislation for Transit
5. RTA Discretionary Grant Program
6. Taxicab, Livery, and Hackney Transportation Partnership Grants Program
7. Public Comments
8. Closing and Next Steps

# Introduce yourself in the chat!

- Name
- Affiliation
- Location or transit service area



*Technical difficulties? Call Matt Archer at 857.702.3708 or email [marcher@ctps.org](mailto:marcher@ctps.org).*

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# Today's Meeting

1. Welcome
2. MPO Activities Update
3. Transit Provider Items
4. Implications of Federal Legislation for Transit
5. RTA Discretionary Grant Program
6. Taxicab, Livery, and Hackney Transportation Partnership Grants Program
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MPO = Metropolitan Planning Organization. RTA = Regional Transit Authority



# MPO Activities Update

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# Transit Working Group Pilot Update

- MPO staff working to transition group from pilot to ongoing MPO group
- Held focus group with transit providers in Sept 2021
- Will provide a report including this feedback to the MPO Board in Fall 2021
- Further thoughts and suggestions welcome
  - Email [sjohnston@ctps.org](mailto:sjohnston@ctps.org) or [msscott@ctps.org](mailto:msscott@ctps.org)



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# Regional Transit Service Planning Technical Support

- Technical support for issues related to
  - Route planning
  - Ridership
  - Cost effectiveness
  - Other service characteristics
- Eligible applicants include regional transit authorities, transportation management associations, municipalities, and MAPC subregions
- [www.bostonmpo.org/regional\\_transit](http://www.bostonmpo.org/regional_transit)

MAPC = Metropolitan Area Planning Council



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# Community Connections Program: Overview

- One of six MPO investment programs
- Funds first- and last-mile projects, community transportation, and other small, nontraditional projects
- Funded in TIP at \$2 million/year
  - First year of funding in FFY 2021
  - Two funding rounds completed so far
- Eligible applicants:
  - Municipalities
  - Regional transit authorities (RTA)
  - TMAs and nonprofits, in partnership with above

TIP = Transportation Improvement Program; TMA = Transportation management association



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# Community Connections Program: Fall 2021 Updates

## Proposed updates to funding program:

- Collective procurement model for capital projects, in partnership with MAPC
- This year's funding round will support capital projects such as:
  - Bike racks and bikeshare
  - Transit signal priority
- Shuttle and microtransit operating projects must now be implemented in partnership with RTAs

MPO will review changes at October 21 meeting



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# Transit-Related MPO Activities: Questions and Discussion

To participate in the discussion, please select the “raise hand” function. Find this by clicking on the “Participants” button at the bottom of the screen, and a window will pop up with a “Raise Hand” button at the bottom. If you are on the phone, you can use \*9 to raise your hand.

# Transit Provider Items: Questions and Discussion

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# Infrastructure Investment and Jobs Act: Opportunities for Transit Agencies

Boston Region MPO: Transit Working Group

*Sarah Kline  
SK Solutions LLC  
for the Natural Resources Defense Council*

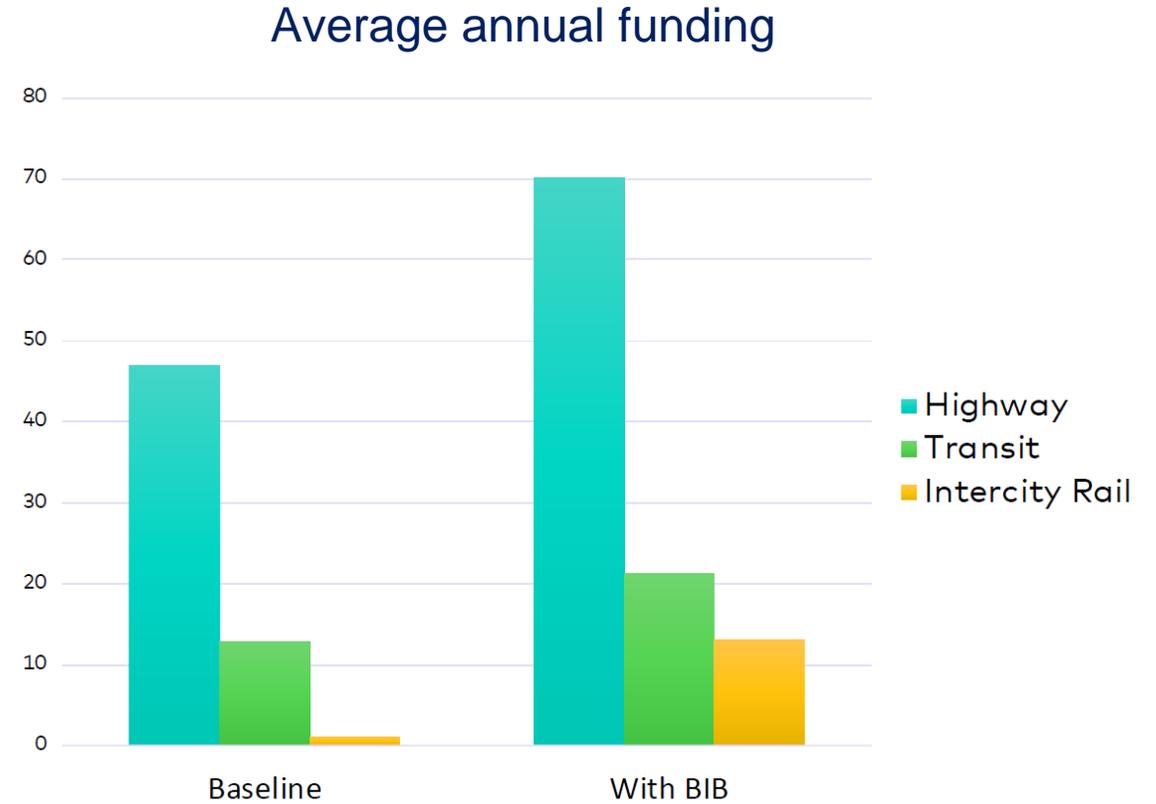
October 12, 2021

# Presentation Outline

- Highlights of the Infrastructure Investment and Jobs Act (IIJA)
  - Transit Programs
  - Highway Programs
  - Multimodal Programs
- Reconciliation bill (Build Back Better Act)
- What's Next?

