



# CHAPTER 7

## Agency and Other Client Transportation Planning Studies and Technical Analyses

### 7.1 INTRODUCTION

The transportation studies and technical analysis work described in this chapter will be undertaken to support the work of various transportation agencies in the Boston Region Metropolitan Planning Organization (MPO) area.

Some of the contracts described in the pages that follow are issued to the Central Transportation Planning Staff (CTPS) every year and generally coincide with either the federal fiscal year (FFY) or the state fiscal year (SFY). Examples include the Massachusetts Department of Transportation (MassDOT) Section 5303 and MassDOT Statewide Planning and Research (SPR) contracts. Other contracts are issued for tasks and technical support to be conducted over a multiyear period, and they might be renewed with the agencies after several years. A third contract type covers the work for discrete studies or technical analyses intended to be completed within one FFY. These may either be one-time contracts in which CTPS conducts analysis or technical support to further a specific agency project, such as the Massachusetts Bay Transportation Authority's (MBTA's) Plan for Accessible Infrastructure (PATI), or they can be contracts in which CTPS provides technical support to an agency for data collection and analysis that is undertaken annually, such as the MBTA's National Transit Database (NTD): Data Collection and Analysis contract.

The work conducted on behalf of the agencies includes data collection and analyses on a broad range of topics, including travel-demand modeling, air quality, traffic engineering, and environmental justice. The products of this work are vital to support compliance with federal and state regulations such as the Massachusetts Environmental Policy Act (MEPA) and Title VI of the Civil Rights Act of 1964. CTPS also enhances regional understanding of critical transportation issues through the preparation of graphics, maps, and other materials for agency studies and presentations. The work described in this chapter is organized by agency, and includes studies and technical analyses for MassDOT, the Massachusetts Port Authority (Massport), and the MBTA.

## 7.2 MASSDOT

The contracts and technical analyses in this section are being undertaken for MassDOT.

### MASSDOT HIGHWAY DIVISION ON-CALL MODELING SUPPORT

<b>Project ID Number</b>	<b>73220</b>
<b>Funding Source</b>	<b>MassDOT</b>
<b>Total Contract</b>	<b>\$400,000</b>
<b>FFY 2017 Total Budget</b>	<b>\$140,100</b>

#### Purpose

The purpose of this on-call contract is to provide the Massachusetts Department of Transportation (MassDOT) Highway Division with travel demand modeling and planning assistance throughout federal fiscal year (FFY) 2017.

#### Approach

For the past few years, the MassDOT Highway Division has employed the Central Transportation Planning Staff (CTPS) to provide travel demand modeling support and planning assistance for a number of its projects, each of which has necessitated creating either a new contract or a contract amendment. In an effort to streamline the process, MassDOT's Highway Division will create a general on-call contract to engage CTPS's services for three years to provide necessary assistance to MassDOT Highway Division projects.

#### FFY 2017 Anticipated Outcomes

CTPS will support MassDOT and its study teams in planning work associated with its bridge project management and other projects, producing necessary memoranda and data upon request.

# MASSDOT STATEWIDE PLANNING AND RESEARCH PROGRAM SUPPORT

<b>Project ID Number</b>	<b>Varies</b>
<b>Funding Source</b>	<b>MassDOT SPR</b>
<b>Total Contract</b>	<b>\$649,000</b>
<b>FFY 2017 Total Budget</b>	<b>\$559,500</b>

Note: FFY 2017 Total Budget does not include Direct Support. This additional amount is noted in Chapter 8 under the description of Direct Support.

## Purpose

The Central Transportation Planning Staff (CTPS) provides support to the Massachusetts Department of Transportation's (MassDOT's) Statewide Planning and Research (SPR) Program as requested. This contract will include multiple individual projects or tasks throughout the federal fiscal year (FFY).

## Approach

This work includes studies, analyses, and technical assistance. Projects that are either underway or expected to begin in FFY 2017 are listed below. (Other projects may be added throughout FFY 2017.)

