



**Massachusetts Bay
Transportation Authority**

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
BLUE HILL AVENUE TRANSIT ACTION PLAN

*Ridership Forecast Request to
Use Justification Warrants*

August 22, 2025



TABLE OF CONTENTS

1. Warrant Justification.....	3
2. Project Description.....	4
3. Existing Corridor Ridership	6
4. Warrant Analysis.....	7
4.1. <i>Data Sources</i>	7
4.2. <i>Methodology</i>	8
4.3. <i>Results</i>	10
Appendices	11
Appendix A: Included Routes By Analysis Type	11
Appendix B: APC Certification Details	16



1. WARRANT JUSTIFICATION

The Blue Hill Avenue Transit Action Plan project is projected to fall within the \$120 to \$210 million cost range and is expected to serve approximately 13,200 weekday transit riders in the corridor. Table 1-1, taken from the FTA Small Starts Policy Guidance published in January of 2025, shows that this project meets the Warrants Threshold for the third category presented in the table. The Blue Hill Avenue Transit Action Plan is projected to cost approximately \$164 million (Year of Expenditure), with construction planned between 2027 and 2029. The anticipated CIG funding request for the Blue Hill Avenue Transit Action Plan is approximately \$81 million, or 49.4% of the total project cost.

Table 1-1: Ridership and Capital Cost Breakpoints for Project Justification Warrants

Project Justification Warrants Thresholds
< \$60 million and 2,100 Transit Riders
\$60 - \$120 million and 4,200 Transit Riders
\$120 - \$210 million and 6,300 Transit Riders
\$210 - \$300 million and 8,400 Transit Riders
\$300 - \$400 million and 10,500 Transit Riders



2. PROJECT DESCRIPTION

The MBTA proposes implementing a transit corridor along Blue Hill Avenue in Boston, Massachusetts, between Warren Street and Mattapan Square. As shown in Figure 2-1, the Project involves the construction of three miles of exclusive, center-running bus lanes using existing medians on Blue Hill Avenue, with implementation of transit signal priority along with other safety and accessibility improvements at the intersections along the corridor. The Project also includes installation of curbside bike lanes and construction of 10 stations with shelters, comfortable seating, real-time information, improved lighting, security cameras, and emergency call boxes at each station. The MBTA intends to use the existing fleet inventory for this Project.

Despite being a high transit ridership corridor today, buses along Blue Hill Avenue are subject to substantial delays due to the high motor vehicle traffic on the roadway. The corridor lacks essential accessibility and safety features, putting transit riders, bicyclists, and pedestrians—those most vulnerable to hazardous conditions—at significant risk. The Project is expected to provide reliable and accessible transit along with improved safety to benefit all roadway users in the corridor.

This three-mile-long segment of Blue Hill Avenue is situated midway between two MBTA heavy rail rapid transit lines. This corridor is served by more than 1,250 MBTA buses each day across nine routes. The primary benefits—dramatically improved safety, access, speed, and reliability—will accrue to 40,000+ existing daily bus riders. The corridor provides significant transportation connectivity to other transit lines, including MBTA's Commuter Rail Line and Mattapan Trolley Line, and connects the commercial nodes of Grove Hall in the north, Mattapan Square to the south, and residential and commercial uses in between, including two of the City's oldest and most significant parks.

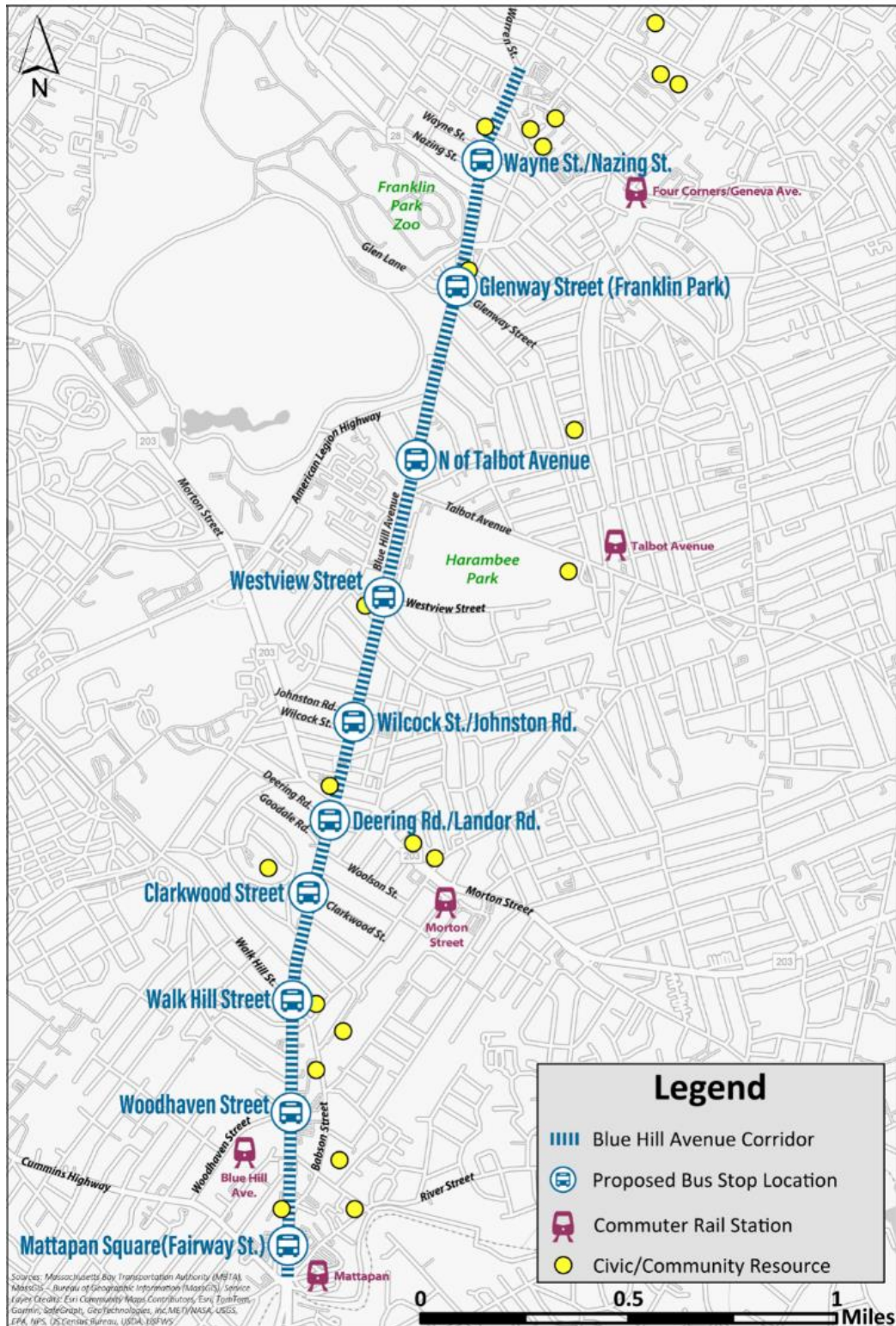
This Project will repurpose Blue Hill Avenue's existing wide, concrete median island into a pair of exclusive, center-running bus lanes and will redesign Mattapan Square, the corridor's southern end, to better accommodate bus movements in and out of the Mattapan Trolley station. The Project will also include improved pedestrian refuges, protected bicycle lanes, signal changes, and place-making elements. The Project has undergone several years of community outreach and design development, leveraging a variety of event types and engagement formats

