



**Massachusetts Bay
Transportation Authority**

Forging Ahead: Rapid Transit

November 9, 2020

Overview of Service Changes

- The MBTA is providing more service than its revenues can support and its ridership justifies so today staff will propose adjusting service levels to a new, temporary “Base Service” that will gradually be implemented in CY 2021. This Base Service realigns service to match current ridership patterns while also preserving and protecting service for those who depend most critically on the MBTA for frequent and reliable service by reducing primarily non-essential services.
- The vast majority of MBTA service will continue and the service changes are not permanent. The MBTA will periodically realign service to match current and future ridership patterns, when durable revenue is available for pay for such service.
- No increases in fares are being proposed.
- The proposed service adjustments are not final and an extensive public engagement process begins today. On Tuesday the MBTA will hold the first of 11 virtual public meetings, which will continue through December 3, to accept public feedback on the proposed service changes. Online feedback is also being accepted, allowing riders to comment on proposed changes to the services that they use.
- The FMCB is scheduled to vote on the changes on December 7, so that planning can begin for gradually making the changes in 2021.
- While some service changes on Commuter Rail and Ferry could take place as early as January, the changes to Rapid Transit would be made in the spring and to Bus in the summer. This will allow the MBTA to adjust the proposed basic service if warranted by changes in ridership and if additional, durable revenue becomes available.



Most Service Is Preserved

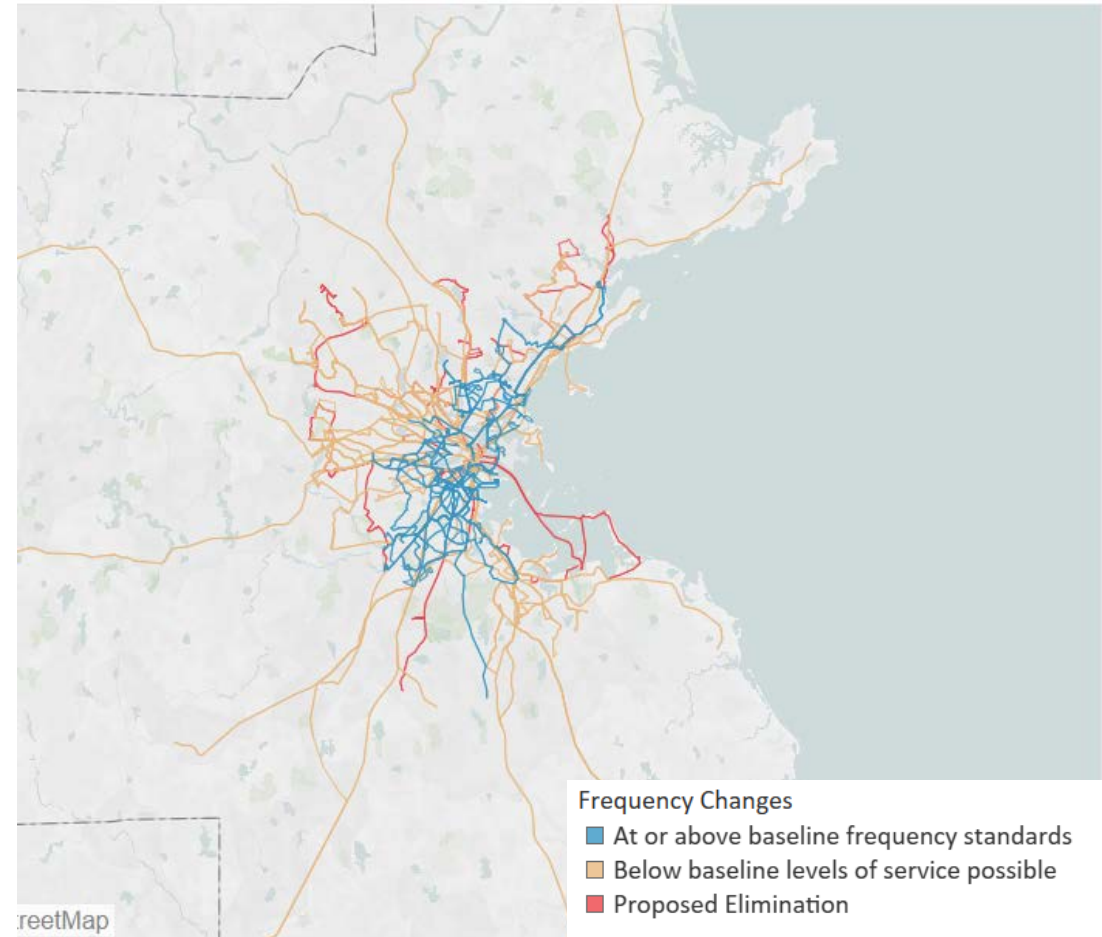
Current Weekday trips (Sept. 2020):

