



FACT SHEET

MBTA Fare Hikes

**Governor Baker's Control Board is proposing to raise fares.
The Board will take comments until February 12. Add your voice!**

Summary: The MBTA Fiscal and Management Control Board proposed two options for fare increases. One option would raise fares by an average of 6.7%, and the other by 9.8%.

The Control Board says that fare increases greater than 5% are necessary to balance its books, and are legal based on an ambiguous law that caps fares. Plus, they state that monthly passes are not subject to a fare cap, and can go up by any amount, at any time.

Monthly passes would rise even more!

- Up to 13% for link passes
- Up to 20% for bus passes
- Up to 23% for student passes

What's next: Public hearings, online and written comments run through February 12. The FMCB votes in March, and increases take effect July 1st. See t4ma.org/mbta_fare_hikes

Decision Timeline for MBTA Fare Hikes

Jan. 4: Two fare hike scenarios released for public comment

Jan. 25 - Feb. 11: Public hearings on Fare Hikes and Commuter Rail Schedule



July 1: Any new fare hike goes into effect

May 23: New Commuter Rail Schedule goes into effect



Early March: Any fare hike changes approved by Control Board

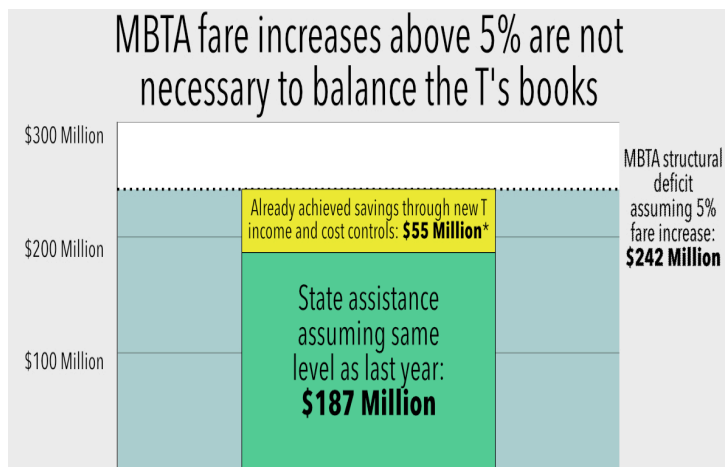
#KeepFaresFair For a full schedule of hearings and to learn how best to take action go to www.t4ma.org/mbta_fare_hikes



T4MA position: Modest, regular increases of 5% every two years are better than sudden and steep hikes. The MBTA should **use other available funding** to balance its operating budget, and the Governor and MBTA should **improve service and reliability** before hiking fares. In 2013, the legislature responded to a pattern of drastic, infrequent fare hikes with a 5% every-other-year plan. Just two years later, these proposals erode that commitment.

Fare Increase Facts

- **The MBTA is not requesting adequate state funding:** The FMCB has already reduced the deficit by \$55 million, and more sensible reforms will yield further savings. The legislature anticipated providing \$261 million to close the deficit, but the T is only asking for \$187 million.



- **Fare hikes hurt the most vulnerable:**

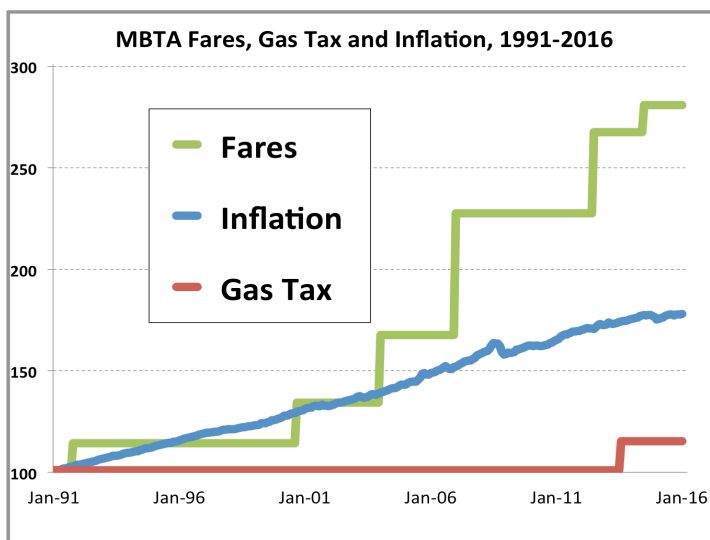
Many youth, senior, low-income, and disabled riders have no alternative to the MBTA. One in 8 MA households does not own a car.

- **Ridership will drop:** Large fare hikes reduced ridership in 2007 and 2012. When less people ride the T, there's more traffic and pollution. The MBTA's proposed hikes will decrease ridership, particularly now because there are low gas prices.

Riders are paying a fare share.

MBTA fares are in line with other agencies.

- Bus/subway fares have doubled since 2000 (+50% adjusted for inflation)
- Heavy and light rail fares are above average compared to peer systems
- Fare recovery ratio on the Green Line is highest in the country for light rail
- Fare revenue has grown over 6% per year since 2000, faster than expenses



- **Paying more for less:** Riders bore the brunt of last winter's breakdowns and delays. A recent *Boston Business Journal* report showed that the MBTA has the most breakdowns of any transit system in the country.
- **Employers and schools will be harmed.** Many businesses count on the MBTA for their employees and customers, and many pay for T passes, which could go up by double digits. The Boston Public Schools alone would pay \$1 million more per year due to student pass fare increases.

Please take action now!

Contact FMCB members by February 12: Joseph.Aiello@state.ma.us Steven.Poftak@state.ma.us
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Attend and speak at a fare increase public meeting!

Questions? Contact T4MA at info@t4ma.org or 413-367-T4MA

t4ma.org/mbta_fare_hikes