



**Massachusetts Bay  
Transportation Authority**

# GM Report to Board

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March 24, 2022

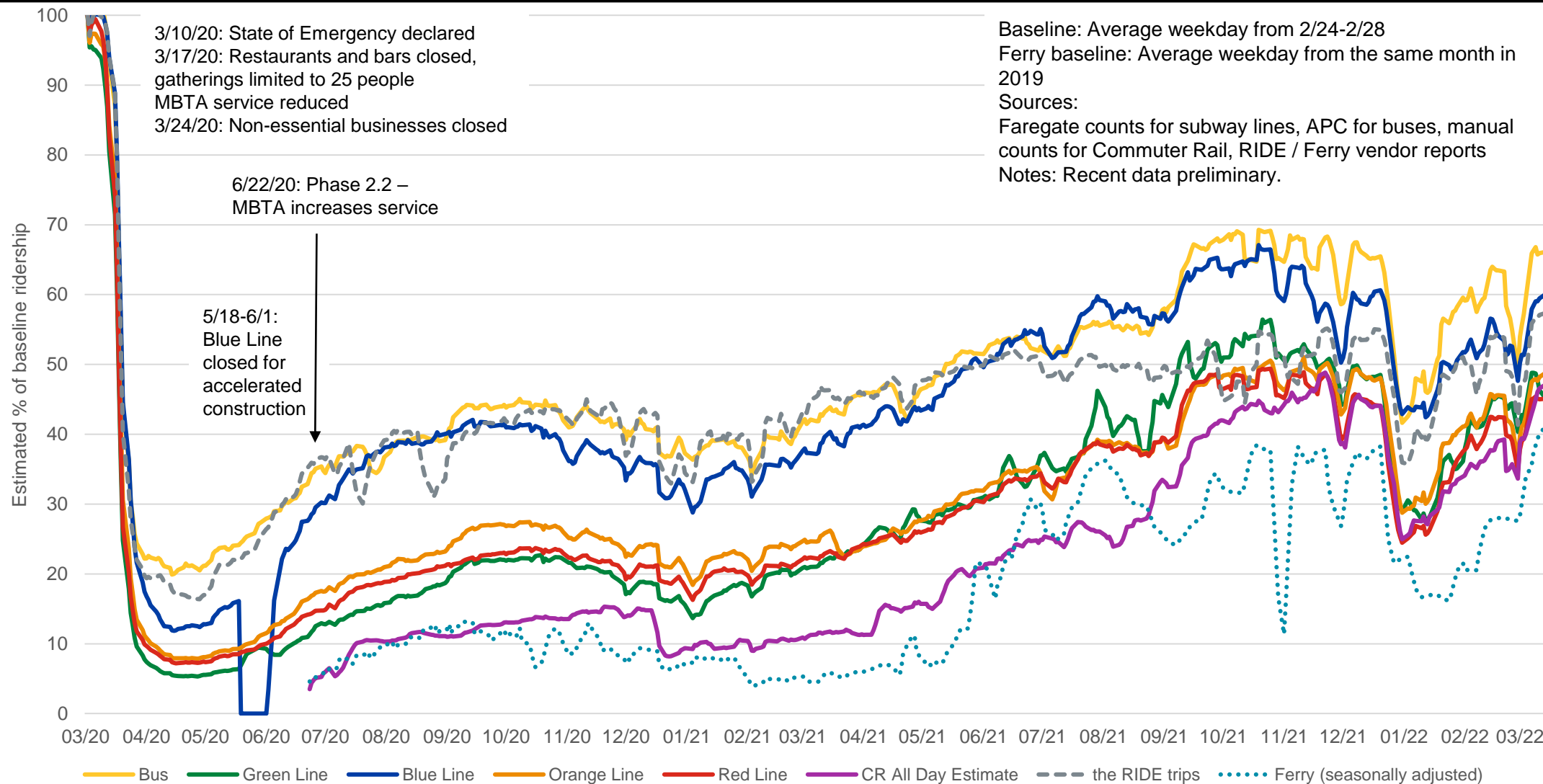
# Overview

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- Ridership
- CharlieCard Store
- Bond Bill
- Federal Grants
- Cambridge/ETB
- Blue Line Diversion
- SBE Program, a DEI Initiative
- Recent Events & Employee Appreciation
- Richard Davey – NY Appointment
- Green Line Extension

