

**Massachusetts Bay
Transportation Authority**

Report from the General Manager

MBTA Board of Directors
January 27, 2022

Commuter Rail Update



Bike Policy Change for Old Colony Commuter Rail Lines

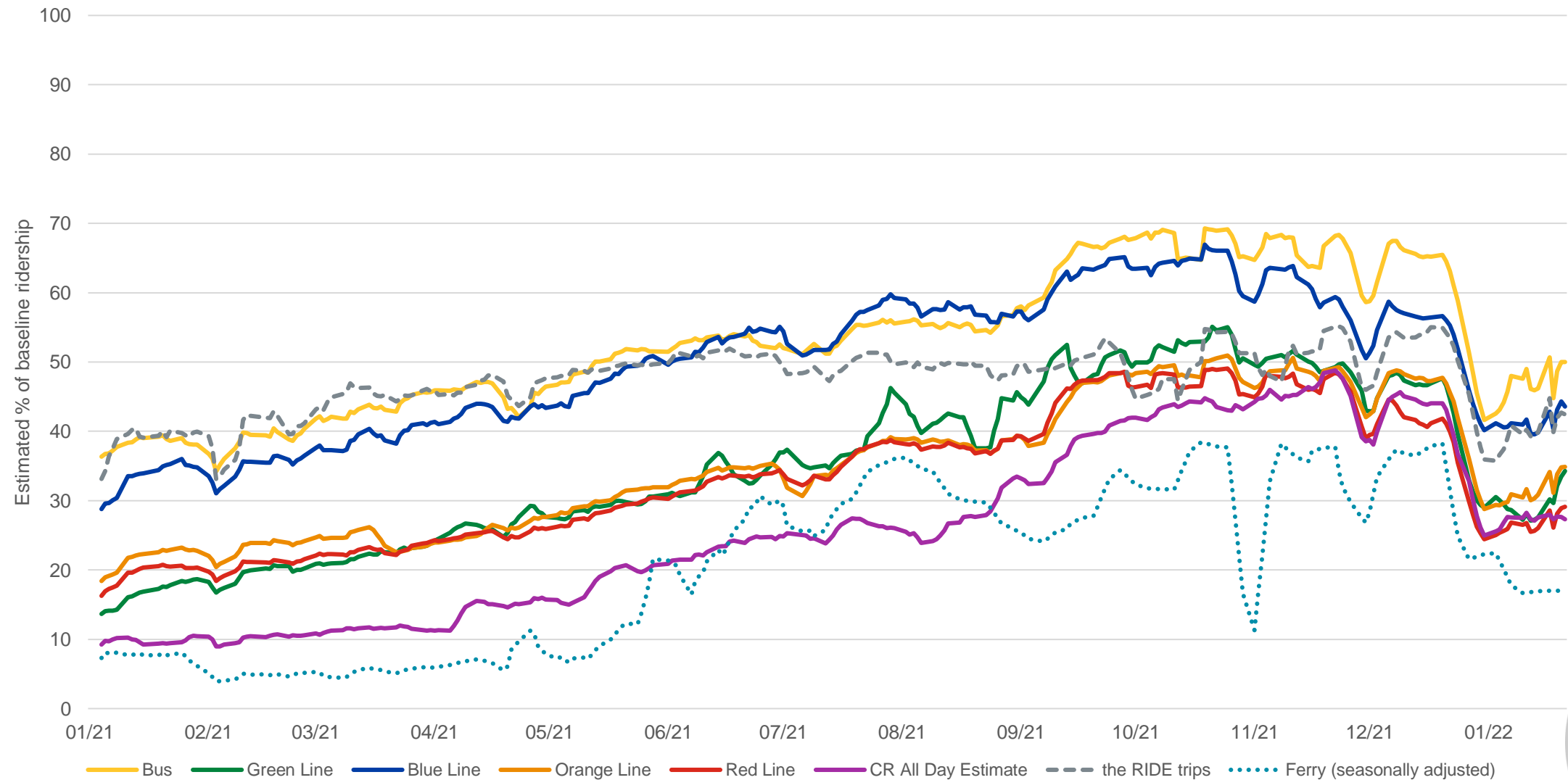
- Beginning Monday, February 7, bikes will be allowed on all trains on the Middleborough, Kingston and Greenbush Lines.
 - Riders with bikes can ride on any train all day on these lines (21 more peak trains per day will allow bikes)
 - Bikes can be stored in the designated spaces near car-end doors, with priority given to passengers with disabilities
 - If space is needed for a rider with an accessibility need, then bikes will have to be moved
- The Old Colony Lines have all high-level platforms and normally operate with only bi-level cars and power doors,
- Public information on this change will be published over the next week
- MBTA and Keolis will closely monitor for impacts to customers and reassess as needed



