

OFFERED BY COUNCILORS MICHELLE WU AND JOSH ZAKIM

O'Malley, Jackson, Baker, Ciommo, Flaherty, LaMattina, Pressley, Yancey and McCarthy

**CITY OF BOSTON
IN CITY COUNCIL**



**RESOLUTION IN SUPPORT OF PERMANENT
LATE NIGHT MBTA SERVICE**

- WHEREAS:* In March of 2014 the MBTA launched a one year Late Night T service pilot program on its subways and key bus lines; and,
- WHEREAS:* The MBTA is now considering whether to continue Late Night T service, alter it to make it more financially sustainable, or terminate it altogether; and,
- WHEREAS:* Over one million passengers have taken advantage of Late Night T service, averaging nearly twenty-seven thousand riders per weekend; and,
- WHEREAS:* Late Night T service not only supports Boston's vibrant restaurants and nightlife, but also provides a convenient, safe and affordable option to employees of the service and hospitality industries and students throughout the region; and,
- WHEREAS:* The City of Boston is home to a thriving arts community and Late Night T service supplements existing transit options, making the arts more accessible and inclusive for residents and visitors; and,
- WHEREAS:* The projected cost of one year of Late Night T service is nearly thirteen million dollars, while the projected revenue is just over two million dollars; and,
- WHEREAS:* On March 5, 2015, the Boston City Council held a hearing with the MBTA and stakeholders to discuss the importance of and potential solutions for continuing Late Night T service; and,
- WHEREAS:* Residents and passengers testifying at the hearing highlighted the importance of Late Night T service to Boston's growing creative and innovation economy, as well as the need for the service to be evaluated not just by the pilot program's ridership numbers but by the potential ridership if Late Night T were a permanent service that businesses and workers could depend on in making business decisions; and,
- WHEREAS:* Solutions put forward at the council hearing include raising late night fares, encouraging greater partnerships from colleges and universities, private companies, and sports franchises, considering licensing late-night food vendors in MBTA stations, and adjusting late night service capacity, or a combination of these solutions;
Now,

THEREFORE BE IT RESOLVED:

That the Boston City Council hereby urges the Board of MassDOT to establish permanent Late Night T service, while continuing to explore and consider as many creative financing and marketing options as possible, including those discussed during the March 5, 2015 hearing.

Filed on: March 11, 2014