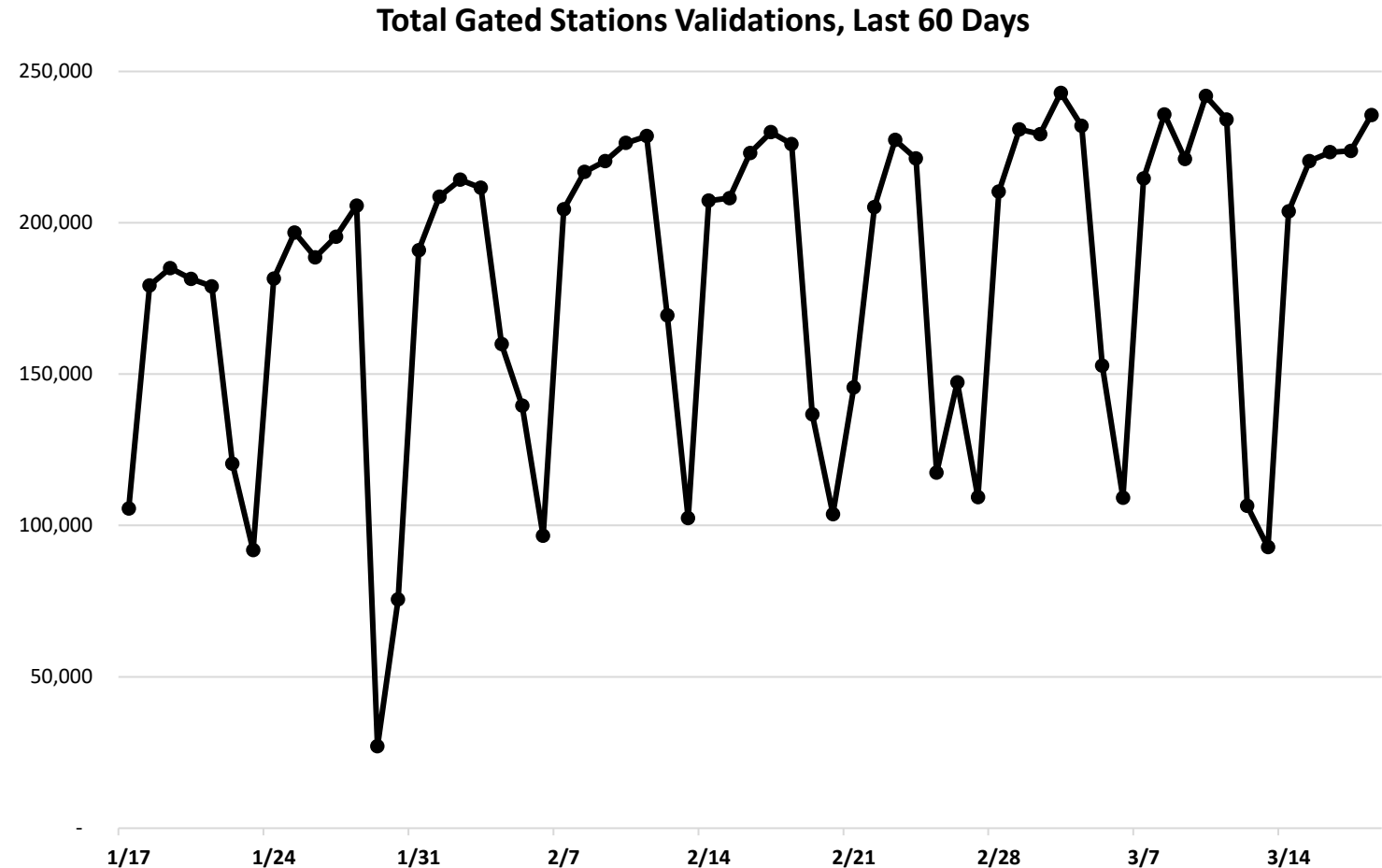
# Weekday Ridership by Line & Mode

## Indexed to week of 02.24.20, 5-Day Rolling Average



# Gated Rapid Transit Stations

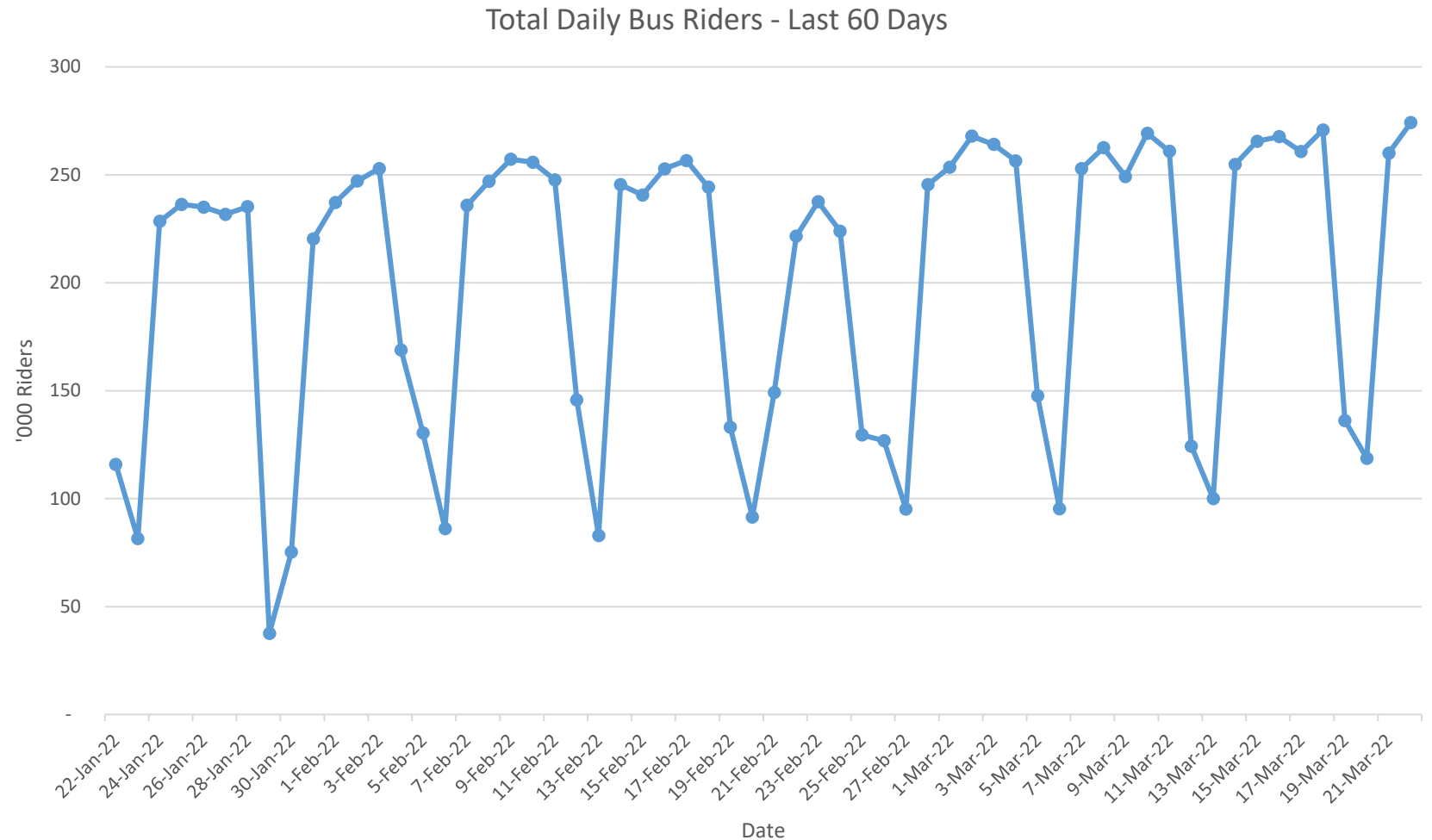
Line	Change in validations: March 2019 weekday average vs. weekday avg for March 14 - 18, 2022
Blue Line	<b>-38%</b>
Green Line	<b>-54%</b>
Orange Line	<b>-51%</b>
Red Line	<b>-59%</b>
<b>Total Gated Stations</b>	<b>-54%</b>