Ridership Update

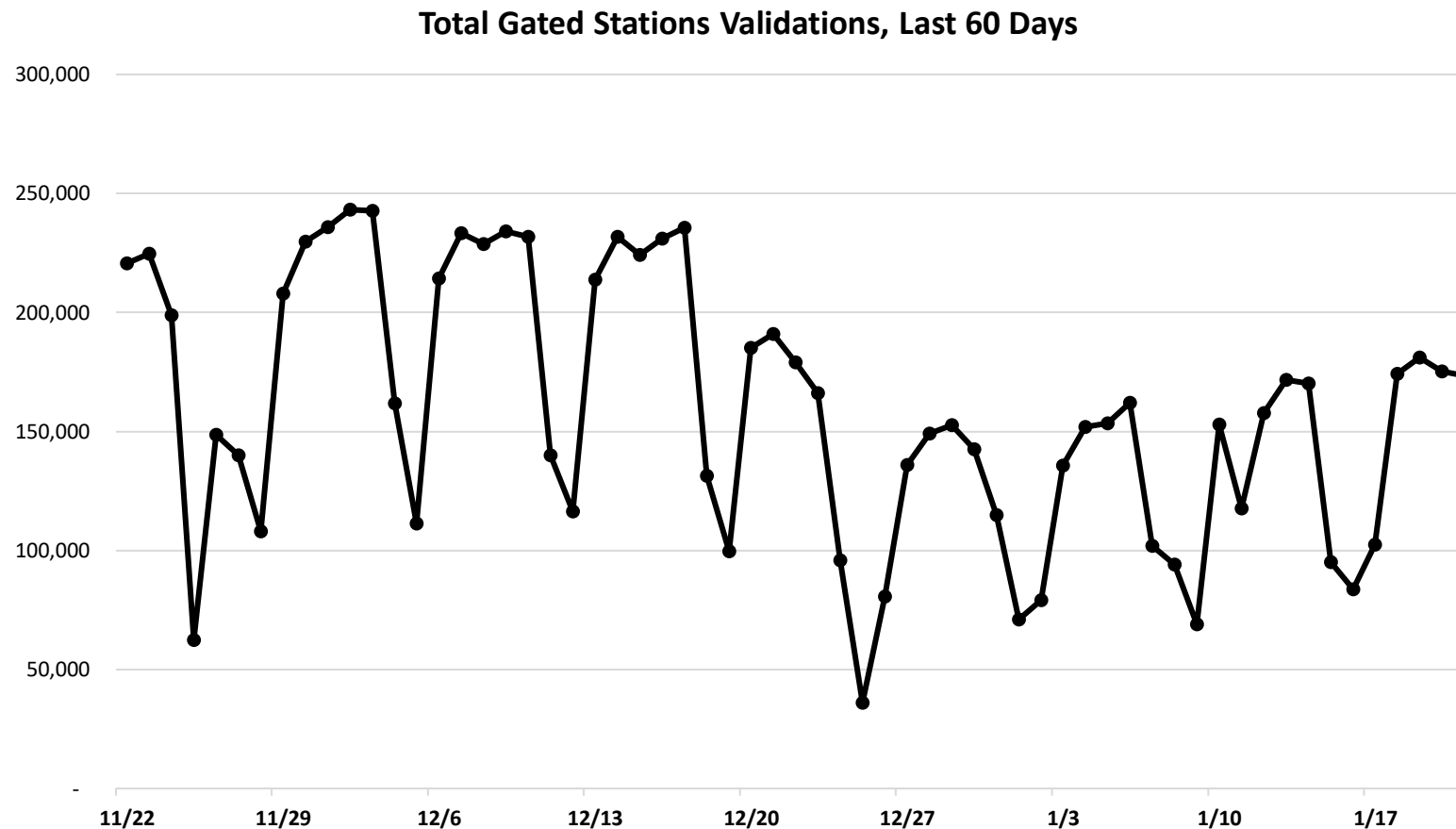


Weekday Ridership by Line and Mode Since 1/1/21 Indexed to Week of 2/24 – 5-Day Rolling Average



Gated Rapid Transit Stations

Line	Change in validations: January 2019 weekday average vs. weekday avg for January 18-21, 2022
Blue Line	-56%
Green Line	-58%
Orange Line	-59%
Red Line	-66%
Total Gated Stations	-61%