# Highlights of IIJA

- Historic level of investment in surface transportation programs
- Includes significant investment in intercity rail



Source: TransitCenter

# IIJA Creates New Competitive Grant Programs

## Selected Competitive Grant Programs Created in IIJA

Program	Total funding
Bridge Program	\$12.5 billion
Local and Regional Project Assistance	\$7.5 billion
National Infrastructure Project Assistance	\$5 billion
EV Charging	\$2.5 billion
Rural Surface Transportation	\$2 billion
ADA Upgrades for Rail Transit	\$1.75 billion
PROTECT Resilience Grants	\$1.4 billion
Reconnecting Communities	\$1 billion

# IIJA Avoided Major Policy Changes

- The House-passed INVEST Act included:
  - “Fix-it-first” requirement for the National Highway System
  - Performance measure for greenhouse gas emissions
  - Requirement that states measure access to jobs and essential services
  - Program to expand service in “transit deserts”

*IIJA was based on Senate-drafted bills and did not include these proposals. However, IIJA does include further changes to the environmental review process.*

# Transit in the IIJA

- \$106.9 billion over five years (FY2022-2026) – an increase of 63%
- Major increase in funding for repair and expansion as well as low/no emission vehicles
- Modest policy tweaks
- Most funding is “guaranteed,” but \$15.75 billion (mostly for CIG program) will have to be appropriated in future years

# Formula Programs: 5-year funding totals

Urbanized Area Formula	• \$33.5 billion ↑ 36.1%
State of Good Repair*	• \$23.2 billion ↑ 72.4%
Rural Formula	• \$4.6 billion ↑ 36.1%
Growing & High Density States	• \$3.9 billion ↑ 36.1%
Bus & Bus Facilities Formula	• \$3.1 billion ↑ 36.1%
Seniors & Individuals with Disabilities	• \$2.2 billion ↑ 53.6%
Planning	• \$966 million ↑ 36.1%

\*Includes \$1.5 billion for competitive rail vehicle replacement grants

# Competitive Programs: 5-year funding totals



# Changes to CIG Program in the IIJA

- Small Starts thresholds increased
  - maximum federal share raised to \$150M from \$100M
  - maximum project cost raised to \$400M from \$300M
- Creates a project bundling process to streamline procurements and reviews
- Core Capacity expanded to corridors expected to be over-capacity in 10 years, rather than 5
- Requires FTA to post a CIG Dashboard showing project status and milestones
- Requires project sponsors to demonstrate progress on asset management/SGR
- Allows large projects to use special warrants in evaluation process if federal share is lower than 50% (already available for small projects)

# Transit Safety Provisions in the IIJA

- Agencies must develop risk reduction plan for assaults on transit workers and fatalities from impact with a bus (for areas over 200,000)
- Agencies must create safety committee composed of equal representation of management and frontline employees (for areas over 200,000), to recommend strategies for risk reduction
- New NTD reporting requirement for assaults on transit workers and fatalities from impact with a bus
- Agencies and State Safety Oversight Agencies must develop procedures for inspections

# Other Transit Provisions in the IIJA

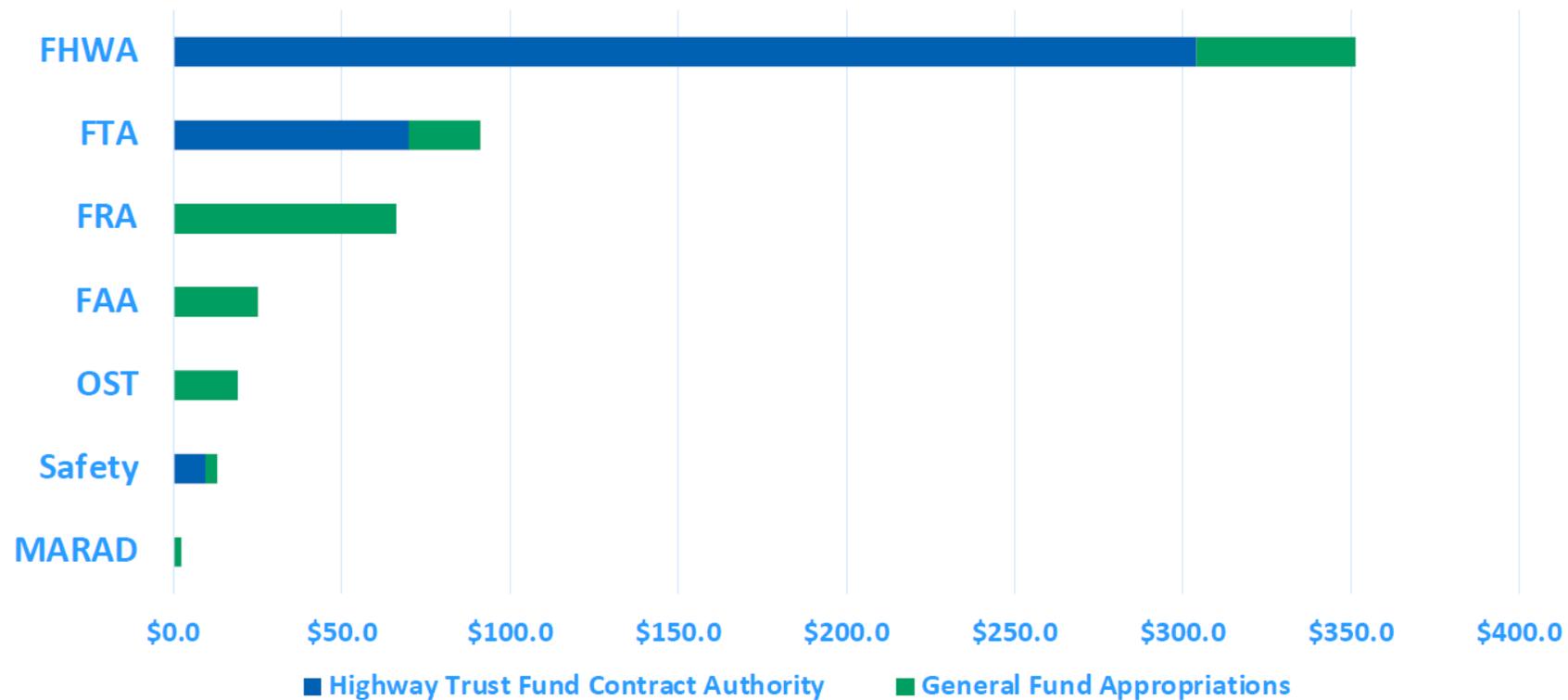
- When applying for zero-emission bus grants, must have a fleet transition plan including workforce training
- Allows transit agencies to collect fees from charging stations installed as part of joint development projects
- New focus on coordinating housing and transportation in MPO planning processes
- Clarifies process for disposing of assets originally purchased with federal funds

