

MBTA FARE AND SERVICE CHANGES

Join the discussion.



**Massachusetts Bay
Transportation Authority**

INTRODUCTION

Today, the MBTA is serving more people more efficiently than ever before—with customers taking more than 1.3 million trips every week-day. Despite this, the T faces one of the most serious financial crises in its history.

In fiscal year 2013 (July 2012 to June 2013), available revenues are projected to be as much as \$185 million below operating expenses. This structural deficit will continue to grow through FY 2016 and beyond under current conditions. To maintain financial stability the T will have to make decisions in the next few months that will significantly impact fares and service. This information describes in detail the options under consideration and how they will affect you.

What caused the deficit?

Three major factors account for the T's structural budget deficit:

1. The Authority's operating costs for energy, fuel, and health care have continued to rise, and costs for THE RIDE service have grown by nearly 400% over the last decade. While THE RIDE's operating costs have increased over the past 10 years, the primary cost increase has been due to exponential growth in ridership on that service.
2. The T is financially burdened with principal and interest payments on \$5.2 billion in debt that consume nearly 30% of its annual operating budget.
3. Since 2000, the T's primary source of funding (a 20% share of statewide sales tax receipts) has not produced the steadily increasing revenue stream originally projected.

FINANCIAL OVERVIEW

The MBTA supports its operations from five main sources of revenue: a dedicated percentage of sales tax receipts; assessments on cities and towns served by the T; customer fares; non-fare revenues from advertising, real estate transactions, parking revenue and other initiatives. And in 2009, the state legislature added the fifth source of revenue—a new \$160 million allocation from the sales tax. This money saved the T from a massive fare increase and service cuts that could have gutted core services beginning that year. However, increasing operating costs and the continued underperformance of the state sales tax require us to propose fare and service changes.

Operating Costs

Since 2000, the Boston-area consumer price index has risen 33%, but the MBTA's operating costs have grown by 65%. The primary operating cost increases have been for fuel, energy, and healthcare, as well as costs associated with the growth of THE RIDE ridership. Every business and public agency is facing some of the same kinds of cost increases. The MBTA has worked to make its operations more efficient, but our operating obligations have grown over the years. The opening of Silver Line I and II, the addition of Quincy Commuter Boat Service, and the opening of the Greenbush Commuter Rail Line in 2007, have added to the T's operating costs with no corresponding increase in the T's operating subsidy from municipal assessments.

A MORE EFFICIENT MBTA

In FY 2013 the MBTA will face a budget gap of \$185 million. Before considering fare increases or service reductions, management has taken steps to reduce this deficit, including reduction in energy purchase costs, planned introduction of single person train operation on the Red Line, increases in MBTA employee enrollment in a new lower-cost health care plan, and the introduction of other operating and administrative efficiencies. Even with these savings the MBTA will face a gap of \$161 million in FY 2013.

Among the savings the T has already achieved are:

- Personnel changes including staff reductions, scheduling and assignment changes have produced substantial savings to the Authority. Savings over seven years total \$90.3 million—an average of \$12.9 million a year. MBTA staff levels have been reduced by 155 positions from recent highs.
- Reduced overtime spending over the last five years. Total operating budget overtime has fallen four of the past five years from a high of \$36.9 million in FY 2005 to \$30.9 million in FY 2011. It's important to note that overtime spending declined despite the fact that collectively bargained wages increased during the same period.
- Operations efficiency: the expansion of single person train operation (SPTO) has produced millions of dollars in savings and will save more in the years ahead. Introduced on the Blue Line in 1996, SPTO moved to the Orange Line in 2010. And in the spring of 2012 the MBTA will introduce SPTO on the Red Line, saving a projected \$1.3 million annually.
- Automated Fare Collection: rollout of the CharlieCard system in 2007 has led to a dramatic cost reduction in labor, resulting in annual savings of \$12.3 million.