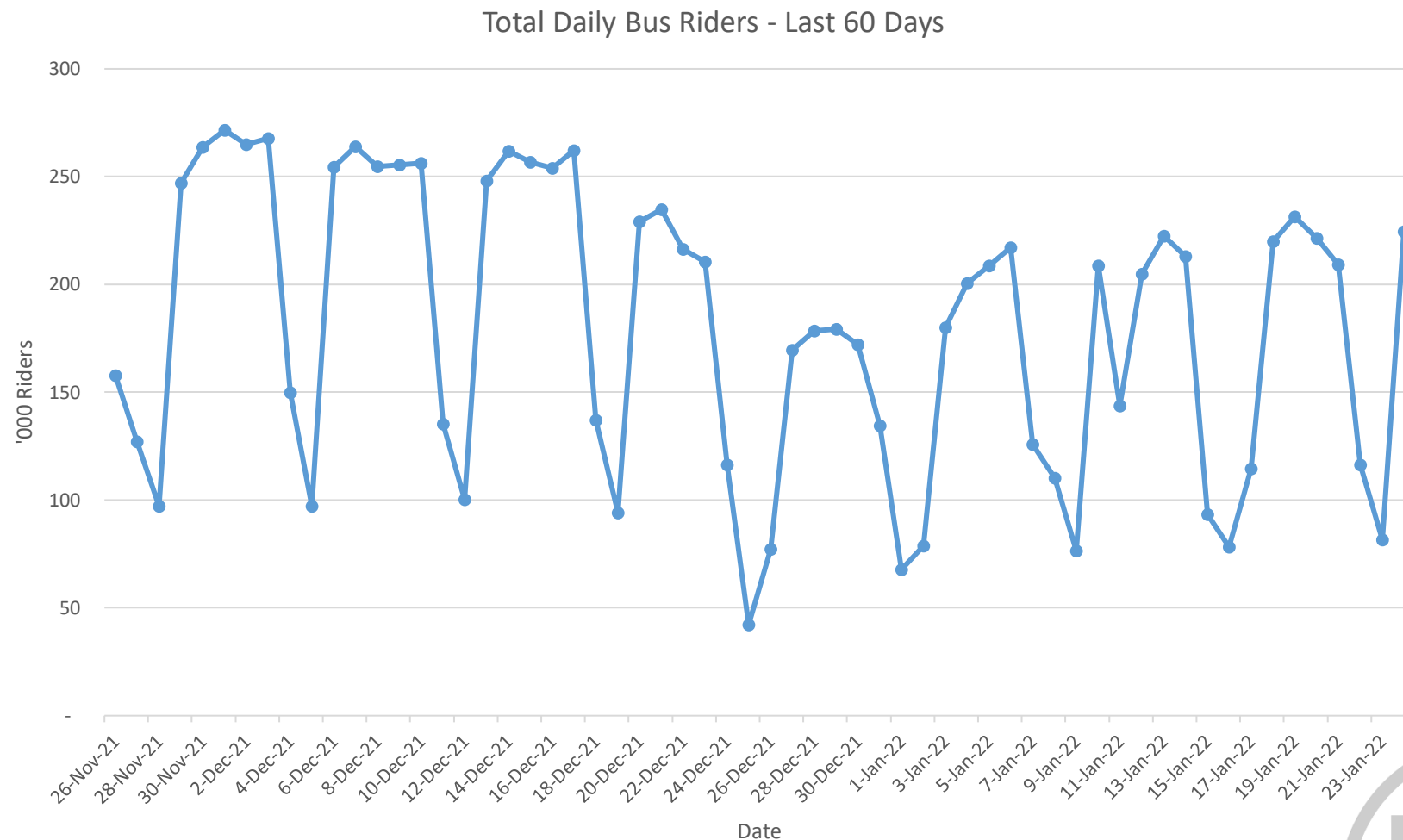


Note: Includes estimated data from Wonderland and Airport stations from 11/10 – 12/31.
Gated validations data by line and station are available in this [public folder](#) and continue to be updated on the [Data Blog](#). The data is also continuously updated and visualized on the [MassDOT Mobility Dashboard](#).



