



MBTA ADVISORY BOARD

February 17, 2022

Minutes:

- A. Call to order: Mayor Thomas Koch (Quincy), Chair, called the meeting to order at 10:02 AM Via Zoom. The Chair led members in the Pledge of Allegiance and in a moment of silence in honor of those serving our nation around the world ensuring peace and stability
- B. 11/16/2021 minutes: Greg Guimond (Marshfield) moved to approve the minutes of the 11/16/2021 meeting, as amended. John DePriest (Chelsea) seconded the motion. Motion carried unanimously.
- C. Presentation by the MBTA of its proposed 2022 fare changes: Lynsey Heffernan, Assistant General Manager for Policy and Transit Planning; Vikram Dogra, Chief of Fare Transformation; and Steven Povich, Director of Fare Policy and Analytics made the presentation. The proposed changes aim to reduce fares to increase equity, increase ridership across the system, and simplify current fare policies. The changes proposed are:
- Expand Monthly Passes to all modes for Reduced Fare Riders
 - Introduce 7-day LinkPass for Reduced Fare Riders
 - Allow Reduced Fare LinkPass to be Valid on 1A and Inner Harbor Ferry
 - Lower Price for 1-day LinkPass from \$12.75 to \$11
 - Make Permanent mTicket 5-Day FlexPass on Commuter Rail
 - Allow Second Transfers on Subway/Bus and Between Express Buses

Public comment will close on March 3, 2022 with the full board taking action at the end of March. Changes will take effect on July 1, 2022. The chair then facilitated



questions and answers between the MBTA and members, including several statements. Matthew Moran (Boston) made the following statement which was requested to be included in the minutes *verbatim*:

- **Our primary goal is to free the T.** Free fares for public transit improve equity, aid in our climate change goals, and help aid in mode share goals.
 - As noted by Mayor Wu, “There is no time left to delay in addressing climate change and income inequality. Instead of fare hikes, we should be discussing bold ideas to invest in transit – bold ideas like a fare free transit system.”
 - This has been seen on the Route 28, where ridership has surged since a free fare pilot began this past August. We hope to see similar results when free fares are expanded to the Routes 23 and 29 next month.
 - With free T fares, we can move people away from single occupancy vehicles and TNCs by making transit more convenient and accessible to all Bostonians.
- **While our goal is to provide free fares on the T, we believe that expanding fare equity is critical now.** Before free fares are fully implemented, more people must be given access to the reduced fare system. Therefore, the City of Boston supports the MBTA’s proposed changes to the fare structure. The programs under consideration now will:
 - Expand flexibility for low-income riders by allowing for 7-day passes for reduced fare riders and expand monthly reduced fare passes to all MBTA services, including commuter rail, ferries, and express buses.
 - Boost ridership by enhancing flexibility for commuter rail passengers, lowering the cost of daily LINK passes, and express bus passengers.
- **However, the City also believes the MBTA should go further in this round of fare changes.** Specifically:
 - Expand reduced fare income eligibility to all ages. Currently, people not on Medicare and between the ages of 25 and 65 are not eligible for income adjusted reduced fare programs. The MBTA



- should expand eligibility to include all ages in order to help working families and many others who need reduced fare transit.
- Simplify fare structures - currently, the MBTA operates a confusing array of fare programs. For example, in Hyde Park, riders at Readville Station, Fairmount Station, and Hyde Park Station pay radically different fares - and bus passengers have a different fare structure all together. The MBTA should standardize fares within the City of Boston to encourage more passengers to ride the system and make transit more accessible.

The Chair, on behalf of the membership, thanked MBTA staff for their presence.

D. Discussion and action to refer the MBTA's proposed 2022 fare changes to the MBTA Operating Budget Review Committee, and charge it to prepare a report with recommendations for the Advisory Board in a timely manner: Todd Kirrane (Brookline) made the motion to refer and charge as explained in the explanation. Josh Ostroff (Natick) seconded. The motion was approved unanimously. A report will be prepared and submitted to the Advisory Board for its consideration at its March 8, 2022 meeting.