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

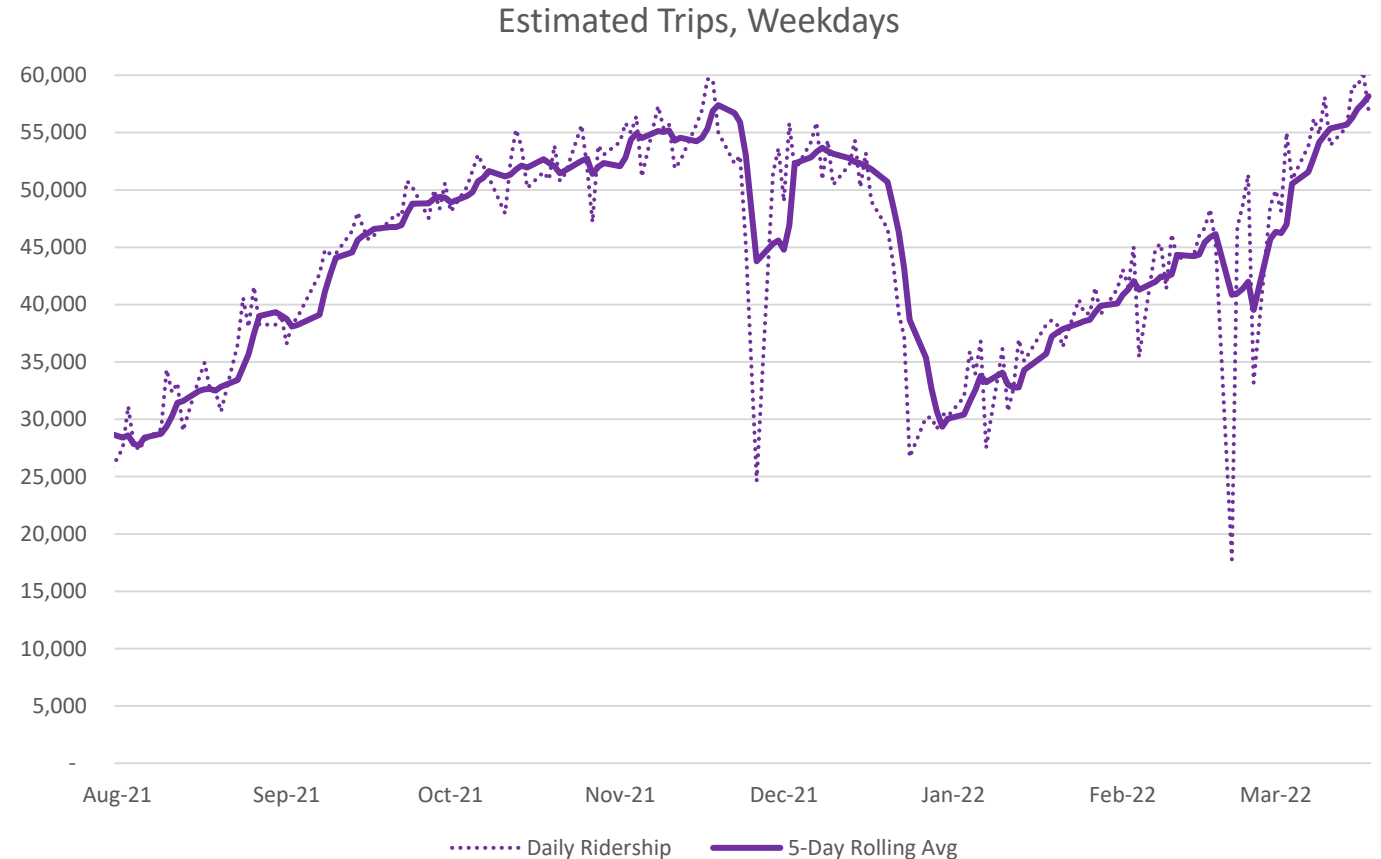
- Ridership estimated from APCs.
- Ridership for the most recent days is continuously revised as information on dropped trips is received.