Chronic underperformance of sales tax from the start of Forward Funding

In 2000, the Massachusetts Legislature restructured the MBTA's funding by enacting "Forward Funding" legislation that subsidized the T through two key mechanisms: assessments levied on the 175 cities and towns in the T service area, and the commonwealth's commitment of 20% of statewide sales tax receipts. Municipal assessments of \$150 million have performed as anticipated. However, sales tax, which makes up almost 50% of the T's annual revenue, has not grown even at the most pessimistic levels anticipated under Forward Funding. Sales tax collections, which grew at an average of 6.5% annually from 1990 to 2000, have risen just 1% on average since 2000. This has created a minimum sales tax revenue shortfall of \$100 million in FY 2011, and a \$375 million shortfall cumulatively since the start of Forward Funding.

The Forward Funding legislation includes a provision guaranteeing the T a minimum subsidy from sales tax receipts, which it has received for

the past ten years. This minimum guarantee, however, has also proven insufficient to meet the operating and capital needs of the MBTA.

Fiscal Year	Underperformance of the Sales Tax* *Millions
2001	\$0
2002	\$0
2003	\$0
2004	-\$21
2005	-\$21
2006	-\$35
2007	-\$36
2008	-\$37
2009	-\$50
2010	-\$75
2011	-\$100
Total	-\$375

MBTA Debt

Before the enactment of the Forward Funding legislation in 2000, which restructured T funding, the commonwealth of Massachusetts borrowed money through the MBTA to fund T capital projects and repaid these debts. Under the legislative restructuring, the T inherited \$3.6 billion in outstanding transit debt from the state. A significant portion of this debt

originated from public transportation projects the state committed to build as part of the Big Dig; the rest came from other capital projects and maintenance. At a total of \$5.2 billion, the MBTA currently has the highest debt burden of any U.S. transit agency.

Since 2000, the T has issued its own debt for major projects, which have included Big Dig initiatives it had been legally required to complete, and about \$470 million per year in capital investments to help address the current \$3+ billion backlog in much needed system maintenance and repair projects.

This debt load has resulted in increased debt service expenses, growing from \$306.8 million in FY 2000 to \$448.2 million in FY 2012. Approximately 30 cents of every dollar in revenue goes to pay principal and interest costs.

The current economic downturn has exacerbated the T's financial situation and limited its means for relief. In this the T is not alone. The largest U.S. transit agencies are experiencing financial challenges, and the majority have raised fares since 2007, when the T last implemented a fare increase. Many transit agencies have also made selective service cuts to meet financial constraints.

WHAT ARE THE OPTIONS?

Facing a multiyear deficit, the T has been working to improve savings through better management and reducing administrative costs. That is still not enough, and we have examined two options for increasing fares and reducing service.

To resolve this budget crisis, we encourage all T customers to take an active role in helping to choose the better option. Please review the proposed fare increases and service reductions detailed here and provide your feedback by attending one of the public meetings or by email at fareproposal@mbta.com.

SERVICE IMPROVEMENTS

Despite our financial challenges, the MBTA is making continuous investments in your service to improve safety, comfort, convenience, and reliability. Here is a partial list of actions we've taken since the 2007 fare increase:

2007

- Green Line: eliminated weekday single-car trains, increasing passenger capacity 5–9%.
- Introduced “T Alerts” subscription announcements, allowing customers convenient access to information about delays.
- Wireless phone/data service introduced in subway stations and tunnels.
- Commuter Rail: Greenbush Line opened.
- North Station concourse area’s 20,000 sq. ft. expansion opened.
- First of 94 new Blue Line cars put into service.
- Renovated Charles/MGH Station and implemented accessibility features including elevators and escalators.

2008

- Blue Line capacity increased 29–50% with the introduction of six-car train operation.
- Wi-Fi introduced on Commuter Rail and Commuter Boat services.
- Installed 15 new passenger-waiting shelters on the Green Line.
- 50% of bus fleet equipped with bike racks.
- Opened secure “Pedal & Park” bike facility at Alewife Station.

2009

- Silver Line: new SL4 route between Dudley and South Station, improving frequency on Washington Street and providing a connection to the Silver Line Waterfront. Current weekday ridership is over 15,000 for SL4 and SL5.
- Student Pass hours extended from 8:00 P.M. to 11:00 P.M.

