

**Massachusetts Bay  
Transportation Authority**

# Forging Ahead: Ferry

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November 9, 2020

# Overview of Service Changes

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- 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

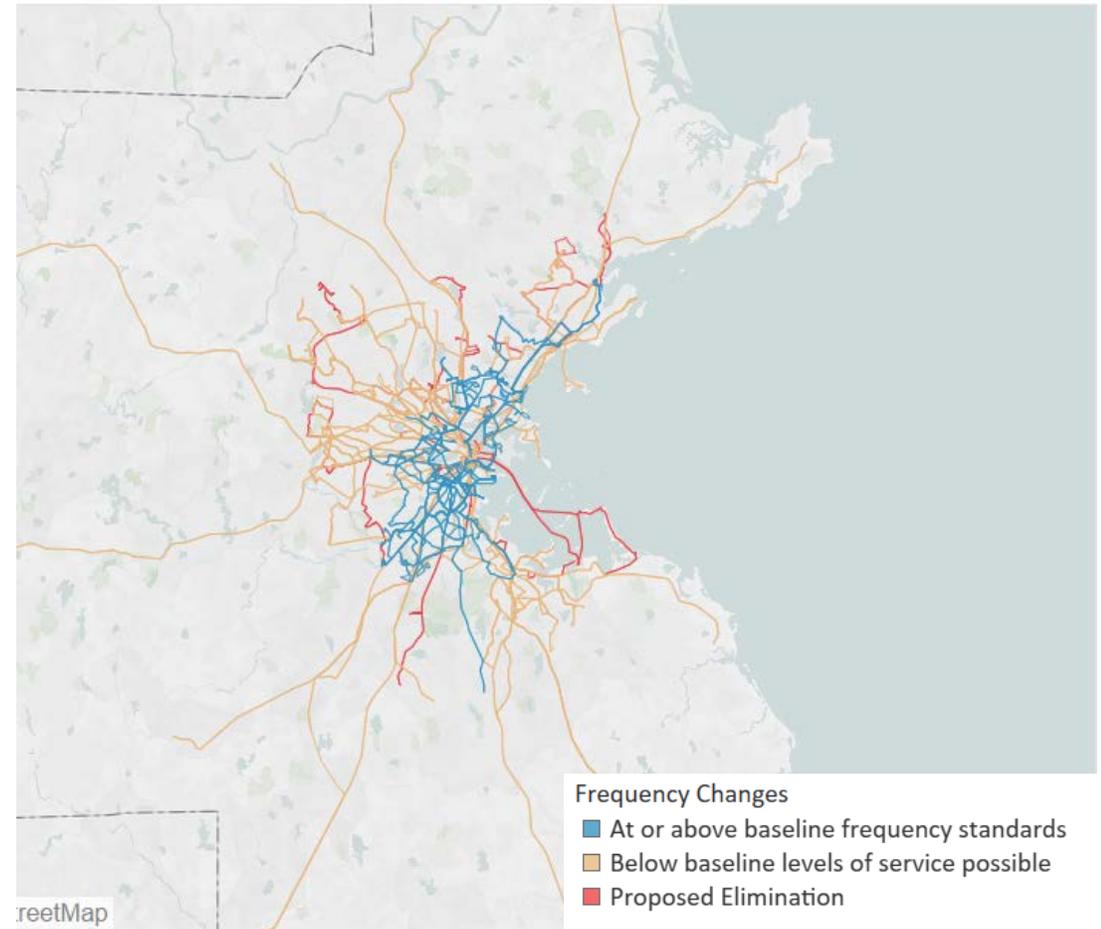
## Current Weekday trips (Sept. 2020):

- 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

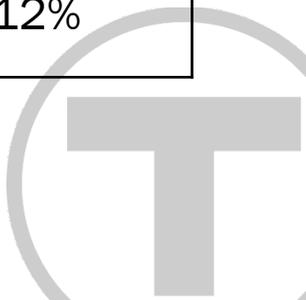
Under this proposal 78.5% of households in the MBTA service area have MBTA service within ½ mile compared to 82% previously