# Commuter Rail Ridership

- Chart **to the right** shows total estimated trips for each weekday since August 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 5 weekdays (3/14 – 3/18/22).
- The current baseline comparison (March 2019) is approx. 113,000 trips, putting the period of 3/14 – 3/18/22 at 49% of pre-pandemic normal.

	Estimated Daily Ridership, Weekdays (3/14 - 3/18/22)	Estimated % of 2018 Weekday CTPS Counts (all day)
Fairmount Line	1,886	71%
Fitchburg Line	3,829	41%
Framingham/Worcester Line	6,864	37%
Franklin Line	4,994	43%
Greenbush Line	1,874	31%
Haverhill Line	3,387	48%
Kingston/Plymouth Line	2,721	45%
Lowell Line	4,874	45%
Middleborough/Lakeville Line	4,087	60%
Needham Line	3,291	49%
Newburyport/Rockport Line	7,377	49%
Providence/Stoughton Line	12,987	50%



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.

# CharlieCard Store Update

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- **Update:** 1 PID has been repaired and is in use at the CharlieCard Store. The second PID is still with the vendor being repaired.
- **Equipment (Printers and Encoders):** Notified vendor to proceed to replace and provide additional equipment to serve the MBTA needs for the next 3-5 years. Supply chain issues translate to an anticipated 2-5 months equipment lead time.
- **Next Steps:** We are in process of hiring additional staff to scale-up processing of the reduced fare backlog and to reduce the wait time for walk-in customers.
- **Options for seniors:** Seniors now have the option to apply for a senior pass online and avoid visiting the CharlieCard Store.
- **Photos on Senior Passes:** As of May 1, photos will no longer be required for senior passes. For future verification, seniors will be required to upload their photo to the website.

# Bond Bill

## Baker-Polito Administration Files \$9.7 Billion Infrastructure Bond Bill



- MassTRAC bill will authorize state matching funds and tools necessary to compete for, unlock and leverage federal investments in transportation and environmental infrastructure from the Bipartisan Infrastructure Law
- **\$400 million** for the MBTA to continue to invest in the modernization of its infrastructure and vehicles
- **\$830 million** to support the purchase of a new fleet MBTA Green Line cars that are more energy efficient
- **\$145 million** for state match funds required for the increased federal funding for the MBTA
- <https://www.mass.gov/news/baker-polito-administration-files-97-billion-infrastructure-bond-bill>



# Federal Grants – Bus/Bus Facility

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## Bus and Bus Facility

- 03.14.22: The FTA announced that the MBTA was one of 70 recipients of competitive grant funding under the FY2021 Bus and Bus Facilities Grant Program.
- The MBTA received **\$5 million** to support replacement of the Quincy Bus Maintenance Facility with a new, modern facility.
- Quincy is the oldest bus maintenance facility in the MBTA system, built in the early 1900s, and is now obsolete and unable to accommodate modern buses. The new facility will support the MBTA's transition to a **zero-emission fleet** in an equitable manner.
- The MBTA requested \$22 million (matched at a 1:1 ratio with local funds) to support the \$400+ million Quincy Bus Maintenance Facility project. This \$5 million award places the MBTA in the top half of recipients by award dollar value.
- *On March 7, 2022, FTA announced the next year of competitive bus funding, a combined package of approximately \$1.4 billion from the FY22 Low or No Emissions Vehicles and the Bus and Bus Facilities programs. These competitive grant funds will help to modernize bus fleets and bus facilities across the country, accelerating the change towards advanced technologies to help improve air quality and combat climate change. And the MBTA is currently developing a grant application to pursue these additional funding opportunities.*

# Federal Grants - ARPAA

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## American Rescue Plan (ARP) Additional Assistance Funding Opportunity

- On March 7, the FTA announced funding selections for \$2.2 billion in discretionary grant funding for transit systems demonstrating additional pandemic-associated needs.
- The MBTA conducted a detailed analysis of the American Rescue Plan Additional Assistance (ARPAA) grant program and determined that we would not be able to demonstrate a need based on the program structure.
- The determination was not made based on an absence of need, but on the FTA's "debt service" definition. Per the FTA, within the ARPAA [Notice of Funding Opportunity](#) (NOFO), the only "debt service" eligible to be covered by ARP funding is "debt service payments incurred to maintain operations and avoid layoffs and furloughs as a result of COVID-19." **Other debt service payments (such as those for capital programs) are not treated as an eligible expense.**
- Based on eligible costs, which does not include capital debt payments, the MBTA would not have been able to demonstrate a need in FFY20-FFY23 (or in FFY20-FFY29, an extended period for which FTA would also have considered need) that is not already covered by funding received from the CARES Act, CRRSAA, and ARPA.
  - *The MBTA does have a funding gap between revenues and total expenses, which is currently being covered by Federal stimulus funds. However, when you remove annual debt service payment from annual expenses, revenues are higher than expenses, therefore we were not able to demonstrate a need through this program.*