A. Old/New Business: There was none.

B. Adjourn: With all business transacted, Chair requested a motion to adjourn. Colette Aufranc (Wellesley) made the motion, which Linda Alexson (Ipswich) seconded. Without objection, the motion carried unanimously, and the meeting adjourned at 10:58 AM

Attendance list follows:

Note: These were approved at the 3/8/22 meeting of the MBTA Advisory Board



THE MBTA
ADVISORY BOARD

Abington		Duxbury	
Acton	Dan Martin	East Bridgewater	
Amesbury		Easton	Dottie Fulginiti
Andover		Essex	
Arlington		Everett	
Ashburnham		Fitchburg	
Ashby		Foxborough	
Ashland	Rob Scherer	Framingham	
Attleboro		Franklin	
Auburn		Freetown	
Ayer		Georgetown	
Bedford		Gloucester	Gregg Cademartori
Bellingham		Grafton	
Belmont	Roy Epstein, Ph.D.	Groton	
Berkley		Groveland	
Beverly		Halifax	
Billerica		Hamilton	
Boston	M. Moran & V. Gupta	Hanover	
Bourne		Hanson	
Boxborough		Harvard	Bruce Leicher
Boxford		Haverhill	
Braintree		Hingham	Martha Reardon Berwick
Bridgewater	Michael Dutton	Holbrook	
Brockton	Alan Castaline	Holden	
Brookline	Todd Kirrane	Holliston	
Burlington		Hopkinton	
Cambridge	Andy Reker	Hull	Jennifer Constable
Canton	Chris Podgurski	Ipswich	Linda Alexson
Carlisle		Kingston	Kim Enberg
Carver		Lakeville	
Chelmsford		Lancaster	
Chelsea		Lawrence	
Cohasset	Corey Evans	Leicester	
Concord		Leominster	
Danvers		Lexington	Susan Barrett
Dedham		Lincoln	
Dover		Littleton	
Dracut		Lowell	



THE MBTA
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Lunenburg		Pembroke	
Lynn	Aaron Clausen	Plymouth	
Lynnfield		Plympton	
Malden		Princeton	
Manchester		Quincy	Hon. Tom Koch, Chair
Mansfield	Chris Rohlad	Randolph	Brian Howard
Marblehead		Raynham	
Marlborough	Meredith Harris	Reading	
Marshfield	Greg Guimond	Rehoboth	
Maynard	Chester Osborne	Revere	Juan Diego Jaramillo
Medfield		Rochester	
Medford		Rockland	
Medway		Rockport	
Melrose		Rowley	
Merrimac	Bill Andrulitis	Salem	
Methuen		Salisbury	
Middleborough		Saugus	Mike Serreno
Middleton		Scituate	Al Bangert
Millbury		Seekonk	
Millis		Sharon	
Milton		Sherborn	
Nahant		Shirley	
Natick		Shrewsbury	
Needham	Duncan Allen	Somerville	
Newbury		Southborough	
Newburyport		Sterling	
Newton	Jason Sobel	Stoneham	Rayne Parker
Norfolk		Stoughton	Debra Roberts
North Andover		Stow	
N. Attleborough		Sudbury	
North Reading		Sutton	
Northborough	Jason Perreault	Swampscott	
Northbridge		Taunton	
Norton		Tewksbury	
Norwell	T. Andrew Reardon	Topsfield	
Norwood	Joe Collins	Townsend	
Paxton		Tyngsborough	
Peabody		Upton	



THE MBTA
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		Guests	MBTA
Wakefield			
Walpole		David Abdoo	Chief of Staff
Waltham		A. Donahue-Rodriguez	Deputy Chief of Staff
Wareham		Lynsey Heffernan	AGM- Fare Policy
Watertown	Laura Wiener	Vikram Dogra	Chief, Fare Transform.
Wayland	Louise Miller	Steven Povich	Director, Fare Tariff
Wellesley	Colette Aufranc		
Wenham		Other	
West Boylston		Quincy	Frank Tramontozzi
W. Bridgewater			
West Newbury			
Westborough	Zach Boughner		
Westford		Lisa Weber	
Westminster			
Weston			
Westwood	Steve Olanoff		
Weymouth			
Whitman	Dan Salvucci		
Wilmington			
Winchester			
Winthrop			
Woburn	Tina CAssidy		
Worcester			
Wrentham			
Staff			
Brian Kane	Executive Director		