

MVRTA ANNUAL REPORT

Fiscal Year 2011

July 1, 2010 – June 30, 2011



HVERHILL INTERMODAL PARKING FACILITY @ GRANITE STREET / MOULTON WAY

TABLE OF CONTENTS

Message from the Chairperson	1
MVRTA Advisory Board	2
Highlights and Accomplishments in FY 2011	3
FY 2012 Program	8
Appendix A Overview of MVRTA	9
Appendix B Service Summary	15
Appendix C Program for Mass Transportation	20

Message from the Chairperson

On October 11, 1974 the chief elected officials from the Cities of Lawrence and Haverhill and the Towns of Methuen, North Andover and Merrimac met and voted to form the Merrimack Valley Regional Transit Authority. In that first year following the enactment of Chapter 161B of the Massachusetts General Laws, the enabling statute that authorized the formation of Regional Transit Authorities, four other RTAs were formed thus making the MVRTA one of the original five Authorities established under this new statute. In establishing the MVRTA recognition was given that a locally formed, locally controlled organization would be available to assist member cities and towns in not only providing public transportation services that would best meet local needs but also in the construction and management of the infrastructure to support these services.

The local officials that comprise the MVRTA Advisory Board are well aware of the need to maintain essential public transportation services. The Board also recognizes that the provision of services to member cities and towns is a cooperative effort involving member communities, the Commonwealth of Massachusetts and the Federal Government.

The regional foundation of the MVRTA has allowed member communities to work together to provide public transportation services and infrastructure that are needed in support of the economic, educational, recreational, social development of the Merrimack Valley.

Charles Boddy, Jr., Esq., Chair
MVRTA Advisory Board

MVRTA ADVISORY BOARD

Member/Municipality

Representative

Amesbury	Mayor Thatcher Kezer (Member)
Andover	Reginald Stapczynski – Town Manager (Member) Paul Materazzo (Designee)
Boxford	Peter C. Perkins, Chairman, Board of Selectmen (Member)
Georgetown	C. David Surface, Chairman, Board of Selectmen (Member) Michael Farrell, Town Administrator (Designee)
Groveland	Elizabeth A. Gorski, Chairman, Board of Selectmen (Member)
Haverhill	Mayor James Fiorentini (Member) Andrew Herlihy (Designee)
Lawrence	Mayor William Lantigua (Member) Charles Boddy, Jr. Esq. (Designee)
Merrimac	Carol A. Traynor, Chairman, Board of Selectmen (Member) J. Leonard Bachelder (Designee)
Methuen	Mayor William Manzi (Member) Kathleen B. Colwell (Designee)
Newbury	Joseph Story, Chairman, Board of Selectman (Member)
Newburyport	Mayor Donna Holaday (Member),
North Andover	Mark H. Rees, Town Manager (Member) Curt Bellavance (Designee)
Rowley	Robert Snow, Chairman, Board of Selectmen (Member)
Salisbury	Neil J. Harrington, Town Manager (Member)
West Newbury	Albert H. Knowles, Sr., Chairman, Board of Selectmen (Member)

MVRTA STAFF

Joseph J. Costanzo, Administrator
Mary Ann Bergeron, Director of Finance
Priscilla Schiavoni, Administrative Assistant

Highlights and Accomplishments: Fiscal Year 2011

A. Capital Program

1. Five Year Capital Program

The Authority updated its 5 Year Capital Improvement Program for the period FY2011-2015. Included are new bus purchases, replacement of fare collection equipment, and replacement of on-board bus/van communications/security equipment.

2. Transportation and Economic Development

The Authority is engaged in several transportation / economic development projects which, when completed, will assist in completing local economic development initiatives.

a. MVRTA Transportation Center/Amesbury

1. *Project Type:* Construction

2. *Scope of Project*

The Transportation Center will include space for MVRTA buses/vans and a lobby area for MVRTA customers. Municipal uses will also be housed in the Center including Senior Center and Veteran and Youth Services.

3. *Project Oversight*

SEA Consultants is providing construction phase services oversight including a Resident Engineer and the designer of record, Domenech, Hicks, and Krockmalnic is also providing construction phase services.

4. *Funding*

Various FTA grants including Federal Economic Recovery funds have been approved. The entire 20% match has been made available by MassDOT.