# Key Issues for Transit

- Mostly the same programs we've had since 1991  
*Will they continue to serve us well in the post-COVID world?*
- Historically large increase for capital investments, but no increase in operations funding for large urban areas  
*Public will expect more service from IIJA, but where will the operations funding come from?*
- Historic increase in highway funding as well  
*Will that funding be used for transit-supportive projects or to encourage more solo driving?*

# Highway Funding Dominates IIJA

Total USDOT Funding: \$567.4 Billion



“Safety” = NHTSA, FMCSA & PHMSA.

# Highway Programs Can Fund Transit (But Rarely Do)

National Highway Performance Program  
*\$29.6 billion*

Can fund transit under limited circumstances

Surface Transportation Block Grant Program  
*\$14.4 billion*

Congestion Mitigation and Air Quality  
*\$2.6 billion*

Highway Safety Improvement Program  
*\$3.1 billion*

Can fund transit projects

Carbon Reduction Program  
*\$1.3 billion*

Other (Metropolitan planning, highway-rail crossings, research)

Funding decisions are primarily made by state departments of transportation, with MPOs playing a role in STBGP, CMAQ, and the new Carbon Reduction Program.

Transit agencies do not get a direct role in allocating these funds. Some states have “flexed” more to transit than others.

# Multimodal Programs

National Infrastructure  
Project Assistance (\$5B)

- Competitive grants to states, localities, MPOs, transportation authorities
- Projects cost more than \$500M (\$100M for rural areas)
- Available for transit only if part of a highway, bridge, freight, or intercity rail project

Local and Regional  
Project Assistance  
(\$7.5B)

- Competitive grants to states, local governments, MPOs, transportation authorities, and transit agencies for any type of surface transportation
- Similar to TIGER/BUILD/RAISE

Carbon Reduction  
(\$6.4B)

- Formula program to State DOTs
- Projects to support emissions reduction, including transit capital projects
- State must “coordinate” with MPOs

# Multimodal Programs

PROTECT  
(\$7.3B formula  
\$1.4B competitive)

- Formula grants to states; competitive grants to states, localities, MPOs, transportation authorities
- Planning and construction to increase resilience of transportation assets

Reconnecting  
Communities (\$1B)

- Competitive grants for planning and construction
- Grants to remove or retrofit highways that present barriers to connectivity
- Planning - states, MPOs, localities; construction - owners of the highways

Congestion Relief  
(\$250M)

- Competitive program for State DOTs and MPOs
- Projects for congestion management, such as signal timing, incident management, managed lanes, and “mobility services” including express transit and microtransit

# Reconciliation (Build Back Better Act)

- Creates four new competitive grant programs, focused on transit, high speed rail, emissions reduction, and equity
- Programs include broad categories of eligible projects
- But reconciliation bill is being trimmed from \$3.5 trillion to approx. \$2 trillion
- Not clear if transportation programs will survive

# Transit Was Short-Changed in IIJA

June 24<sup>th</sup>  
announcement  
of bipartisan  
framework



### Bipartisan Infrastructure Framework

	Amount
Total	\$579
<u>Transportation</u>	<u>\$312</u>
Roads, bridges, major projects	\$109
Safety	\$11
Public transit	\$49
Passenger and Freight Rail	\$66
EV infrastructure	\$7.5
Electric buses / transit	\$7.5
Reconnecting communities	\$1
Airports	\$25

July 7<sup>th</sup> announcement of bipartisan bill



### Public Transit

America's transit infrastructure is inadequate – with a multibillion-dollar repair backlog, representing more than 24,000 buses, 5,000 rail cars, 200 stations, and thousands of miles of track, signals, and power systems in need of replacement. The deal invests \$39 billion of new investment to modernize transit, and improve accessibility for the elderly and people with disabilities, in addition to continuing the existing transit programs for five years as part of surface transportation reauthorization. **This is the**