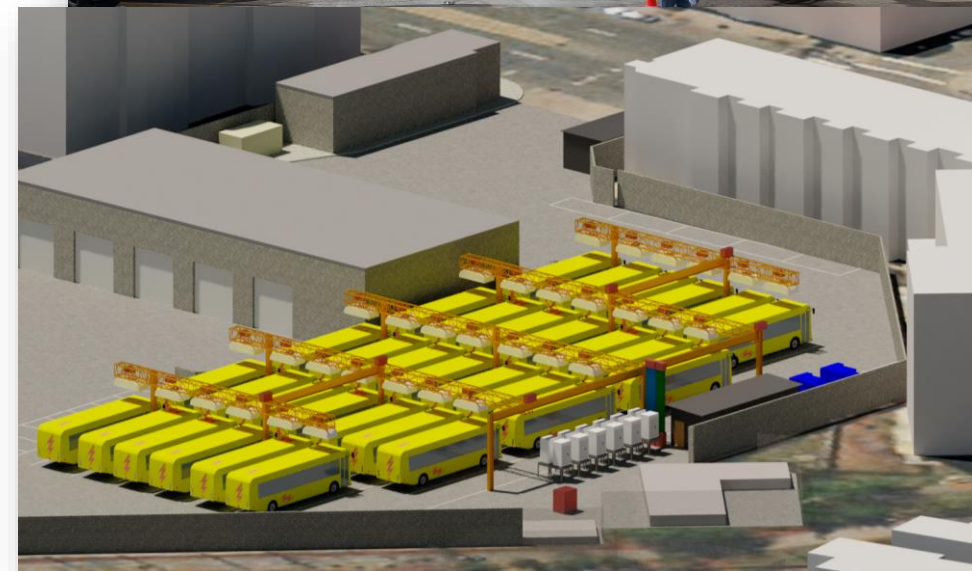
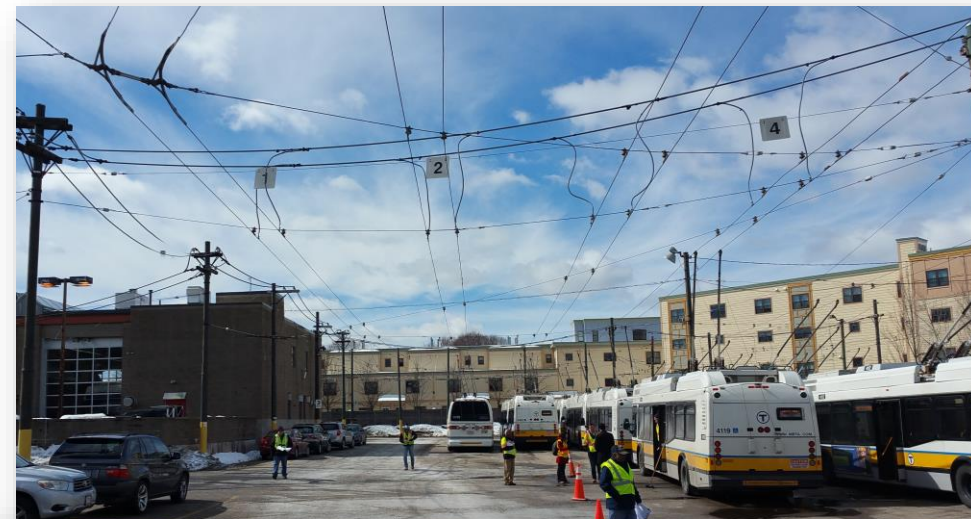
# North Cambridge/ETB

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# Expediting North Cambridge to Restore Electric Bus Service

- Initiated by Cambridge, Watertown and National Grid for a 5.5-yr suspension of electric trolleybus service for roadwork
- 03.13.22: Trolleybuses substituted with diesel hybrids
- MBTA is fast-tracking retrofitting the North Cambridge Carhouse to support Battery Electric Buses – to return electric service within two years
  - Well timed with need to replace trolleybuses (23 years old by 2027 completion of roadwork)
  - Aligns with systemwide bus electrification strategy
  - Reduces cost and emissions, increases operational flexibility, supports equitable approach
- \$25m project funded; March 2024 target date for BEB service from N. Cambridge

*Project aligned with MBTA's overall fleet and facility electrification and emissions reduction efforts*



# Blue Line Diversion

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# Harbor Tunnel Infrastructure Improvements