5. *Status at the end of Fiscal Year 2011*

- a. A Contract award occurred in August 2011
- b. Project under construction
- c. Estimated completion date, May 2012

b. Haverhill Intermodal Transit Parking Facility

1. Project Type: Construction

2. Scope of Project

The project involves the construction of a multilevel Intermodal Parking Facility of 315 spaces at the corner of Granite Street and Moulton Way.

After extensive discussions with the Region I FTA Staff and with the City of Newburyport, the effort by MVRTA will be to pursue the design of a transit element as part of an overall Intermodal Parking Facility. This transit element would consist of parking for MVRTA buses and vans, a possible site office, and one hundred (100) parking spaces for private sector- provided bus service to Boston. The location of this transit element, either on the West side or East side of Titcomb Street, still needs more discussion, particularly with New England Development (NED), owner of both parcels. While there is no Federal Transit funds earmarked for this project, the Revised Capital Plan allocated \$1.0M in FY 2012 and FY 2013 as a start to the Final Design effort. FTA Grant MA-04-X0050-01 has been approved to advance the project into final design later in FY 2012.

3. Project Oversight

SEA Consultants is providing construction Phase Services oversight including a Resident Engineer. The designer of record, Desman Associates, is also providing construction phase services, and Peter Canny, Manager of Project Operations for MVRTA, oversees day to day activities.

4. Funding

FTA Grants, MA-55-0002, 04-0024-01, and 90-X578 and non-Federal Match from State Executive Office of Housing and Economic Development (EOHED).

5. Status at the end of Fiscal Year 2011

- a. Construction began July 2010
- b. Facility is scheduled for completion and open for operations October 2011

c. Lawrence Gateway Project

1. Project *Type*: Construction

2. Phase *I Construction*

Phase I Construction was completed in July 2009. This Phase was the installation of the stormwater run-off collection system. This system isolates the underground raceways from stormwater infiltration and allows GenCorp to complete its final phase of site remediation. A contract was awarded in November 2008 to Aqualine Utilities.

3. Phase *II Construction*

Phase II is the construction of the 865 car surface parking area. A contract for Phase II was awarded to C.J. Mabardy on August 28, 2009. Construction started November 2009 and Phase II was completed in October 2010.

4. Project *Oversight*

For both Phase I and Phase II, SEA Consultants has provided construction phase services including a Resident Engineer. CDM has provided construction phase services as the designer of record and Peter Canny, Manager of Project Operations, has provided oversight of day to day operations as well as compilation of all real estate related matters.

5. Funding

FTA grants MA-04-0031-01, 55-0001-01, and the non-Federal match from EOHED.

6. *Status at the end of Fiscal Year 2011*

a. Gencorp continued raceway remediation. Ownership of site will be transferred to MVRTA when remediation is complete.

b. Solicitation of parking area operator was completed with a Contract award to LAZ Parking, Inc.

c. Gateway Surface Parking Area became operational in November 2010.

d. Preliminary Design of Intermodal Parking Facility in the City of Newburyport

1. Project Type: Preliminary Design

2. Scope of Project

As a result of the Preliminary Engineering Site Selection Study completed in May 2010 and a selection of a site by the Newburyport City Council, continued planning for an Intermodal Parking Facility was underway during FY 2011.

e. Construction of MVRTA Office/Maintenance Facility Renovations

In addition to creating additional office space, meeting and training rooms and storage, the HVAC and lighting systems would be replaced with more energy efficient units including electric power through solar energy. The Architect is AECOM and oversight assistance to MVRTA is being provided by SEA Consultants. The project was advertised in August 2009, and a contract awarded in December 2009. Federal Recovery Funds were used for this project. Construction was substantially complete at the end of the fiscal year.

3. Implementation of Other Capital Items

In addition to the projects described above the following project was implemented during the fiscal year and the availability of State funding through the RTA Capital Assistance Program assisted in matching the Federal Funds that were used for this project:

a. Eight new low-floor buses were delivered in June 2011. An additional eight (8) new low-floor buses would be delivered in February 2012.

4. Mobility Assistance Program

The MVRTA, with the assistance of the Merrimack Valley Planning Commission and several Councils on Aging, filed a funding application with the Massachusetts Department of Transportation (MassDOT) for vans to be used in the transportation of senior citizens and persons with disabilities. The application received the highest numerical rating, 100 points out of 100 points, and the following vehicle requests would be included in a final MassDOT

contract to be received in early FY 2012. Receiving one vehicle each would be North Andover, Groveland, Lawrence and Rowley. Receiving one vehicle to be shared would be Georgetown, Newbury, and Merrimac as well as one vehicle to be shared between Newburyport and Salisbury. These communities would be required to sign a standard lease agreement with MVRTA and provide evidence of funds to operate the vehicle. Federal and State funds were being used to fund the purchase of these vehicles. The MVRTA would be receiving four (4) vans to be used in providing EZ Trans and Ring & Ride services. Delivery of vehicles would begin occurring in FY 2012.

