



ANNUAL REPORT

Fiscal Year 2020

July 1, 2019 – June 30, 2020



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***On the cover: Three Model Year 2020 Gillig Low Floor Diesel/Electric Hybrid Buses.
The MVRTA has 9 Diesel/Electric Hybrids in its 50-bus fleet.***

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 and locally controlled organization would be available to assist member cities and towns in providing public transportation services that would best meet local needs and 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 and expand 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 availability of financial resources is the key element needed to implement this cooperative effort.

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

In Fiscal Year 2020 the MVRTA was involved, like all transit systems nationally, in an unprecedented pandemic event. Beginning in March 2020, with State issued Executive Orders establishing Phase I, with the shutdown of businesses, virtual/remote communications in the workplace and essential trips only required, the MVRTA responded with the following actions: rear door boarding on all transit buses to limit contact with the bus operator (essentially creating a “free fare” policy); nightly sanitizing of all buses/vans; masks/face coverings required for all bus/van operators as well as for customers; purchase of PPE material (masks, hand sanitizer, disinfectant spray); postings on the MVRTA website, at all transit stations and on all buses/vans advising guidance in hand washing, etc.

Ridership fell 85% in bus and van services. The availability of Federal CARES Act funds in January 2020 assisted in stabilizing agency finances due to the reduction in farebox and other revenues. Looking forward to FY 2021, the return of bus/van ridership will be monitored, the availability of CARES Act funds will continue to stabilize agency finances, full service will return in September and all PPE purchases and related activities will continue throughout FY 2021.

Mayor Daniel Rivera
City of Lawrence
Chair, MVRTA Advisory Board

MVRTA ADVISORY BOARD

Member/Municipality

Representative

Amesbury	Mayor Cassandra Gove (Member) Paul Fahey, Chief of Staff (Designee)
Andover	Andrew P. Flanagan, Town Manager (Member) Paul Materazzo (Designee)
Boxford	Alfred Vaz, Jr., Chair, Board of Selectmen (Member)
Georgetown	David Twiss, Chair, Board of Selectmen (Member) Michael Farrell, Town Administrator (Designee)
Groveland	Michael N. Wood, Chair, Board of Selectmen (Member)
Haverhill	Mayor James Fiorentini (Member) Allison Heartquist (Designee)
Lawrence	Mayor Daniel Rivera (Member)
Merrimac	Joel D. Breen, Chairperson, Board of Selectmen (Member) J. Leonard Bachelder (Designee)
Methuen	Mayor Neil Perry (Member) Kathleen B. Colwell (Designee)
Newbury	J. R. Colby, Chair, Board of Selectman (Member)
Newburyport	Mayor Donna Holaday (Member), Matthew Coogan, Chief of Staff (Designee)
North Andover	Melissa Rodrigues, Town Manager (Member) Andrew Shapiro (Designee)
North Reading	Kathryn M. Manupelli, Chairwoman, Select Board (Member) Richard F. Wallner (Designee)
Rowley	Clifford Pierce, Chairman, Board of Selectmen (Member)
Salisbury	Neil J. Harrington, Town Manager (Member) James Ryan (Designee)
West Newbury	David W. Archibald, Chairman, Board of Selectmen (Member)

MVRTA STAFF

Joseph J. Costanzo, Administrator
Kathleen A. Lambert, Assistant Administrator
Mary Ann Bergeron, Director of Finance
Philip R. Clayton, Administrative Assistant

Accomplishments in Fiscal Year FY 2020

A. Capital Accomplishments

1. Five Year Capital Program

The Authority adopted its 5 Year Capital Improvement Program for the period FY 2020-2024. Included are the purchase of replacement buses and vans, ongoing planning support, and replacement of support vehicles.

2. Implementation of Capital Items

The following projects were implemented during the fiscal year:

1. *State of Good Repair: Refurbish Four (4) Vehicle Maintenance Lifts*

Four (4) vehicle maintenance lifts that were installed in 1995 were being refurbished to extend the useful life of this maintenance equipment. Two (2) lifts were refurbished at the end of the fiscal year and two remaining lifts are in the process of being refurbished.