## Blue Line State of Good Repair Improvements

### 13-day Surge (April 2-14)

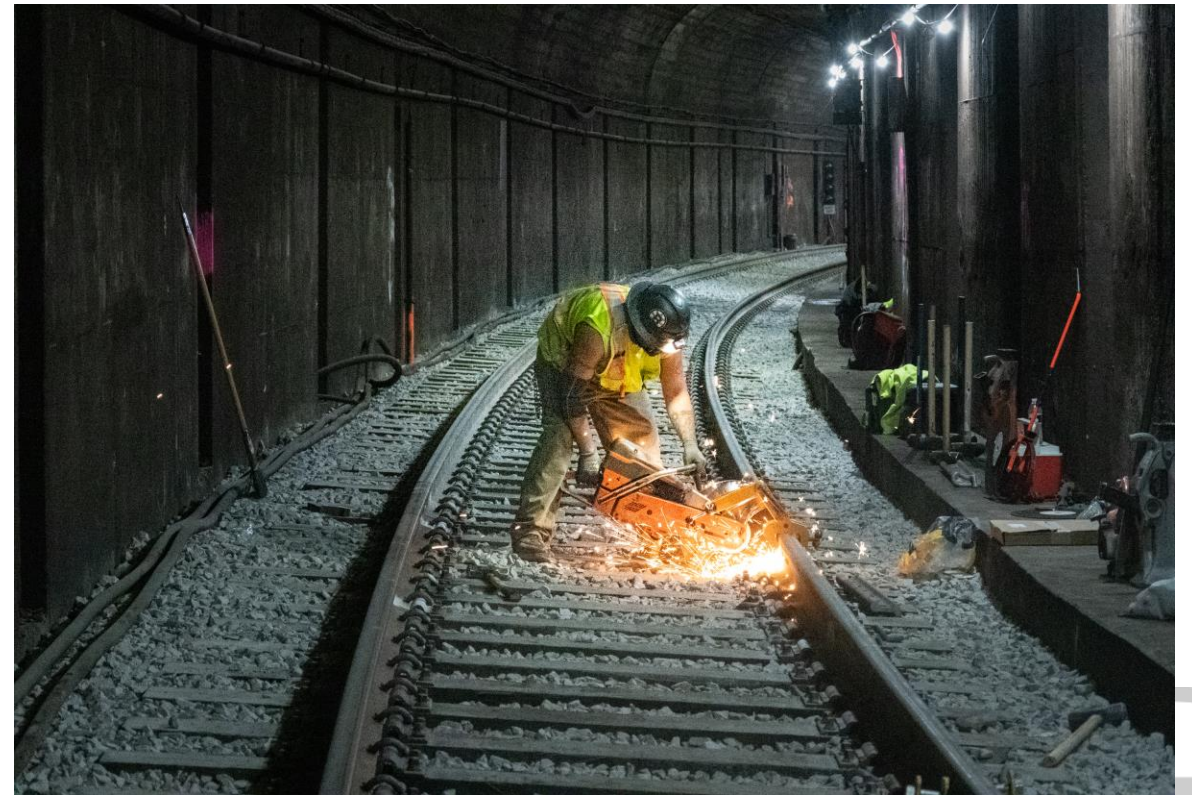
- 1,800 feet of full depth track replacement
- Proactive improvement of tunnel reliability and resiliency ahead of MassDOT Sumner Tunnel shutdown

### Additional Opportunities

- Tunnel inspection, tunnel lighting, fiber optic cable installation, abandoned cable removal, signal repairs, drainage investigation

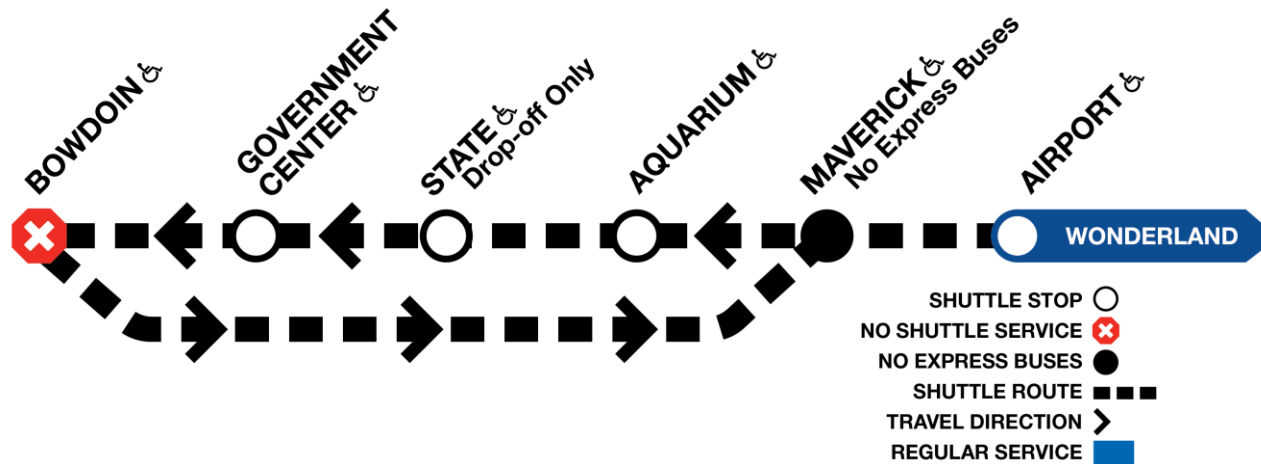
### Impacted Ridership (as of January 2022)