5. Joint On-Bus Fare Collection Procurement

The Authority participated in a joint procurement of automated fare collection equipment with Nine (9) other Massachusetts Regional Transit Authorities. The chosen system manufacturer was Scheidt & Bachmann. The new collection system would replace an existing Model Year 2002 system. In addition, the new fare collection system would allow for the introduction of a stored value fare card. Such a card would allow for the purchase of multi-ride fares on board MVRTA buses and vans.

B. Planning Program

1. Metropolitan Planning/MPO Process

The MVRTA continued to provide input, review, and comment on various planning documents including the Unified Planning Work Program and four-year Transportation Improvement Program. Meetings of the Merrimack Valley Metropolitan Planning Organization were also attended during the fiscal year.

2. State Wide Public Transit Process

During the fiscal year the MVRTA participated in meetings of the Massachusetts Association of Regional Transit Authorities that covered such issues as State funding of Public Transportation, tort liability protection, preparing a legislative report on RTA programs and services, and transportation reform.

C. Marketing Program

a. The following activities were undertaken during the fiscal year:

1. Marketed Summer Service Route 83 Salisbury/Hampton Beach
2. Continued to promote on-board bus advertising
3. Participated in Informational sessions regarding how to use MVRTA services
4. Distributed Information on Transit Safety and Security
5. During the Fiscal Year, the Authority updated its website to better serve present and new customers of MVRTA services.

D. Service Program

1. Medi-Ride Transportation Service

During Fiscal Year 2011, the Authority was a recipient of a Federal Transit New Freedom Grant provided through the Massachusetts Department of Transportation. This grant allowed for the design and implementation of a transportation service from the Authority district to the Lahey Clinic in Peabody and several Boston hospitals.

The Service Schedule is as follows:

<u>MONDAYS</u>	<u>COA SERVED</u>	<u>COST</u>
	Haverhill Groveland Georgetown Merrimac Boxford	\$8.00 One Way, \$16 Round-trip
<u>TUESDAYS</u>	Lawrence Methuen North Andover Andover	\$8.00 One Way, \$16 Round-trip
<u>THURSDAYS</u>	Newburyport West Newbury Newbury Salisbury Amesbury	\$8.00 One Way, \$16 Round-trip

2. New Bus Route 54 for the Town of Salisbury

During Fiscal Year, the Authority was a recipient of a Federal Transit Job Access/Reverse Commute Grant provided through the Massachusetts Department of Transportation. This grant allowed for the design and implementation of a new bus route between Newburyport and Salisbury. In order to maximize operating efficiency, the service design included taking the present Route 51 that provided service between Haverhill and Newburyport and ending this bus route at the Stop & Shop in Amesbury. Then, just by changing the bus destination sign, the new Route 54 would commence service into Newburyport. Upon arriving at the State Street stop, the bus would continue on to Salisbury and Salisbury Beach. Upon leaving Salisbury Beach, the bus would continue to Newburyport and back to Stop & Shop and become Route 51 to Haverhill. This new service started in June 2011 and is a result of input from the Town during the service design phase.

3. Job Access/Reverse Commute Grant Application

At the end of the Fiscal Year, the Authority was waiting for approval from MassDOT of two JARC grants. One would design and implement a bus route to the River Road area of Andover to provide access to employment opportunities from the City of Lawrence. The second grant would design and implement a bus route to the Mall at Rockingham Park in Salem, New Hampshire and van service along Route 28 in Salem, to access employment opportunities at these locations.

4. Information on all MVRTA Services is available at www.mvrta.com

FY 2012 Program

The following activities would be undertaken during FY 2012:

I. Administration

Complete all administrative activities including such items as FY2011 Annual Report, FY 2011 Annual Audit, adoption of FY 2013 Annual Budget, filing of required Federal Transit Funding, and complete borrowings to finance operations.