2. *State of Good Repair: Riverbank Stabilization Project*

During the fiscal year the Authority retained the services of a consultant to provide a design solution to the Merrimack Riverbank that abuts Authority property. The Winter of 2014-2015 resulted in an accelerated bank erosion condition that, if left unattended, would compromise building foundations. The design effort includes the necessary activities to request the permits required from several Federal, State and Local agencies/commissions. 75% design was completed in FY 2020. Permitting involving 7 agencies would be completed in early FY 2021 with construction to start Spring 2021.

3. *Replacement of Three (3) Diesel Buses with Diesel/Electric Hybrid Buses*

The Authority received delivery of three (3) new model 2020 Diesel/Electric Hybrid buses that replaced 3 model year 2007 Diesel only buses.

B. Planning Accomplishments

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 and the Regional Transportation Plan. Meetings of the Merrimack Valley Metropolitan Planning Organization were also attended during the fiscal year.

2. Realtime Bus Location / Route Evaluation

During the fiscal year the Realtime Bus Location System, installed in 2018, was used to reevaluate the running time of several bus routes to improve on-time performance. This effort would continue into Fiscal Year 2021.

3. State Wide Public Transit

During the fiscal year the MVRTA participated in meetings of the Massachusetts Association of Regional Transit Authorities which covered such issues as State funding of Public Transportation. Also included in this process was continued discussions and meetings with MassDOT staff concerning RTA funding and administrative matters.

C. Marketing Accomplishments

The following activities were undertaken during the fiscal year:

1. Continued outreach to community organizations;
2. Informational poster with system map and frequently asked questions was completed/distributed;
3. MVRTA presence on Facebook; Twitter continued;
4. Use of the Bus Location Transit App continued to increase during FY 2020;
5. Language Assistance Service available for simplified Chinese/Vietnamese translations;
6. Customer notices regarding service changes, no service on selected holidays, and new service available are routinely posted on all buses/vans and in transit centers, now in 4 languages: English, Spanish, Simplified Chinese and Vietnamese;
7. The MVRTA website, updated/redesigned in 2018, continued with route updates.

D. Emergency Response/Security

1. During the fiscal year, the Authority maintained its emergency response capability in a state of readiness. The Authority's Mass Casualty/Evacuation assets consists of one Ambubus, one Evacuation buses, and two Evacuation vans.

E. Administrative Accomplishments

1. During the Fiscal Year, the Advisory Board adopted a FY 2021 Budget to take effect on July 1, 2020, the FY 2019 Annual Audit was prepared and accepted by the Advisory Board and posted to the Authority's website, borrowings were completed to finance operations, and the Five-Year 2021-2025 Capital Plan was prepared and adopted by the Advisory Board.

F. Coronavirus Event

1. In March 2020 the Authority was impacted by the virus event similar to other transit systems nationally. The Authority took steps to address the various State Executive Orders: posters in all buses/vans emphasized essential trips only; rear door boarding on buses was implemented (essentially creating "free fare" bus routes); sanitizing protocols were implemented (nightly sanitizing of all buses/vans); face coverings required for all bus/van operators; purchase of PPE material; requiring customers to wear face coverings; establishing office protocols and beginning the installation of barriers at the fareboxes of both bus/van vehicles so fare collection could resume by September 2020.
2. Going forward in FY 2021, after an 85% reduction in bus and van ridership, addressing the return of ridership to pre-COVID levels remains the goal.

FY 2021 Program

The following activities will be undertaken during FY 2021:

Administrative Activities

Complete all administrative activities including such items as the FY 2020 Annual Report, complete the FY 2020 Annual Audit, adoption of FY 2022 Annual Budget, filing of required Federal Transit Funding Applications, prepare the FY 2022 -2026 Capital Plan, and complete borrowings to finance operations.

Capital Activities

Initiate and complete capital projects contained in the FY 2021 element of the 2021 – 2025 capital plan.

Planning Activities

Participation in the Transportation Planning process through attendance at Metropolitan Planning Organization meetings, review and comment will be provided on various planning documents, FY 2021 – 2025 Transportation Improvement Program, the FY 2021 Unified Planning Work Program. Efforts will continue on addressing statewide transit issues through participation in the Massachusetts Association of Regional Transit Authorities.

Marketing Activities

The 2021 Marketing Plan would be implemented through outreach efforts to various community organizations, expanding locations for MVRTA service material, re-market Boston Commuter Services, promote the Real Time Bus Location System Transit App and redesigned MVRTA website.