- 82% of weekday trips on essential services
- 18% of weekday trips on non-essential services
- 3% of current weekday trips will lack access or have to divert due to proposed changes (span, eliminations, station closures, short-turns)

Base service represents (weekly service hours vs. pre-COVID):

- 85% of Bus
- 70% of Rapid Transit
- 65% of Commuter Rail
- 0% of Ferry

Under this proposal 78.5% of households in the MBTA service area have MBTA service within ½ mile compared to 82% previously



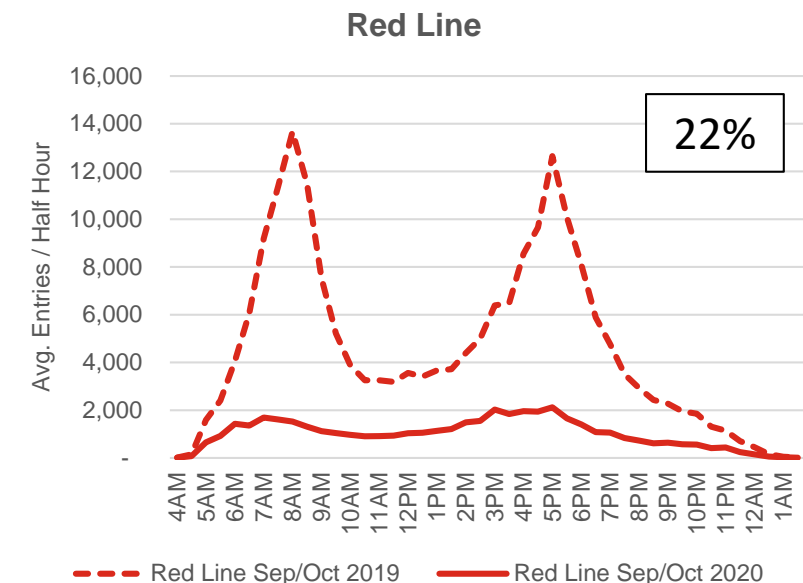
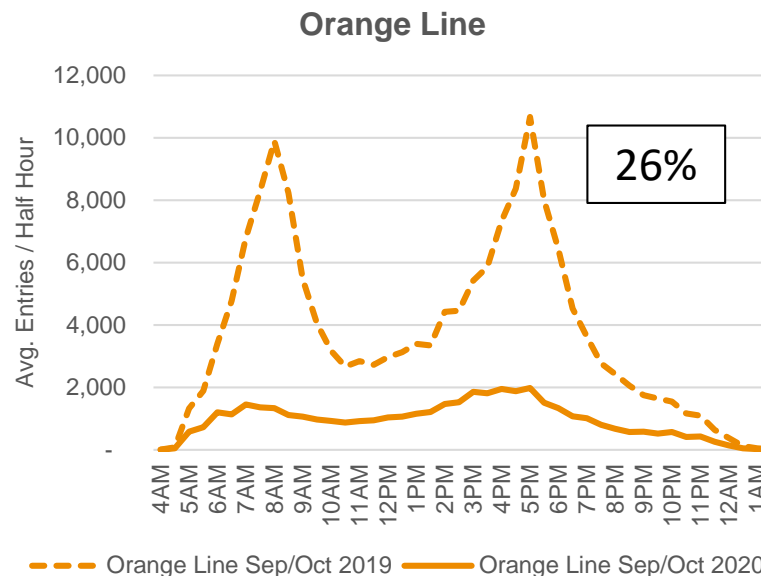
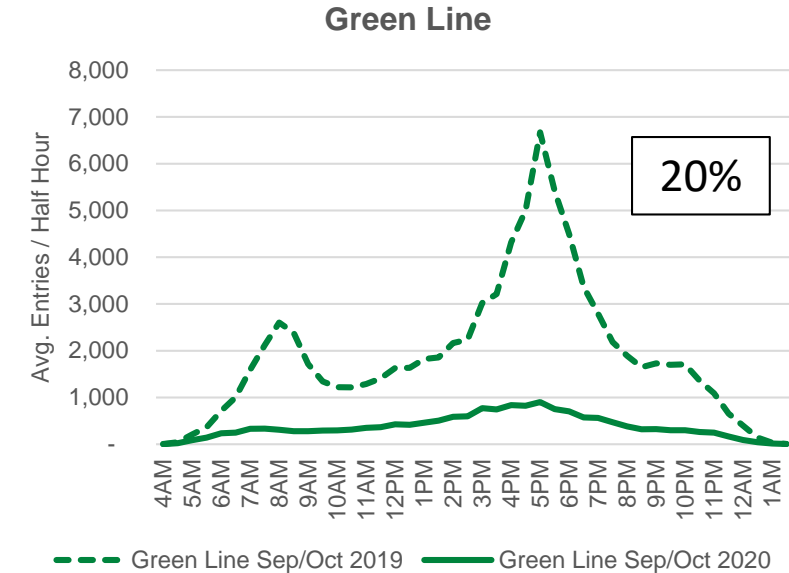
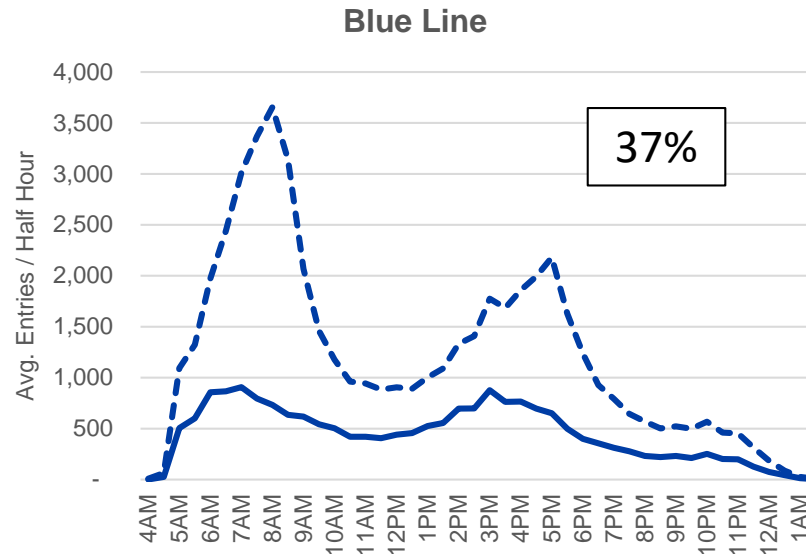
Rapid Transit Ridership

- Heavy Rail and Green Line trunk: ~120,000 gate entries on weekdays, 24% pre-COVID
- Running close to 100% of pre-COVID service & frequencies

Sept/Oct 2020 Boardings after midnight

Blue: 134
 Green: 155
 Red: 247
 Orange: 237

(On average, <20 riders per trip that starts after midnight)