Bus Ridership Trends

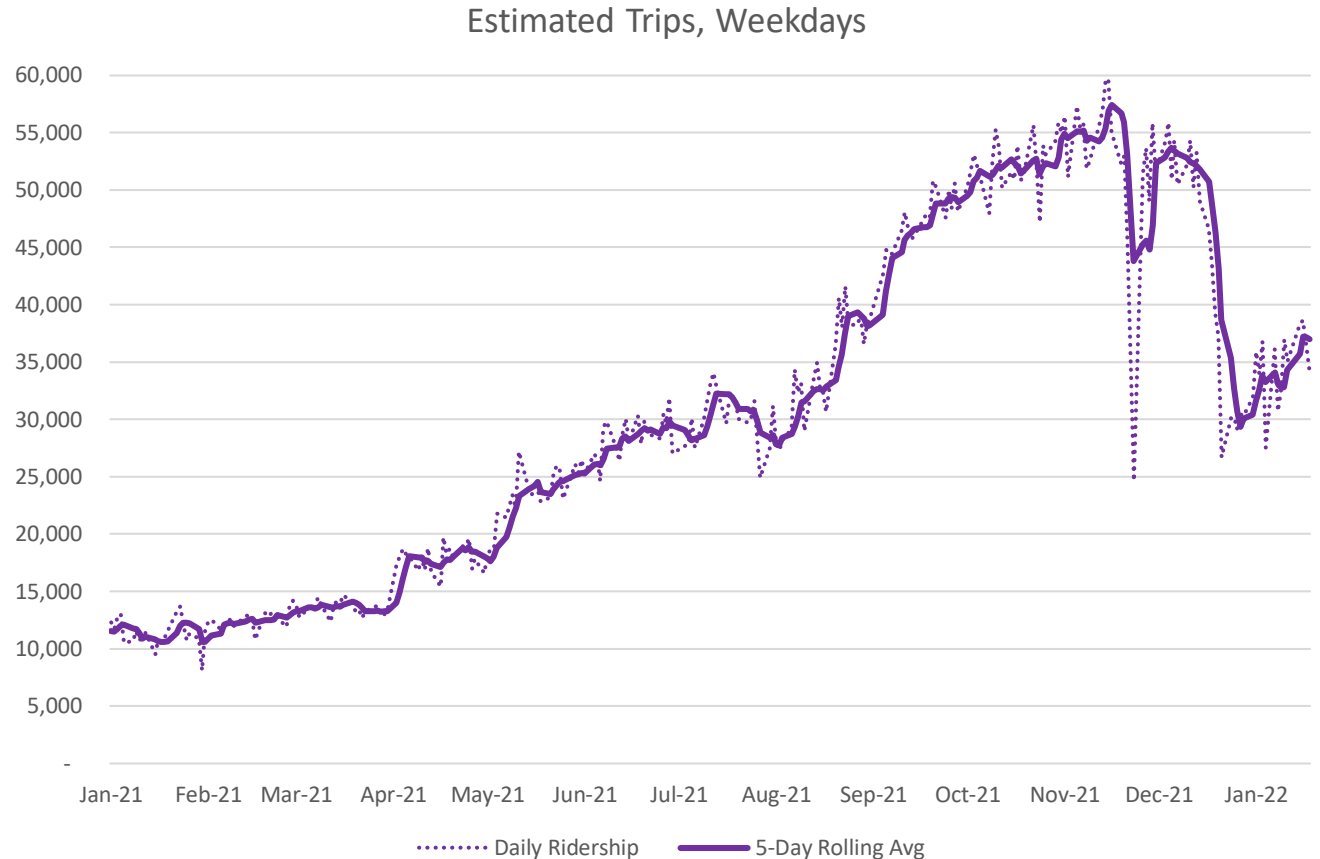
- Ridership estimated from APCs.
- Ridership for the most recent days is continuously revised as information on dropped trips is received.



Commuter Rail Ridership

- Chart **to the right** shows total estimated trips for each weekday since January 2021. Note that Thanksgiving Day is excluded but not the days before and after since those are counted as normal weekdays for ridership purposes.
- Chart **below** shows a snapshot of estimated all-day ridership by line, compared with 2018 CTPS counts. The time period is the last 4 weekdays (1/18 – 1/21/22).
- The current baseline comparison (January 2019) is approx. 119,000 trips, putting the period of 1/18 - 1/21 at 31% of pre-pandemic normal.

	Estimated Daily Ridership, Weekdays (1/18/22 - 1/21/22)	Estimated % of 2018 Weekday CTPS Counts (all day)
Fairmount Line	1,294	49%
Fitchburg Line	2,772	30%
Framingham/Worcester Line	3,544	19%
Franklin Line	3,389	29%
Greenbush Line	1,252	20%
Haverhill Line	1,914	27%
Kingston/Plymouth Line	1,449	24%
Lowell Line	2,734	25%
Middleborough/Lakeville Line	2,198	32%
Needham Line	2,182	33%
Newburyport/Rockport Line	6,276	42%
Providence/Stoughton Line	7,951	31%



Ridership totals are aggregated from a combination of on-board conductor counts, counts of trains arriving at terminals, and automated passenger counters on-board trains.