In summary, the Blue Hill Avenue Transit Corridor Project will include the following:

- Center-running dedicated bus lanes
- Ten pairs of fully accessible median bus stop platforms
- Parking protected curbside bike lanes
- Redesign of Mattapan Square intersection
- Sidewalk and accessibility improvements
- Roadway repair and repaving
- Updated traffic signals and street lighting
- Enhanced public realm and green infrastructure



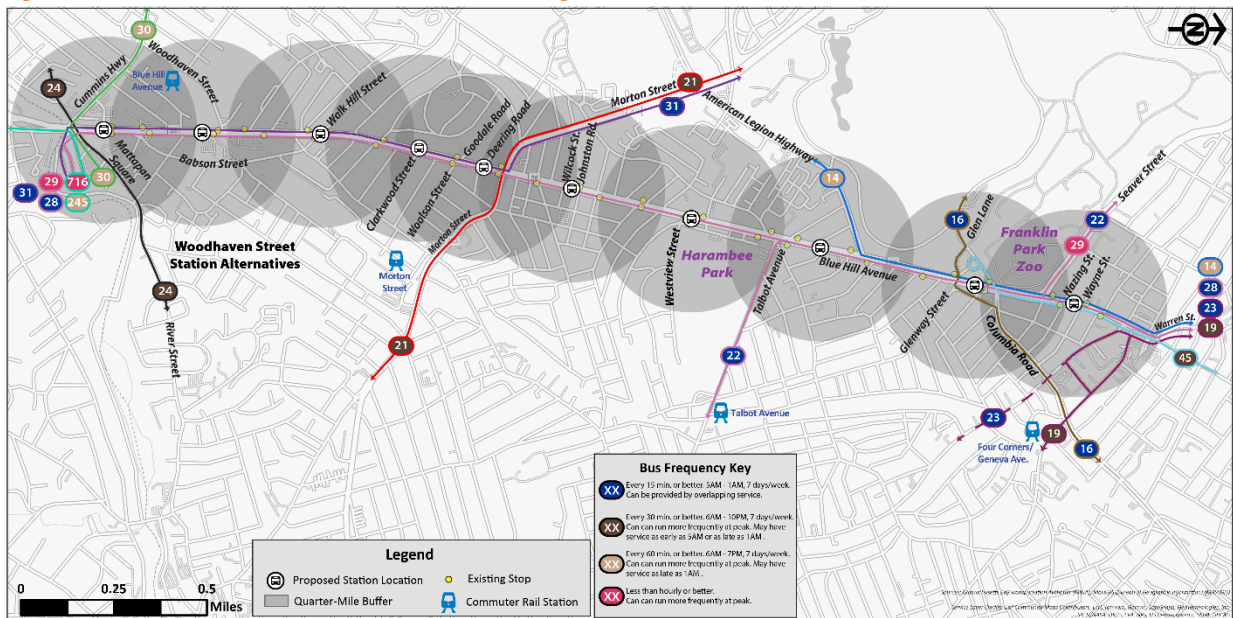
Figure 2-1: Blue Hill Ave Transit Corridor Project Map



3. EXISTING CORRIDOR RIDERSHIP

MBTA is proposing a Small Starts BRT project within the Blue Hill Avenue Corridor. Blue Hill Avenue passes through Roxbury, Dorchester, and Mattapan, serving multiple bus routes noted for high ridership within the system. As shown in Figure 3-1, Route 28, Route 29 and Route 31 exist along a majority of the project implementation corridor. Route 28 and Route 31 have existing 15-minute frequency, while Route 29 is less frequent and varies by hour of the day, mostly centered around a 36-minute frequency. In addition to these main routes, other less frequent routes use portions of the project directly or provide direct transfer connections within a one-quarter mile buffer along the corridor (Routes 22/14/45).

Figure 3-1: Blue Hill Transit Corridor Existing Transit Service





4. WARRANT ANALYSIS

The MBTA has reviewed the *Documentation of Existing Transit Riders to Prove Eligibility for Warrants for New Starts and Small Starts Projects*, published in June 2016, and the *Reporting Instructions for the Section 5309 Capital Investment Grants Program Small Starts*, published in January 2025, and has calculated corridor ridership based on the provided methodology and guidance.

This section outlines the approach to analyzing the potential ridership along the Blue Hill Avenue project corridor.

4.1. Data Sources

The data used to tabulate current corridor ridership is based on route-level transit ridership data from October of 2024.

The stop-level ridership data from the STOPS model does not provide separate boardings and alightings by route along the Blue Hill Avenue Corridor because shared stops are reported together. Therefore, stop-level boarding data from the MBTA for a typical weekday (Tues-Thur) of Fall 2024 was utilized. The ridership estimates for the corridor utilize data collected by the APC system installed on the MBTA buses between 9/3/24 and 10/3/24 for the selected routes.

The APC data quality screening process assures that the following conditions are true for each trip observation used:

- a) the bus was actually performing the trip/route the data system thinks it was doing,
- b) the system's GPS readings were functioning normally at the time, and
- c) the passenger counting mechanisms at the doors were functioning properly

Additional details on the APC data quality and procedures can be found in Appendix B.



4.2. Methodology

Tabulation of existing corridor ridership followed the procedure outlined in FTA's Warrants Guidance and is shown here:

1. Identify all routes with stops located within one-quarter mile of the project corridor.
2. Evaluate each route to determine if its service is similar to that of the project, using a map and a table to show the connecting routes included in this analysis.
 - For routes that primarily follow the project corridor (within one-quarter mile), classify them as "A/B" routes for counting passengers entering the corridor.
 - For routes that only partially operate within one-quarter mile of the project corridor, classify them as "D" routes for counting only passengers boarding and alighting within that distance from the alignment.
3. For all "A/B" or "D" routes, flag stops found within one-quarter mile of the project corridor.
4. For each route and direction, select the boardings as the ridership count for that route and direction.
5. For "A/B" routes, sort automated passenger count (APC) data by stop sequence and identify the last stop before the area within one-quarter mile of the project corridor. Add the number of onboard passengers at this stop to the route's ridership count.
6. Aggregate ridership counts across all "A/B" and "D" routes in both directions.

As shown in Table 4-1, utilizing the warrant guidelines a total of five (5) local bus routes were included in the analysis. The table indicates which warrant type is being utilized for each route. A map of the Blue Hill Avenue corridor route interactions within the ¼ mile buffer is shown in Figure 4-1. Included in the figure are the routes, their warrant type (A/B or D) and the stop locations included in the analysis.