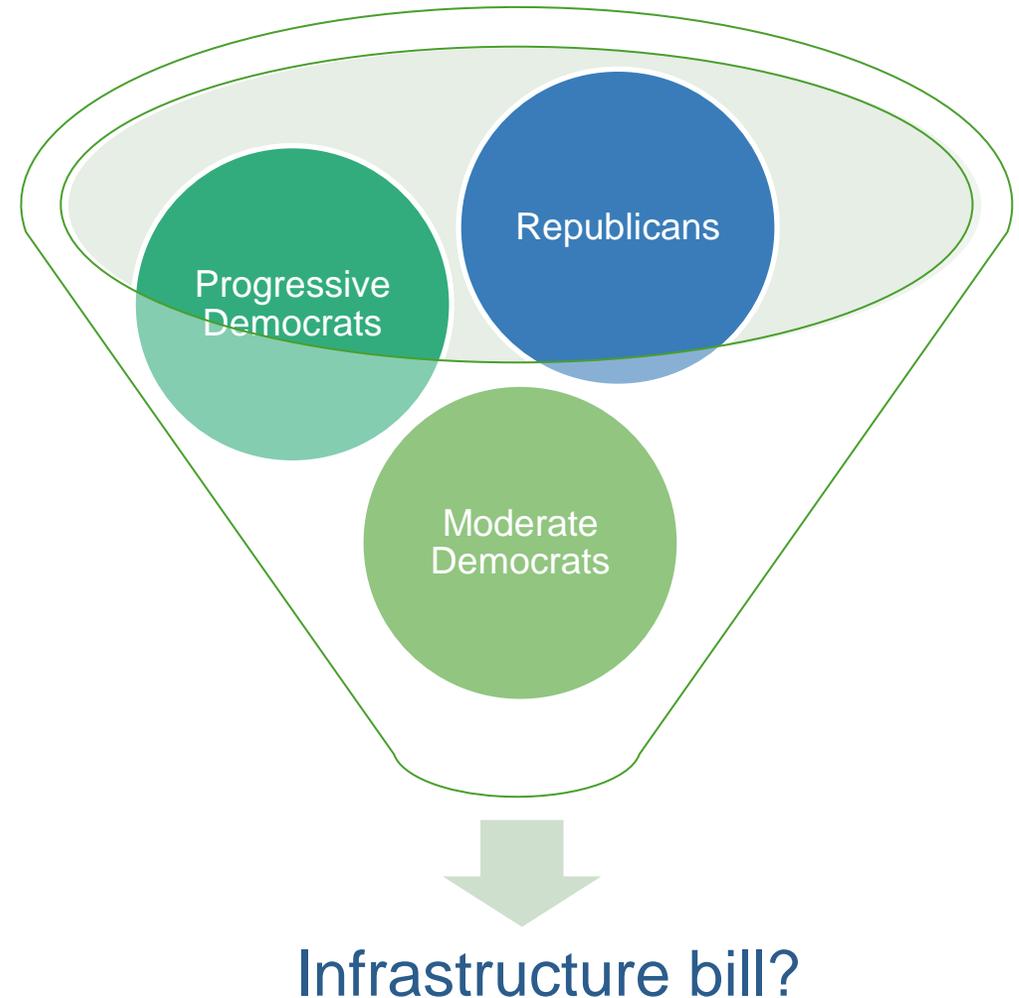
Source: Transportation for America and White House Fact Sheets:  
(<https://www.whitehouse.gov/briefing-room/statements-releases/2021/06/24/fact-sheet-president-biden-announces-support-for-the-bipartisan-infrastructure-framework/> and  
<https://www.whitehouse.gov/briefing-room/statements-releases/2021/07/28/fact-sheet-historic-bipartisan-infrastructure-deal/>)

# Transit Funding Restored in Reconciliation

- \$9.9 billion for competitive grants “to support access to affordable housing and the enhancement of mobility for residents in disadvantaged communities or neighborhoods, in persistent poverty communities, or for low-income riders generally.”
- Eligible applicants are recipients and subrecipients eligible under chapter 53 of Title 49
- Eligible projects:
  1. new fixed guideway capital projects
  2. bus rapid transit and high-frequency bus service that uses zero-emission vehicles
  3. capital or operating expenses to expand service areas or frequency of service
  4. transit facilities
  5. research to reduce barriers to use of zero-emission transit vehicles in disadvantaged and rural areas
  6. workforce training
  7. additional support for current New Starts, Core Capacity, and bus rapid transit projects
  8. transit planning
  9. accessibility improvements for persons with disabilities

# What's Next?

- IJA has passed the Senate but not the House
- Highway and transit programs expired September 30, but were extended through October 31
- White House, House and Senate leaders currently negotiating



# Possible outcomes

Maximum funding for transit

Both IIJA and Reconciliation pass by October 31

IIJA passes but Reconciliation does not

Increased funding for transit

IIJA and Reconciliation are delayed but eventually pass

No infrastructure legislation enacted (except extension of transportation law)