II. Capital

Complete projects under received capital grants, update the five-year capital plan, complete construction of the Amesbury Transportation Center project, complete construction of the Intermodal Transit Parking Facility for Haverhill and begin operations, obtain funding for Final Design for the Newburyport Intermodal Parking Facility, install new farebox collection system, complete delivery of eight (8) new transit buses and distribute Mobility Assistance vehicles to eligible Councils on Aging.

III. Marketing

Undertake marketing plan to improve community awareness of services.

IV. Special Projects

1. Monitor Medical Transportation Service to Northshore and Boston
2. Select Property Management Company to oversee all MVRTA-owned real estate
3. Initiate Final Design of transit element of Newburyport Intermodal Parking Facility
4. With Assistance from MVPC, prepare updated MVRTA Strategic Plan
5. Monitor New Bus Route in Town of Salisbury
6. Implement HOV/BOS Feasibility Study with MVPC Assistance
7. Participate on Northeast Regional Homeland Security Advisory Council (NERAC)
8. Convert two (2) more retired Transit Buses into Mass Casualty Evacuation Ambu-bus
9. Implement new Employment Bus Service to River Road, Andover from Lawrence
10. Provide additional two trips on Boston Commuter Service

APPENDIX A

Overview of the MVRTA

- I. Introduction**
- II. Important Features**
- III. Description of Service**

OVERVIEW
OF
MERRIMACK VALLEY REGIONAL TRANSIT AUTHORITY

I. INTRODUCTION

In addition to the Massachusetts Bay Transportation Authority (MBTA), which provides public transportation to the Greater Boston area, public transportation in Massachusetts is provided by a network of 15 Regional Transit Authorities (RTAs) enabled in 1974 with the passage of Chapter 161B of the Massachusetts General Laws. RTA's are body politics and political subdivisions of the Commonwealth. Chapter 161B defines the overall structure and functioning of MVRTA. The Merrimack Valley Regional Transit Authority (MVRTA) was established on October 11, 1974. It was one of the original transit authorities created by Chapter 161B of the Massachusetts General Laws.

MVRTA began service in Fiscal Year 1976 in the City of Haverhill and expanded over the next three years to include the City of Lawrence and the Towns of North Andover, Methuen, and Andover. Ten neighboring communities (Boxford, Groveland, Merrimac, Newbury, Rowley, Amesbury, Newburyport, West Newbury, Salisbury and Georgetown) have since joined the Authority. Presently, the communities of Haverhill, Lawrence, Andover, North Andover, Methuen, Merrimac, Amesbury, Newburyport, Boxford, Groveland, Salisbury, Georgetown, West Newbury, and Newbury receive service.

II. IMPORTANT FEATURES OF THE MVRTA

There are several innovative features incorporated into the original legislation that provide for local control in the development of the local service design and a cooperative working relationship between MVRTA and private transportation providers. These important features are described below.

A. Self-Selecting Membership

Cities and towns are free to choose to join or not join MVRTA. Member communities can also vote to withdraw from MVRTA or switch to another Authority. This discontinuation or change in membership can be made by a vote of residents at a regular election. It should be noted, though, that while this option exists, no community has actually felt the need to withdraw from MVRTA. This ability to fully control community participation in MVRTA makes each community much more comfortable with the commitment required.

B. Local Control of Service Design and Community Assessments

In addition to being able to control their membership in MVRTA, cities and towns also determine the type and level of service they receive. As appropriate, communities can request fixed route service, paratransit service, or both, and can specify the days and hours of operation and other level of service features. Member communities therefore pay only for the service they specifically request. Communities may even elect to receive no service and be assessed no share of operating costs.

C. Requirement for Contracted Operations

Chapter 161B also requires MVRTA to contract for the operation of service. Typically, every five years the management and operation of fixed route service and paratransit is competitively purchased.

D. MVRTA Funding

MVRTA services are funded by a combination of federal, state and local subsidies and revenues generated from fares and other miscellaneous sources such as advertising on transit vehicles. The primary sources of public capital and operating funds which are currently utilized by the MVRTA are described briefly below, along with the mechanism by which state and local funds are distributed to the MVRTA.

1. Federal Funding – Capital Assistance

The federal government funds public transportation services through a number of discretionary and formula grant programs.

a. *USC Sec. 5307: Urbanized Area Formula Program*

Capital funds are provided for the purchase of vehicles and equipment, and the construction and rehabilitation of garages, terminals and other facilities. Capital funds may be used to subsidize preventive maintenance costs and the cost associated with Americans with Disabilities Act Service. These grants provide up to 80% of the costs of a capital project and for preventive maintenance and ADA expenses; the remaining costs of a capital project are required to come from non-federal sources. Section 5307 is the principal source of federal assistance for MVRTA.