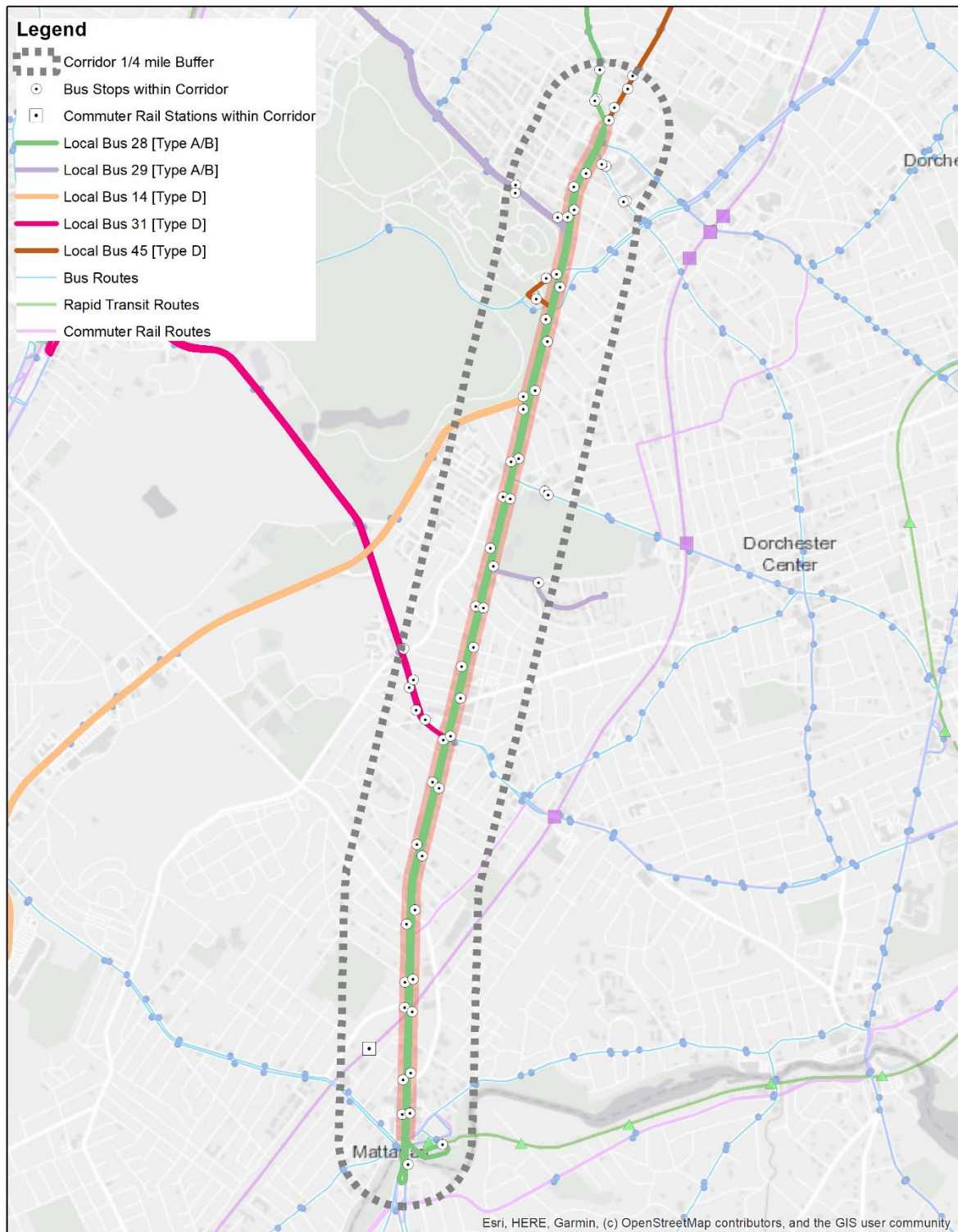
Table 4-1: Implementation Schedule

Name	Warrant Type
Local Bus 28	A/B
Local Bus 29	A/B
Local Bus 14	D
Local Bus 31	D
Local Bus 45	D

Appendix A has the details for each individual route considered in this warrant analysis and their classifications, along with their location in relation to the Blue Hill Transit Corridor



Figure 4-1: Blue Hill Transit Corridor Warrant Route Types



Source: MBTA, 2025



4.3. Results

The results of the ridership tabulation, as described in the methods section, are presented in Table 4-2. For each route, the total ridership count is determined as the boardings at the stations within the buffer in each direction, with additional riders entering the corridor counted only for Type "A/B" routes.

Table 4-2: Blue Hill Avenue Corridor Year 2024 Existing Ridership Tabulation Results for Warrants

Route		Boardings Within Corridor		Riders Entering Corridor		Total Counts
Name	Warrant Type	NB/WB	SB/EB	NB/WB	SB/EB	
Local Bus 28	A/B	4,774	2,003	0	2,553	9,330
Local Bus 29	A/B	552	263	0	280	1,095
Local Bus 14	D	81	121	0	0	202
Local Bus 31	D	1,772	354	0	0	2,126
Local Bus 45	D	414	25	0	0	439
Corridor Total		7,593	2,766	0	2,833	13,192

Ridership within the corridor was recorded exclusively for Local Bus 28 and Local Bus 29, as both routes operate along Blue Hill Avenue between Cummins Highway and Warren Street and are categorized as route type "A/B." For Local Bus routes 14, 31, and 45, only the segments that run parallel to the Blue Hill Transit Corridor were included in the analysis. Consequently, these routes are classified as Type "D" for this study, with only boarding and alighting activity occurring within a quarter mile of the project corridor being counted. Riders boarding at the Mattapan station are included in the analysis but due to the format of the data, the boardings at Warren Street at Waumbeck Street on route 28 nor boardings at Seaver Street opposite Elm Hill Avenue on route 29 are not counted because those are already included in the entering load levels at those stop stations.

Based on this methodology, projected weekday bus transit ridership within a quarter mile of the Blue Hill Corridor is estimated at 13,192 for 2024.

The total ridership exceeds the FTA's threshold of 6,300 transit riders for projects costing between \$120 and \$210 million, thereby qualifying the Blue Hill Avenue BRT project for consideration through the CIG Small Starts Project Justification Warrant process.