Flat funding for transit

# What Will USDOT Do If the Bill(s) Pass?

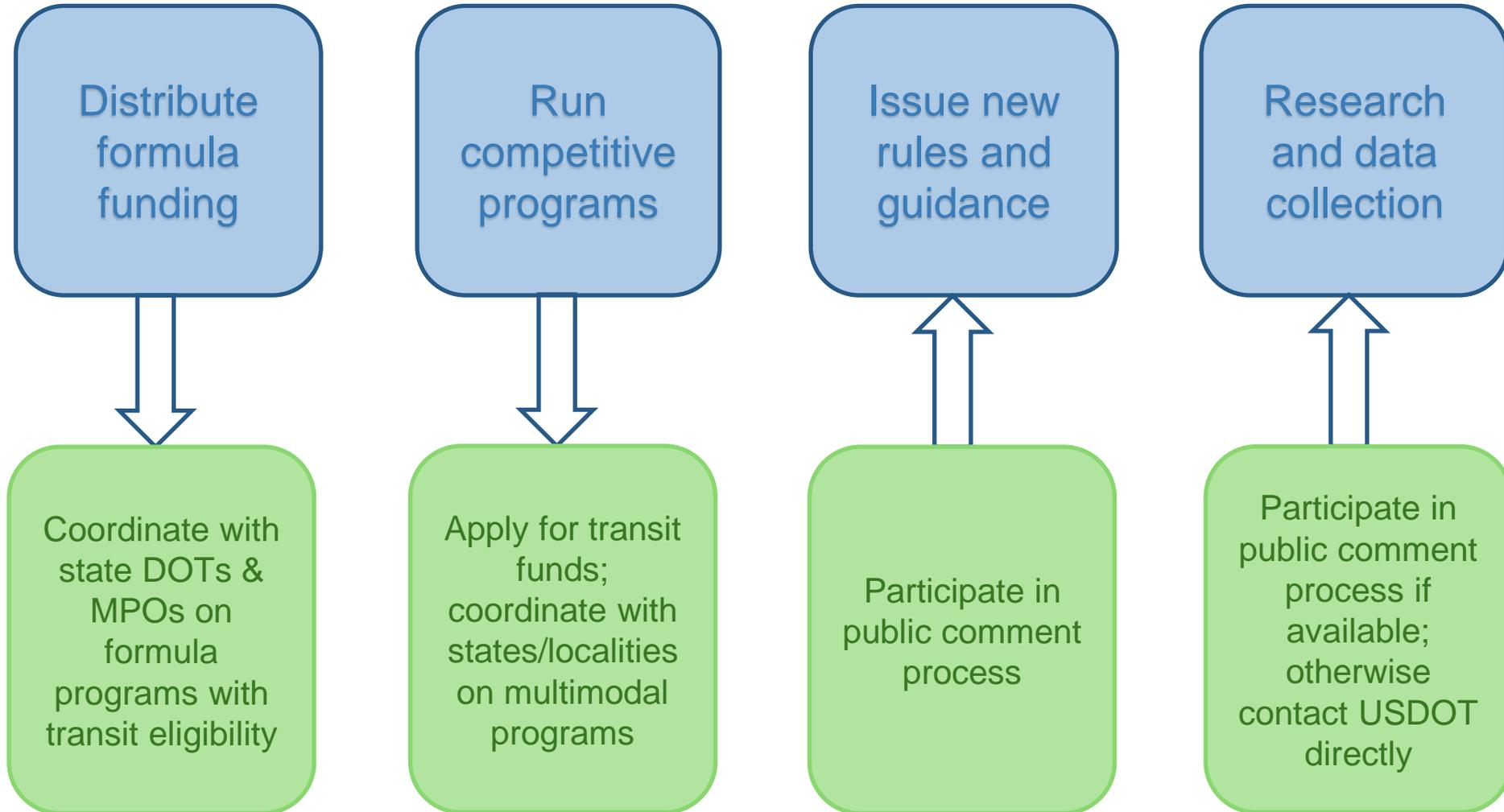
Distribute  
formula  
funding

Run  
competitive  
programs

Issue new  
rules and  
guidance

Research  
and data  
collection

# What Can Transit Agencies Do?



Thank you!



Find more information at [nrdc.org](http://nrdc.org)

Contact Sarah Kline at [sarah@sk solutions.net](mailto:sarah@sk solutions.net)

# Implications of Federal Legislation for Transit: Questions and Discussion

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# RTA Discretionary Grant Program

Ellie McCarthy

MassDOT Rail & Transit Division

# Program Overview

- Program Purpose:
  - State funded program for RTAs
  - Designed to test innovative solutions to local mobility challenges and to provide targeted operating assistance, technology improvements, service evaluation and program design that best demonstrate compliance with the [Task Force on RTA Performance and Funding recommendations](#)
- Funding Source:
  - Funding is provided through the MA State Budget as additional operating funds for RTAs
    - FY19 - \$4M
    - FY20 - \$3.5M
    - FY21 - \$3.5M
- Awards made on a competitive basis with funds provided contractually
- Successful applicants required to enter an MOU with MassDOT in order to address program goals

# Example Projects

- Microtransit pilots
  - Software/turn-key solutions
    - [FRTA Access](#)
    - [GATRA GO](#)
    - [MART subscription program](#)
    - [WRTA-Via partnership](#)
  - In-house programs
    - [CCRTA SmartDART](#)
    - [MWRTA CatchConnect](#)
- Marketing campaigns
- Evening, express service pilots; route enhancements
- Online paratransit trip reservation systems
- Automated fare options



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# Questions?

Contact Info:

[elizabeth.mccarthy@dot.state.ma.us](mailto:elizabeth.mccarthy@dot.state.ma.us)

