



Response to MassDOT Proposals to Cut MBTA Service & Increase MBTA Fares

Overview

- **No service cuts, no changes to RIDE service area**
- A long-term, comprehensive solution to all of Transportation in Massachusetts is required, but leadership has taken taxes off the table this year.
- The MBTA must be preserved while this long-term solution is devised.
- Equitable 25% (as opposed to 35% or 43%) across-the-board fare increase.
- \$71 million in savings/cost shifting from Transportation Reform:
 - Shift cost of providing transit security to State Department of Public Safety
 - Shift cost of running ferry and commuter boats to MassPort
 - Sell related ferry and waterfront assets to MassPort
 - Shift cost of private carrier and suburban bus program to MassDOT budget
 - Shift cost of homeless transportation (bus routes 275, 277, 277) to State
- \$12 million in MBTA Innovation and Restructuring
 - No MBTA pay raises in FY13
 - Abutter lease program
 - Reinstatement of alcohol advertising program
- \$13 million from Institutional Beneficiaries of MBTA Service
 - Station name value payments
 - \$10/ year fee on college students residing within the service area
 - Payments from large beneficiaries of weekend light rail service
 - \$0.50 surcharge to sporting, concert, and theater tickets
 - Payments from large beneficiaries of late night and weekend commuter rail
- New policies/studies/ and plans from MassDOT on:
 - Fare evasion reduction
 - Statewide paratransit service
 - Value capture developer fees
 - Underperforming bus/rail “watch list” and redemption procedures
 - New fare policy that eliminates price spikes.
- Begin the “adult conversation” ASAP!