- Added GPS to bus fleet to give dispatchers real-time location and schedule monitoring for all 1,040 buses to improve service monitoring and emergency responses.
- Initiated midlife overhaul of 175 low-floor buses.
- Opened schedule data and real-time vehicle location information to the public, resulting in over 40 independently developed applications.
- ScoreCard: monthly performance information available publically.
- Google Transit: added all MBTA services to Google Transit, providing a trip-planning option to users of the world’s most popular website.
- Opened secure “Pedal & Park” bike facility at Forest Hills Station.
- Renovated Ashmont, Arlington, and Maverick stations, and implemented accessibility features including new elevators.

2010

- Commuter Rail: service expanded to T.F. Green Airport in Rhode Island.
- Hand-held bus location devices issued to supervisors to enable more informed decision making and improved service recovery.
- Launched the “App Showcase” website, enabling access to real-time information through independent developers.
- Real-time subway data: preliminary location and arrival information for the Red, Orange, and Blue lines rolled out to developers.
- Automated passenger counters on 123 buses, capturing ridership information to improve vehicle allocation and service planning.
- Weekday capacity on Route 28 increased by 24% by introducing 60-foot articulated buses.
- Renovated Kenmore and Copley stations, and implemented accessibility features including new elevators.
- 25 new hybrid 60’ buses put into service.

2011

- Orange Line: increased number of trips by 5% on weekdays, 10% on Saturdays and 33% on Sundays. Orange Line ridership up 13.8% on Saturday and 9.0% on Sunday.
- Completed midlife overhaul of 123 low-floor buses.
- Commuter Rail: two new locomotives purchased to augment fleet, and five additional locomotives leased to expand capacity.
- Silver Line: Service in the South Boston Waterfront district increased 8% since 2007.
- Google Transit: one of just six transit properties bringing real-time information to Google Transit.
- CharlieStore: opened on-line MBTA merchandise site.
- Orange Line: eliminated all track speed restrictions to improve travel time.
- Real-time Commuter Rail: location and arrival information for Commuter Rail rolled out to developers.

- Blue Line: expanded bicycle access hours.
- Installed 16 bike parking canopies at subway and Commuter Rail stations.
- Renovated Science Park/West End Station and implemented accessibility features including new elevators.
- Opened new station entrance and new elevators at State Street Station.

Fare Increase and Service Reduction Proposals

In addition to our efforts to reduce operating and administrative costs, the MBTA has prepared two scenarios to close the projected deficit. Scenario 1 includes a higher fare increase and a smaller number of service reductions. Scenario 2 includes a slightly lower fare increase but larger service reductions.

Summary Impact of Proposed Changes

	Scenario 1	Scenario 2
Overall Fare Increase (all fare media types)	43%	35%
Ridership Impact	34–48 million annual trips	53–64 million annual trips
% of total current ridership	9 to 13%	14 to 17%
Revenue	Gain \$161 million in annual revenue (+34%) \$123.2m increase in fare revenue \$38.3m net operating savings	Gain \$165 million in annual revenue (+35%) \$86.8m increase in fare revenue \$78.4m net operating savings

SCENARIO 1 FARE INCREASE

Price Comparison 1			
\$123.2 Million Revenue Increase			
Core CharlieCard Fares	Proposed	Existing	Percent Change
Adult Local Bus	\$1.75	\$1.25	40.0%
Senior/TAP Local Bus	\$1.10	\$0.40	175.0%
Student Local Bus	\$1.10	\$0.60	83.3%
Adult Rapid Transit	\$2.40	\$1.70	41.2%
Senior/TAP Rapid Transit	\$1.50	\$0.60	150.0%
Student Rapid Transit	\$1.50	\$0.85	76.5%
Local Bus + Rapid Transit	\$2.40	\$1.70	41.2%
Inner Express Bus	\$4.00	\$2.80	42.9%
Outer Express Bus	\$5.50	\$4.00	37.5%
NOTE: Seniors, persons with disabilities, and students pay half-fare on express bus; children 11 and under ride free with adult			

Core CharlieTicket/Onboard Cash Fares	Proposed	Existing	Percent Change
Local Bus	\$2.25	\$1.50	50.0%
Rapid Transit	\$3.00	\$2.00	50.0%
Inner Express Bus	\$5.00	\$3.50	42.9%
Outer Express Bus	\$7.00	\$5.00	40.0%