Special Projects Activities

During the fiscal year, the MVRTA will update its 2015 Regional Transit Plan.

Coronavirus Event

The Authority will continue its efforts in meeting sanitizing protocols for buses/vans and buildings, and continue to purchase available PPE material and, with the installation of bus/van barriers, resume fare collection by the end of September 2020, and continue to use CARES Act funds to stabilize agency finances.

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 RTAs. 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) also 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. In May 2017 the Town of North Reading joined the MVRTA and receives service.

II. IMPORTANT FEATURES OF THE MVRTA

There are several innovative features incorporated into the original legislation that provide for local control of transit services and in the development of the local service design. 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 is an example of local control.

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 and, periodically, 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 below, along with the mechanism by which state and local funds are distributed to the MVRTA.

1. Federal Funding – Capital/Operating Assistance

The Federal Transit Administration (a division of the U.S. Department of Transportation) funds public transportation services through a number of discretionary and formula grant programs. The principal source of Federal Assistance is:

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. Operating Assistance is also available through this program up to 50% of the net cost of the service.

2. State and Local Funding – Operating Assistance

- a. With the passage of the Transportation Finance Bill in June 2013, State Operating Assistance is now present fiscal year funded. State Assistance is made available in three payments during the fiscal year and is subject to annual appropriations by the State legislature through the State budget.
- b. The local share of the MVRTA's service 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 the aggregate local assessment 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 2019 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.

c. State Funding – Capital Assistance

State assistance for MVRTA capital projects is available through a program financed with state transportation bond funds: the Regional Transit Authority Capital Assistance program (RTACAP).

RTACAP, which was begun in 1986, funds projects such as the purchase or rehabilitation of vehicles and the construction or renovation of facilities. MVRTA, with access to federal capital assistance, has used RTACAP 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, Newburyport, and Salisbury. Five different types of fixed route service are provided, as follows:

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

The MVRTA was one of the first transit authorities in the State to embrace the policy 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. In North Reading service is available to senior citizens 60 and older and veterans of any age.

D. Ring and Ride Route 42, 22, and 14

This flexible service is provided along former bus Routes 42 in Methuen and 22 in Andover, and Route 14 in Haverhill.

E. Commuter Bus Service to Boston

- a. Commuter Bus Service from the Methuen Park and Ride, McGovern Transportation Center in Lawrence, Shawsheen Square and Faith Lutheran Park and Ride in Andover to Boston is provided on weekdays with three inbound and four outbound trips. Buses leave the Methuen Park & Ride at 5:45, 6:15 and 7:00 a.m. and return from Boston at 4:45, 5:00, 5:30 and 6:00 p.m.
- b. Commuter Bus Service from the West Mill in North Andover to Boston is provided on weekdays with one inbound trip to Boston leaving at 6:20 am and one outbound from Boston leaving at 5:30 pm.

All Service Information is available at www.mvrta.com

APPENDIX B

Service Information

A. Local Bus Service

- 1. Service Information**
- 2. Ridership by Route FY 2018 - FY 2020**

B. Special Services Trips by Community

C. Ring & Ride Trips by Community

D. Boston Commuter Service Information

E. Fare Schedule FY 2021

Local Bus Service

1. Service Information

		Actual FY 2020	Projected FY 2021
1.	Number of buses	50	52
2.	Number of buses with wheelchair ramp	50	52
3.	Number of buses in service:		
	Weekdays (peak hours)	37	41
	Saturdays	21	21
	Sunday	21	21
4.	Revenue miles	1,394,306	1,399,536
5.	Number of passengers	1,500,617	975,401