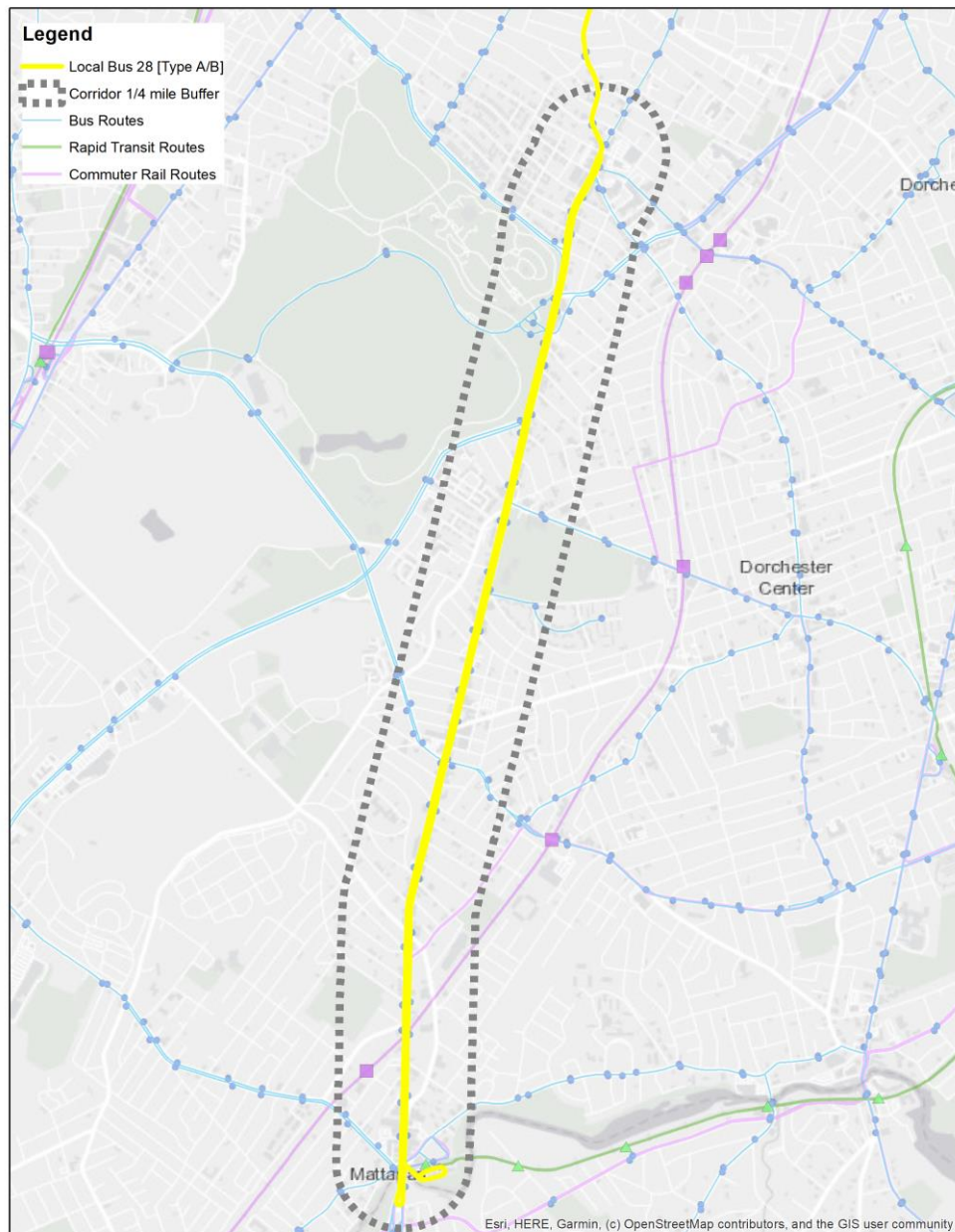


APPENDICES

Appendix A: Included Routes By Analysis Type

The following maps show the routes considered in this warrant analysis and their classifications, along with their location in relation to the Blue Hill Transit Corridor.

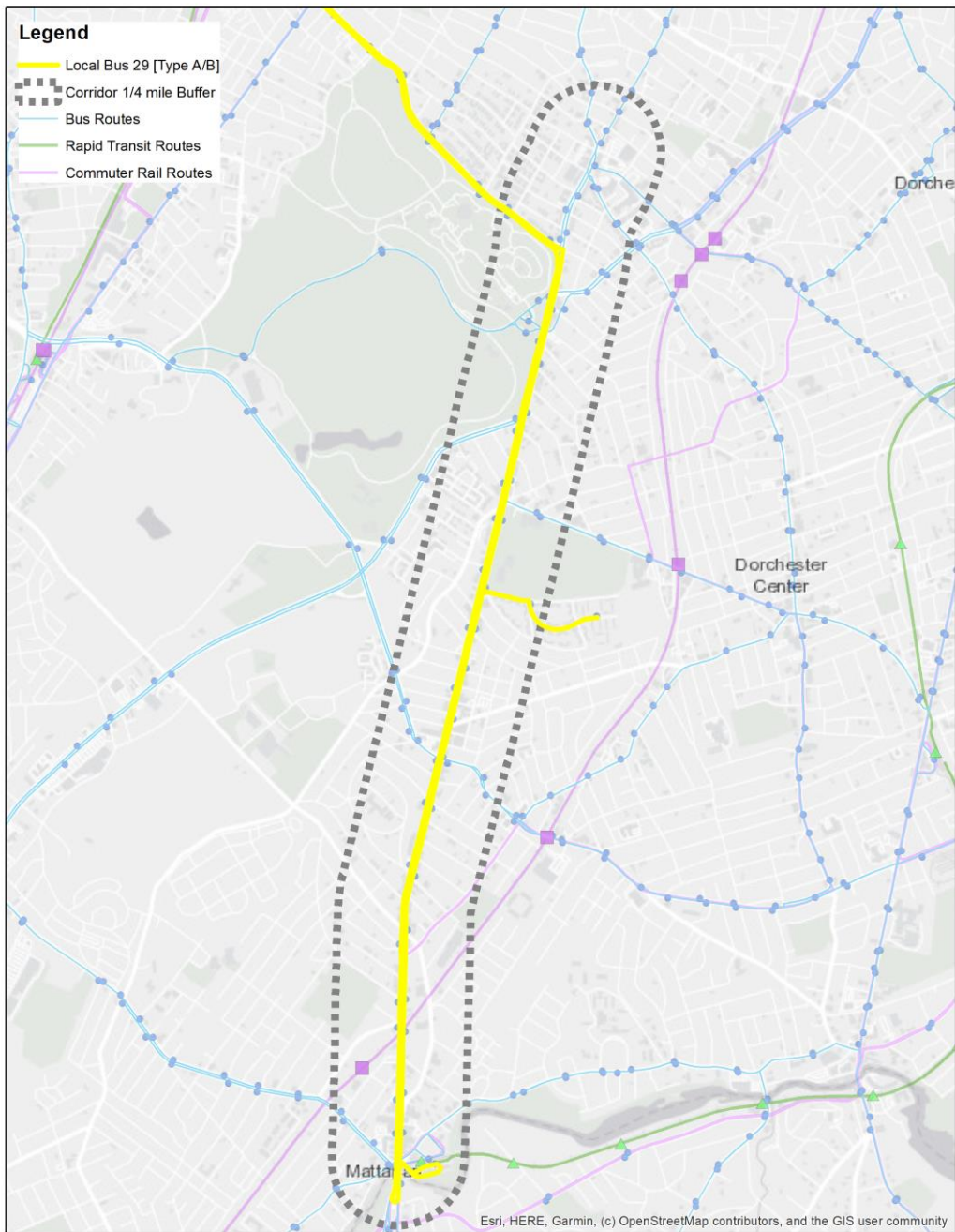
Local Bus Route 28 – Type A/B



*Boardings on Route 28 at Warren Street at Waumbek Street not in analysis due to data formatting