SCENARIO 1 FARE INCREASE

Non-Core Fares	Proposed	Existing	Percent Change
Commuter Rail Zone 1A	\$2.40	\$1.70	41.2%
Commuter Rail Zone 1	\$6.50	\$4.25	52.9%
Commuter Rail Zone 2	\$7.00	\$4.75	47.4%
Commuter Rail Zone 3	\$7.50	\$5.25	42.9%
Commuter Rail Zone 4	\$8.25	\$5.75	43.5%
Commuter Rail Zone 5	\$9.00	\$6.25	44.0%
Commuter Rail Zone 6	\$9.75	\$6.75	44.4%
Commuter Rail Zone 7	\$10.50	\$7.25	44.8%
Commuter Rail Zone 8	\$11.25	\$7.75	45.2%
Commuter Rail Interzone 1	\$3.00	\$2.00	50.0%
Commuter Rail Interzone 2	\$3.25	\$2.25	44.4%
Commuter Rail Interzone 3	\$3.50	\$2.50	40.0%
Commuter Rail Interzone 4	\$4.00	\$2.75	45.5%
Commuter Rail Interzone 5	\$4.50	\$3.00	50.0%
Commuter Rail Interzone 6	\$5.00	\$3.50	42.9%
Commuter Rail Interzone 7	\$5.75	\$4.00	43.8%
Commuter Rail Interzone 8	\$6.50	\$4.50	44.4%
Hingham, Quincy, & Hull Boats	N/A	\$6.00	N/A
Inner Harbor Ferries	N/A	\$1.70	N/A
THE RIDE - ADA Service Area	\$4.50	\$2.00	125.0%
THE RIDE - Premium Service Area	\$12.00	\$2.00	500.0%
NOTE: Seniors, persons with disabilities, and students pay half-fare; children 11 and under ride free with adult			

SCENARIO 1 FARE INCREASE

Pass Type	Proposed	Existing	Percent Change
Local Bus	\$55.00	\$40.00	37.5%
LinkPass	\$80.00	\$59.00	35.6%
Senior/TAP LinkPass	\$40.00	\$20.00	100.0%
Student LinkPass	\$40.00	\$20.00	100.0%
1-Day LinkPass	\$12.00	\$9.00	33.3%
7-Day LinkPass	\$20.00	\$15.00	33.3%
Inner Express	\$127.00	\$89.00	42.7%
Outer Express	\$177.00	\$129.00	37.2%
Commuter Rail Zone 1A	\$80.00	\$59.00	35.6%
Commuter Rail Zone 1	\$196.00	\$135.00	45.2%
Commuter Rail Zone 2	\$215.00	\$151.00	42.4%
Commuter Rail Zone 3	\$234.00	\$163.00	43.6%
Commuter Rail Zone 4	\$258.00	\$186.00	38.7%
Commuter Rail Zone 5	\$282.00	\$210.00	34.3%
Commuter Rail Zone 6	\$306.00	\$223.00	37.2%
Commuter Rail Zone 7	\$330.00	\$235.00	40.4%
Commuter Rail Zone 8	\$354.00	\$250.00	41.6%
Commuter Rail Interzone 1	\$88.00	\$65.00	35.4%
Commuter Rail Interzone 2	\$102.00	\$77.00	32.5%
Commuter Rail Interzone 3	\$116.00	\$89.00	30.3%
Commuter Rail Interzone 4	\$132.00	\$101.00	30.7%
Commuter Rail Interzone 5	\$148.00	\$113.00	31.0%
Commuter Rail Interzone 6	\$164.00	\$125.00	31.2%
Commuter Rail Interzone 7	\$182.00	\$137.00	32.8%
Commuter Rail Interzone 8	\$200.00	\$149.00	34.2%
Commuter Boat	N/A	\$198.00	N/A