857-368-8725

Taxicab, Livery, and Hackney  
Transportation Partnership  
Grants Program



TAXI, LIVERY, AND HACKNEY TRANSPORTATION  
PARTNERSHIPS GRANTS PROGRAM

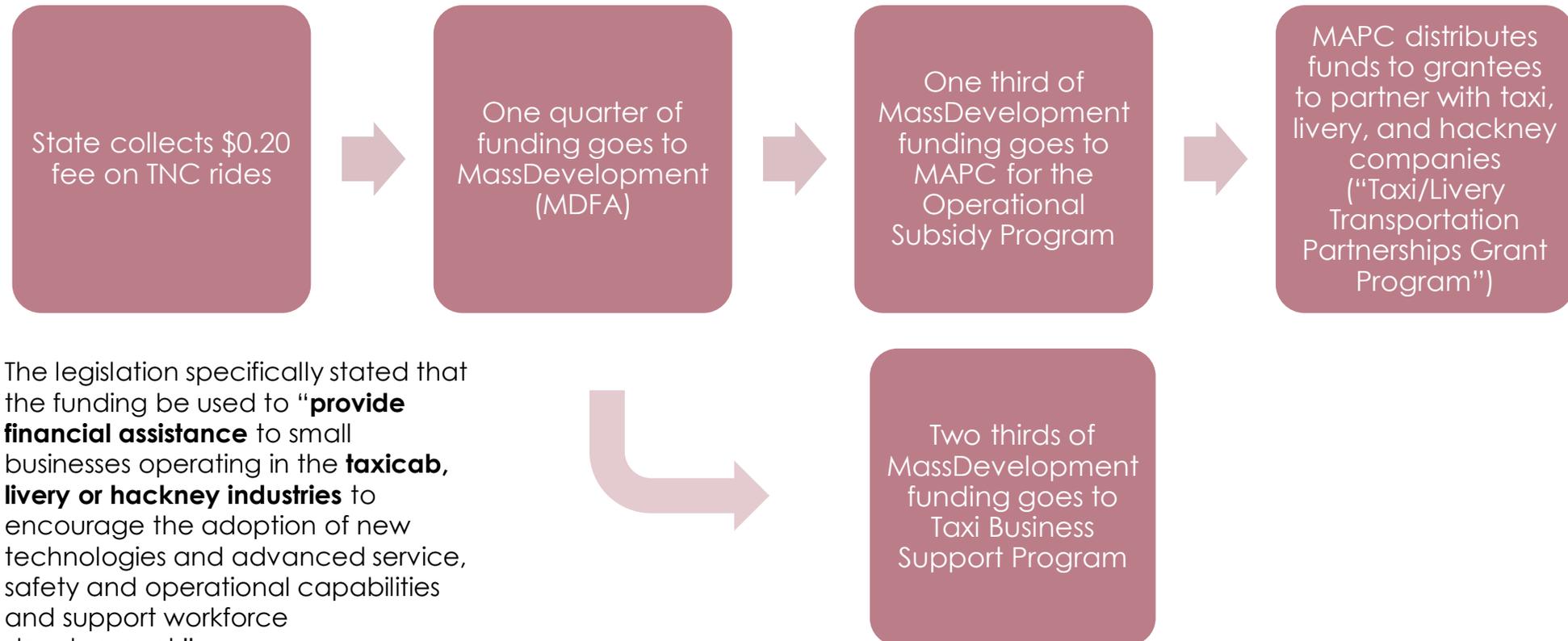
OCTOBER 12, 2021

*Boston MPO Transit Working Group*

# Program Goals and Grant Funding Path

The Fund was created as a result of the “**Act Regulating Transportation Network Companies**,” which was adopted on August 5, 2016. The Act had two major goals:

1. Create a modern framework to govern ride-hailing services (e.g., Uber and Lyft), also known as transportation network companies (“TNCs”);
2. Assist more-traditional transportation businesses (i.e., taxis and liveries)



# URGENT TAXI GRANT PROGRAM

(MID 2020-  
SUMMER 2021)

- MAPC and MassDevelopment released portion of the funds to address COVID-19 pandemic
- Eligible entities: State/local agencies, regional transit authorities, health & human service providers
- 25 grantees received approximately \$1 million to partner with taxi, livery, and hackney companies (original budget: \$500K)
- Urgent program was restrictive in the types of trips and the populations served

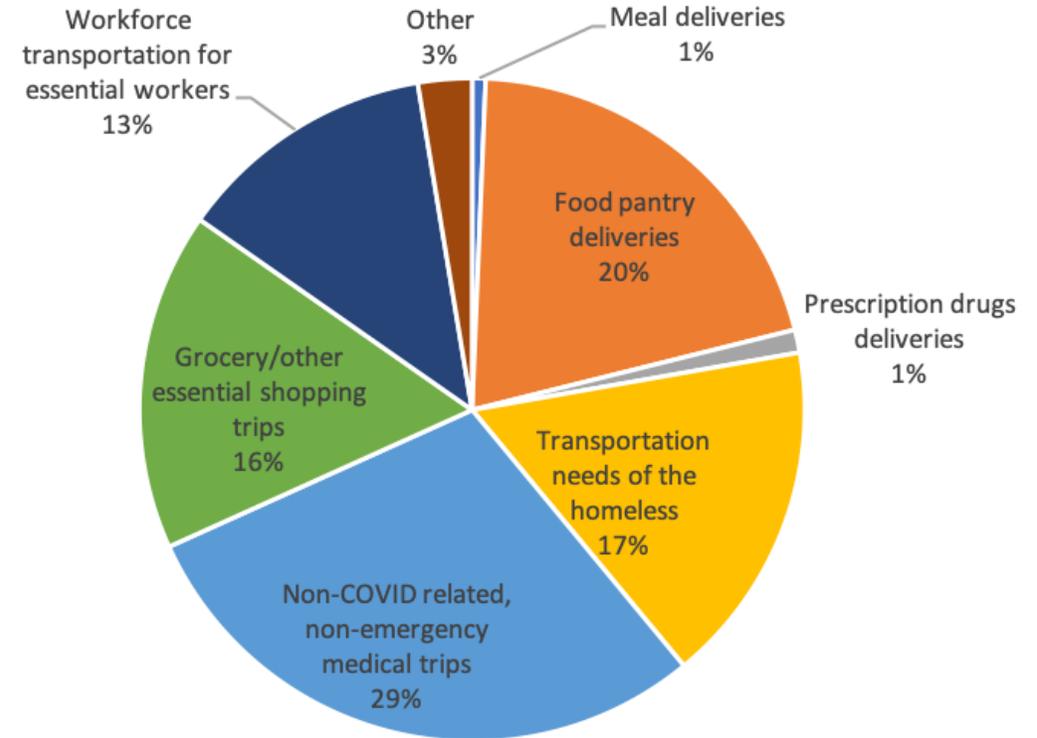
# URGENT TAXI GRANT PROGRAM

**Trips/Deliveries: 32,047**

**Individuals served:  
17,688**

**Taxi, livery, and  
hackney company  
partnerships: 50**

Distribution of Taxi Trip Types  
for the Urgent Taxi Program (2020-2021)

