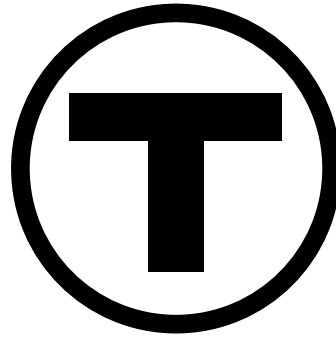


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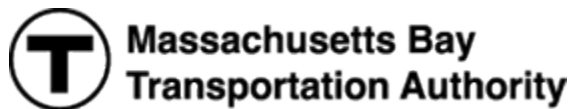
# ***Bus Diversion Policy***

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Weekend Commuter Rail Service

MBTA Fiscal and Management Control Board  
Approved July 31, 2017



# MBTA Bus Diversion Policy

## **Purpose**

The purpose of the Bus Diversion Policy is to set criteria for planning replacement bus service when rail service is disrupted due to construction/maintenance projects. The criteria will be used to determine when replacement service will be provided, the type of service, the level of service, and the fares.

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## Weekend Commuter Rail Service

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### Determining Service Model

The MBTA will consider the following variables when planning replacement bus service for planned weekend entire line Commuter Rail closures: car ownership<sup>1</sup>, alternative service available<sup>2</sup>, ridership<sup>3</sup>, minority line classification<sup>4</sup>, and weekend demand.

Based on a clustering of the ridership, availability of alternative service, and car ownership there are three types of service models: supplement existing local bus service, offer no replacement service, bus sections of commuter rail without alternative service to the rapid transit network.

<b>Commuter Rail Line Typology</b>	<b>Service Model</b>
Alternative service at more than 80% of the stations and low weekend ridership	Supplement existing MBTA local service
High car ownership (greater than 98%), some alternative service available, and low ridership	No replacement service
High ridership, medium car ownership	Bus sections of commuter rail line without alternative service to rapid transit station
Medium ridership, medium car ownership, some RTA service available	Bus sections of commuter rail line without alternative service to rapid transit station, coordinate with RTAs

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<sup>1</sup> Using data from the 2015-2017 MBTA Systemwide Passenger Survey on car ownership.

<sup>2</sup> Defined as MBTA service, RTA service, Amtrak, and private carriers.

<sup>3</sup> This was policy developed using weekend ridership from March 2017. Using this distribution of ridership low is defined as less than 600, medium ridership is 600-1000, and high ridership is defined as above 1000 boardings a day. Once more detailed weekend ridership data is available these categories can be refined.

<sup>4</sup> Based on MBTA Title VI analysis of demographics of each commuter rail line.

## MBTA Bus Diversion Policy

When providing replacement bus service, the stations served by a bus shuttle will be determined by ridership, walk access, station area density, and operational considerations/constraints.

Minority line classification will be considered on a line by line basis. Weekend demand and special events will be considered based on the season, length, and dates of the proposed closure.

### **Level of Service**

The service will be planned to accommodate the percent of average ridership our best data tells us will utilize a bus replacement with these service characteristics. The capacity will be scaled as possible as better data becomes available.

The span and frequency of the service will be similar to, but not exactly replacing, the existing Commuter Rail schedules given the operational constraints of bus service planning and expectations of ridership.

### **Fares**

If a diversion on a Commuter Rail line covers the entire line the fares will be a flat fare that is less than half of the one-way fare for the maximum zone.

If a diversion on a Commuter Rail lines end at a midpoint Commuter Rail station, the fare is free for the bus shuttle and all passengers must pay the fare for the Commuter Rail at the zone where they transfer to the Commuter Rail.

If a diversion on a Commuter Rail line ends at a Rapid Transit station, the fare is free for the bus shuttle and the passengers must pay the Rapid Transit fare when they transfer.