



**Massachusetts Bay  
Transportation Authority**

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**Overnight Service  
Advocates' Proposal Discussion**

**May 2, 2016**



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## Advocates' Proposal for Overnight Service

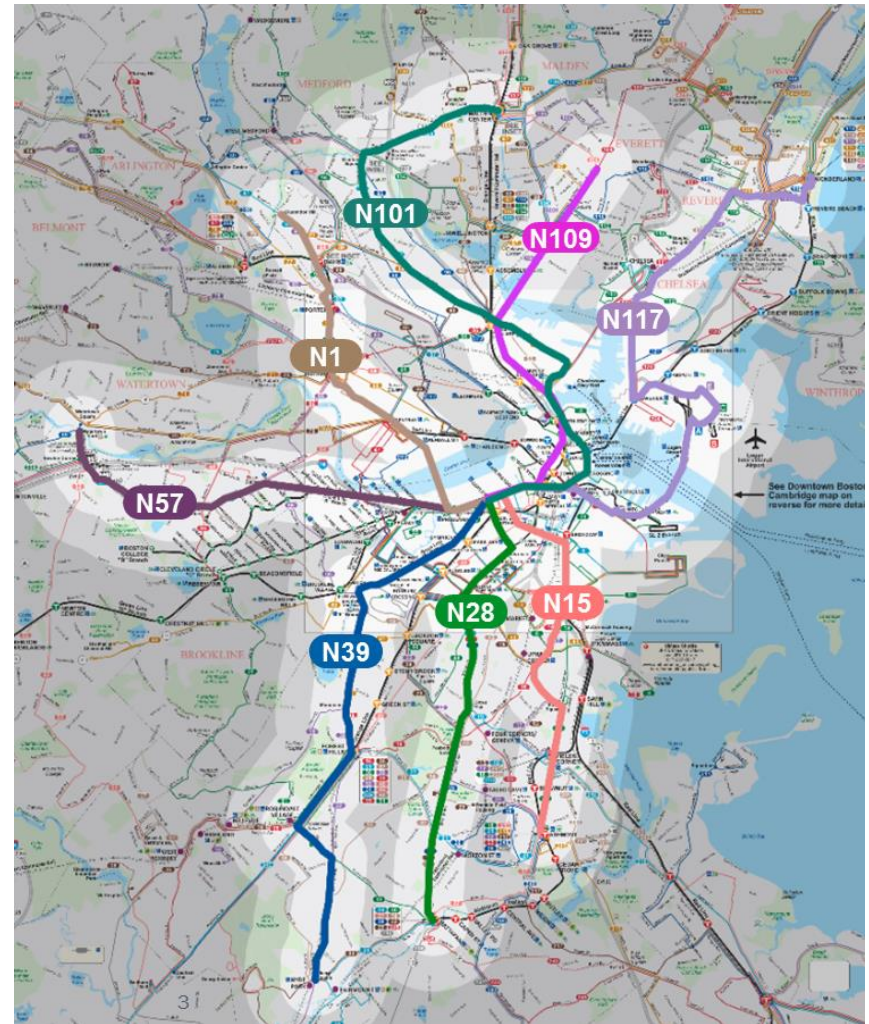
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- **Bus only**
- **Eight routes on existing bus corridors—modified to operate as a standalone network without rail connections**
- **Seven nights per week**
- **Hourly service**
- **All routes terminate at Copley Square and “pulse” in and out around the same time, which makes transfers between every route shorter and more convenient**
- **Existing bus stops and stations**
- **Copley Square would require extra curbspace from BTM to allow simultaneous berthing of eight buses**



## Advocates' Proposal for Overnight Service

- **N15: Ashmont/Andrew (15 & near parts of Red Line/Ashmont branch)**
- **N28: Mattapan/Dudley (28 & SL5)**
- **N39: Hyde Park/Roslindale/JP (32, 34, 39, near E Line, near part of Orange Line South)**
- **N57: Watertown/Brighton/ Kenmore (57, near part of B Line)**
- **N1: Somerville/Cambridge (near part of Red Line, 1, 77, 88)**
- **N101: Malden/Medford/ Charlestown (near part of Orange Line North, 93, 101)**
- **N109: Everett (104/109)**
- **N117: Chelsea/Revere (117/SL1)**





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## Advocates' Proposal for Overnight Service

