



BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

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Jeffrey B. Mullan
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Acting Director, MPO Staff

The Boston Region MPO,
the federally designated
entity responsible for
transportation decision-
making for the 101 cities
and towns in the MPO
region, is composed of:

MassDOT Office of Planning and
Programming
City of Boston
City of Newton
City of Somerville
Town of Bedford
Town of Braintree
Town of Framingham
Town of Hopkinton
Metropolitan Area Planning Council
Massachusetts Bay Transportation
Authority Advisory Board
Massachusetts Bay Transportation
Authority
MassDOT Highway Division
Massachusetts Port Authority
Regional Transportation Advisory
Council (nonvoting)
Federal Highway Administration
(nonvoting)
Federal Transit Administration
(nonvoting)

MEMORANDUM

DATE January 20, 2011
TO Transportation Planning and Programming Committee
of the Boston Region Metropolitan Planning Organization
FROM Karl H. Quackenbush, CTPS Acting Director
RE Work Program for: Intercity Bus Study

ACTION REQUIRED

Review and approval

PROPOSED MOTION

That the Transportation Planning and Programming Committee of the Boston Region Metropolitan Planning Organization, upon the recommendation of the Massachusetts Department of Transportation, vote to approve the work program for Intercity Bus Study in the form of the draft dated January 20, 2011.

PROJECT IDENTIFICATION

Unified Planning Work Program Classification
Planning Studies

CTPS Project Number
11375

Client
Massachusetts Department of Transportation
Project Supervisor: Matthew Ciborowski

CTPS Project Supervisors
Principal: Elizabeth M. Moore
Manager: Jonathan Belcher

Funding
Future MassDOT §5311F Rural Intercity Transit Planning Contract

IMPACT ON MPO WORK

The MPO staff has sufficient resources to complete this work in a capable and timely manner. By undertaking this work, the MPO staff will neither delay the completion of nor reduce the quality of other work in the UPWP.

BACKGROUND

The private carrier intercity and commuter bus network in Massachusetts has seen a reduction in locations served within Massachusetts over the past 30 years. Operating subsidy programs and state-financed vehicles were provided in the past but are no longer. Further reductions in service and attrition of carriers may occur in the future. This study will examine changes that have taken place in intercity and commuter bus service in Massachusetts since 1980, identify the reasons for those changes, and consider what opportunities there are to foster the retention of valuable routes, improvement of service, and desirable expansion of the network in the future. The study will also review the potential for regional transit authorities in the state to provide service as a feeder to the intercity bus network, will review the potential for use of the MBTA CharlieCard on intercity and commuter bus services, and will consider the capital needs of an improved and expanded intercity bus network, including vehicles, stops, stations, and parking facilities.

OBJECTIVES

This study will look at how existing intercity and commuter bus services that provide service within Massachusetts have changed since 1980, examine how they relate to rail and local bus services, and identify the reasons for the changes that have occurred. The study will look at not only intrastate but also interstate bus services, including how the latter have historically served markets within Massachusetts, whether they do so now, and the degree to which they constrain the potential for expanded intrastate services through the use of existing infrastructure. Based on these examinations of intercity and commuter bus services, the study will consider what past issues have prevented retention or expansion of valuable services and will identify what would be required in the future, including possibly some funding support, to facilitate better meeting the needs of unserved and underserved markets, to foster desirable system growth, and to promote improved mobility options in the state.

WORK DESCRIPTION

The work required to accomplish the study objectives will be carried out in nine tasks, as described below:

Task 1 Describe Existing Intercity Bus, Commuter Bus, and Rail Networks

CTPS will provide a description of the existing intercity bus services (including both intra- and inter-state services), commuter bus services, and rail network, including a

description of the bus routes, a listing of communities served, a summary of equipment required to supply the service, and a summary of service frequencies for each route and community. A comparison will also be made to the bus and rail networks as of 1980, with additions to and reductions of the networks described. The expansion of the statewide rail network over the last 30 years, as well as proposed further expansion of the rail network will be included in the description. Existing public timetables, Department of Public Utility (DPU) documents, and CTPS archives of timetables will be used to complete this task.

CTPS will also count and survey existing intrastate bus service passengers. CTPS staff will distribute and collect surveys on those bus trips operating to and from Boston in order to establish existing ridership totals and to determine the existing means of access and frequency of use of present intrastate bus service.

Products of Task 1

- A map of the existing intercity/commuter bus network and rail network.
- Summary tables of the existing networks and changes made to them since 1980.
- A passenger survey to establish existing passenger counts and ridership patterns.

Task 2 Identify Relationships between Intercity and Local Bus Services

CTPS will examine where intercity carriers, commuter bus services and local transit providers presently connect and where intercity carriers presently utilize station facilities owned by regional transit authorities (RTAs). CTPS will also identify locations where RTAs have expanded or otherwise modified their own route networks since 1980 in response to changes in the private carrier intercity bus network, and will examine the potential for local transit services to act as feeders to intercity services.