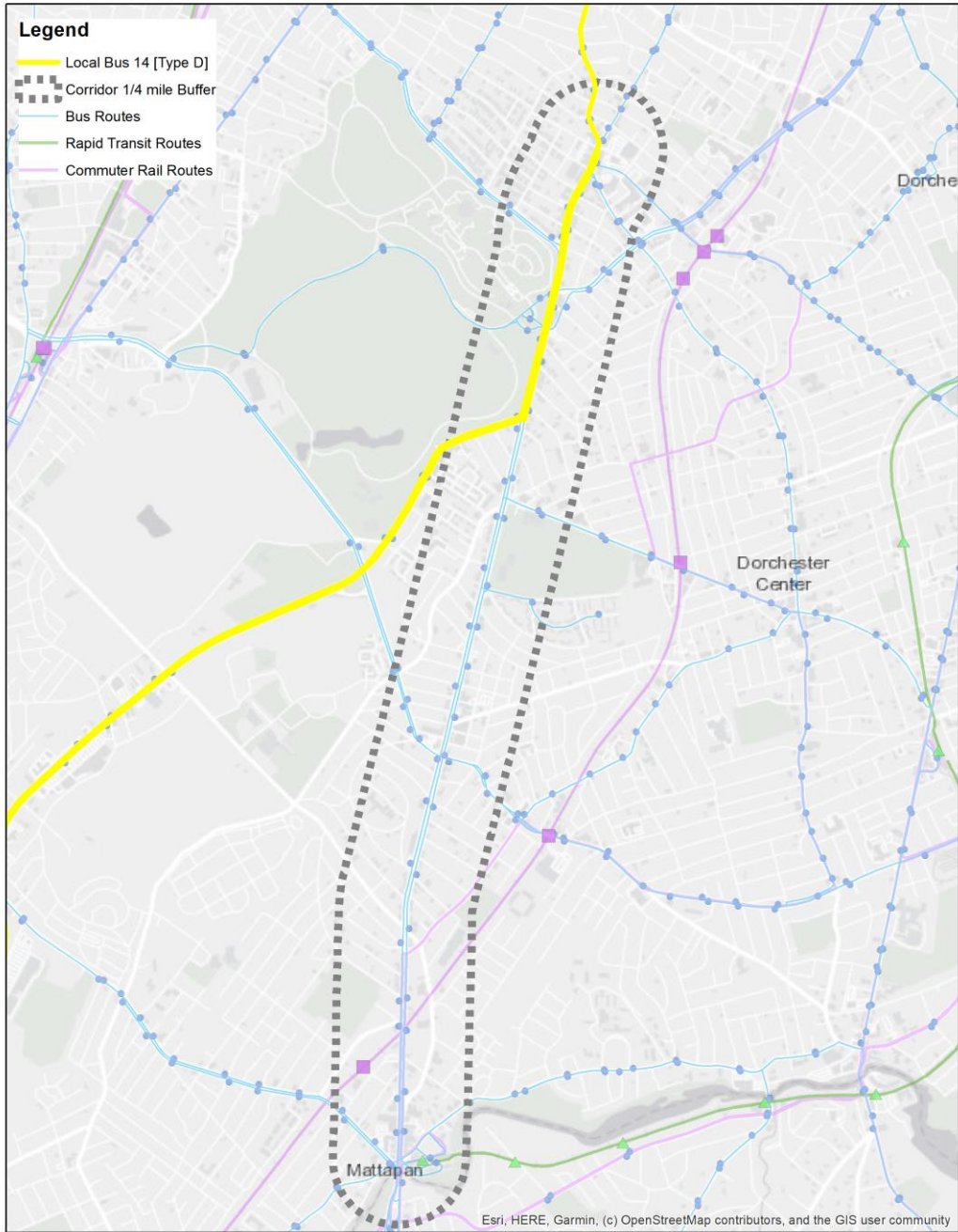
Local Bus Route 29 – Type A/B



*Boardings on Route 29 at Seaver Street opposite Elm Hill Avenue not in analysis due to data formatting