Mandatory Vaccination Policy Update



Mandatory Vaccination Policy Update

- Over 98% of active MBTA employees are in at least partial compliance with the MBTA vaccination policy
- 271 inactive employees are on long term leave of absence
- 66 employees have received 1st written notice of non-compliance
 - 20 have since begun or completed vaccination
 - 11 have requested exemptions or appeals of exemption denials
 - 35 remain non-compliant
- 6 employees have been issued a 5-day suspension (2nd step in progressive discipline process)

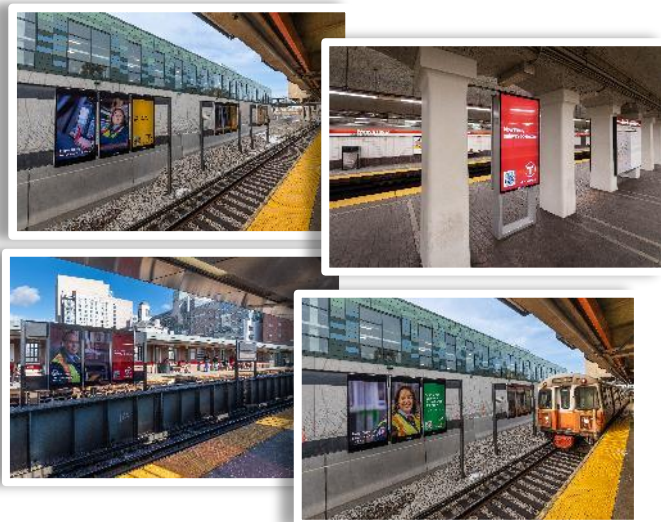
Vaccine Attestation	Active Status	Active Percentage	Total
Fully Vaccinated	4,864	81.45%	
Partially Vaccinated	574	9.16%	
1st Dose Scheduled	81	1.47%	
Exemption Requested	385	6.75%	98.83%
Non-Compliant*	35	0.62%	
TBD	33	0.55%	1.17%
Grand Total	5,972	100.00%	100.00%

MBTA Recruitment: Hiring Bonuses

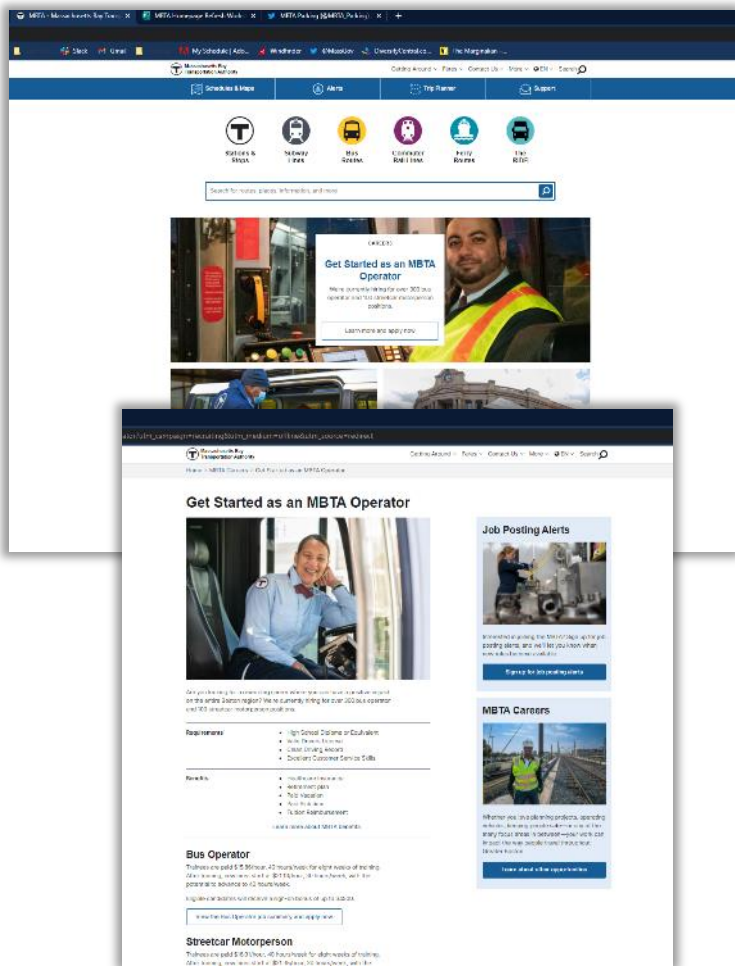
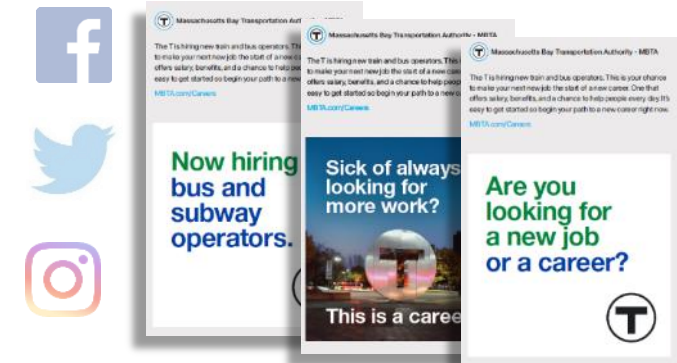