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- **Advocates' proposal estimates weekly ridership of 5,901 based on 2013 Central Transportation Planning Staff ridechecks of early-morning trips**
- **MBTA ridership estimate**

Proposed Route	Weekly Ridership Estimate
<b>N15:</b> Ashmont-Andrew-Copley	313
<b>N28:</b> Mattapan-Dudley-Copley	491
<b>N39:</b> Hyde Park-Roslindale-Forest Hills-Longwood-Copley	978
<b>N57:</b> Watertown-Brighton-Kenmore-Copley	524
<b>N1:</b> Clarendon Hill-Davis-Harvard-Copley	272
<b>N101:</b> Malden-Medford-Sullivan Square-Haymarket-Copley	603
<b>N109:</b> Broadway & Ferry-Sullivan Square-Haymarket-Copley	710
<b>N117:</b> Wonderland-Chelsea-Airport-Copley	713
<b>Total Estimated Weekly Ridership</b>	<b>4,604</b>



## Advocates' Proposal for Overnight Service

- Advocates' proposal estimates that five of eight routes can be run in under one hour with one bus, and that three remaining routes require two buses each. All routes have a 60-minute headway.

→ MBTA estimates two buses are needed for seven of eight routes in order to provide a 60-minute headway on all routes

### MBTA Run Time Estimate Methodology

- Proposed routes were matched with corresponding existing MBTA route segments
- Segment run times were assumed to match the fastest existing run times
- Run times on segments without existing MBTA service were assumed to equal Google travel times with no traffic





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## Observations on Advocates' Proposal for Overnight Service

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### Operational and Cost

- Run times
- “Wait” trips
- Paratransit service
- Transit Police coverage
- Overnight service premium
- Vehicle maintenance

### Implementation

- Municipal coordination
- Pilot evaluation criteria
- RFP (option)
- Public process

**MBTA initial estimate is 3x to 4x  
cost estimated by advocates**



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## ONS: Other Issues

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- **Private Sector Participation**

- Could contract for bus service per MBTA specification
- Must address fare collection and real time information systems
- Timeline for procurement

- **Paratransit Service**

- Review best method to ensure service provision

- **Fares**

- Existing fare structure
  - Premium fare
  - Mobile ticketing
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## Next Steps

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- **FMCB input on advocates' proposal**
- **Discussion on MBTA vs. contracted provision**
- **Continued discussion with City of Boston**
- **Municipal coordination for full service territory**
  
- **Implementation estimates**
  - **Internal**
    - › **Decision by July allows for hiring and training of T staff for start Overnight Service December 31, 2016**
  
  - **Contracted**
    - › **Estimated 12-18 months for RFP, contractor start up**





## Cost Comparison

<i>Draft for Discussion &amp; Policy Purposes</i>					
	Advocates' proposal		MBTA assessment of implementation of Advocates' proposal	Smaller service area	75-minute headway
	Advocates' costs	Revised costs (police/RIDE,fares,offsets)			
Bus requirement	10	10	15	8	8
Projected weekly ridership	5901	5901	4,604	3850	3850
Annual service hours total	18810	18810	28215	15048	15048
Total cost	\$ 1,825,000	\$ 2,712,200	\$ 5,669,088	\$ 3,885,190	\$ 3,885,190
Net of fares, offsets	\$ 1,075,911	\$ 2,153,870	\$ 5,225,059	\$ 3,507,598	\$ 3,507,598
Net of fares, offsets, police, RIDE	\$ 1,075,911	\$ 1,266,670	\$ 4,337,859	\$ 2,620,398	\$ 2,620,398
Total cost / bus hour	\$ 97.02	\$ 144.19	\$ 200.92	\$ 258.19	\$ 258.19
Net cost (fares & offsets) / bus hour	\$ 57.20	\$ 114.51	\$ 185.19	\$ 233.09	\$ 233.09
Net cost (fares & offsets) / passenger	\$ 3.50	\$ 7.00	\$ 21.77	\$ 17.47	\$ 17.47
<b>Revised Costs</b>					
Fare Revenue	\$ 338,465	\$ 520,005	\$ 405,704	\$ 339,268	\$ 339,268
Offsets ("wait" trips)	\$ 410,625	\$ 38,325	\$ 38,325	\$ 38,325	\$ 38,325
Other Costs (Police, RIDE, Marketing)	\$ -	\$ 987,200	\$ 987,200	\$ 987,200	\$ 987,200