



THE MBTA  
ADVISORY BOARD

# 2024 MBTA Fare Changes Proposal Oversight Report

Written and recommended by:  
**Fare Changes Review Committee**  
March 8, 2024

Approved and accepted by:  
**MBTA Advisory Board**  
March 12, 2024

20 Park Plaza, Suite 473  
Boston, Massachusetts 02116  
[www.mbtaadvisoryboard.gov](http://www.mbtaadvisoryboard.gov)

## **Fare Changes Review Committee**

(A-Z by municipality)

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The MBTA Advisory Board is a government body organized under Massachusetts General Law to oversee the finances, operations, service levels, fare policy, and activities of the Massachusetts Bay Transportation Authority. The Advisory Board is composed of the Mayors, Select Board Chairs, or other CEOs of the 177 cities and towns in the MBTA Service District, or their designees. Together, these cities and towns contribute over \$190 million to the Authority annually.

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## EXECUTIVE SUMMARY

The MBTA proposes introducing a low-income fare program, replacing change tickets with CharlieCards, and extending the \$10 weekend commuter rail pass to long weekends and holidays. The low-income fare program proposes mailing eligible participants a special CharlieCard providing a 50% discount on all MBTA modes. Eligibility includes enrollment in a current state-sponsored anti-poverty program such as MassHealth or SNAP, and verification of identity. Once eligible, participants remain so for one year. To assist with outreach to low-income individuals, and to assist with the online application process, the MBTA plans to partner with a third party with roots and connections to communities where low-income residents reside. The proposed low-income fare supplements existing programs for children, individuals with disabilities, students, youths (up to age 25), and senior citizens aged 65 and over.

The total program costs to launch and implement the low-income fare initiative in year one is estimated at \$23 to \$26 million, rising to \$52 to \$62 million in year five. \$45 million is included in the Healey/Driscoll Administration's proposed FY25 budget. The House and Senate have yet to release their FY25 proposed budgets, but there is no guarantee that any funding for the proposed low-income fare program will be included when the final, consensus FY25 budget is passed and approved in the summer of 2024.

Nevertheless, low-income people need relief. This report recommends supporting the proposed fare changes, and favorable action by the MBTA Board of Directors. It also suggests that all parties express concerns about the long term feasibility of the initiative, and the need for long-term, sustainable, and dedicated funding to allow its operation in year one and beyond.

## INTRODUCTION

Massachusetts General Law chapter 161A §5(d) requires the MBTA Advisory Board to review MBTA fare changes. The officers of the Advisory Board agreed that an *ad hoc* review committee was the best vehicle for the organization to complete this review, and they created this committee in January 2024. The charge of the Fare Changes Review Committee is to review the proposed MBTA fare changes as presented by the Authority at the January 25, 2024 Board of Directors meeting, and recommend action to the full MBTA Advisory Board for its consideration. This report fulfills this charge. The MBTA's fare proposal includes three separate changes:

- A low-income fare program for eligible individuals aged 26-64
- Replacing change tickets with CharlieCards
- Expanding \$10 weekend commuter rail passes to federal holidays

The proposed low-income fare proposal has great potential to increase equity for lower-income households, and also has the highest cost to implement and administer. Its estimated FY25 cost ranges from \$23 to \$26 million and grows to \$52-\$62 million by FY29. The replacement of change tickets with CharlieCards is projected to have a minimal cost, while the expansion of \$10 weekend commuter rail passes is estimated to reduce fare revenue by \$50,000 per year.

The committee recommends that the MBTA Advisory Board accept this report, and further recommends that the full Advisory Board support the Authority's three fare change proposals. The committee does, however, have concerns about the cost and sustainability of MBTA's low-income proposal. To pay for the low-income fare program in its first year, the Healey/Driscoll Administration included \$45 million in its FY25 state budget. While laudable, there is no guarantee that the final

Massachusetts budget approved by the legislature will include these funds, nor that similar or additional funds will be available in future years. The MBTA plans to approve and begin implementation of this program before the budget cycle is complete. The cities and towns of the MBTA Advisory Board laud the proposed low-income fare, but as municipalities know only too well, sometimes the best of intentions are beyond financial realities.