- ~25,000+ weekday riders

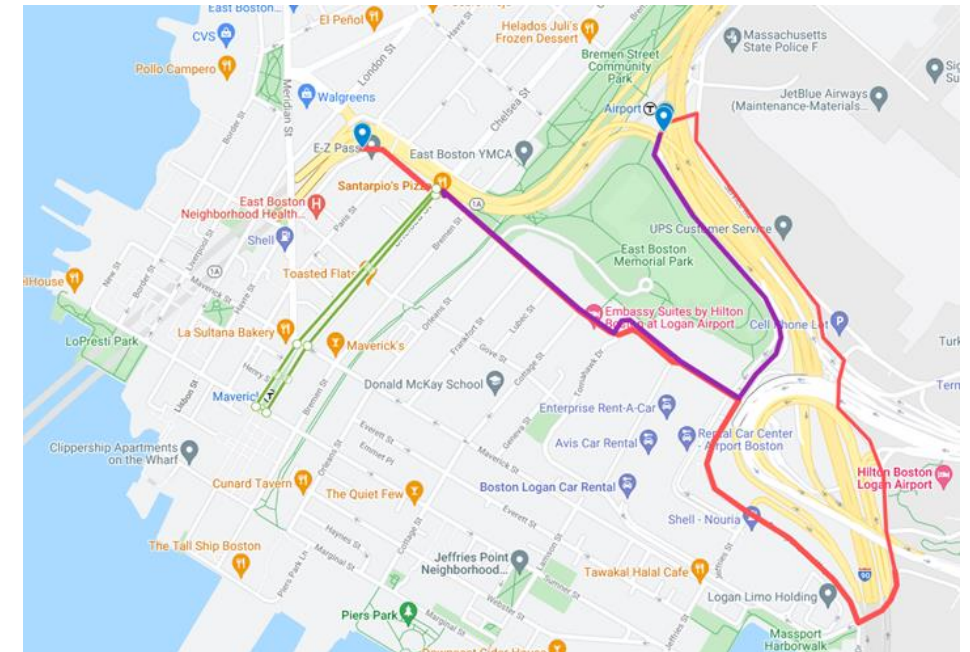


# Shuttle Information

## Local and Express Services



- Bowdoin customers served at Government Center
- State St. drop-off only
- Maverick station bypassed by express service



- Purple – Inbound to Airport
- Red – Outbound to Bowdoin
- Green – Local Maverick Service

# SBE Program – a DEI Initiative

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- First presented to the FMCB in 2021. Updates to the current Board PW&D Subcommittee February 2022.
- Small Business Enterprise (SBE) Program targeted at capital construction opportunities
- Follows FTA best practices
- Program Summary: Identify small contracting opportunities, typically less than \$3M, with enough qualified SBEs to ensure a competitive bid environment. Those pre-qualified SBEs would be eligible to bid on the selected contracts. This creates a level playing field for small contractors.
- All participants will have to be certified by the Federal Small Business Administration and pre-qualified with the MBTA



# Small Business Enterprise Program for Construction

## ***Primary Goal***

Create and sustain opportunities for Small Businesses to participate in capital construction projects at the MBTA

- Reduce barriers to entry
- Establish minimum participation goals

## ***Secondary Goal***

Stimulate the Mass. economy by providing sustained revenue opportunities to local small businesses.

### **Phase 1**

Define a Small  
Business Enterprise  
and Establish  
Program

### **Phase 2**

Initiate Small  
Business Prime  
Contract Program

### **Phase 3**

Implement Small  
Business  
Utilization Goals  
in Contracts

# SBE Administration

- Administrative Structure.
  - Creating new pre-qualification categories for small businesses;
  - Creating new contracts that will be used for smaller value contracts;
  - Training SBEs on how to do business with the MBTA;
  - Conducting outreach to the SBE community to attract new contractors;
  - Supporting a partnership with CIM to create a mentoring program for SBEs.
- Goal for procuring 5 Projects in FY23 as Proof of Concept.
- Evaluate Program throughout FY23 to grow in future FY.