SCENARIO 1 FARE INCREASE

Parking	Proposed	Existing	Percent Change
Alewife	\$10.00	\$7.00	42.9%
Beachmont	\$7.00	\$5.00	40.0%
Braintree	\$10.00	\$7.00	42.9%
Chestnut Hill	\$7.50	\$5.50	36.4%
Eliot	\$7.50	\$5.50	36.4%
Forest Hills	\$8.50	\$6.00	41.7%
Lechmere	\$7.50	\$5.50	36.4%
Malden	\$7.50	\$5.50	36.4%
Mattapan	\$6.50	\$4.50	44.4%
Milton	\$7.00	\$5.00	40.0%
North Quincy	\$7.00	\$5.00	40.0%
Oak Grove	\$7.50	\$5.50	36.4%
Orient Heights	\$7.00	\$5.00	40.0%
Quincy Adams	\$10.00	\$7.00	42.9%
Quincy Center	\$10.00	\$7.00	42.9%
Riverside	\$8.50	\$6.00	41.7%
Suffolk Downs	\$7.00	\$5.00	40.0%
Sullivan	\$7.50	\$5.50	36.4%
Waban	\$7.50	\$5.50	36.4%
Wellington	\$7.50	\$5.50	36.4%
Wollaston	\$7.00	\$5.00	40.0%
Woodland	\$8.50	\$6.00	41.7%
Wonderland	\$7.00	\$5.00	40.0%
Express Bus	\$5.00	\$5.00	0.0%
Commuter Rail	\$4.00	\$4.00	0.0%
Commuter Boat	N/A	\$3.00	N/A

SCENARIO 1 SERVICE REDUCTIONS

Scenario 1: Service Reductions, Saved Operating Costs, and Affected Riders			
Mode	Service Reductions	Saved Operating Costs	Affected Riders
Bus route reductions	<p>Eliminate Weekday Routes: 4, 48, 52, 170, 217, 275, 276, 277, 325, 351, 354, 355, 436, 439, 448, 449, 451, 465, 468, 500, 554, 555, and CT3</p> <p>Eliminate Saturday Routes: 33, 48, 52, 72, 78, 136, 171, 211, 230, 245, 275, 276, 277, 436, 451, 465, 504, 553, and 554</p> <p>Eliminate Sunday Routes: 18, 37/38, 43, 59, 78, 136, 137, 171, 201, 202, 211, 230, 245, 275, 276, 277, 431, and 436</p>	\$11.8 Million	2.1 Million
Private carrier reductions	Eliminate Private Carrier Bus Program in Canton and Medford and eliminate Suburban Bus Program subsidies to Bedford, Boston (Mission Hill), Beverly, Burlington, Dedham, and Lexington	\$0.6 Million	0.2 Million
The RIDE reductions	Increase RIDE base fares to 2x CharlieTicket fixed-route base price, and institute \$12 premium fares for non-ADA (outside of fixed route service area, before/after hours, or same day) trips	\$14.9 Million	0.4 Million
Ferry reductions	Eliminate all Ferry Routes	\$3.7 Million	1.3 Million
Commuter rail reductions	Eliminate Commuter Rail service after 10 p.m. and weekend service	\$5.7 Million	4.3 Million
Light rail reductions	Eliminate E Branch and Mattapan Trolley weekend service	\$1.5 Million	1.3 Million
Total		\$ 38.3 Million	9.6 Million

SCENARIO 2 FARE INCREASE

Price Comparison 2			
\$86.8 Million Revenue Increase			
Core CharlieCard Fares	Proposed	Existing	Percent Change
Adult Local Bus	\$1.50	\$1.25	20.0%
Senior/TAP Local Bus	\$0.75	\$0.40	87.5%
Student Local Bus	\$0.75	\$0.60	25.0%
Adult Rapid Transit	\$2.25	\$1.70	32.4%
Senior/TAP Rapid Transit	\$1.10	\$0.60	83.3%
Student Rapid Transit	\$1.10	\$0.85	29.4%
Local Bus + Rapid Transit	\$2.25	\$1.70	32.4%
Inner Express Bus	\$3.50	\$2.80	25.0%
Outer Express Bus	N/A	\$4.00	N/A
NOTE: Seniors, persons with disabilities, and students pay half-fare on express bus; children 11 and under ride free with adult			

Core CharlieTicket/Onboard Cash Fares	Proposed	Existing	Percent Change
Local Bus	\$2.00	\$1.50	33.3%
Rapid Transit	\$3.00	\$2.00	50.0%
Inner Express Bus	\$4.50	\$3.50	28.6%
Outer Express Bus	N/A	\$5.00	N/A