RIDERSHIP BY ROUTE

	ROUTE	FY18	FY19	FY20
<i>Haverhill</i>	13 North Ave./ Main Street	74,464	77,832	64,815
<i>Based</i>	14 Ward Hill/ Bradford	33,770	34,643	27,820
<i>Routes</i>	15 Hilldale Ave.	35,787	43,268	34,935
	16 Washington Street	42,424	45,439	34,824
	18 Riverside	32,490	36,019	26,478
	51 Hav/Newburyport	88,070	80,772	63,765
	53 Newburyport Summer	0	-	0
	54 Ames/Nbpt/Salis	80,926	71,021	54,846
	56 NECC Express	12,281	7,353	13,577
		400,212	396,347	321,060
<i>Lawrence</i>	01 Law/Haverhill	375,363	363,491	279,815
<i>Based</i>	32 Andover	110,009	94,384	70,952
<i>Routes</i>	33 North Andover	87,584	80,751	60,703
	33A N. A. Shuttle	0	-	0
	34 Prospect Hill	77,940	73,062	56,282
	35 Water Street	98,630	93,002	67,673
	36 Holy Family Hospital	100,660	97,243	68,218
	37 Beacon Street	105,350	91,263	68,826
	39A Colonial Heights	123,937	120,288	93,351
	39B Philips Street	107,716	98,311	65,880
	40 Methuen Square	113,036	111,303	84,612
	41 Lawrence/Lowell	268,227	254,140	196,801
	85 Lawrence Downtown	33,066	34,979	39,328
		1,601,518	1,512,217	1,152,441
<i>Employment</i>	Haverhill	13,509	14,080	5,032
<i>Routes</i>	Lawrence	4,983	4,622	3,873
	76 River Road	0	-	0
		18,492	18,702	8,905
<i>Andover Route</i>	21 Andover Shuttle	23,193	22,521	15,417
<i>Summer Route</i>	83 Salisbury/Hampton	3,141	2,817	2,794
	TOTAL	2,046,556	1,952,604	1,500,617

B. Special Services Trips: EZ Trans Service

	<u>ADA</u>			<u>NON ADA</u>		
	FY 2018	FY 2019	FY 2020	FY 2018	FY 2019	FY 2020
Amesbury	4,368	5,630	3,317	259	402	237
Andover	3,030	4,469	4,745	537	497	304
Haverhill	15,655	17,418	14,237	483	382	351
Lawrence	7,018	7,157	8,172	467	267	189
Merrimac	2,257	2,227	1,429	129	31	30
Methuen	14,425	15,188	15,400	5,798	4,295	669
Newburyport	853	1,599	1,143	6	4	8
N. Andover	3,428	4,213	4,362	585	681	726
Salisbury	2,382	2,496	1,257	324	258	42
TOTALS	53,416	60,397	54,062	8,588	6,817	2,556

TOTAL ADA /NON-ADA

	FY 2018	FY 2019	FY 2020
Amesbury	4,627	6,032	3,554
Andover	3,567	4,966	5,049
Haverhill	16,138	17,800	14,588
Lawrence	7,485	7,424	8,361
Merrimac	2,386	2,258	1,459
Methuen	20,223	19,483	16,069
Newburyport	859	1,603	1,151
N. Andover	4,013	4,894	5,088
Salisbury	2,706	2,754	1,299
TOTAL ADA & NON-ADA	62,004	67,214	56,618

C. Ring and Ride (Trips Provided)

SERVICE	FY 2018	FY 2019	FY 2020
Georgetown	3,278	2,649	3,330
Groveland	3,467	4,210	3,158
Boxford	438	363	198
West Newbury	295	203	256
Rte 42 Methuen	380	368	241
Rte 22 Andover	0	0	0
Newbury	1,240	1234	921
Rte 51 Newburyport	0	0	0
Salisbury	193	606	326
Rte 28, Salem NH	1,080	798	1239
Route 14	89	107	91
North Reading	288	330	356
Total	10,748	10,868	10,116

D. Boston Commuter Bus (Methuen, Lawrence, Andover)

	FY 2018	FY 2019	FY 2020
Weekdays of Service	247	249	181
Revenue Hours	4,545	3,835	2,734
Revenue Miles	77,029	64,914	46,382
Passengers	56,540	55,842	36,488

Boston Commuter Bus (North Andover)

	FY 2018	FY 2019	FY 2020
Weekdays of Service	247	248	177
Revenue Hours	992	996	706
Revenue Miles	20,088	20,169	14,219
Passengers	4,223	4,980	2,561

