



**Massachusetts Bay  
Transportation Authority**

# FY23 Fare Changes - Public Presentation

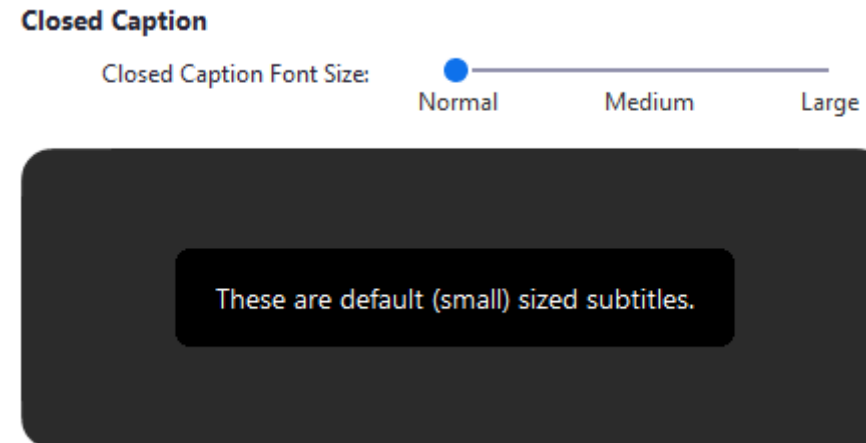
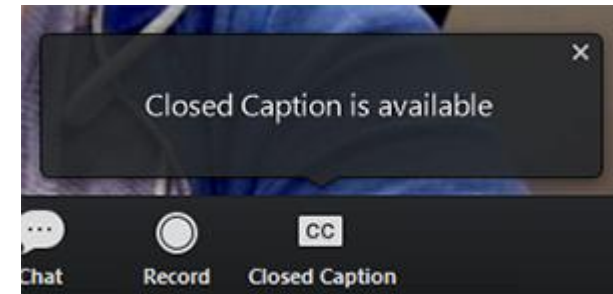
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February 2022

Zoom

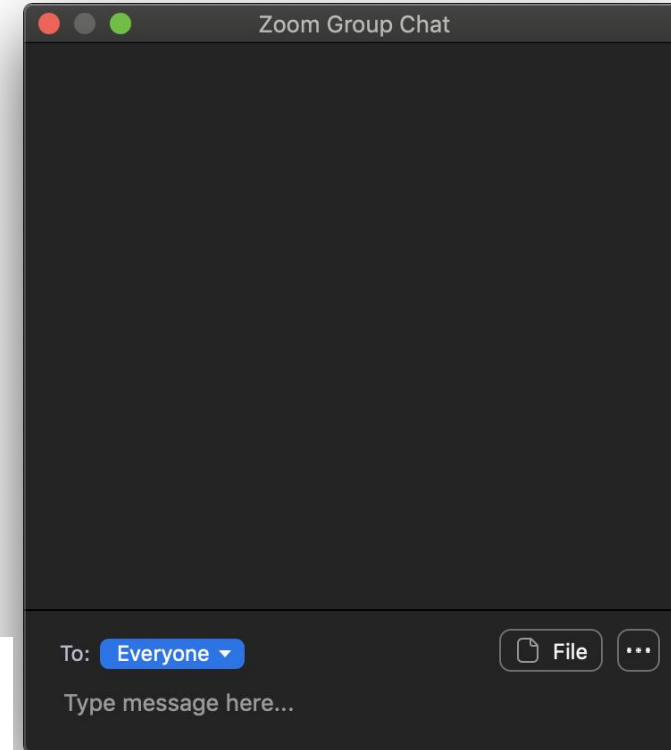
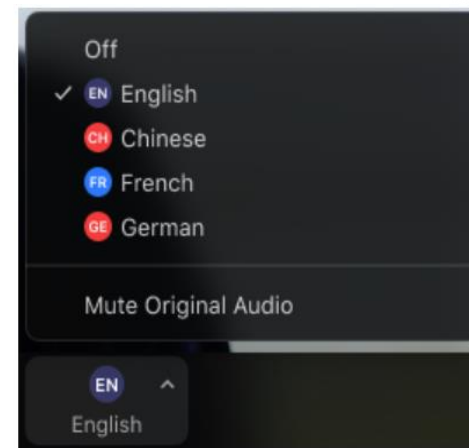
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# MBTA Participation

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Lynsey Heffernan

*Assistant General Manager for Policy & Transit Planning*

Steven Povich

*Director of Fare Policy & Analytics*

Arthur Prokosch

*Manager of Fare Tariff*

Terrie Chan

*Community Liaison*

# Fare Changes FY23: Key Goals

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- 1. Reduced Fares:** Increase equity by filling gaps in our existing fare structure for Reduced Fare Riders
- 2. Ridership:** Maintain stable revenue in the face of Covid and budget uncertainties, while increasing ridership where possible
- 3. Simplification:** Simplify the logic of our rules and transition toward the rules that will be in place under our new fare system

# Fare Changes FY 23: Summary Overview

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1. Expand Monthly Passes to all modes for Reduced Fare Riders
2. Introduce 7-day LinkPass for Reduced Fare Riders
3. Allow Reduced Fare LinkPass to be Valid on 1A and Inner Harbor Ferry
4. Lower Price for 1-day LinkPass from \$12.75 to \$11
5. Make Permanent mTicket 5-Day FlexPass on Commuter Rail
6. Allow Second Transfers on Subway/Bus and Between Express Buses

# Reduced Fares Overview

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The MBTA offers Reduced Fares (typically ~50% of Full Fares) to certain groups. Many of our proposed changes add to the set of passes and access available for these riders. Reduced Fare Rider groups include:

- Seniors (65+)
- Persons with Disabilities
- Middle and High School Students
- YouthPass

# Expand Monthly Passes to all modes for Reduced Fare Riders

## Explanation

This proposal would create monthly passes on Commuter Rail, Ferry, and Express Bus, at approximately 50% of full fare pass prices. Passes “breakeven” after ~33 one-way trips.