SCENARIO 2 FARE INCREASE

Non-Core Fares	Proposed	Existing	Percent Change
Commuter Rail Zone 1A	\$2.25	\$1.70	32.4%
Commuter Rail Zone 1	\$6.00	\$4.25	41.2%
Commuter Rail Zone 2	\$6.50	\$4.75	36.8%
Commuter Rail Zone 3	\$7.00	\$5.25	33.3%
Commuter Rail Zone 4	\$7.50	\$5.75	30.4%
Commuter Rail Zone 5	\$8.25	\$6.25	32.0%
Commuter Rail Zone 6	\$9.00	\$6.75	33.3%
Commuter Rail Zone 7	\$9.75	\$7.25	34.5%
Commuter Rail Zone 8	\$10.50	\$7.75	35.5%
Commuter Rail Interzone 1	\$2.75	\$2.00	37.5%
Commuter Rail Interzone 2	\$3.00	\$2.25	33.3%
Commuter Rail Interzone 3	\$3.25	\$2.50	30.0%
Commuter Rail Interzone 4	\$3.50	\$2.75	27.3%
Commuter Rail Interzone 5	\$4.00	\$3.00	33.3%
Commuter Rail Interzone 6	\$4.50	\$3.50	28.6%
Commuter Rail Interzone 7	\$5.25	\$4.00	31.3%
Commuter Rail Interzone 8	\$6.00	\$4.50	33.3%
Hingham, Quincy, & Hull Boats	N/A	\$6.00	N/A
Inner Harbor Ferries	N/A	\$1.70	N/A
THE RIDE - ADA Service Area	\$3.00	\$2.00	50.0%
THE RIDE - Premium Service Area	\$5.00	\$2.00	150.0%
NOTE: Seniors, persons with disabilities, and students pay half-fare; children 11 and under ride free with adult			

SCENARIO 2 FARE INCREASE

Pass Type	Proposed	Existing	Percent Change
Local Bus	\$48.00	\$40.00	20.0%
LinkPass	\$78.00	\$59.00	32.2%
Senior/TAP LinkPass	\$39.00	\$20.00	95.0%
Student LinkPass	\$39.00	\$20.00	95.0%
1-Day LinkPass	\$12.00	\$9.00	33.3%
7-Day LinkPass	\$20.00	\$15.00	33.3%
Inner Express	\$114.00	\$89.00	28.1%
Outer Express	N/A	\$129.00	N/A
Commuter Rail Zone 1A	\$78.00	\$59.00	32.2%
Commuter Rail Zone 1	\$188.00	\$135.00	39.3%
Commuter Rail Zone 2	\$204.00	\$151.00	35.1%
Commuter Rail Zone 3	\$219.00	\$163.00	34.4%
Commuter Rail Zone 4	\$235.00	\$186.00	26.3%
Commuter Rail Zone 5	\$259.00	\$210.00	23.3%
Commuter Rail Zone 6	\$282.00	\$223.00	26.5%
Commuter Rail Zone 7	\$306.00	\$235.00	30.2%
Commuter Rail Zone 8	\$329.00	\$250.00	31.6%
Commuter Rail Interzone 1	\$86.00	\$65.00	32.3%
Commuter Rail Interzone 2	\$102.00	\$77.00	32.5%
Commuter Rail Interzone 3	\$118.00	\$89.00	32.6%
Commuter Rail Interzone 4	\$134.00	\$101.00	32.7%
Commuter Rail Interzone 5	\$150.00	\$113.00	32.7%
Commuter Rail Interzone 6	\$166.00	\$125.00	32.8%
Commuter Rail Interzone 7	\$182.00	\$137.00	32.8%
Commuter Rail Interzone 8	\$198.00	\$149.00	32.9%
Commuter Boat	N/A	\$198.00	N/A