MBTA Recruitment Campaign

In-Station Digital Signage

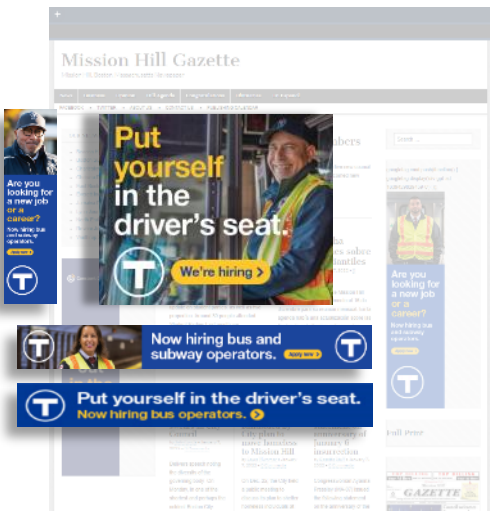


Paid & Organic Social



MBTA.com

Targeted Digital & Mobile Display



Out of Home Digital Billboards



MBTA Recruitment Campaign

Fall 2021 Radio



- Radio Spot #1 (English) 
- Radio Spot #2 (Spanish) 

Upcoming Jan 2022 Radio Script

:30 Second
There's never been a better time to be looking for a better job. The MBTA is hiring new bus and subway operators, and **this could be the start of a new career. One with purpose.**

Get a competitive salary with solid benefits, established paths for growth, plus college tuition support **and a signing bonus of up to forty-five hundred dollars.**

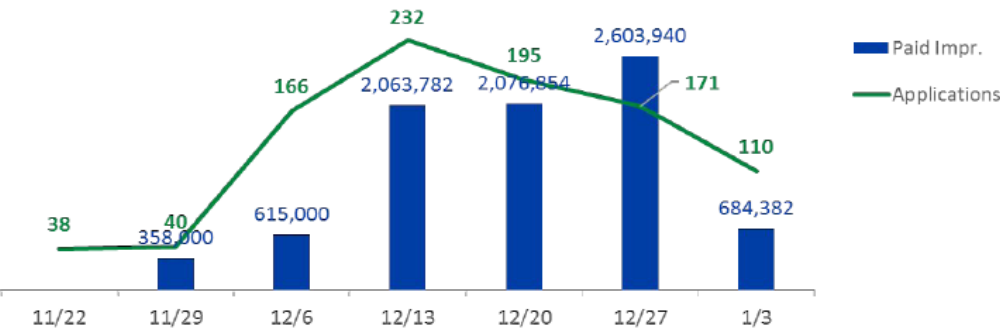
And you'll be helping tens of thousands of people every single day.

Apply to be a bus or subway operator at MBTA dot com slash apply. You'll be starting a career that really does put you in the driver's seat.

That's MBTA dot com slash apply.

Total Applications To Date

Total number of apps. received is 952 (64% Bus).
Peak period was from 12/13 to 12/20 when all paid efforts were in market.



Starting January 2022, eligible candidates will receive a sign-on bonus of up to \$4500.

Local & Foreign Language Press



On-Vehicle Signage



Plan for \$500m One-Time Investments



Background

- During the COVID-19 pandemic, the MBTA received nearly \$2 billion in one-time Federal relief funds (CARES, CRRSAA and ARPA).
- Federal stimulus funds allowed the MBTA to maintain pre-COVID service levels, and balance its operating budget in FY21 and FY22, despite significant reductions in fare revenues.
- Federal relief funds continue to be applied to eligible operating expenses, freeing up other revenues on a one-time basis.
- Fiscally responsible options for using one-time revenues include saving for future operating gaps and/or identifying one-time investment opportunities.
 - Using the money for one-time costs reduces the risk of initiating programs that will prove unsustainable in the future
- The MBTA has identified up to \$500M which can be allocated to critical one-time investments, while still ensuring a balanced budget through FY23.



One-Time Investments | Overview

- To address a significant state of good repair backlog, the MBTA has dramatically increased overall capital investment
 - FY21 output exceeded the goal and hit a record \$1.9B in spending
- Significant capital investments, in motion since 2015, have produced real improvements to the condition of the MBTA's assets. A number of major capital programs are on a trajectory for success and major transformation programs are in flight
- Several of the MBTA's major capital programs have identified significant future funding needs, and an analysis of asset condition indicates that current investment levels will need to be sustained in order to maintain or improve overall asset condition
- The MBTA has an opportunity to reallocate up to \$500M in one-time operating funds to support critical and timely investments
- One-time funds will allow the MBTA to (1) accelerate key capital investments in safety, (2) advance key employee recruitment and retention initiatives, (3) advance key shovel-ready and shovel-worthy projects, (4) advance key investments in bus, (5) prepare for additional Federal formula funding, and (6) preserve the existing capital program



Breakdown of Key Investments

Accelerate Key Safety Investments \$67M

- Accelerate the schedule of the **Green Line Train Protection Project (P0370)**
- Provide additional funds to support increased **inspections at MBTA stations and facilities**
- Provide funds to address identified safety and non-code compliant concerns at the **Lynn Parking Garage**

Employee Recruitment and Retention Initiatives \$20M

- Advance key employee focused initiatives including **pandemic pay for front line employees** and the **expansion of the HR staffing program**.
- Establish an **employee recruitment and retention program** with opportunities to extend hiring bonuses and referral bonuses for key positions at the MBTA.