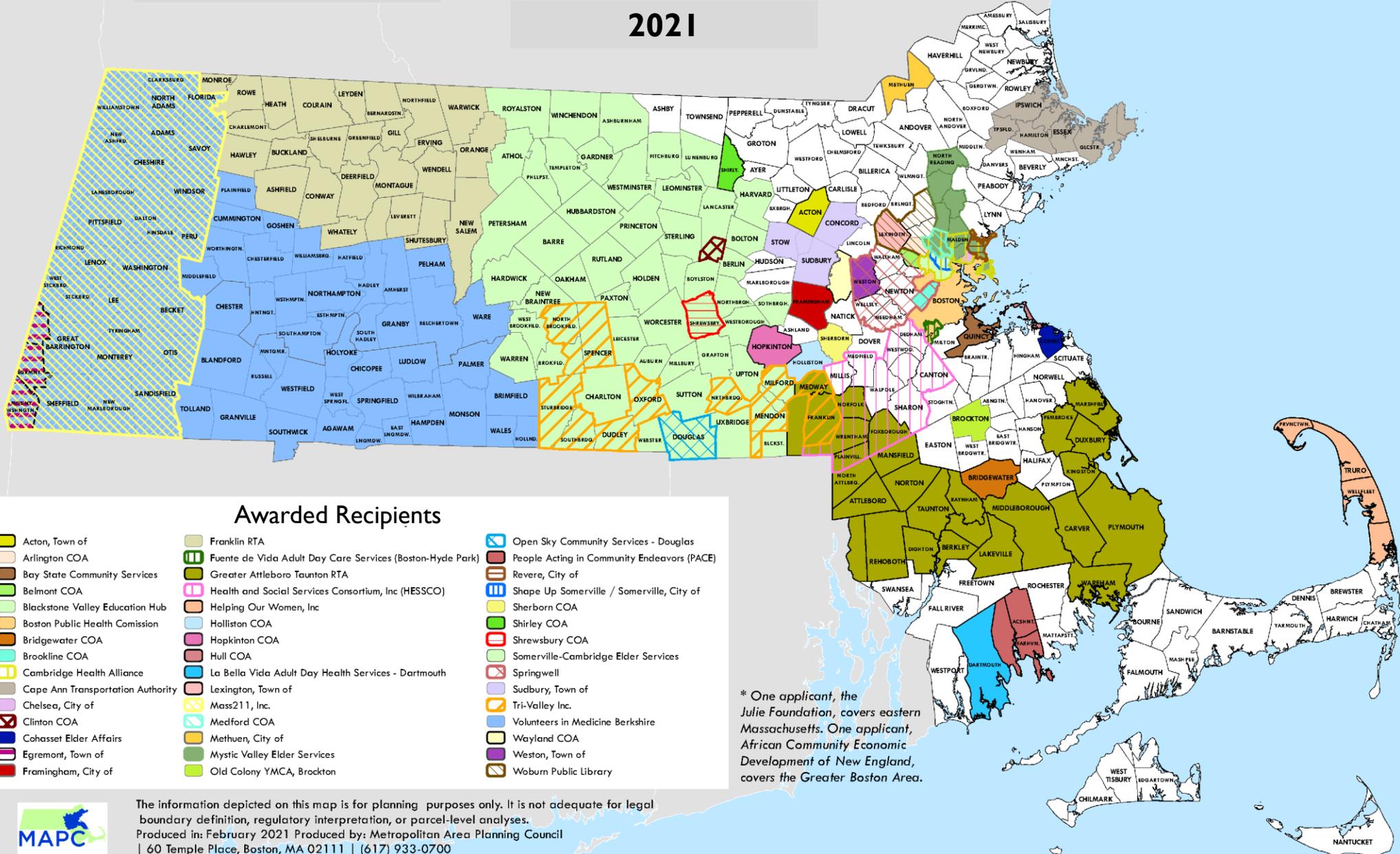


2021 TAXI  
TRANSPORTATION  
PARTNERSHIP  
GRANTS  
(WINTER  
2020/2021)

- **Awards:** \$2.4M to 46 grantees
- **Eligible entities:** State/local agencies, regional transit authorities, health & human service providers, 501(c)3 non-profits (mission must align with MAPC mission)
- **Types of trips and populations served:** Not prescriptive on specific populations or types of trips (encouraged applicants to prioritize vulnerable populations and trips that help address the COVID-19 emergency)

# Recipients, Taxi/Livery Partnership Program

2021



## Awarded Recipients

- |   |  |   |
|---|--|---|
| <ul style="list-style-type: none"> <li> Acton, Town of</li> <li> Arlington COA</li> <li> Bay State Community Services</li> <li> Belmont COA</li> <li> Blackstone Valley Education Hub</li> <li> Boston Public Health Comission</li> <li> Bridgewater COA</li> <li> Brookline COA</li> <li> Cambridge Health Alliance</li> <li> Cape Ann Transportation Authority</li> <li> Chelsea, City of</li> <li> Clinton COA</li> <li> Cohasset Elder Affairs</li> <li> Egremont, Town of</li> <li> Framingham, City of</li> </ul> | <ul style="list-style-type: none"> <li> Franklin RTA</li> <li> Fuente de Vida Adult Day Care Services (Boston-Hyde Park)</li> <li> Greater Attleboro Taunton RTA</li> <li> Health and Social Services Consortium, Inc (HESSCO)</li> <li> Helping Our Women, Inc</li> <li> Holliston COA</li> <li> Hopkinton COA</li> <li> Hull COA</li> <li> Lexington, Town of</li> <li> Mass211, Inc.</li> <li> Medford COA</li> <li> Methuen, City of</li> <li> Mystic Valley Elder Services</li> <li> Old Colony YMCA, Brockton</li> </ul> | <ul style="list-style-type: none"> <li> Open Sky Community Services - Douglas</li> <li> People Acting in Community Endeavors (PACE)</li> <li> Revere, City of</li> <li> Shape Up Somerville / Somerville, City of</li> <li> Sherborn COA</li> <li> Shirley COA</li> <li> Shrewsbury COA</li> <li> Somerville-Cambridge Elder Services</li> <li> Springwell</li> <li> Sudbury, Town of</li> <li> Tri-Valley Inc.</li> <li> Volunteers in Medicine Berkshire</li> <li> Wayland COA</li> <li> Weston, Town of</li> <li> Woburn Public Library</li> </ul> |
|---|--|---|

\* One applicant, the Julie Foundation, covers eastern Massachusetts. One applicant, African Community Economic Development of New England, covers the Greater Boston Area.



The information depicted on this map is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel-level analyses.  
 Produced in: February 2021 Produced by: Metropolitan Area Planning Council  
 | 60 Temple Place, Boston, MA 02111 | (617) 933-0700