- 2016–2017 I93 North and Southeast Expressway High-Occupancy-Vehicle (HOV) Lane Monitoring
- Diversity Posters
- Everett Transit Study
- Foxborough Station Study
- Kendall Square Mobility Task Force
- Miscellaneous Graphics
- Program for Mass Transportation (PMT) Assistance and Support
- Road Inventory and Related Support Maintenance
- Statewide Travel Model Assistance

## FFY 2017 Anticipated Outcomes

Activities and work products will depend on tasks requested by MassDOT's Office of Transportation Planning. Projects of appropriate scope will be submitted to the MPO before proceeding.

## MASSDOT TITLE VI PROGRAM

<b>Project ID Number</b>	<b>13154</b>
<b>Funding Source</b>	<b>MassDOT</b>
<b>Total Contract</b>	<b>\$169,900</b>
<b>FFY 2017 Total Budget</b>	<b>\$37,500</b>

### Purpose

Under this contract, the Central Transportation Planning Staff (CTPS) will continue to provide technical support to the Massachusetts Department of Transportation (MassDOT) in the implementation of its Title VI Program for both the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

### Approach

MassDOT, as a recipient of federal funds from both the FHWA and the FTA, is required to comply with Title VI of the Civil Rights Act of 1964 and with protections enacted through several additional laws and executive orders that prohibit discrimination on the basis of gender, age, income, and disability. Through this technical support work, CTPS will assist MassDOT in complying with these equal protection laws.

### FFY 2017 Anticipated Outcomes

Staff will assist MassDOT in updating its Title VI/Nondiscrimination Program for FHWA, and will provide technical support to MassDOT as described above.

## MASSDOT TRANSIT PLANNING ASSISTANCE

<b>Project ID Number</b>	<b>Varies</b>
<b>Funding Source</b>	<b>MassDOT Section 5303</b>
<b>Total Contract</b>	<b>\$270,170</b>
<b>FFY 2017 Total Budget</b>	<b>\$264,170</b>

Note: FFY 2017 Total Budget does not include Direct Support. This additional amount is noted in Chapter 8 under the description of Direct Support.

### Purpose

The Central Transportation Planning Staff (CTPS) provides transit-planning assistance to the Massachusetts Department of Transportation (MassDOT) and the Massachusetts Bay Transportation Authority (MBTA) by conducting various studies under MassDOT's Federal Transit Administration (FTA)-funded Section 5303 Program. This contract will include multiple individual projects or tasks throughout the federal fiscal year (FFY).

### Approach

This assistance may include:

- Short-term and ongoing analysis of projects and proposals, including travel demand modeling, impact analyses, air quality analyses, traffic engineering analyses, and other types of quick-response analyses
- Preparation of supporting data, graphics, maps, and other materials for MassDOT studies and presentations
- Support of environmental document preparation for projects under development
- Other studies and activities requested by MassDOT

### FFY 2017 Anticipated Outcomes

Activities and work products will depend on tasks requested by MassDOT's Office of Transportation Planning. Projects of appropriate scope will be submitted to the MPO before proceeding.

## SECTION 405C TRAFFIC RECORDS IMPROVEMENT

<b>Project ID Number</b>	<b>11158</b>
<b>Funding Source</b>	<b>MassDOT</b>
<b>Total Contract</b>	<b>\$97,000</b>
<b>FFY 2017 Total Budget</b>	<b>\$69,100</b>

### Purpose

The purpose of this program is to test the template developed by Vanasse Hangen Brustlin, Inc. (VHB), an engineering, planning, and design consulting firm, for collecting Model Inventory Road Element (MIRE) Fundamental Data Elements (FDEs) for intersections on a subset of Massachusetts intersections.

### Approach

The template application developed by VHB will be used to collect MIRE FDEs at approximately 5,500 intersections in Massachusetts. Feedback on the template will be provided to VHB (via the Massachusetts Department of Transportation [MassDOT] Traffic Safety and Engineering group); if necessary, the template can be modified before it is used to collect MIRE FDEs on the more than 250,000 intersections in the Commonwealth of Massachusetts.

### FFY 2017 Anticipated Outcomes

Anticipated outcomes include collecting MIRE FDEs for approximately 5,500 intersections in Massachusetts. Written reports will be provided regarding the VHB data collection template. The project work is expected to take approximately one year to complete. It is possible that the work may not be completed in federal fiscal year (FFY) 2017; it may extend into FFY 2018, depending on when the grant funds are released and when the Central Transportation Planning Staff (CTPS) receives a notice to proceed (NTP) with the work.