# Ferry Ridership

- Ridership is approximately 12% of pre-COVID ridership (803 riders)
- Ferry is currently running 112 trips a day (approximately 75% of pre-COVID service)
- This is equivalent to 7 riders per trip

Ferry	September average weekday ridership		%
	2019	2020	
Hingham (F1)	4,183	279	7%
Hingham/Hull (F2H)	1,350	314	23%
Charlestown (F4)	1,230	210	17%
<b>Total</b>	<b>6,763</b>	<b>803</b>	<b>12%</b>



# Changes at a glance – Ferry

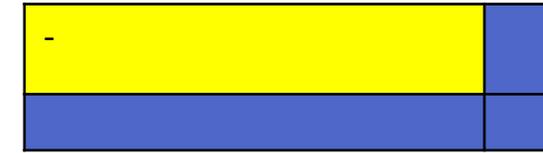
- Stop all Ferry service (F1, F2H, F4)
- Charlestown/Boston service (F4) flagged as potentially essential service, but due to very low COVID ridership, and highly redundant service on Bus Route 93 (an essential Bus route), propose stopping F4 service
- Bus Route 93 currently has minimal crowding and can support the diverted riders (will review as part of quarterly Service Planning process)



**Base service at a glance:**

Sept. 2020 ridership: 12% of pre-COVID rider.  
 0% of pre-COVID one-way trips  
 \$13M annual savings vs. FY21 budget

# Ferry Base Service



	FY21 Budgeted service	FY22 Base Service	2017 Service Delivery Policy (only applicable for essential service)
<b>Services</b>	<ul style="list-style-type: none"> <li>Charlestown/Boston (F4)</li> <li>Hingham/Hull Local (F2H)</li> <li>Hingham/ Boston direct (F1)</li> </ul>	<ul style="list-style-type: none"> <li>No ferry service</li> </ul>	
<b>Hours of operations</b>	<ul style="list-style-type: none"> <li>5:40 AM until 9:33 PM (weekdays)</li> <li>5:40 AM until 10:48 PM (Friday only)</li> </ul>	<ul style="list-style-type: none"> <li>No ferry service</li> </ul>	<ul style="list-style-type: none"> <li>7:00 AM – 10:00 PM (weekdays)</li> <li>8:00 AM – 6:30 PM (Saturdays – seasonally)</li> </ul>
<b>Frequency of trains</b>	<ul style="list-style-type: none"> <li>F1: 36 trips</li> <li>F4: 78 trips</li> <li>F2H: 38 trips, +2 Friday only</li> </ul>	<ul style="list-style-type: none"> <li>No ferry service</li> </ul>	<ul style="list-style-type: none"> <li>3 trips in peak direction</li> <li>Every 3 hours all other times</li> </ul>
<b>Weekend service</b>	<ul style="list-style-type: none"> <li>F2H: 32 trips Saturday, 28 trips Sunday (seasonal)</li> <li>F4: 34 trips Sat/Sun (annual)</li> </ul>	<ul style="list-style-type: none"> <li>No ferry service</li> </ul>	<ul style="list-style-type: none"> <li>Saturday seasonally</li> </ul>

# Ferry details

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## **Ridership impacts (based Sept. 2020 ridership):**

- Lack of Access: 593 riders (though within 5-15 minute drive of Commuter Rail Greenbush stations)
- Divert: 210 riders

## **Consequences/impacts from reducing service to base service level:**

- Loss of skilled labor
- Savings do not include additional cost to maintain MBTA assets (4 ferry boats and Hingham facility)
- May take significant time to re-procure new ferry contracts when re-starting service, and may be more costly due to perceived additional risk by market

## **Total gross savings:**

- Up to \$3.5M in FY21
- \$13M in FY22

