

Evaluation and Selection of Pilot Transit Services

Year 1 – Lessons Learned

Fiscal Management & Control Board

October 30, 2017



Overview

- The FMCB approved the *Policy on the Evaluation and Selection of MBTA Service Pilots* on March 27, 2017
- The policy laid out a process for service proposals to be evaluated in a rigorous and consistent manner in order for the FMCB to make informed judgements about implementation
- The policy envisioned an annual cycle of pilot applications; review and analysis; and implementation decisions by the FMCB

Year 1 - Proposals

- The FMCB received three Year 1 pilot proposals:
 - Pilot Commuter Rail Service to Foxboro
 - Sponsor: Town of Foxboro
 - Currently moving forward
 - Early Morning Bus Service
 - Sponsor: City of Boston
 - Currently moving forward
 - Late Night Bus Service
 - Sponsor: City of Boston
 - In discussion
- The City of Lynn and the Town of Bourne opted not to pursue pilot proposals.

Lessons Learned - Highlights

- Managing the Pilot program required substantial time from MassDOT and MBTA staff
- The rigor of the Policy meant that proposal sponsors needed to be able to develop sophisticated analyses or else retain the professional expertise to do so (and/or rely upon MassDOT/MBTA staff for the legwork)
- MassDOT/MBTA bore the brunt of public criticism related to the pilot proposals
- The Pilot process did not harmonize well with an RFI process
- Pilot expansions of service, either into new area or new periods of time not currently served by the MBTA, may require expansion of RIDE service

Questions for the FMCB

- Should the Pilot program continue?
- If yes, should the policy be modified in any way?
- If yes, should any additional Pilot proposals be considered for the FY2019 MBTA operating budget?
- Should the next round of proposals be considered in time for the development of the FY2020 budget?
- Should MassDOT/MBTA actively solicit proposals?