2. State and Local Funding – Operating Assistance

MGL Chapter 161B established the mechanism for state and local funding of MVRTA services.

a. *Net Cost of Service*

At the close of each fiscal year, the amount remaining after the deduction of federal assistance, farebox revenue, and income from other sources such as advertising on vehicles from MVRTA's operating expenses is known as the "net cost of service." Chapter 161B originally provided for an even division of the annual net cost of service between the Commonwealth and the local cities and towns that receive service. In 1983, the maximum state share of MVRTA's net cost of service was increased to 66.7%; in 1986, the maximum state share was increased to its present level of 75 percent.

Because the state and local funds are paid to MVRTA to fund the previous year's service, and because federal funds do not usually become available until some point in the middle of the fiscal year to which they apply, MVRTA needs to issue short-term Revenue Anticipation Notes (RANs) to fund current operations.

The state share is paid to MVRTA through what is known as State Contract Assistance. An advance payment of 90% of MVRTA's estimated contract assistance is made shortly after the close of the fiscal year. The remaining 10% is not paid until the completion and review of a certified audit. Contract assistance is appropriated annually by the State Legislature.

The local share of the MVRTA's net cost of service, which is financed through property tax revenues, is assessed upon the member cities and towns by the State Treasurer, and then deducted from the distribution of local aid made by the State Comptroller to the communities through the "cherry sheets." Proposition 2 ½ limits the growth in local assessments to 2.5% of the previous year's assessments, excluding any increase due to the institution of new services.

When the MBTA "forward funding" legislation was passed in calendar year 2000, the MBTA District was expanded to include 190 cities and towns. This expanded district includes all Merrimack Valley communities. This expansion was designed to broaden the assessment base of the MBTA. Included in this legislation, however, was the provision that a 100% credit be given by the MBTA to any community within a RTA district receiving RTA services. As an example, in FY 2010 Community A has a RTA assessment of \$100 and a MBTA assessment of \$50, then Community A receives a 100% credit and no MBTA assessment. Conversely, Community B has a RTA assessment of \$100 but a MBTA assessment of \$150, then Community B receives a credit for \$100, and pays the MBTA \$50. However, in Community B's case, there is the option to add \$50 more of MVRTA service and receive the 100% credit.

b. State Funding – Capital Assistance

State assistance for MVRTA capital projects is available through two programs financed with state transportation bond funds: the Regional Transit Authority Capital Assistance program (RTACAP) and the Intermodal Center Program (ITC).

RTACAP, which was begun in 1986, funds projects such as the purchase or rehabilitation of vehicles and the construction or renovation of facilities. ITC, which was begun in 1998, funds the design and construction of Intermodal Transportation Centers. Funds are awarded by the Massachusetts Department of Transportation (MassDOT), based on program applications and the annual limit on the Secretariat's capital expenditures. MVRTA, with access to federal capital assistance, has used RTACAP and ITC funds to provide the non-federal share (typically 20%) of capital projects.

III. Description of Services

The MVRTA provides several types of transportation service for its member communities. This includes fixed route service, paratransit service for seniors and persons with disabilities, a seasonal bus route to Salisbury and Hampton Beach, and commuter service to Boston. Each of these services is described below.

A. Local Fixed Route Bus Service

The MVRTA fixed route bus system is comprised of 23 routes serving the communities of Lawrence, Haverhill, Methuen, Andover, North Andover, Merrimac, Amesbury, and Newburyport. Five different types of fixed route service are provided, as follows:

- 18 local routes
- 2 intercity (Haverhill/Lawrence; Lawrence/Lowell)
- 1 seasonal route (Lawrence, Methuen, Haverhill, Merrimac, Amesbury to Salisbury and Hampton Beach).
- 2 weekday employment routes in Lawrence and Haverhill providing service to major employers such as Raytheon and the IRS.

With the exception of the special employment runs, fixed route service is operated Monday through Saturday. On weekdays, eleven (11) Lawrence-based routes operate between 5:00 a.m. and 8:00 p.m. and four (4) Haverhill-based routes operate between 5:30 a.m. and 6:30 p.m. On Saturdays, eleven (11) Lawrence-based routes operate between 7:00 a.m. and 7:00 p.m. while Haverhill-based routes operate between 8:00 a.m. and 5:00 p.m.