## NORTH-SOUTH RAIL LINK

<b>Project ID Number</b>	<b>11157</b>
<b>Funding Source</b>	<b>MassDOT</b>
<b>Total Contract</b>	<b>\$200,000</b>
<b>FFY 2017 Total Budget</b>	<b>\$149,700</b>

### Purpose

The purpose of this work is to update the previously completed analysis of the proposed North-South Rail Link project that would connect Boston's North Station and South Station by rail.

### Approach

This project would provide more transit connectivity to the region. It would connect transit markets that now require two or more transfers, and provide passengers with a one-seat ride. In the coming years, train-set capacity at South Station is expected to be a major limitation that would inhibit expansion of the commuter rail network south of Boston. This project would add capacity to the commuter rail system, while at the same time obviate the need to conduct a costly expansion project at South Station.

Because the North-South Rail Link project was studied in detail over a decade ago, an updated analysis is required.

### FFY 2017 Anticipated Outcomes

This study will examine the local and regional demand for a north-south link connection, and also address the air quality and economic impacts associated with the project. After collecting and analyzing data, the Central Transportation Planning Staff (CTPS) will produce draft and final reports for the Massachusetts Department of Transportation (MassDOT).



## LOWER MYSTIC RIVER WORKING GROUP SUPPORT

<b>Project ID Number</b>	<b>22209</b>
<b>Funding Source</b>	<b>MassDOT</b>
<b>Total Contract</b>	<b>\$489,300</b>
<b>FFY 2017 Total Budget</b>	<b>\$246,000</b>

### Purpose

This study and support work stem from the proposed Wynn Casino development in Everett and the findings in the Massachusetts Environmental Protection Act (MEPA) Certificate issued by the Executive Office of Energy and Environmental Affairs (EOEEA) in August 2015. The certificate states that although the project complied with MEPA, there could be broader regional transportation impacts associated with other large scale development proposals in the area near the Wynn Casino north of Boston. In order to understand the extent of these broader impacts, the EOEEA Certificate required the establishment of a Regional Working Group.

### Approach

MPO staff will take the lead in transportation modeling and analyses. Additionally, MPO staff and staff of the MPO member agency, the Metropolitan Area Planning Council (MAPC), will work in partnership with the working group to achieve the following main objectives:

- Assess existing conditions, planned improvements, and reviewed and permitted development
- Identify planning development and potential build-out
- Identify critical existing and proposed infrastructure and study alternatives
- Consider funding resources and equitable allocation of project costs

### FFY 2017 Anticipated Outcomes

MPO and MAPC staff support is anticipated to include the following main tasks in federal fiscal year (FFY) 2017:

- Assistance with stakeholder engagement: Staff will plan public meetings, attend working group meetings, and assist the Massachusetts Department of Transportation (MassDOT) in answering questions and presenting information.

- Verification of existing land uses and identification of future developments: Staff will review current and proposed developments in the study area, verify existing data, and collect new data. This will be based, in part, on feedback from stakeholders. Staff will produce a database of existing and proposed demographics in the study area.
- Examination of existing and proposed transportation infrastructure: Staff will coordinate with MassDOT, affected municipalities, and other key stakeholders to verify existing and proposed transportation infrastructure by the forecast years (2030 and 2040). This will result in a database of existing and proposed transportation infrastructure in the study area.
- Review of current and recent transportation studies: Staff will review the analysis and conclusions of several transportation studies conducted in the study area during the past 15 years.
- Development and examination of a model of existing transportation conditions: Staff will use a model that reflects existing land use and transportation infrastructure in eastern Massachusetts and will produce analysis of existing transportation conditions.
- Development and examination of baseline scenarios for both forecast years: Staff will produce a model and analysis of baseline transportation conditions for 2030 and 2040.
- Identification of mitigation strategies and land use alternatives for both forecast years (2030 and 2040): Staff will identify potential issues associated with transportation operations within the study area and will work with the Regional Working Group to recommend a series of mitigation strategies to help address the negative transportation impacts identified in this study.
- Development and examination of alternative scenarios for both forecast years (2030 and 2040): Staff will model scenarios based on different assumptions about land use, transportation networks and operations, traveler behavior, and other inputs. The analysis of these multiple alternatives will help test the impacts of mitigation strategies.
- Examination of funding options: Staff will work with the Regional Working Group, MassDOT, and other stakeholders to estimate the cost of mitigation and infrastructure improvements identified through this project and will develop a list of funding strategies.
- Development of recommendations and creation of a blueprint and schedule for implementation: Staff will develop a recommended set of policies, programs, and infrastructure investments, which will include a blueprint and schedule for implementation.
- Production of draft and final reports: Staff will produce a draft report that will be presented to the working group. Staff will then produce a final report that will be posted on the MassDOT, MAPC, and MPO websites.