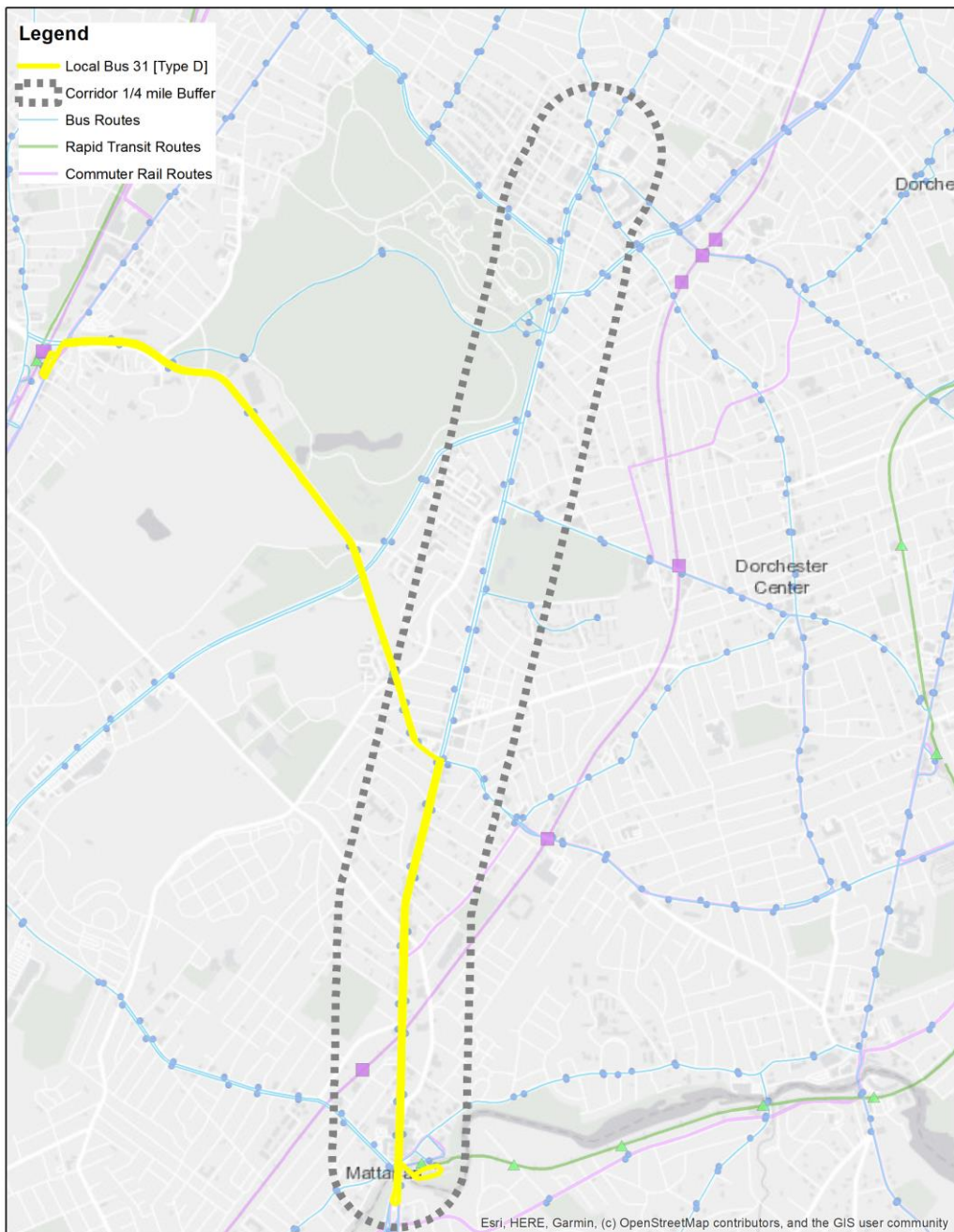


Local Bus Route 14 – Type D



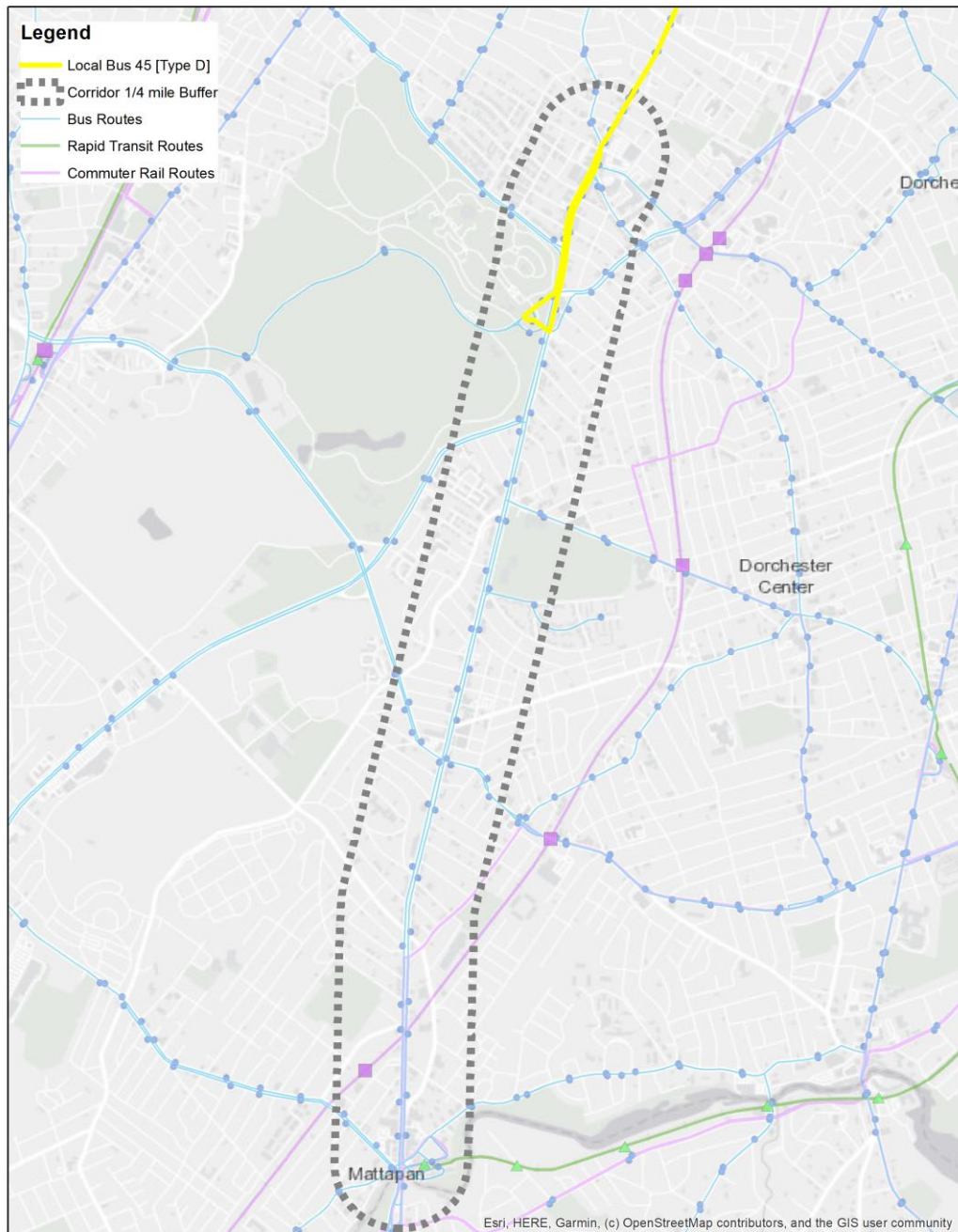


Local Bus Route 31 – Type D





Local Bus Route 45 -Type D





Appendix B: APC Certification Details

This appendix contains the NTD recertification memo for the MBTA Automated Passenger Counter (APC) system that was submitted in 2022, and the acceptance from FTA.

The FY25 manual measurements have been completed and are being processed for recertification.



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Jamey Tesler, MassDOT Secretary & CEO
Steve Poftak, General Manager



Prepared By: Philip Groth, Director of Operations Analytics
Date: December 22, 2022

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
FY2022 Automated Passenger Counter (APC) Certification

MBTA's APC System

MBTA's bus fleet is equipped with APC equipment from Urban Transportation Associates (UTA). All buses are installed with dual reflectorized infrared beams in a horizontal configuration at each door (2 doors on 40' diesel and CNG buses, 3 doors on 40' electric trolley buses and 60' buses). These vehicles are used to operate four different modes of service reported to the NTD. Directly-operated (DO) service is reported for Motor Bus (MB DO), Rapid Bus (RB DO), and Trolley Bus (TB DO). MBTA also owns 6 buses that are operated by Paul Revere Transportation, which are reported as Purchased Transportation (MB PT). The TB DO fleet was retired as of March 12, 2022, so this is the last year in which the MBTA will be reporting and validating APC ridership on the TB DO fleet.

During FY2022, the MBTA and its contractor operated a total of 935 MBTA-owned buses equipped with APCs, out of about 1130 different buses operated in total. The exact number of APC-equipped buses and total fleet size varies due to retirements, new procurements, and mid-life overhauls that have included APC equipment installation. Of the fleet operated in FY2022, 716 buses (77%) were installed with APCs during initial procurement, 184 buses (20%) were installed with APCs during a mid-life overhaul, and the remaining 35 buses (4%) were retrofitted with APCs. Table 1 below lists the specific types and vintages of APC installations at MBTA.

Table 1: Types and vintages of APC-equipped MBTA buses

Mode	# of Buses	APC Install Year	Installation	Bus Type	Model Year
MB DO	6	2009-2010	Retrofitted	40' Diesel	2004-2005
MB DO	21	2009-2010	Retrofitted	40' Diesel	2006-2007
MB DO	155	2009-2010, 2017-2020	Installed during mid-life overhaul	40' Diesel	2008
MB DO	24	2010	Installed during initial procurement	60' Diesel	2010
RB DO	3	2013	Retrofitted	60' Dual mode diesel/electric	2004-2005
MB DO	59	2014-2015	Installed during initial procurement	40' Hybrid	2014-2015
RB DO	29	2015-2018	Installed during mid-life overhaul	60' Dual mode diesel/electric	2004-2005
MB DO	175	2016-2017	Installed during initial procurement	40' CNG	2016-2017

MB DO	149	2016-2017	Installed during initial procurement	40' Hybrid	2016-2017
MB DO	22	2016-2017	Installed during initial procurement	60' Hybrid	2016-2017
RB DO	21	2016-2017	Installed during initial procurement	60' Hybrid	2016-2017
MB PT	6	2017	Installed during initial procurement	40' Hybrid	2017
TB DO	5	2018	Retrofitted	40' Electric Trolley Bus	2004
RB DO	1	2018	Installed during initial procurement	60' Hybrid with extended range battery	2018
RB DO	5	2019	Installed during initial procurement	60' Battery electric bus	2019
MB DO	194	2019-2020	Installed during initial procurement	40' Hybrid	2019-2020
MB DO	60	2020	Installed during initial procurement	40' Hybrid	2020
Total	935				

Validation Sampling Plan

In order to validate the MBTA's APC system, the MBTA contracted with the Central Transportation Planning Staff (CTPS) to conduct manual ridechecks. The ridechecks were conducted for four separate mode types of the MBTA fleet discussed above. In FY2022, a total of 242 trips were manually observed, representing more than 50 trips for each mode type, though not all sampled trips resulted in valid APC measurements, as discussed below. Table 2 lists the sampling requirements for each mode type, as well as the number of samples collected and the sampling dates.