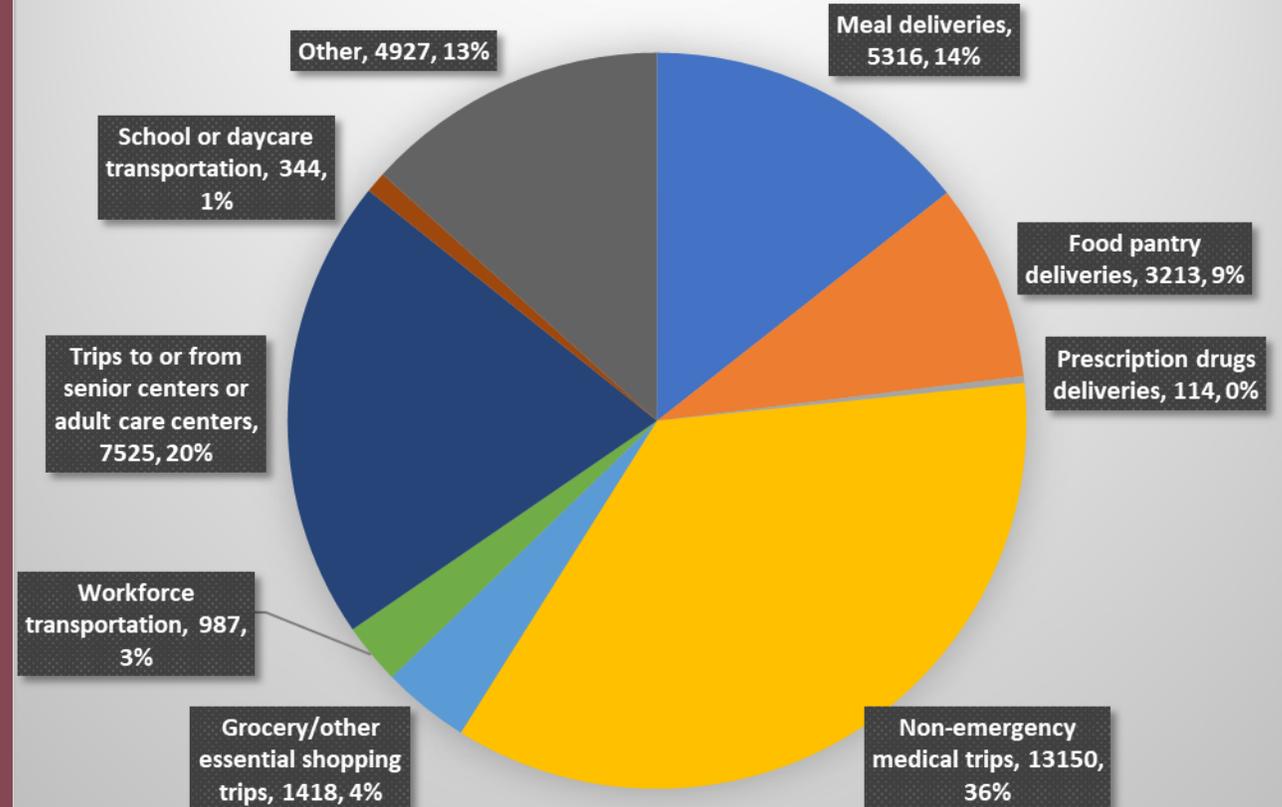
# 2021 TAXI GRANT PROGRAM

**Trips/Deliveries: 36,994**

**Individuals served:  
17,023**

**Taxi, livery, and  
hackney company  
partnerships: 136**  
(as of July 2021)

**Taxi/Livery Partnership Grant Trips (thru July 31, 2021)**



# GRANTEE SURVEY RESULTS SUMMARY



- **85%** are “extremely satisfied” with their grant program (none are “dissatisfied”)
- **89%** see the grant program as “extremely important” in addressing issues in community arising from COVID-19
- **86%** believed the grant program fills transit/delivery gaps “very well” (14% “somewhat well”)

# Stories from the Road

“The partnership with Yellow Taxi of Belmont has been a success... I really hope we can continue this program next year. Thank you MAPC for making this happen.”

“It wasn't until we were gathering the data to prepare this report that we looked at each other and said "Wow! " We didn't realize how much food we had delivered...We estimate we deliver 5040 lbs of food each week. “

“This funding has been helpful to many families experiencing homelessness in Brockton. It has...allowed multiple families to obtain transportation assistance to get to essential resources during the challenging time of the pandemic.”

“An 83-year-old cancer patient who lives in our housing authority...uses this easily accessible & stigma-free option for her chemotherapy treatments 4 times each week.”

“Having this service to back-up our vans, was essential in meeting the needs of our members and has allowed us to expand our service area to Boston and Worcester...”

# WHAT'S NEXT?



Taxi/Livery Vendor Procurement  
(Oct/Nov)



Plan for next round of grant funding  
(Winter 2021/2022)



Taxi Partnerships Program page:  
<https://www.mapc.org/taxipartnerships>

# Public Comments

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# Coffee Chats!

- **Medical/Human Services Transportation**
  - Tuesday, October 26, 4:00 PM
- **Closing Gaps**
  - Monday, November 8, 4:00 PM (tentative)
- **Confronting Driver Shortages**
- **Regional Rail Station Access**
- **COVID Recovery Planning**
- **Others TBA—submit ideas!**



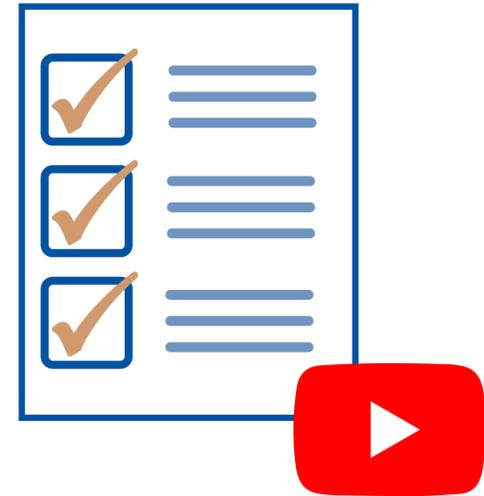
October 12, 2021

## AGENDA

1. Welcome
2. MPO Activities Update
3. Transit Provider Items
4. Implications of Federal Legislation for Transit
5. RTA Discretionary Grant Program
6. Taxicab, Livery, and Hackney Transportation Partnership Grants Program
7. Public Comments
- 8. Closing and Next Steps**

# Meeting Follow-up

- Post-meeting email with links
- Post-meeting feedback survey
- Recording posted on the Boston Region MPO YouTube page
- Notices about future meetings



*Technical difficulties? Call Matt Archer at 857.702.3708 or email [marcher@ctps.org](mailto:marcher@ctps.org).*

MPO = Metropolitan Planning Organization.



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# MPO Staff Contact Information

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