Changes at a glance – Rapid Transit

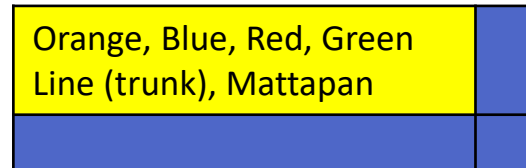
- Stop all service after midnight (versus 1 AM currently), but no changes to start of service
- Reduce frequency by 20% across all lines, though may vary line by line and by time of day based on ridership patterns
 - Will be reviewed and adjusted as part of quarterly Service Planning process
 - Implementation timeline may be adjusted based on state and federal guidelines for social distancing
- Stop E Line Service at Brigham Circle, diverting E Line riders (at 5 stops along 0.8 miles) to Route 39
 - Route 39 service would be increased and crowding will be reviewed as part of quarterly Service Planning process



Base service at a glance:

Sept. 2020 ridership: 24% of pre-COVID rider.
 70% of pre-COVID service hours
 \$32M annual savings vs. FY21 budget

Rapid Transit Base Service



		FY21 Budgeted service	FY22 Base Service <small>(may adjust based on ridership)</small>	2017 Service Delivery Policy <small>(only applicable for essential service)</small>
Services		<ul style="list-style-type: none"> All Rapid Transit Lines (7 days / week) 	<ul style="list-style-type: none"> All Rapid Transit Lines (7 days / week) 	
Hours of operations <small>(varies by line)</small>		<ul style="list-style-type: none"> 5:00 AM to 1:00 AM (weekdays & Saturdays) 6:00 AM to 1:00AM (Sundays) 	<ul style="list-style-type: none"> 5:00 AM to midnight (weekdays & Saturdays) 6:00 AM to midnight (Sundays) 	<ul style="list-style-type: none"> 6:00 AM to midnight (weekdays & Saturdays) 7:00 AM to midnight (Sundays)
Frequency of trains	Red (trunk)	<ul style="list-style-type: none"> 4 ½ min. peak / 7 min. off-peak 	<ul style="list-style-type: none"> 5 ½ min. peak / 8 ½ min. off-peak 	<ul style="list-style-type: none"> Every 10 minutes at peak Every 15 minutes all other times
	Orange	<ul style="list-style-type: none"> 6 ½ min. peak / 10 min. off-peak 	<ul style="list-style-type: none"> 8 min. peak / 12 ½ min. off-peak 	
	Blue	<ul style="list-style-type: none"> 4 ½ min. peak / 9 ½ min. off-peak 	<ul style="list-style-type: none"> 6 min. peak / 12 ½ min. off-peak 	
	Green (branches, once GLX opens)	<ul style="list-style-type: none"> 6 min. peak (7 ½ with GLX) / 9 min. off-peak (10 min. with GLX) 	<ul style="list-style-type: none"> 9 ½ min. peak / 13 min. off-peak (assumes GLX open) 	
	Mattapan	<ul style="list-style-type: none"> 5 min. peak / 7 ½ min. off-peak 	<ul style="list-style-type: none"> 6 min. peak / 7 ½ min. off-peak 	
Additional customer impacts			<ul style="list-style-type: none"> E Line service terminate at Brigham Circle (transfer to Route 39) 	

Note: All off-peak frequencies shown are weekday and Saturday

Rapid Transit details

Ridership impacts (based Sept. 2020 ridership):

- Lack of Access: 733 riders (due to loss of post-midnight service)
- Divert: <1,000 riders (E Line riders to Route 39 after Brigham Circle towards Heath Street, expected to add Route 39 service to support)
- Frequency: ~120K riders, but will still be within Service Delivery Policy standards

Consequences/impacts from reducing service to base service level:

- Loss of skilled labor
- Will take more than a year to re-hire and re-train labor when returning service levels

Total gross savings:

- Up to \$3M in FY21
- \$32M in FY22 (pending adjustment to implementation timeline based on state and federal social distancing guidelines)