Trips were selected for observation to ensure a mix of route types and bus types across MBTA garages. Typically, CTPS selected blocks for observation that were 3 to 5 hours in length and contained at least 6 trips. Weekday blocks of this length generally include either the AM or PM peak period, as well as some trips in the "shoulders," ensuring that some high ridership trips were included for each mode and type of service.

Table 2: Samples required and conducted by mode type

Mode type	APC-equipped vehicles	Samples required	Samples conducted	Sampling dates
MB DO	865	50	62	2/2/22-2/22/22
RB DO	59	30	58	1/12/22-2/8/22
TB DO	6	15	58	1/6/22-2/8/22
MB PT	5	15	64	11/15/21-11/20/21

These ridechecks included the following trip and stop details:

- Trip details: route, direction, run, block, vehicle, scheduled start point departure, scheduled endpoint arrival, actual start point departure, and actual endpoint arrival.
- Stop details: stop ID, stop sequence, boardings, and alightings.

After the manual ridecheck data was compiled by CTPS and provided to the MBTA, we collected trip data from the APC database for the sampled trips, using the same validation tests used by the MBTA for all other APC-based ridership reporting. These tests are as follows:

- The start of line for that trip must be successfully identified by the APC software (SOL_MATCHED = 1).
- The end of line for that trip must be successfully identified by the APC software (EOL_MATCHED = 1).
- The difference between the total boardings and the total alightings for that bus for that service day can be no more than 20% of the total boardings (QC_COUNTS <= 20).

When the MBTA compiles annual ridership totals, we use all available APC data that pass these data quality tests. However, because sampling rates vary between individual scheduled trips, we first calculate average ridership by scheduled trip, then aggregate across trips.

After excluding APC measurements that failed these tests, we then excluded manual observations for the corresponding trips. Next, we joined the manual measurement data to an export of stop distances between stops to calculate passenger miles traveled (PMT). Using the manual observations, we then calculated the load at each stop based on the load from the previous stop, plus boardings, minus alightings. PMT for each stop segment was then calculated by multiplying the load out from each stop times the distance to the next stop. While the manual calculations were based on measured distances between stops, the APC system calculates stop distance based on distance traveled between GPS readings. Finally PMT, boardings, and alightings were summed for each trip, and then all trips were summed for which there was both a manual observation and a valid APC observation.

The acceptance rate for all APC trips observed in FY2022 by mode are shown in Table 3, while the acceptance rate for trips observed under this validation are shown in Table 4 below. Compared with FY2019, acceptance rates have improved for MB DO and RB DO due to the arrival of more new vehicles equipped with APCs and methodological improvements to APC data processing. In general, the acceptance rates by mode were the similar between FY22 and the validation trips, with all modes within 6% of the annual total, except for TB DO. While TB DO had about 81% of trips accepted over the course of FY22, 100% of the manual observations had matching APC data of acceptable quality.

Table 3: MBTA System-wide APC observations and acceptance rate in FY2022 by mode

	Total Trips	Valid Trips	Acceptance Rate
MB DO	2,881,445	2,557,127	89%
RB DO	370,116	239,686	65%
TB DO	17,544	14,211	81%

MB PT	43,733	39,982	91%
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Table 4: APC observations and acceptance rate for validation trips

Mode	Manual Samples	Valid APC Samples	APC Acceptance rate
MB DO	62	51	82%
RB DO	58	34	59%
TB DO	58	58	100%
MB PT	64	57	89%

MB DO represents >90% of the total fleet, and had an acceptance rate of 89% in FY2022. This acceptance rate has improved over the past several years, as MBTA has worked to make continual adjustments to configure the AVL and APC systems to account for changes in changes in the routes, operational practices, and physical environment around timing points. The MBTA continues to address these issues as they are identified.

RB DO had the lowest acceptance rate in FY2022 at 65%. This is largely due to the unique operating conditions that have made it difficult to configure both our AVL and APC systems properly. Some of the challenges include:

- Operating in the Silver Line tunnel, where all locations are determined by dead reckoning (SL1, SL2, SL3, SLW)
- Exiting the tunnel and switching to GPS-based location in an urban canyon with unstable GPS reception (SL1, SL2, SL3, SLW)
- Entering another tunnel and switching back to GPS (SL1, SL3)
- Operating under large, GPS-blocking structures at the lower level of Logan Airport (SL1)
- Frequently being interrupted and turned around due to a drawbridge (SL3)
- Operating in other urban canyon areas (SL4, SL5)

MBTA continues to work on improved vehicle location data on these RB DO routes for a variety of purposes, including better APC data.

The list of all trips that were manually observed by CTPS but did not have usable APC data is provided in Table 5 below. Trips were not used if no APC data was available, if the startpoint did not match, if the endpoint did not match, and/or if the QC counts field was greater than 20. A value of “No” in any of these columns in the table below (shaded in grey below) was cause for discarding the trip from the validation calculations. These are the same procedures the MBTA uses in standard APC processing and analysis, as discussed above.

Table 5: List of Manually Observed Trips for which the APC Data Was Not Available or Rejected

CTPS Trip ID	Date	Route	Scheduled Trip Time	Bus ID	Mode	APC Data Available?	Startpoint Matched?	Endpoint Matched?	QC Counts <= 20?
FY22_015	12-Jan-22	741	11:09	1122	RB DO	Yes	No	No	Yes