### 7.3 MASSACHUSETTS BAY TRANSPORTATION AUTHORITY (MBTA)

The contracts and technical analyses in this section are being undertaken for the Massachusetts Bay Transportation Authority (MBTA).

#### MBTA NATIONAL TRANSIT DATABASE: DATA COLLECTION AND ANALYSIS

<b>Project ID Number</b>	<b>(SFY 2016) 14345 (SFY 2017) 14351 (SFY 2018) 14353</b>
<b>Funding Source</b>	<b>MBTA</b>
<b>Total Contract*</b>	<b>(SFY 2016) \$128,480 (SFY 2017) \$141,398 (SFY 2018) \$130,000</b>
<b>FFY 2017 Total Budget</b>	<b>(SFY 2016) \$1,200 (SFY 2017) \$125,198 (SFY 2018) \$10,700</b>

\* Several different contract years are included in this work.

SFY = state fiscal year

Note: FFY 2017 Total Budget does not include Direct Support. This additional amount is noted in Chapter 8 under the description of Direct Support.

#### Purpose

For many years, in support of the Massachusetts Bay Transportation Authority's (MBTA's) National Transit Database (NTD) submittals to the Federal Transit Administration (FTA), the Central Transportation Planning Staff (CTPS) has produced estimates of passenger miles and boardings for MBTA services. This project will develop these estimates for

1. Directly operated MBTA transportation modes (including motor bus, trackless trolley, heavy and light rail, and bus rapid transit)
2. Purchased-service bus routes (that is, local routes for which the MBTA contracts with a private carrier)

CTPS will also verify MBTA estimates of average passenger trip length on its commuter rail mode.

## Approach

The data underlying these estimates will be collected in a variety of ways:

- Full-route ridechecks on buses used in contracted MBTA local bus service and trackless trolleys<sup>1</sup>
- MBTA automatic passenger counter (APC) data
- Passenger counts on APC-equipped buses
- Electronic passenger fare-mix counts from automated-fare-collection (AFC) faregates at heavy and light rail subway stations and fareboxes on motor bus and trackless trolley routes
- Origin-destination information inferred from AFC data
- Commuter rail ridership data from passenger counts conducted by the MBTA or its contractors, or from the MBTA's mobile ticketing vendor
- Fare-mix counts from AFC faregates at stations and from fareboxes on vehicles
- Passenger surveys on the heavy rail, light rail, and gated portions of the bus rapid-transit systems to collect origin and destination information

The MBTA will submit its state fiscal year (SFY) 2016 NTD estimates of passenger boardings and passenger miles for various transit modes to the FTA with the aid of CTPS during FFY 2017. In addition, the MBTA will submit its SFY 2017 NTD estimates of passenger boardings and passenger miles for various transit modes to the FTA with the aid of CTPS during FFY 2018. The final technical memorandum for the 2017 NTD will be completed in FFY 2018.

## FFY 2017 Anticipated Outcomes

In SFY 2017, CTPS will complete the final technical memorandum for SFY 2016 NTD reporting and will continue data collection begun in SFY 2016 for SFY 2017.

- Ridechecks<sup>1</sup> will be conducted for the trackless trolley and contracted local bus service portions of the SFY 2017 NTD reporting. Ridecheck data that will be collected for bus routes will include boardings and alightings by stop, farebox readings, trip-level travel times, departure and arrival times, and arrival times at intermediate stops.
- For heavy and light rail lines, origin-destination surveys will be conducted, and fare-mix data will be obtained.

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<sup>1</sup> Ridechecks refer to a method of collecting sample data with one or more persons observing and recording passenger activities while riding in a transit vehicle.