Currently, service is not offered on 11 holidays. These include New Year's Day, Martin Luther King Day, Presidents' Day, Patriots' Day, Memorial Day, Independence Day, Labor Day, Columbus Day, Veterans' Day, Thanksgiving, and Christmas.

Service frequency on weekdays is provided at thirty minute peak hour (5:30 a.m. – 8:30 a.m. and 3:00 p.m. – 6:00 p.m.) and sixty minute off-peak frequency (8:30 a.m. – 3:00 p.m. and 6:00 p.m. – 8:00 p.m.) on 11 Lawrence-based routes and on the intercity routes between Lowell, Lawrence, and Haverhill. Haverhill-based routes, as well as the intercity route between Haverhill and Newburyport, operate on 90 or 70 minute frequencies. On Saturdays, Lawrence-based routes operate on a 60 minute frequency while Haverhill-based routes operate on an 90 minute frequency.

The MVRTA was one of the first transit authorities in the state to embrace the idea of providing fixed route bus service that is accessible to persons with disabilities. Long before the 1990 Americans with Disabilities Act, the MVRTA committed to purchasing buses that were wheelchair-lift equipped. As a result, starting in 1988, all of the MVRTA's fixed route buses have been lift-equipped, and the service is fully accessible to persons with disabilities.

B. Transportation for Seniors and Persons With Disabilities

To better serve persons with disabilities who are unable to use fixed route bus service and for senior citizens, the MVRTA offers EZ Trans Service, a shared-ride van service.

C. Ring and Ride Service

This flexible service is provided in the towns of Georgetown, Groveland, Boxford, Newbury, and West Newbury and serves the general population and persons over 60, respectively, depending on the community.

D. Ring and Ride Route 42, 22, and 51

This flexible service is provided along former bus Routes 42 in Methuen and 22 in Andover and a portion of Route 54 in Newburyport.

E. Commuter Bus Service to Boston

Commuter Bus Service from the Methuen Park and Ride, McGovern Transportation Center in Lawrence, and Shawsheen Square, and Faith Lutheran Park and Ride in Andover to Boston is provided on weekdays with three inbound and three outbound trips. Buses leave the Methuen Park & Ride at 6:00, 6:30, and 7:00 a.m. and return from Boston at 5:00, 5:30, and 6:00 p.m.

APPENDIX B

Service Summary

A. Local Bus Service

- 1. Communities Served**
- 2. Service Information**
- 3. Ridership by Route FY 2006 – 2011**

B. Special Services Trips by Community

C. Ring & Ride Trips Provided

D. Boston Commuter Service Information

E. Fare Schedule FY 2011 and FY 2012

A. Local Bus Service

1. Communities Served:

Haverhill, Lawrence, Methuen, Andover, North Andover, Amesbury, Newburyport, Merrimac

2. Service Information

		<u>Actual</u>	<u>Projected</u>
		<u>FY 2011</u>	<u>FY 2012</u>
1.	Number of buses	45	45
2.	Number of buses with wheelchair lifts	45	45
3.	Number of buses in service		
	Weekdays (peak hours)	36	36
	Saturdays	19	19
4.	Revenue miles	1,152,305	1,152,305
5.	Revenue hours	80,992	80,992
6.	Number of passengers	2,118,024	2,160,384