# Rich Davey & NY Appointment

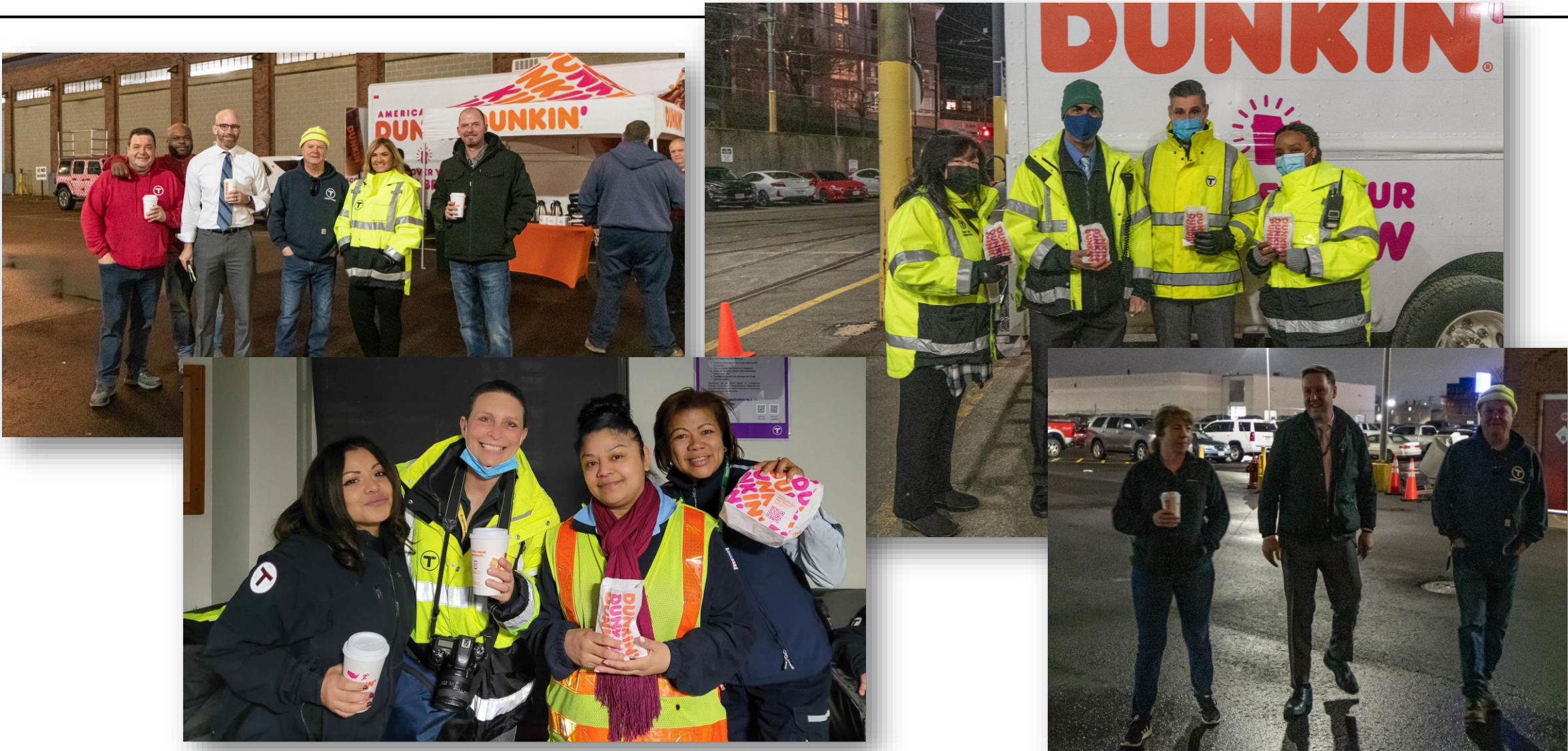
**Former Massachusetts Secretary of Transportation Richard Davey has been named President of MTA New York City Transit (NYCT), effective May 2.**

- 2003: Davey's transit career began at the Massachusetts Bay Commuter Railroad Company (MBCR)
- 2010: General Manager at the Massachusetts Bay Transportation Authority (MBTA).
- 2011-2014: Secretary and CEO of MassDOT
- [Press Release](#)
- “To take over an operation as large as New York City Transit, the goal was **to find someone with a diversified transit background and strong leadership skills**,” MTA Chair and CEO Janno Lieber





# Recent Events & Employee Appreciation





# Green Line Extension Update

## UNION SQUARE STATION





# Green Line Extension Update

**GLX Union Square Branch  
opened for Revenue Service  
March 21, 2022**

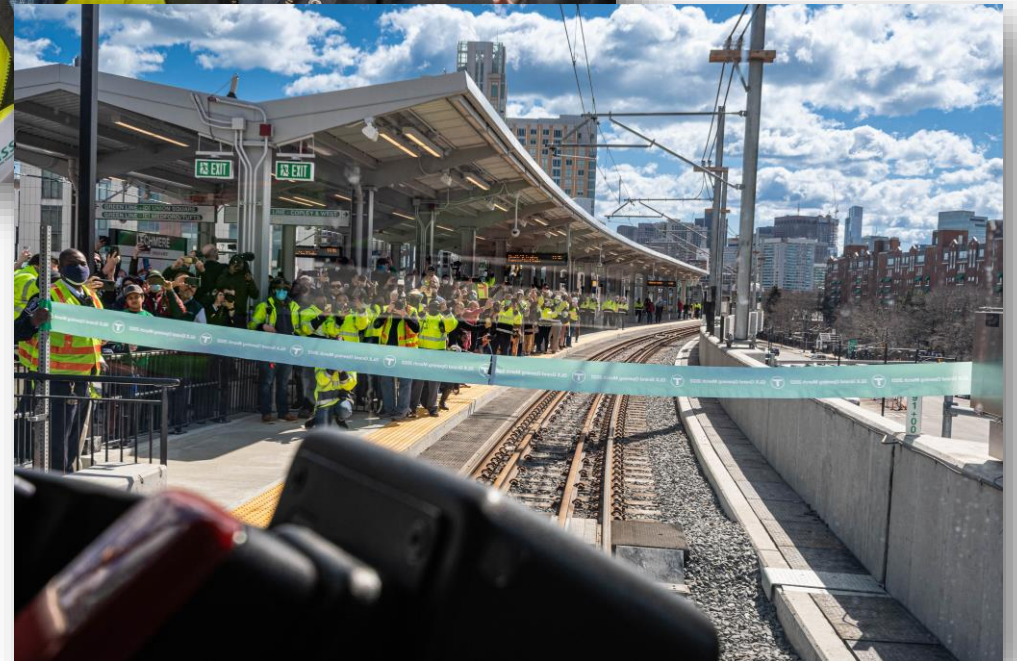
## **Medford Branch: East Somerville Station to Medford/Tufts Station**

- All heavy construction complete at remaining 5 stations
- Branch 2 systems work. Testing well underway
- Commence Branch 2 Light Rail Vehicle testing in the coming months
- Revenue Service projected for later this year
- GLX is more than 90% complete and is expected to finish under budget





# GLX Lechmere Ribbon Cutting



**Thank you!**