## MBTA SYSTEMWIDE PASSENGER SURVEY

<b>Project ID Number</b>	<b>14346</b>
<b>Funding Source</b>	<b>MBTA</b>
<b>Total Contract</b>	<b>\$1,180,000</b>
<b>FFY 2017 Total Budget</b>	<b>\$424,500</b>

Note: FFY 2017 Total Budget does not include Direct Support. This additional amount is noted in Chapter 8 under the description of Direct Support.

### Purpose

Through this contract, initiated in federal fiscal year (FFY) 2015, the Central Transportation Planning Staff (CTPS) will conduct a systemwide passenger survey to assist the Massachusetts Bay Transportation Authority (MBTA) in its Title VI analysis.

### Approach

The Federal Transit Administration (FTA) requires that the MBTA collect information on its riders for use in Title VI analyses; this survey must be conducted within a five-year time frame. The required information will include race, color, national origin, English-language proficiency, language spoken at home, household income, fare usage by fare type, and travel patterns. In this project, CTPS will conduct a systemwide survey, administered as paper forms as well as online surveys, of the passengers who use rapid transit, bus, bus rapid transit (BRT), commuter rail, and water transportation services. The survey results also will provide the MBTA, other state and federal agencies, consultants, and the public with more up-to-date data to support transportation-planning activities.

### FFY 2017 Anticipated Outcomes

CTPS will complete the systemwide passenger survey for each transportation mode, and staff will process the survey results.

## MBTA TITLE VI PROGRAM MONITORING

<b>Project ID Number</b>	<b>(SFY 2016) 11395 (SFY 2017) 11408</b>
<b>Funding Source</b>	<b>MBTA</b>
<b>Total Contract</b>	<b>(SFY 2016) \$63,140 (SFY 2017) \$161,511</b>
<b>FFY 2017 Total Budget</b>	<b>(SFY 2016) \$1,200 (SFY 2017) 100,000</b>

SFY = state fiscal year

Note: FFY 2017 Total Budget does not include Direct Support. This additional amount is noted in Chapter 8 under the description of Direct Support.

### Purpose

Under this contract, the Central Transportation Planning Staff (CTPS) provides the Massachusetts Bay Transportation Authority (MBTA) with technical assistance in collecting data on and conducting assessments of the level of service (LOS) provided in minority communities compared to nonminority areas to support the MBTA's compliance with Title VI requirements.

### Approach

Data will be collected on service indicators such as

- Service coverage
- Vehicle load
- Vehicle headway
- On-time performance
- Station conditions and amenities
- Distribution and operability of automated-fare-collection (AFC) faregates and fare vending machines

- Distribution of AFC retail sales terminals
- Station elevator and escalator locations and operability
- Vehicle age and condition

This data collection will help fulfill the monitoring required as part of the MBTA's ongoing Title VI Program. The results of the analyses will be reported internally at the MBTA and will be folded into future triennial Federal Transit Administration (FTA) reporting.

## **FFY 2017 Anticipated Outcomes**

CTPS will provide documentation about selected LOS evaluations for state fiscal year (SFY) 2016 MBTA revenue service and amenities, and staff will prepare the 2017 triennial MBTA Title VI Program Report.

## TITLE VI SERVICE EQUITY ANALYSIS: METHODOLOGY DEVELOPMENT: PHASE II

<b>Project ID Number</b>	<b>11409</b>
<b>Funding Source</b>	<b>MBTA</b>
<b>Total Contract</b>	<b>\$125,000</b>
<b>FFY 2017 Total Budget</b>	<b>\$94,300</b>

### Purpose

In a federal fiscal year (FFY) 2015 Boston Region MPO study (Title VI Service Equity Analysis: Methodology Development), the Central Transportation Planning Staff (CTPS) developed an improved methodology for conducting Title VI service equity analyses, and conducted a proof of concept to demonstrate its application. The developed methodology utilizes the Modified Transit Opportunity Index (MTOI) to measure the amount of transit opportunity provided to a census tract as a function of the transit system network. In this FFY 2017 project, staff will develop a full-scale model of the Massachusetts Bay Transportation Authority (MBTA) bus and rapid transit system to provide a platform for conducting comprehensive assessments of the MTOI for each census tract within the MBTA bus and rapid transit network.