Products of Task 2

- A summary table identifying locations where intercity carriers and RTAs connect and where intercity carriers utilize RTA facilities.
- A summary table of changes made to RTA networks since 1980 as a response to changes made to the intercity bus network.
- A review of potential changes to schedules and routes to improve coordination of local bus and intercity bus services, including opportunities for local services to act as feeders for intercity services.

Task 3 Identify Greatest Potential for Modified, Expanded, or New Services

CTPS will obtain existing ridership data for intercity carriers that operate entirely within the state. In cases where carriers cannot or will not provide ridership figures, CTPS field staff will count boardings at Boston terminal locations in order to establish ridership. In addition to existing ridership patterns, CTPS will examine existing population and travel data to identify desirable modified, expanded, or new intercity and commuter bus services within Massachusetts including the possible new or improved reverse commute services.

CTPS will also look at the potential to improve existing parking facilities, to make better use of existing underutilized parking facilities, and to provide new parking facilities in conjunction with new or expanded services.

CTPS will examine existing state practices and policies that support intercity and commuter bus transportation and will consider changes that could be implemented to foster desirable retention and expansion of the networks.

Products of Task 3

- A summary of existing ridership by route for those private carrier routes operating entirely within Massachusetts.
- A list of communities in Massachusetts that have no fixed-route bus service of any type, with ranking criteria applied to suggest which communities have the greatest need for new RTA or intercity bus service.
- A list of potential changes to or expansion of the existing intercity and commuter bus networks.
- A summary of existing parking facilities and the potential to improve or expand parking for existing services.
- A summary of existing state practices and policies that support intercity and commuter bus service.
- A review of changes to state practices and policies that could facilitate desirable retention and expansion of the networks.

Task 4 Identify Existing and Potential Funding Sources

CTPS will review existing funding sources for intercity and commuter bus capital and operating expenses and determine which existing or proposed services qualify for federal or state programs that provide permanent funding or seed money for start-up.

Product of Task 4

A list of operating and capital funding sources for intercity and commuter bus services that includes a summary of which existing and proposed services might qualify to apply for each funding source.

Task 5 Identify Possible Fare Collection System Changes

CTPS will summarize existing intercity and commuter bus fare structures and fare collection methods and will identify possible methods for private carrier intercity or commuter bus services to interact with the MBTA's automated fare collection (AFC) system and for local transit services to provide through-ticketing with intercity services.

Products of Task 5

- A summary of existing intercity and commuter bus fares and fare collection methods and suggestions for how they could interact with the MBTA's AFC system.

- A summary of the potential of RTA's to provide through ticketing with interstate service as part of the National Bus Traffic Association (NBTA) ticketing network, and the potential to market RTA service as part of the national intercity bus network.

Task 6 Review the Capital Needs of the Existing Network and the Potential Needs of an Expanded Network

CTPS will summarize the existing availability of accessible vehicles, the total vehicle requirements of intercity and commuter bus service, station facilities, parking facilities, and midday layover facilities. CTPS will then consider future capital requirements for supporting the existing network, and the level of investment that would be required to support an expanded network. CTPS will also examine the capacity of the existing South Station Bus Terminal and examine whether the facility could accommodate an increase in carriers and/or services.

Products of Task 6

- A summary of existing intercity and commuter bus vehicle requirements, of the existing number of accessible vehicles in intercity and commuter bus fleets, of stop locations, of station facilities, of parking facilities, and of midday layover facilities.
- A summary of the capital needs of an expanded network.
- A summary of existing service levels at the South Station Bus Terminal and potential constraints to adding services at this facility.
- Statewide maps and/or diagrams as requested to illustrate proposals for an expanded network

Task 7 Identify Possible Regulatory Constraints to Adding New Services

CTPS will review existing Department of Public Utility (DPU) regulations regarding the implementation of new intercity bus services in the state, and consider which DPU requirements must be met for new services to be implemented.

Products of Task 7

- A review of existing DPU requirements for private carriers establishing new fixed-route services.
- A summary of existing DPU certificates of operating rights.

Task 8 Identify Methods for Improving the Marketing of Intercity and Commuter Bus Services

CTPS will review existing marketing information and the availability of schedules and maps for intercity bus service in Massachusetts, and will suggest ways of improving marketing to increase ridership.

Products of Task 8

- A review of existing intercity bus and commuter bus marketing methods in Massachusetts.
- A review of potential marketing improvements or changes for encouraging ridership growth.

Task 9 Identify Best Practices through a Peer Review and Examine Potential Service Standards

CTPS will perform a peer review of existing state-funded intercity bus services and will consider adopting service standards that could be applied to new or expanded services.

Products of Task 9

- A review of existing peer programs to provide state subsidies to intercity bus operations.
- A review of potential service standards to apply to new or expanded intercity bus service.

Task 10 Produce a Technical Memorandum

CTPS will compile the results of Tasks 1 through 9 in a technical memorandum that summarizes all of the findings of the study and makes recommendations for improving and funding intercity bus service within the state.