FARE SCHEDULE FOR FY 2021

<u>Service</u>	<u>Fare Category</u>	<u>Cash Fares</u> (one way)
A. Local Bus		
	Full Fare	\$ 1.25
	Senior Citizens Age 60 and over	\$.60
	Transportation Disabled	\$.60
	Students — ages 13 - 17 on school days from 7 - 8:30 a.m. and 2 - 3:30 p.m.	\$.60
	Children — ages 6 - 12	\$.60
	Children — ages 5 and under with an adult	Free
	Transfers	Free
	Salisbury Beach (seasonal July-August)	\$ 2.00
	Hampton Beach (seasonal July-August)	\$ 3.00
		<u>Present</u>
	<u>Passes</u>	<u>Cost of Pass</u>
	31 Day Unlimited Ride	
	Full Fare	\$ 30.00
	Half Fare	\$ 15.00
	Full Fare Day Pass	\$ 3.00
	Half Fare Day Pass	\$ 1.50
		<u>Charlie Card</u>
	<u>Stored Value Fares</u>	
	Adult	\$ 1.00
	Senior / Disabled	\$.50
	Salisbury Beach	\$ 2.00
	Hampton Beach	\$ 3.00

**One Way
Cash Fare**

B. EZ Trans

1. ADA Service

- a. Trip within ¾ mile bus corridor \$2.00 ⁽¹⁾
 (Service Area: Lawrence, Methuen, Andover, No. Andover, Haverhill, Amesbury, Newburyport, Merrimac, Salisbury)
- b. Trip between any community within ¾ mile bus corridor \$2.00 ⁽¹⁾

⁽¹⁾ Ticket books are available for 10 or 20 rides priced at \$20 or \$40 respectively

2. Non ADA Service

- a. Trip within a community by zone ⁽²⁾
- b. Trip between any community by zone ⁽²⁾
 (See fare schedule below)

⁽²⁾ \$3.00 Travel within one zone; **10 and 20 ride ticket books are being sold through Councils on Aging or by mail for \$2.00 per ticket or \$20 and \$40 per book**

**EZ TRANS NON-ADA SERVICE FARE SCHEDULE
EFFECTIVE 7/1/02
CASH FARE (One Way)**

	Hav	Law	Meth	And.	No. And.	Ames.	Nbpt	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

C. Ring & Ride

- 1. Rte. 42 West Methuen Ring & Ride Service, Rte. 22 Andover/Ballardvale \$2.00
- 2. Ring & Ride Service: Georgetown, Groveland \$2.00
Boxford, West Newbury, Newbury
- 3. Ring & Ride Service: North Reading \$0 – \$5.00

D. Commuter Bus

Cash Fare	\$6.00
Pass (10-ride)	\$5.00
Stored Value	\$5.00

APPENDIX C

PROGRAM FOR MASS TRANSPORTATION

A. **Regional Transit Plan Update**

The Massachusetts Department of Transportation, through the Rail and Transit Division, has retained a consultant to assist the Regional Transit Authorities in updating the 2015 Regional Transit Plan. In the 2015 Plan, these improvements were identified and will be re-evaluated in the plan update process:

- Route 36, Holy Family- realignment of Route 36 back to its original configuration: realignment of this Route however is dependent upon restoration of the Route 38. Therefore, any proposed changes must occur in tandem.
- Extend evening span of service to 9:00PM on weekdays.
- Extend evening span of service to 7:00PM on Saturdays.
- Increase Weekend frequencies on all Haverhill based Routes to 60 minutes with clock face schedules similar to weekday service.
- Improve weekday frequencies on all Lawrence based routes to 30 minute service all day until 7:00PM; between 7:00PM- 9:00PM, service would be hourly.
- Improve Saturday frequency on Routes 01 and 41 to 30 minutes all day.

NEW ROUTES:

- Route 38 Hampshire Street- this Route will be restored back to its original alignment which will allow Route 36 to be restored back into its original alignment as well.
- Route 42 West Methuen- This Route will originate at Buckley Transportation Center and service the following areas: Common Street, Broadway, Haverhill Street, Merrimack Plaza, Green Street, Lowell Street, Hampshire Street, Charles Street, Pleasant Street, Pleasant Valley Street and the Loop.

B. **Elderly and Disabled Transportation**

Continue provision of ADA and Non – ADA service in MVRTA communities receiving fixed route service in FY 2021.

C. **Ring and Ride**

Continue to provide this service and review during FY 2021.

D. **Boston Commuter Service**

Continue provision of service to Boston during FY 2021.