Internal Ideas to Improve Performance

Currently unfunded investment strategies would improve reliability, increase frequencies, and reduce crowding

More Reliable Bus Service

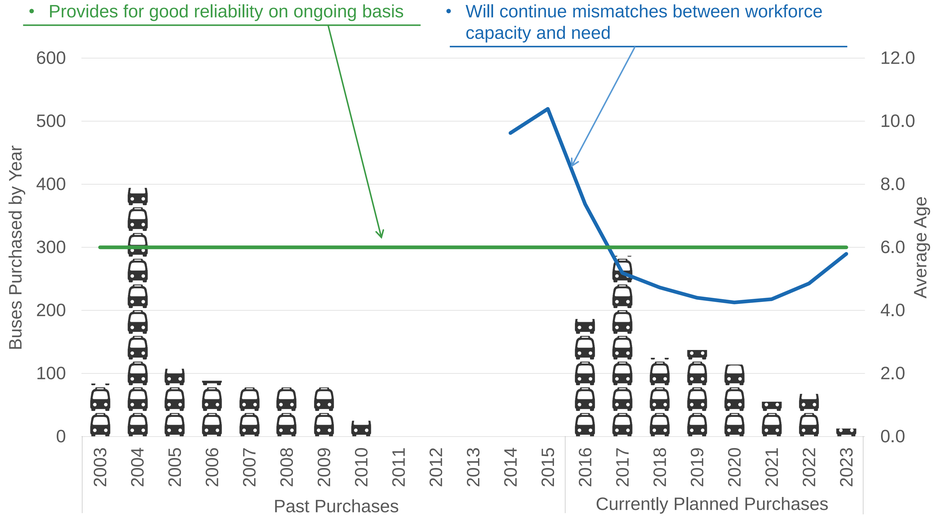
The T has historically purchased large numbers of vehicles in short periods and then gone long periods without additional purchases.

This is one of the major causes of current bus reliability problems

- New buses are more reliable and require less maintenance. Older buses are less reliable and require more maintenance
- Irregular bus purchase patterns create peaks and valleys in reliability and maintenance needs

Desirable Average Age = 6 years
- Provides optimal mix of new and old buses
- Allows workforce to be matched with need on ongoing basis
- Provides for good reliability on ongoing basis

Based on current plans, average age projected to range from less than 4 years to over 8
- Will produce short-term improvements in reliability followed by declines
- Will continue mismatches between workforce capacity and need



Going forward, the MBTA would like to flatten out its bus purchases –buying approximately 80 to 100 buses per year, every year.

This will allow maintenance capacity be matched with needs, and a focus on preventative maintenance rather than fixing defects on old buses, both of which will improve reliability

Challenge: Transitioning to a more regular bus procurement program will cost more in the short term as some buses in today's fleet will have to be retired early and others overhauled to extend their life.

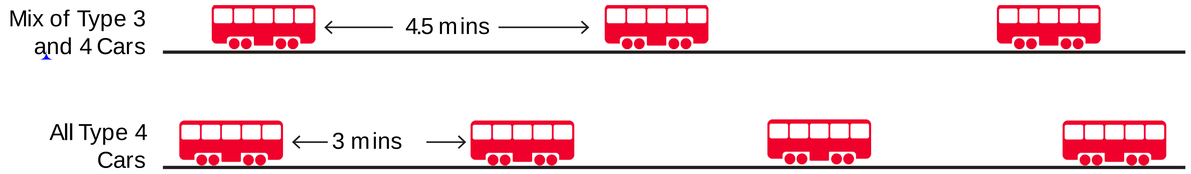
More Service On the Red Line

The Red Line is often overcrowded, with some passengers left behind during peak periods. Difficulties that passengers experience getting on and off overcrowded trains also cause delays.

The new Type 4 cars that are on order can brake more quickly. This means that trains can operate closer together and that more service can be provided. However, the Type 4 cars will only replace 60% of today's fleet and so train spacing would still be limited by the older Type 3 trains' braking capabilities.

The purchase of additional Type 4 would allow Red Line service to be improved from every 4.5 minutes to every 3 minutes. This would increase capacity by 50%.

Frequency Improvements Possible with Fleet Upgrades to All Type 4 Service



More Service on the Green Line

The Green Line is often overcrowded, especially in the Central Subway. There are currently a variety of challenges to providing consistent three car trains, which could expand capacity and ease overcrowding. The Green Line power system is one such obstacle as it currently can provide sufficient power for only the limited operation of three car trains.

The upgrading of the power system, in conjunction with an expanded, uniform fleet and platform lengthening at key stations could enable the operation of three car trains and an increase in capacity by 50%.

Capacity Increases Possible with Upgraded Power System and Associated Improvements