ESTIMATED SCHEDULE

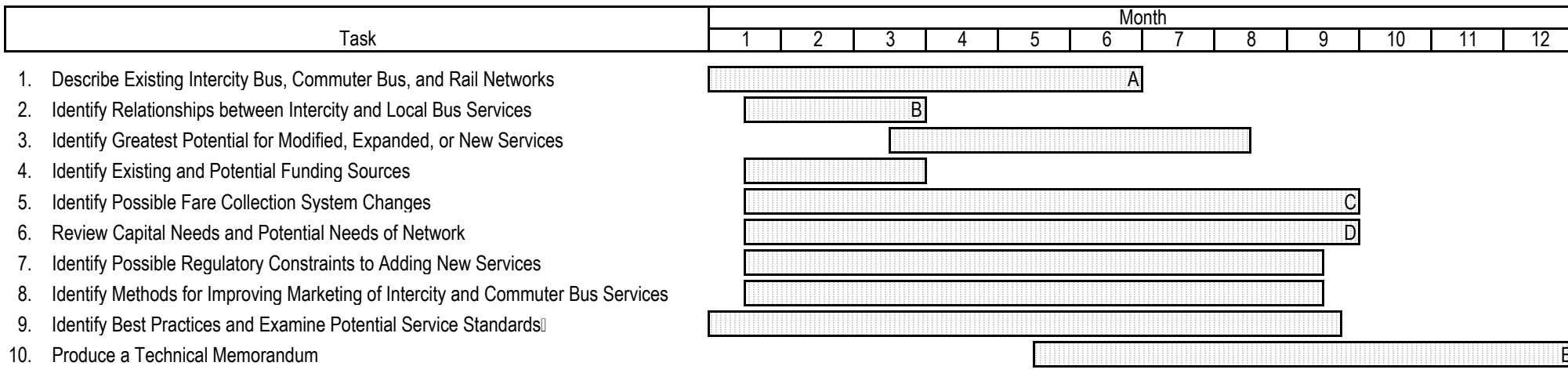
It is estimated that this project will be completed 12 months after the notice to proceed is received. The proposed schedule, by task, is shown in Exhibit 1.

ESTIMATED COST

The total cost of this project is estimated to be \$167,057. This includes the cost of 81.5 person-weeks of staff time, overhead at the rate of 90.69 percent, and travel. A detailed breakdown of estimated costs is presented in Exhibit 2.

KHQ/JB/jb

Exhibit 1
 ESTIMATED SCHEDULE
 Intercity Bus Study



Products/Milestones

- A: Passenger Survey Results
- B: Summary table of RTA and intercity bus connections
- C: Summary table of existing intercity bus and commuter bus fares
- D: Diagrams illustrating expanded network
- E: Technical Memorandum

Exhibit 2
 ESTIMATED COST
 Intercity Bus Study

Direct Salary and Overhead	\$163,057
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Task	Person-Weeks								Direct Salary	Overhead (@ 90.69%)	Total Cost
	M-1	P-5	P-4	P-3	SP-3	SP-1	Temp	Total			
1. Describe Existing Intercity Bus, Commuter Bus, and Rail Networks	0.5	2.0	1.0	0.0	1.0	7.0	21.0	32.5	\$20,982	\$19,028	\$40,010
2. Identify Relationships between Intercity and Local Bus Services	0.5	0.0	2.0	0.0	0.0	0.0	0.0	2.5	\$3,258	\$2,955	\$6,213
3. Identify Greatest Potential for Modified, Expanded, or New Services	0.5	1.0	3.0	0.0	0.0	1.0	1.0	6.5	\$7,193	\$6,523	\$13,717
4. Identify Existing and Potential Funding Sources	0.5	0.0	2.0	2.0	0.0	0.0	0.0	4.5	\$5,316	\$4,821	\$10,138
5. Identify Possible Fare Collection System Changes	0.5	0.0	1.0	3.0	0.0	0.0	0.0	4.5	\$5,126	\$4,648	\$9,774
6. Review Capital Needs and Potential Needs of Network	0.5	2.0	3.0	0.0	0.0	0.0	0.0	5.5	\$7,669	\$6,955	\$14,624
7. Identify Possible Regulatory Constraints to Adding New Services	1.0	2.0	2.0	0.0	0.0	0.0	0.0	5.0	\$7,268	\$6,591	\$13,858
8. Identify Methods for Improving Marketing of Intercity and Commuter Bus Services	1.0	0.0	2.0	0.0	0.0	0.0	0.0	3.0	\$4,077	\$3,697	\$7,774
9. Identify Best Practices and Examine Potential Service Standards	2.5	0.0	2.0	1.0	0.0	0.0	0.0	5.5	\$7,562	\$6,858	\$14,420
10. Produce a Technical Memorandum	4.0	2.0	6.0	0.0	0.0	0.0	0.0	12.0	\$17,059	\$15,471	\$32,529
Total	11.5	9.0	24.0	6.0	1.0	8.0	22.0	81.5	\$85,509	\$77,548	\$163,057

Other Direct Costs	\$4,000
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Travel	\$2,000
Printing	\$2,000

TOTAL COST	\$167,057
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Funding
 Future MassDOT \$5311f #