Key Shovel-Ready / Shovel-Worthy Investments \$70M

- Advance the **Newton Commuter Rail Station** project to 100% design
- Expand the **Codman Yard Expansion and Improvements project (P0679)** to include building and power infrastructure improvements
- Program funds for potential **near-term real estate opportunities** and **advance infrastructure planning** for future electrification of the CR network

Advance Key Investments in Bus \$109M

- Advance key bus investments including **Arborway Bus Facility (design)**, **Blue Hill Ave Transit Priority Corridor** and the **North Cambridge Bus Facility**
- Additional funds needed to support the **Quincy Bus Maintenance Facility (P0671a)** and the procurement of **60 New Flyer Bus Overhaul (P0860)** project

Prepare for Additional Federal Formula Funding \$145M

- Funds identified provide the **20% match needed to program anticipated new Federal formula funds**, as identified in the Bipartisan Infrastructure Law (BIL)
- New funds including match will be programmed through the FY23-27 CIP development process

Preserve the Existing Capital Program \$89M

- Additional funds needed to support the **Franklin Double Track and Signal (P0214)** and **ATC Implementation (P0606)** projects
- The MBTA will also replenish the **surplus/contingency fund** to support any future COVID related (materials and labor) cost increases
- Advance the full scope of the **Tower 1 Interlocking Early Action project (P0889)**

In Memoriam: Jeffrey Parker

18



Jeff's career in public transportation started in 1985 as an intern with the MBTA. He rose through the ranks at the T becoming Chief of Operations Control Center and Training and Director of Subway Operations and Rail Vehicle Engineering. Jeff left the MBTA in 2005 and joined the Metropolitan Atlanta Rapid Transit Authority, MARTA, in Atlanta, as a Senior Director of Transportation Operations before accepting a position at the Connecticut Department of Transportation as Commissioner. Jeff eventually returned to Atlanta in 2018 and was appointed MARTA's General Manager/CEO.

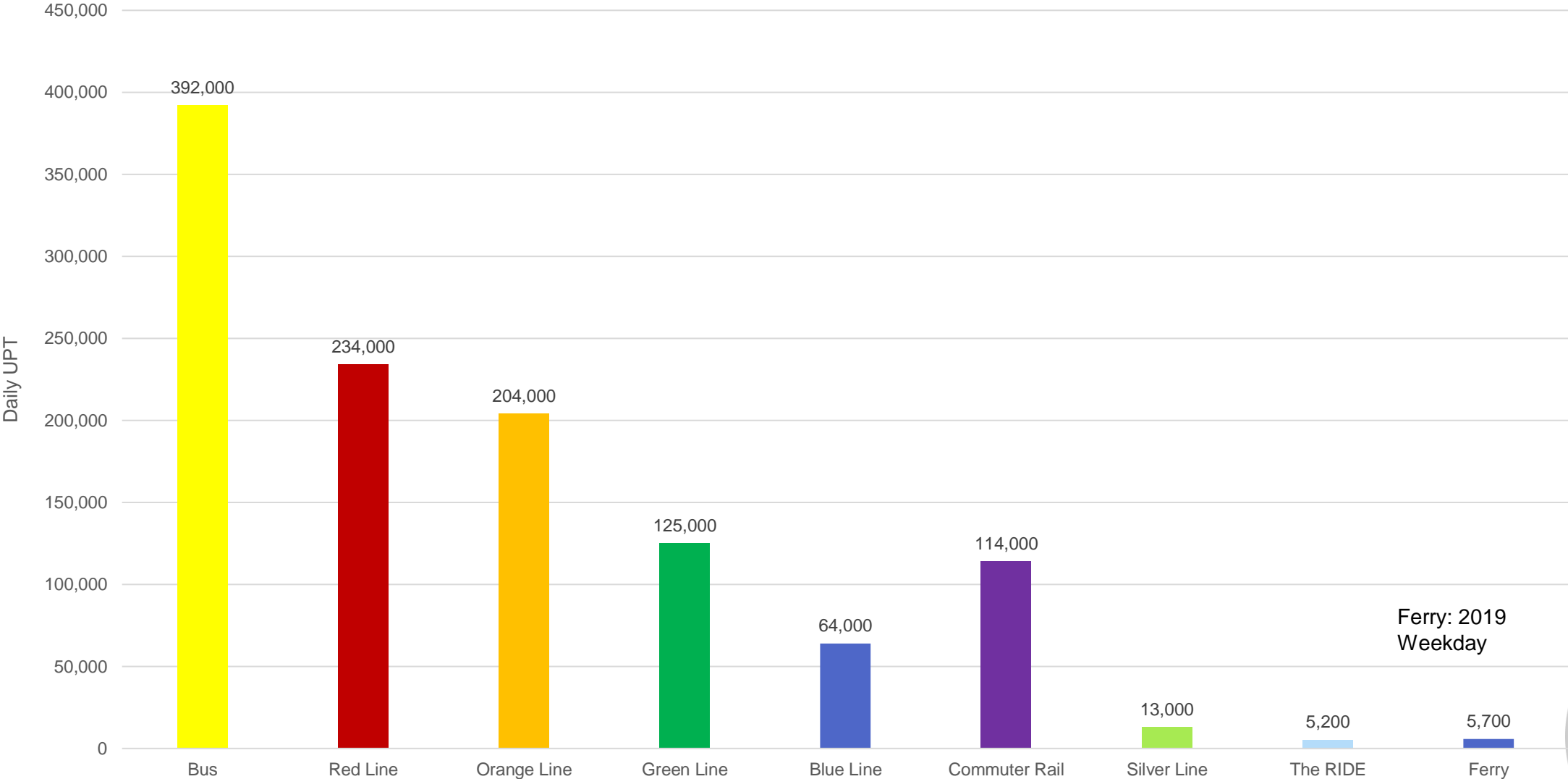
Jeffrey sadly passed away January 14, 2022.