## Goal

Increases equity by filling in a gap in our reduced fare product offering. By only offering one-ride reduced fare options, we know we are disadvantaging some riders from obtaining the benefits of bulk purchasing.



# Introduce 7-day LinkPass for Reduced Fare Riders

## Explanation

This proposal creates a new product for reduced fare riders, a 7-day LinkPass priced at \$10. This pass allows unlimited Subway and Local Bus Rides in 7 days. This product complements the Reduced Monthly LinkPass (\$30) and Reduced Single Ride (\$1.10 Subway, \$0.85 Bus)

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## Goal

Increases equity by filling in a gap in our reduced fare product offering. Gives reduced fare riders the value and convenience of bulk purchasing, even if they do not have the money for a full monthly pass at the beginning of the month.

# Allow Reduced Fare LinkPass to be Valid on 1A and Inner Harbor Ferry

## Explanation

Currently, a Reduced LinkPass is only available on a CharlieCard, and not on a printed CharlieTicket to allow for visual validation by Commuter Rail conductors. We are working with our technology partner on a fare media solution to remove this barrier.

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## Goal

There is no reason for the current distinction between a LinkPass and a Zone 1A pass, given our pricing structure (where Zone 1A costs the same as subway). This change continues to bridge that gap, an improvement that will be final with the new fare system.

# Lower Price for 1-day LinkPass from \$12.75 to \$11

## Explanation

This proposal lowers the price of the 1-day LinkPass from \$12.75 to \$11.00. This pass allows unlimited Subway and Local Bus Rides in 1 day. At \$11, the pass pays for itself with 5 subway trips in 24 hours.

## Goal

Increases ridership by encouraging more riders to buy passes with free marginal trips. Increases equity by reducing the price of a product popular with low-income & minority riders

# Make Permanent 5-Day FlexPass on Commuter Rail

## Explanation

The FlexPass (five, 24-hour commuter rail passes for 10% off the price of 10 one-way trips, available on mTicket) is currently a pilot fare product. This proposal would make it a permanent feature of the fare structure.

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## Goal

Encourages commuter rail ridership and provides a product that “bridges the gap” between single-ride tickets and monthly passes for riders who have new, less frequent commute patterns.

# Allow Second Transfers on Subway/Bus and Between Express Buses

Simplification

## Explanation

Our current fare structure allows at most one transfer between bus and/or subway, with some exceptions. This proposal would standardize the sequences to allow more combinations of second transfers involving Local Bus, Express Bus and/or Subway.

## Goal

Simplifies a complexity in our transfer policy. Newly possible combinations include bus-bus-subway and subway-bus-bus (where “bus” means Local or Express Bus).

# Timeline & Next Steps

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- January:** Proposed Fare Changes were presented to full MBTA Board
- February:** Staff conducts Public Outreach including a Public Meeting on 2/10 and a Public Hearing on 2/17
- March:** Public Comment will close on **March 3, 2022**  
Staff will collate all comments, make any modification based on feedback, and finalize analysis  
Full Board will be asked to vote on Proposed Fare Changes
- July:** Changes are designed to go into effect on **July 1, 2022**

# Ways to Make Public Comment

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- Email us: [publicengagement@mbta.com](mailto:publicengagement@mbta.com)
- Comment at a public meeting or hearing (verbally or in chat)
- Comment in a meeting with an MBTA Community Liaison

2:00

# Raising Your Hand

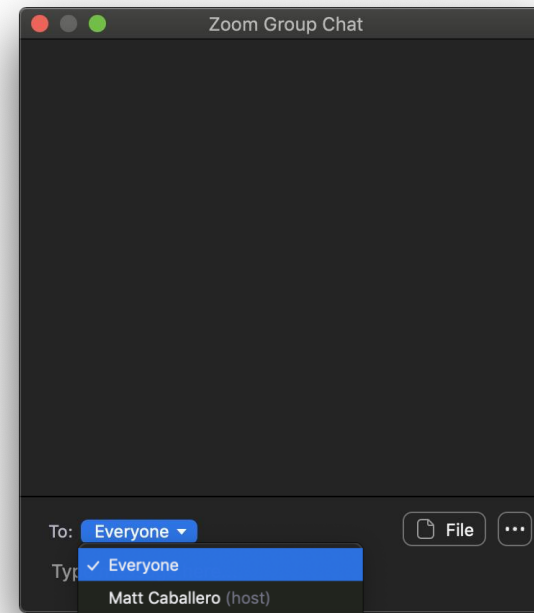
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then  
**“Raise hand”**



**Send a chat**  
to the moderator



**\*9**  
Raise Hand



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# Thank you!



Email the MBTA Community Engagement team at [publicengagement@mbta.com](mailto:publicengagement@mbta.com).

[www.mbta.com](http://www.mbta.com)