3. Ridership By Route FY 2006 – FY 2011 follows.

RIDERSHIP COMPARISON BY GROUP

	ROUTE	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11
<i>Haverhill Based Routes</i>	13 North Ave./ Main Street	42,933	41,596	43,383	46,743	46,281	44,692
	14 Ward Hill/ Bradford	26,284	27,068	27,014	28,005	25,653	26,139
	15 Hildale Ave./Westgate Plaza	47,773	44,931	40,297	37,000	25,553	24,129
	16 Westgate Plaza/Washington Street	32,967	34,221	34,454	36,572	30,727	29,126
	18 Riverside	33,911	34,438	35,203	36,348	33,494	33,560
	19 Summer Street/Westgate Plaza	17,384	18,219	22,392	21,141	76	0
	51 Haverhill/Merrimac/Amesbury/ Newburyport	130,863	138,066	125,342	142,167	148,700	151,805
		332,115	338,539	328,085	347,976	310,484	309,451
<i>Lawrence Based Routes</i>	01 NECC/Haverhill/Methuen/Haverhill	301,143	359,738	406,551	431,173	359,399	383,240
	32 Andover	117,279	145,159	127,615	139,929	118,809	117,997
	33 North Andover	54,610	81,856	92,816	93,853	81,976	81,771
	34 Prospect Hill	116,808	138,979	137,629	155,740	107,475	106,189
	35 Water Street	95,808	140,198	147,221	145,955	123,695	124,024
	36 Lawrence Street/Holy Family Hospital	73,874	92,396	111,376	156,131	134,357	123,861
	37 Beacon Street	143,321	168,201	171,627	178,822	129,051	132,020
	38 Hampshire Street	71,550	91,142	103,711	168	34	0
	39A Colonial Heights/No. Andover Mall	101,458	124,776	135,981	134,104	155,201	169,654
	39B Philips Street/No. Andover Mall	176,848	219,620	281,781	303,202	184,256	165,947
	40 Methuen Square	98,574	118,854	135,904	144,275	116,126	119,277
	41 Lawrence/Lowell	217,864	248,863	263,607	290,460	248,971	245,248
		1,569,137	1,929,782	2,115,819	2,173,812	1,759,350	1,769,228
<i>Employment Routes</i>	Haverhill	2,239	1,966	2,573	3,191	1,358	4,334
	Lawrence	6,172	6,113	7,034	9,424	17,597	14,822
		8,411	8,079	9,607	12,615	18,955	19,156
<i>Andover Routes</i>	21 Andover Shuttle	28,119	20,028	28,576	23,433	19,622	16,656
<i>Summer Route</i>	83 Salisbury/Hampton Beaches	4,493	4,013	4,774	4,601	3,607	3,533
	TOTAL	1,942,275	2,300,441	2,486,861	2,562,437	2,112,018	2,118,024

B. Special Services Trips: EZ Trans Service

A D A

NON ADA

	2006	2007	2008	2009	2010	2011	2006	2007	2008	2009	2010	2011
Amesbury	1,597	2,336	2,515	2,252	3,252	3,192	481	561	519	770	564	673
Andover	3,843	4,056	3,201	3,358	2,531	2,111	1,029	517	605	460	412	582
Haverhill	6,672	7,679	7,769	8,098	8,718	10,164	812	840	1,105	1,323	1,324	901
Lawrence	5,325	6,264	6,832	7,673	6,638	6,441	1,197	1,400	1,381	1,339	1,518	1,382
Merrimac	607	382	283	141	668	338	0	0	2	206	46	12
Methuen	10,952	11,474	11,975	12,217	15,499	14,441	8,174	6,894	6,399	6,893	8,688	8,939
Newburyport	1,018	515	646	466	268	822	0	6	95	12	6	6
N. Andover	4,458	3,795	3,739	3,917	3,480	4,207	1,784	1,447	1,392	1,120	691	883
Salisbury						39						23
TOTALS	34,472	36,501	36,960	38,122	41,054	41,755	13,477	11,665	11,498	12,123	13,249	13,401

TOTAL ADA / NON-ADA

	2006	2007	2008	2009	2010	2011
Amesbury	2,078	2,897	3,034	3,022	3,816	3,865
Andover	4,872	4,573	3,806	3,818	2,943	2,693
Haverhill	7,484	8,519	8,874	9,421	10,042	11,065
Lawrence	6,522	7,664	8,213	9,012	8,156	7,823
Merrimac	607	382	285	347	714	350
Methuen	19,126	18,368	18,374	19,110	24,187	23,380
Newburyport	1,018	521	741	478	274	828
N. Andover	6,242	5,242	5,131	5,037	4,171	5,090
Salisbury						62
TOTALS	47,949	48,166	48,458	50,245	54,303	55,156

C. Ring and Ride (Trips Provided)

SERVICE	FY06	FY 07	FY 08	FY 09	FY 10	FY 11
Salisbury	3,736	4,919	5,910	5,394	4,785	4,283
Georgetown	1,071	1,172	1,352	1,690	1,910	2,254
Groveland	909	1,058	1,217	1,270	1,319	778
Boxford	331	172	212	176	131	246
West Newbury	212	194	399	479	469	279
Rte 42	1,051	861	695	933	815	560
Rte 22	0	0	2	0	0	0

Note: ⁽¹⁾ 9/13/04 – 6/30/05						
⁽²⁾ 9/20/04 – 6/30/05						
⁽³⁾ 12/20/04 – 6/30/05						