Appendix



Baseline Weekday Ridership (2/24-2/28)



Ferry: 2019
Weekday



Breakdown of Key Investments | Slide 1

One-time funds will allow the MBTA to (1) accelerate key capital investments in safety, (2) advance key employee recruitment and retention initiatives, (3) advance key shovel-ready and shovel-worthy projects, (4) advance key investments in bus, (5) prepare for additional Federal formula funding, and (5) preserve the existing capital program

CIP Project	Total Authorized Budget (FY22 CIP)	Additional Amount Needed	Mode
Accelerate Key Safety Investments			
Green Line Train Protection (P0370)	\$170,228,620	\$46,000,000	Rapid Transit
Safety and/or Facilities On-Call (new)	\$0	\$10,000,000	Systemwide
Lynn Parking Garage (new)	\$0	\$11,000,000	Commuter Rail
Employee Recruitment and Retention Initiatives			
Front Line Employee - Pandemic Pay	N/A	\$6,600,000	Operating
HR Staffing Program Expansion	N/A	\$5,700,000	Operating
Employee Recruitment and Retention Reserve	N/A	\$7,700,000	Operating
Key Shovel-Ready and Shovel Worthy Investments			
Newton CR Station Design	\$5,561,917	\$7,000,000	Commuter Rail
Infrastructure planning for future electrification of the CR (new)	N/A	\$3,000,000	Commuter Rail
Potential real estate opportunities	N/A	\$40,000,000	Systemwide
Codman Yard Expansion and Improvements (P0679)	\$79,000,000	\$20,000,000	Rapid Transit
SUBTOTAL:		\$157,000,000	



Breakdown of Key Investments | Slide 2

CIP Project	Total Authorized Budget (FY22 CIP)	Additional Amount Needed	Mode
Key Investments in Bus			
Quincy Bus Maintenance Facility (P0671a)	\$371,876,200	\$30,194,414	Bus
60 New Flyer Bus Overhaul (P0860)	\$28,235,931	\$13,000,000	Bus
North Cambridge Bus Facility (new)	\$0	\$25,000,000	Bus
Arborway Bus Facility - Design Funding (new)	\$0	\$36,000,000	Bus
Blue Hill Ave Transit Priority Corridor (new)	\$6,200,000	\$5,000,000	Bus
Future Federal Formula Funding			
Local Match	N/A	\$145,000,000	Systemwide
Preserve Existing Capital Program			
ATC Implementation (P0606)	\$368,750,000	\$48,000,000	Commuter Rail
Franklin Double Track and Signal (P0214)	\$40,000,000	\$4,000,000	Commuter Rail
Tower 1 Interlocking Early Action (P0889)	\$82,367,690	\$2,240,000	Commuter Rail
Replenish surplus/contingency fund	N/A	\$15,233,359	System-wide
SUBTOTAL:		\$343,000,000	
TOTAL:		\$500,000,000	