SCENARIO 2 FARE INCREASE

Parking	Proposed	Existing	Percent Change
Alewife	\$9.00	\$7.00	28.6%
Beachmont	\$6.50	\$5.00	30.0%
Braintree	\$9.00	\$7.00	28.6%
Chestnut Hill	\$7.00	\$5.50	27.3%
Eliot	\$7.00	\$5.50	27.3%
Forest Hills	\$7.50	\$6.00	25.0%
Lechmere	\$7.00	\$5.50	27.3%
Malden	\$7.00	\$5.50	27.3%
Mattapan	\$5.50	\$4.50	22.2%
Milton	\$6.50	\$5.00	30.0%
North Quincy	\$6.50	\$5.00	30.0%
Oak Grove	\$7.00	\$5.50	27.3%
Orient Heights	\$6.50	\$5.00	30.0%
Quincy Adams	\$9.00	\$7.00	28.6%
Quincy Center	\$9.00	\$7.00	28.6%
Riverside	\$7.50	\$6.00	25.0%
Suffolk Downs	\$6.50	\$5.00	30.0%
Sullivan	\$7.00	\$5.50	27.3%
Waban	\$7.00	\$5.50	27.3%
Wellington	\$7.00	\$5.50	27.3%
Wollaston	\$6.50	\$5.00	30.0%
Woodland	\$7.50	\$6.00	25.0%
Wonderland	\$6.50	\$5.00	30.0%
Express Bus	\$5.00	\$5.00	0.0%
Commuter Rail	\$4.00	\$4.00	0.0%
Commuter Boat	N/A	\$3.00	N/A

SCENARIO 2 SERVICE REDUCTIONS

Scenario 2: Service Reductions, Saved Operating Costs, and Affected Riders			
Mode	Service Reductions	Saved Operating Costs	Affected Riders
Bus and private carrier route reductions	<p>Bus Route Reductions: Eliminate Routes (all days): 4, 5, 14, 18, 27, 29, 33, 37, 38, 40, 43, 45, 48, 50, 51, 52, 55, 59, 60, 62, 64, 67, 68, 74, 75, 76, 78, 79, 80, 85, 90, 92, 95, 96, 97, 99, 100, 105, 106, 108, 112, 119, 120, 121, 131, 132, 136, 137, 170, 171, 201, 202, 210, 211, 212, 215, 217, 230, 236, 238, 240, 245, 275, 276, 277, 325, 326, 350, 351, 352, 354, 355, 411, 424, 428, 429, 430, 431, 434, 435, 436, 439, 441, 448, 449, 451, 456, 459, 465, 468, 500, 501, 502, 503, 505, 553, 554, 555, 556, 558, CT3</p> <p>All Private Carrier and Suburban Bus Routes Route Revisions:</p> <ul style="list-style-type: none"> - Cut 34E back to Walpole - Cut 70A segment - Cut 134 back to West Medford - Combine 214 and 216 - Cut 220, 221, and 222 back to Bicknell Sq. - Cut 225 back to Weymouth Landing - Cut 426, 442, 450, and 455 to Wonderland 	\$60.4 Million	31.0 Million
The RIDE reductions	Increase RIDE base fares to 2x CharlieCard fixed-route base price, and institute \$5 premium fares for non-ADA (outside of fixed route service area, before/after hours, or same day) trips	\$7.1 Million	0.7 Million
Ferry reductions	Eliminate all Ferry Routes	\$3.7 Million	1.3 Million
Commuter rail reductions	Eliminate Commuter Rail service after 10pm and weekend service	\$5.7 Million	4.3 Million
Light rail reductions	Eliminate E Branch and Mattapan Trolley weekend service	\$1.5 Million	1.3 Million
Total		\$78.4 Million	38.1 Million

PLEASE JOIN THE DISCUSSION

A detailed report on the projected impacts of these proposed changes is available at www.mbta.com. We encourage you to visit the site and read the report.

Attend a Public Workshop or Public Hearing

We invite you to attend one of the public workshops to share your comments and discuss your suggestions with MBTA officials. The public hearings will be an opportunity to offer your recorded comments (a court reporter will be present at the public hearings to record comments). Comments at all meetings will be considered by MBTA staff members and the board of directors for further action.

- Meeting spaces are accessible to people with disabilities. American Sign Language

interpreters and assistive listening devices will be provided. If you need an accommodation in order to fully participate in the meeting (e.g. alternate format of handouts, language translators, etc.), please contact 617-973-7073 or fareproposal@mbta.com, at least 48 hours in advance of the meeting.