D. Boston Commuter Bus

	<u>FY 2006</u> ⁽¹⁾	<u>FY 2007</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>
<u>Weekdays of Service</u>	250	250	251	250	250	250
<u>Revenue Hours</u>	4,200	5,271	5,229	5,250	5,250	5,250
<u>Revenue Miles</u>	42,000	52,710	52,290	52,500	52,500	52,500
<u>Passengers</u>	32,257	33,122	37,956	45,212	45,052	48,749

Note: (1) October 2005 schedule increases from two to three inbound / two outbound to three inbound / three outbound trips

E. Fare Schedule

Service	Fare Category	FY2011 Fare Structure	FY2012 Fare Structure
Bus		(one way)	(one way)
	Full Fare	\$ 1.25	\$ 1.25
	Senior Citizens Age 60 and over	\$.60	\$.60
	Transportation Disabled	\$.60	\$.60
	Students – ages 13-17		
	On school days from		
	7–8:30 a.m. and 2-3:30 p.m.	\$.60	\$.60
	Children – ages 6-12	\$.60	\$.60
	Children – ages 5 and under		
	With an adult	Free	Free
	Transfers	Free	Free
	Passes	Cost	Cost
	10 Ride Full Fare	\$ 10.00	\$ 10.00
	10 Ride Half Fare	\$ 5.00	\$ 5.00
	20 Ride Full Fare	\$19.00	\$19.00
	20 Ride Half Fare	\$ 9.50	\$ 9.50
	Full Fare All Day Pass	\$3.00	\$3.00
	Half Fare All Day Pass	\$1.50	\$1.50
	Monthly Pass (Unlimited Rides)	Cost of Pass	Cost of Pass
	31 Day Full Fare	\$ 30.00	\$ 30.00
	31 Day Half Fare	\$15.00	\$15.00

**EZ TRANS FARE MATRIX
EFFECTIVE 7/1/02
CASH FARE (One Way)**

	Hav	Law	Meth	And.	No. And.	Ames.	Nbypt	Merrimac
Haverhill	3.00	5.00	5.00	5.00	5.00	5.00	5.00	3.00
Lawrence	5.00	3.00	3.00	3.00	3.00	9.00	9.00	5.00
Methuen	5.00	3.00	3.00	3.00	3.00	9.00	9.00	5.00
Andover	5.00	3.00	3.00	3.00	3.00	9.00	9.00	5.00
No. Andover	5.00	3.00	3.00	3.00	3.00	9.00	9.00	5.00
Amesbury	5.00	9.00	9.00	9.00	9.00	3.00	3.00	5.00
Newburyport	5.00	9.00	9.00	9.00	9.00	3.00	3.00	5.00
Merrimac	3.00	5.00	5.00	5.00	5.00	5.00	5.00	3.00

Zone A: Lawrence, Methuen, Andover, No. Andover

Zone B: Haverhill, Merrimac

Zone C: Amesbury, Newburyport

Ring & Ride

1. Rte. 42 West Methuen Ring & Ride Service, \$2.00 one way \$2.00 one way
Rte. 22 Andover/Ballardvale

2. Ring & Ride Service: Georgetown, Groveland, \$2.00 one way \$2.00 one way
Boxford, West Newbury

APPENDIX C

PROGRAM FOR MASS TRANSPORTATION

A. **Bus Service**

Various improvements have been identified for the Fixed Route Bus Service provided to member cities and towns. Available financing will be secured before these improvements are implemented.

Service Type	FY 2013	FY 2014
A. Expand Service Hours for Haverhill-based Routes and Reduce Frequency		
1. Weekday: 5:00 a.m. to 8:00 p.m. Saturday 7:00am-7:00pm		X
2. 60 minute base, 30 minute peak hour on weekdays; 60 minute service Saturday.		X
B. Improve Frequency in selected Lawrence-based Routes: 30 min. all day weekday for Routes 39B, 01, 41	X	
C. Add Service on Veteran's Day, Patriot's Day MLK Day – Saturday Schedule, all Routes	X	
D. Restore one-hour peak service in Lawrence-based Routes removed in FY 2010	X	

B. **Elderly and Disabled Transportation**

Continue provision of ADA and Non – ADA service in MVRTA communities receiving fixed route service in FY 2012

C. **Ring and Ride**

Continue to provide this service and review during FY 2012

D. **Boston Commuter Service**

Continue provision of service to Boston. Add two trips, one A.M. Inbound, one P.M. Outbound in FY 2012