FY22_016	12-Jan-22	741	11:28	1122	RB DO	Yes	No	Yes	Yes
FY22_059	24-Jan-22	741	8:08	1119	RB DO	Yes	No	Yes	Yes
FY22_060	24-Jan-22	741	8:27	1119	RB DO	Yes	Yes	No	Yes
FY22_061	24-Jan-22	741	8:57	1119	RB DO	Yes	No	No	Yes
FY22_062	24-Jan-22	741	9:16	1119	RB DO	Yes	No	Yes	Yes
FY22_089	26-Jan-22	751	16:35	1290	RB DO	Yes	Yes	Yes	No
FY22_090	26-Jan-22	751	17:01	1290	RB DO	Yes	Yes	Yes	No
FY22_091	26-Jan-22	751	17:29	1290	RB DO	Yes	Yes	Yes	No
FY22_092	26-Jan-22	751	17:52	1290	RB DO	Yes	Yes	Yes	No
FY22_093	26-Jan-22	751	18:14	1290	RB DO	Yes	Yes	Yes	No
FY22_094	26-Jan-22	751	18:37	1290	RB DO	Yes	Yes	Yes	No
FY22_095	26-Jan-22	751	18:59	1290	RB DO	Yes	Yes	No	No
FY22_096	26-Jan-22	751	19:22	1290	RB DO	Yes	No	Yes	No
FY22_097	26-Jan-22	751	19:44	1290	RB DO	Yes	Yes	Yes	No
FY22_098	26-Jan-22	751	20:07	1290	RB DO	Yes	Yes	Yes	No
FY22_111	1-Feb-22	751	16:35	1281	RB DO	No	No	No	Yes
FY22_112	1-Feb-22	751	17:01	1281	RB DO	No	No	No	Yes
FY22_113	1-Feb-22	751	17:29	1281	RB DO	No	No	No	Yes
FY22_114	1-Feb-22	751	18:37	1275	RB DO	Yes	Yes	Yes	No
FY22_115	1-Feb-22	751	18:59	1275	RB DO	Yes	Yes	Yes	No
FY22_116	1-Feb-22	751	19:22	1275	RB DO	Yes	Yes	Yes	No
FY22_117	1-Feb-22	751	19:44	1275	RB DO	Yes	Yes	Yes	No
FY22_118	1-Feb-22	751	20:07	1275	RB DO	Yes	Yes	Yes	No
FY22_119	10-Feb-22	120	17:04	873	MB DO	No	No	No	Yes
FY22_120	10-Feb-22	120	17:38	873	MB DO	Yes	No	Yes	Yes
FY22_139	12-Feb-22	34	15:08	1704	MB DO	No	No	No	Yes
FY22_140	12-Feb-22	34	15:40	1704	MB DO	No	No	No	Yes
FY22_141	12-Feb-22	30	16:13	1704	MB DO	No	No	No	Yes
FY22_142	12-Feb-22	30	16:40	1704	MB DO	No	No	No	Yes
FY22_143	12-Feb-22	30	17:04	1704	MB DO	No	No	No	Yes
FY22_144	12-Feb-22	30	17:30	1704	MB DO	No	No	No	Yes
FY22_145	12-Feb-22	30	17:50	1704	MB DO	No	No	No	Yes
FY22_146	12-Feb-22	30	18:15	1704	MB DO	No	No	No	Yes
FY22_178	22-Feb-22	120	19:16	1413	MB DO	Yes	Yes	No	Yes
131081	16-Nov-21	712.2	10:55	3004	MB PT	Yes	Yes	No	Yes
131116	20-Nov-21	713	15:50	3002	MB PT	Yes	No	Yes	Yes
131117	15-Nov-21	712	15:05	3002	MB PT	No	No	No	Yes
131118	15-Nov-21	713	15:25	3002	MB PT	No	No	No	Yes
131124	15-Nov-21	712.1	17:27	3002	MB PT	No	No	No	Yes

131127	15-Nov-21	713	18:18	3002	MB PT	No	No	No	Yes
131128	15-Nov-21	712	18:45	3002	MB PT	No	No	No	Yes

Results

The results by mode are presented in Table 6 below for unlinked passenger trips (UPT), passenger miles traveled (PMT), and average trip length (PMT per UPT). The manual observations were within +/-5% of the APC observations for UPT and PMT for all modes.

Table 6: Validation testing results, APC vs. Manual observations

		APC	Manual	% Difference [(Manual - APC) / APC] in FY22	% Difference reported in FY20
UPT	MB DO	1137	1131	-0.5%	-0.9%
	RB DO	718	718	0.0%	-0.2%
	TB DO	985	955	-3.0%	-4.5%
	MB PT	588	561	-4.6%	-4.0%
PMT	MB DO	1972	1914	-3.0%	-3.9%
	RB DO	1359	1323	-2.7%	3.8%
	TB DO	2331	2364	1.4%	-2.9%
	MB PT	1075	1036	-3.6%	-1.3%
Trip length (miles)	MB DO	1.7	1.7	-2.4%	-3.0%
	RB DO	1.9	1.8	-2.7%	4.0%
	TB DO	2.4	2.5	4.6%	1.6%
	MB PT	1.8	1.8	1.1%	2.7%

Conclusions

The validation with FY22 samples falls within the tolerance range specified by the NTD (+/-5%). The UPT comparison reported very similar results in FY22 compared to FY20, with all modes within 1.5% of the results from the previous comparison. There were greater changes to PMT relative to FY20, with the differences between APC and manual measurement of RB DO and TB DO changing by +6.5% and -4.3%, respectively. The TB DO fleet was retired in FY22. New buses will replace a large part of the RB DO fleet in FY23, so the MBTA will continue to monitor the APC performance on the existing and new fleets on these routes.

Groth, Philip

From: Lally, Linda A.
Sent: Tuesday, January 17, 2023 12:46 PM
To: Dullea, Melissa; Groth, Philip; Guptill, Robert
Subject: FTA Approval for 2022 APC data for all bus modes

FTA approves Massachusetts Bay Transportation Authority's request to report APC data to NTD for MB/DO, RB/DO, TB/DO, and MB/PT modes as of 2022. You should report collecting UPT and PMT data using APCs and all available APC data, scaled up using a statistically valid method on the D-10 form. You will have to repeat the benchmarking procedure in fiscal year 2025 per the current APC requirements.

Thanks!

Matt Bonzek
National Transit Database Quality Assurance (Contractor)
(434)299-8803
Matt.Bonzek.CTR@dot.gov
Pronoun: he

From: Bateman, Traci <tbateman@MBTA.com>
Sent: Monday, January 16, 2023 7:34 AM
To: Bonzek, Matt CTR (FTA) <matt.bonzek.ctr@dot.gov>
Cc: Lally, Linda A. <llally@MBTA.com>
Subject: FW: Have you completed this requirement - it is due now. Thanks Linda
Importance: High

Hi Matt,

The attached response to your D-10 issue.

Kind Regards,
Traci Bateman

From: Groth, Philip <pgroth@MBTA.com>
Sent: Thursday, December 22, 2022 11:04 AM
To: Lally, Linda A. <llally@MBTA.com>; Bateman, Traci <tbateman@MBTA.com>
Cc: Dullea, Melissa <MDullea@MBTA.com>
Subject: RE: Have you completed this requirement - it is due now. Thanks Linda

Linda and Traci,
Here is the FY22 APC validation memo. I have reviewed the FTA circular, and have been sure to include all required elements in this memo. Please let me know if you have any questions. Thank you.
-Philip

From: Lally, Linda A. <llally@MBTA.com>

Sent: Tuesday, December 6, 2022 2:44 PM

To: Groth, Philip <pgroth@MBTA.com>; Bateman, Traci <tbateman@MBTA.com>

Cc: Dullea, Melissa <MDullea@MBTA.com>

Subject: Have you completed this requirement - it is due now. Thanks Linda

On your D-10 CEO Certification form, you reported using APC data for MB/DO. Report Year 2022 is a mandatory (re)certification year for all APC systems. However, according to our records, your certification is not complete. You may refer to the 2022 Policy Manual pp.134-136 for certification requirements. Please contact your analyst if you will not be able to complete your certification for RY 2022.

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