- Written comments will also be accepted through March 6, 2012, and should be mailed to: MBTA, 10 Park Plaza, Boston, MA 02116, Attention: Fare Proposal Committee.
- You may also submit your comments electronically at the MBTA website www.mbta.com, by email at fareproposal@mbta.com, or by phone at (617) 222-3200, TTY (617) 222-5146.

PUBLIC WORKSHOPS

Tuesday, January 17

Newton

Newton City Hall
1000 Commonwealth Avenue
War Memorial Hall
5:30–7:30 P.M.

Tuesday, January 17

Worcester

Public Library
3 Salem Square
Saxe Room
6:00–8:00 P.M.

Wednesday, January 18

Chelsea

Chelsea Public Library
569 Broadway
Auditorium
6:00–8:00 P.M.

Thursday, January 19

Boston (Roxbury)

Roxbury Community College
1234 Columbus Avenue
Auditorium
6:00–8:00 P.M.

Monday, January 23

Boston

Public Hearing

State Transportation Building
10 Park Plaza
Conference Rooms 2 and 3, Second Floor
1:00–3:00 P.M.

Monday, January 23

Boston

State Transportation Building
10 Park Plaza
Conference Rooms 2 and 3, Second Floor
4:30–6:30 P.M.

Tuesday, January 24

Attleboro

Attleboro High School
100 Rathbun Willard Drive
4:30–6:30 P.M.

Wednesday, January 25

Salem

City Hall Annex
120 Washington Street
Third Floor Conference Room
6:00–8:00 P.M.

Tuesday, January 31

Boston (Mattapan)

Mildred Avenue Community Center
5 Mildred Avenue
6:00–8:00 P.M.

Wednesday, February 1

Boston (Jamaica Plain)

Hennigan Community Center
200 Heath Street
Cafeteria
6:00–8:00 P.M.

Thursday, February 2

Boston (Dorchester)

Dorchester House Multi-Service Center
1353 Dorchester Avenue
Multi-Purpose Room
1:00–3:00 P.M.

Thursday, February 2

Boston (Dorchester)

Dorchester House Multi-Service Center
1353 Dorchester Avenue
Multi-Purpose Room
6:00–8:00 P.M.

Monday, February 6

Lowell

Lowell City Hall
375 Merrimack Street
Council Chambers
5:00–7:00 P.M.

Tuesday, February 7

Lynn

City Council Chambers
3 City Hall Square
6:00–8:00 P.M.

Wednesday, February 8

Boston (West End)

Shriners Hospital
51 Blossom Street
Auditorium
4:30–6:30 P.M.

Wednesday, February 8

Hingham

Town Hall
210 Central Street
Central Meeting Room
6:00–8:00 P.M.

Monday, February 13

Boston

Boston Public Library
700 Boylston Street
Boston Room
6:00–8:00 P.M.

Tuesday, February 14

Framingham

Town Hall
150 Concord Street
6:00–8:00 P.M.

Wednesday, February 15

Quincy

Thomas Crane Public Library
40 Washington Street
Community Room
6:00–8:00 P.M.

Thursday, February 16

Malden

Malden City Hall
200 Pleasant Street
City Council Chambers
6:00–8:00 P.M.

Tuesday, February 28

Somerville

Somerville High School
81 Highland Avenue
Auditorium
6:00–8:00 P.M.

Wednesday, February 29

Cambridge

Citywide Senior Center
806 Massachusetts Avenue
6:00–8:00 P.M.

Thursday, March 1

Waltham

Government Center
119 School Street
Auditorium
6:00–8:00 P.M.

Tuesday, March 6

Brockton

Massasoit Community College
1 Massasoit Boulevard
Liberal Arts Building
Lecture Hall LA 560
6:00–8:00 P.M.

For more information, or for an alternate format of this document, please call (617) 222-3200, TTY (617) 222-5146, or visit mbta.com.

This is an important notice. Please have it translated.

Este é um aviso importante. Queira mandá-lo traduzir.

Este es un aviso importante. Sirvase mandarlo traducir.

**ĐÂY LÀ MỘT BẢN THÔNG CÁO QUAN TRỌNG
XIN VUI LÒNG CHO DỊCH LẠI THÔNG CÁO ẤY**

Ceci est important. Veuillez faire traduire.

本通知很重要。請將之譯成中文。

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**Massachusetts Bay
Transportation Authority**