### Approach

Outputs from the MTOI model will be used as a comprehensive tool for conducting Title VI service equity analyses, enabling CTPS, the MBTA, and the Massachusetts Department of Transportation (MassDOT) Office of Diversity and Civil Rights staff to conduct future Title VI service equity analyses of MBTA major service changes. By completing this work, the MPO will continue to adhere to its commitment to conduct industry-leading Title VI and other transportation-equity-related work.

### FFY 2017 Anticipated Outcomes

- Development of a full-scale MBTA bus and rapid transit system model for calculating the MTOI from existing transit services and proposed major service changes
- A memorandum documenting the development and framework of the MTOI model, and a user manual for its use as a tool for conducting Title VI service equity analysis of proposed major service changes
- Technical assistance to the MBTA and MassDOT Office of Diversity and Civil Rights



## MBTA BUS SERVICE DATA COLLECTION

<b>Project ID Number</b>	<b>11406</b>
<b>Funding Source</b>	<b>MBTA</b>
<b>Total Contract</b>	<b>\$540,000</b>
<b>FFY 2017 Total Budget</b>	<b>\$179,970</b>

Note: FFY 2017 Total Budget does not include Direct Support. This additional amount is noted in Chapter 8 under the description of Direct Support.

### Purpose

The work conducted under this contract will help the Massachusetts Bay Transportation Authority (MBTA) assess bus service changes included in the biennial MBTA service plans.

### Approach

In order to assess bus service changes that are included in the biennial MBTA service plans, the MBTA requires ongoing data collection regarding its bus system.

The data collected by the Central Transportation Planning Staff (CTPS) as part of this project also support future MBTA service plans, through which bus routes undergo comparative evaluations for cost-effectiveness, crowding, schedule adherence, and other indicators. Work may also include support for improving the ridecheck database so that it will be compatible with new software and data sources. CTPS also may provide analytical assistance to the MBTA as requested.

### FFY 2017 Anticipated Outcomes

- Point checks on bus routes and other data collection as requested by the MBTA for planning purposes. (Point checks are observations of the arrival times, departure times, and passenger loads of a transit service at a single location.)
- Improvements to the ridecheck database.
- Analytical assistance as requested.

## MBTA REVIEW OF FARE STRUCTURE, TARIFFS, AND POLICY

<b>Project ID Number</b>	<b>(2014 Contract) 11378 (2017 Contract) 11393</b>
<b>Funding Source</b>	<b>MBTA</b>
<b>Total Contract</b>	<b>(2014 Contract) \$141,000 (2017 Contract) \$159,240</b>
<b>FFY 2017 Total Budget</b>	<b>(2014 Contract) \$5,400 (2017 Contract) \$8,300</b>

### Purpose

Through this contract, the Central Transportation Planning Staff (CTPS) assists the Massachusetts Bay Transportation Authority (MBTA) in analyzing the potential impacts of changes in fare structure and tariffs.

### Approach

CTPS has provided technical assistance to the MBTA in forecasting potential ridership, revenue, air quality, and socioeconomic impacts of proposed changes in the MBTA's fare structure and tariffs for all fare increases since 1991. In federal fiscal year (FFY) 2017, CTPS will analyze the potential impacts of any proposed changes in fare structure and tariffs. CTPS will also conduct the Federal Transit Administration (FTA)-required fare equity analysis.

### FFY 2017 Anticipated Outcomes

Analyses will be conducted as requested. CTPS will participate in meetings, provide technical support, and develop documentation and other communication materials as requested. Staff will also prepare final reports of findings from each fare change analysis and each associated fare equity analysis.

## MBTA RIDER OVERSIGHT COMMITTEE SUPPORT

<b>Project ID Number</b>	<b>14339</b>
<b>Funding Source</b>	<b>MBTA</b>
<b>Total Contract</b>	<b>\$24,500</b>
<b>FFY 2017 Total Budget</b>	<b>\$2,600</b>

### Purpose

The Massachusetts Bay Transportation Authority (MBTA) established a Rider Oversight Committee (ROC) in 2004 to provide ongoing public input on a number of different issues, including strategies for increasing ridership, developing new fare structures, and prioritizing capital improvements. Through this contract, the Central Transportation Planning Staff (CTPS) supports the MBTA by providing technical assistance to the ROC on an ongoing basis.

