

PROPOSED FFY 2011 UPWP AMENDMENT



INTERCITY BUS STUDY

STAFF: Central Transportation Planning Staff

CLIENT: MassDOT Office of Transportation Planning

ID #: 11375

BUDGET: 167,100

STATUS: 0%

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.

In addition, the study will explore 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.

FHWA/FTA Grant Application Task and Element:

FFY 2011 Budget

FUNDING RECIPIENT(S)				FUNDING SOURCE(S)								
CTPS	MAPC	MassDOT	FFY 11 Total Budget	PL	MPO \$5303	MPO \$5303 Carryover	SPR	MassDOT	MassDOT \$5303	MassDOT/ MBTA \$5303 Carryover	MBTA	Other
167,100			\$167,100									167,100