



**Massachusetts Bay
Transportation Authority**

Late Night – Proposed Voluntary Mitigation Options

April 11, 2016



Late Night Service Pilot History

- Late Night Service started as a pilot in March 2014 with a goal to serve patrons and employees of night businesses on Friday and Saturday nights
- After a year the service was cut back due to concerns about low ridership
- The Fiscal and Management Control Board voted to end the service due to high cost per passenger trip and time needed for rail maintenance



Equity Analysis

- FTA Title VI Circular 4702.1B requires transit providers to study the risk of bias for any “major service change,” as defined by transit provider policy.
- An equity analysis is a statistical comparison to evaluate whether an adverse impact results from a proposed change based on minority (“disparate impact”) and/or on low-income status (“disproportionate burden”).
- The FTA allows transit providers to use data based on ridership (survey data) or on population (census data).
- The MBTA policy supports an analysis using population data and the use of population data makes the most sense for this type of service change.
- Under the population method the elimination of Late Night service does not have a disparate impact or disproportionate burden; however, under the ridership method comparing survey data from 2015 and 2008 there is a disparity
- Although not required, out of an abundance of caution and commitment to equity MBTA recommends taking steps to voluntarily mitigate



What is Mitigation

- The proposed voluntary mitigation is to address any possible disparate impact on minority communities or disproportionate burden on low-income communities in the elimination of late-night
- There remains a legitimate business interest to end the service due to high cost per trip and need for rail maintenance time
- The goal of the voluntary mitigation is to find cost efficient methods to improve service to low-income and minority communities
- Mitigation concerns are not the same as concerns about providing late night service
- This proposal is not designed to replace the former late night service



Late Night Service

- The MBTA will continue the discussion about how to serve late night transportation needs
- New service should be considered as part of a service planning process
- The MBTA is open to ideas from private sector partners about more cost efficient ways to serve late night trips



MBTA Mitigation Principles

MBTA recommends designing voluntary service mitigation based on:

- Meeting the legitimate business interest of the service change
 1. Limited cost and provide efficient service
 2. Provide with buses off peak to free rail for maintenance
 3. Allow MBTA to measure impact of changes

- Address service needs of targeted population
 1. Focus on mitigating the loss of work trips for low-income workers
 2. Serve low-income and minority populations
 3. Improve quality and quantity of service for bus riders

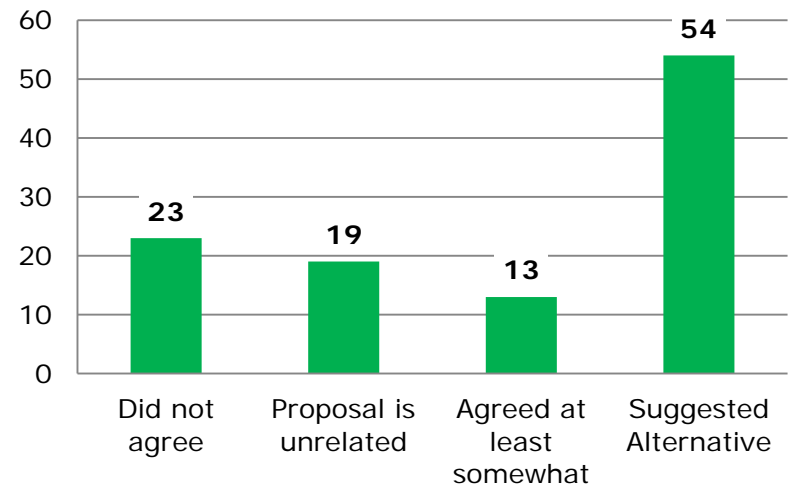


Public Comment

- The MBTA asked for public comment on the mitigation proposal through April 4
- The information was posted on the website and sent to over 1,000 organizations and stakeholders
- The MBTA received 76 responses, including comments from 6 organizations and 4 city officials
- Suggested alternatives included bus service improvements during late night and early morning hours
- Majority wanted some form of overnight or early morning service



Feedback on Proposed Mitigation





Staff recommendation

Option	Proposal	Result	Percent Minority / Low Income	Expected weekly ridership	Cost
A: Route 116/117	Add Weekday trips between 5-7AM	Reduce crowding, Improve frequency	51% / 66%	1,923	\$147,620
B: Route 66	Add extra run time	Improve reliability, Reduce service gaps	39% / 41%	500	\$120,000
C: Route 111, 109	Add Saturday morning trips	Reduce crowding, Improve reliability	56% / 57%	1700	\$147,620
D: Route 116/117, 426, 455	Add Weekend morning trips	Reduce crowding, Improve frequency and span	53% / 62%	800	\$147,620



Next Steps

- If adopted today the additional service would start June 25, 2016, in time required to include in the summer schedule
- The MBTA will measure the impact of the voluntary mitigation proposal to make sure it is meeting the goals
- The MBTA will continue conversations about service in the middle of the night with public and private partners