### Approach

Over the past several years, the assistance provided by CTPS has included analyzing the revenue and ridership impacts of potential fare and service changes, providing the MBTA ridership statistics, offering insights into the MBTA's planning processes, providing data analysis, and attending committee meetings at which staff may respond directly to ROC members' questions.

### FFY 2017 Anticipated Outcomes

CTPS will continue to provide technical assistance to the MBTA Rider Oversight Committee and attend committee and subcommittee meetings.

## MBTA PLAN FOR ACCESSIBLE TRANSIT INFRASTRUCTURE SUPPORT

<b>Project ID Number</b>	<b>14349</b>
<b>Funding Source</b>	<b>MBTA</b>
<b>Total Contract</b>	<b>\$18,370</b>
<b>FFY 2017 Total Budget</b>	<b>\$4,200</b>

### Purpose

The Central Transportation Planning Staff (CTPS) will provide technical support to the Massachusetts Bay Transportation Authority (MBTA) as the Department of System-Wide Accessibility (SWA) develops a Plan for Accessible Transit Infrastructure (PATI).

### Approach

The MBTA's Department of SWA is developing PATI—a long-term strategic barrier-removal plan that will prioritize accessibility improvements in the context of limited resources. Through this initiative, the MBTA will catalog barriers to access at each rapid transit, bus rapid transit, and commuter rail station or stop, and at every bus stop. Concurrently with this survey effort, a working group (the PATI Engagement Committee), which is composed of MBTA officials and disability-accessibility stakeholders, will develop a method for prioritizing the removal of the barriers in a manner that is sustainable, while maximizing the positive impact on accessibility. CTPS will provide the technical support required for the MBTA to develop criteria for determining which accessibility improvements would have the greatest positive impacts on seniors, people with disabilities, and others who rely on accessible infrastructure, while taking into account funding constraints. CTPS will also develop an algorithm for prioritizing accessibility improvements that will incorporate selected criteria.

### FFY 2017 Anticipated Outcomes

- Participation in the PATI Engagement Committee
- Technical support and analyses required for reviewing the proposed criteria for evaluating accessibility improvements
- Development of an algorithm for prioritizing accessibility improvements

## OFFICE OF PERFORMANCE MANAGEMENT AND INNOVATION ON-CALL CONTRACT

<b>Project ID Number</b>	<b>11159</b>
<b>Funding Source</b>	<b>MBTA</b>
<b>Total Contract</b>	<b>\$200,000</b>
<b>FFY 2017 Total Budget</b>	<b>\$100,000</b>

### Purpose

Through this contract, the Central Transportation Planning Staff (CTPS) will support the Massachusetts Department of Transportation's (MassDOT's) Office of Performance Management and Innovation (OPMI).

### Approach

This is a one-year contract for state fiscal year (SFY) 2017, and specific task orders and technical support will be determined by CTPS and OPMI.

### FFY 2017 Anticipated Outcomes

This MassDOT contract will result in various analytical studies and technical reports for the Massachusetts Bay Transportation Authority (MBTA).

## 7.4 MASSACHUSETTS PORT AUTHORITY (MASSPORT)

The contracts and technical analysis in this section are being undertaken for the Massachusetts Port Authority (Massport).

### MASSPORT TECHNICAL ASSISTANCE

<b>Project ID Number</b>	<b>22127</b>
<b>Funding Source</b>	<b>Massport</b>
<b>Total Contract</b>	<b>\$171,000</b>
<b>FFY 2017 Total Budget</b>	<b>\$52,900</b>

Note: FFY 2017 Total Budget does not include Direct Support. This additional amount is noted in Chapter 8 under the description of Direct Support.

#### Purpose

The Central Transportation Planning Staff (CTPS) will provide technical assistance to the Massachusetts Port Authority's (Massport's) Department of Economic Planning and Development, which will support Massport in its desire to examine and improve ground-access options.

#### Approach

Activities may include support for Logan International Airport ground-access planning, ground-access model development, and related data collection and analysis; analysis related to Logan Airport; air-quality analysis; and support for additional to-be-determined transportation-planning activities. This work may be redirected or modified in response to emerging issues.

#### FFY 2017 Anticipated Outcomes

This contract will include multiple individual projects or tasks, and specific work activities and products will be determined by Massport.