### PROCESS OVERVIEW

The topic of a low-income fare has been discussed in the greater Boston region for many years. Recently, in 2023, the Healey-Driscoll Administration provided the MBTA with \$5 million in funding to develop the proposed program. The current package of fare changes was publicly introduced for the first time on January 19, 2024 at a meeting of the MBTA Board of Directors Audit and Finance committee meeting. The full MBTA Board of Directors received the proposals at their January 24, 2024 meeting, and the proposals were released for a two-month public comment period. The Authority hosted 8 public meetings to explain the fare change proposals in the following locations:

- 1/29: Lowell
- 2/1: Dorchester
- 2/5: Roxbury
- 2/7: Brockton
- 2/12: Mattapan
- 2/13: Worcester
- 2/20: Chelsea
- 2/27: Virtual

Staff from the MBTA also hosted a press conference on the details of the proposals on February 12, 2024, to disseminate information to local media. The public comment period closed on February 29, 2024. The MBTA Board of Directors Finance and Audit Committee will receive a briefing on the public comment process at its meeting on March 14, and the full MBTA Board of Directors is scheduled to

take a final vote on this package on March 28, 2024.

Anticipating the announcement of these changes, MBTA Advisory Board staff solicited members and designees to serve on a new *ad hoc* Fare Changes Review Committee. Special thanks to these volunteers. This committee met for the first time on February 9 to receive the Authority's proposal. Special thanks to Steven Povich, MBTA Senior Director of Fare Policy and Analytics and David Churella, MBTA Senior Manager of Fare Policy & Analytics for presenting this proposal to the committee. Committee members discussed the Authority's proposal, and provided direction to staff on report drafts and to develop its recommendations. The committee also met on February 16, March 1, and March 8 to review drafts, edit report content, and provide further direction to staff on related matters. At its meeting on March 8, the committee unanimously voted to approve this report, and recommend its acceptance and approval to the full Advisory Board.

### LOW INCOME FARE PROPOSAL

The Authority's proposed low-income fare program would offer a 50% discount to individuals who qualify. To qualify, individuals must be age 26 to 64 years old, and enrolled in at least one of the following programs administered by the Commonwealth of Massachusetts:

- Supplemental Nutrition Assistance Program (SNAP)
- Transitional Assistance for Families and Dependent Children (TAFDC)
- Emergency Aid to the Elderly, Disabled & Children (EAEDC)
- MassHealth CarePlus
- MassHealth Family Assistance
- MassHealth Limited
- MassHealth Standard

To qualify for one of the programs above, individuals must verify their income with

the program, and have income of not more than 200% of the federal level of poverty (FLP). 200% of FLP for an individual is \$29,160 for an individual, and \$60,000 for a family of four. The MBTA does not propose to verify incomes internally. Rather, it will work with the Massachusetts Registry of Motor Vehicles (RMV) to verify an applicant's identity, and then verify enrollment in one of the eligible state-sponsored anti-poverty programs mentioned above. Individuals may use a passport, or other identity verification documents in certain cases. Once the low-income fare applicant's eligibility is verified, the MBTA will mail the verified applicant a specially coded CharlieCard which will charge users a 50% discounted fare on vehicles and at stations, or can be used to load a pass for 50% of the regular cost at a fare vending machine. Eligibility will remain in effect for twelve-months from the date of issue. The discount will be valid on all heavy rail (Red, Orange, Blue lines), light rail (Green Line and Mattapan High Speed Line), commuter rail, bus, and ferry trips as well as on many paratransit trips. The RIDE service offers three types of trips: Local ADA trips, Premium non-ADA trips, and The RIDE Flex trips. Only Local ADA trips will qualify for the low-income fare discount under the current proposal.

The MBTA expects to enroll 62,000 additional riders, and to induce 8.1 million annual additional trips on heavy rail, light rail, bus, commuter rail, and ferry systems by 2029. An additional 28,000 users of The RIDE are also expected to enroll, generating a projected 185,000 additional trips annually. In the first year, the Authority expects to forgo \$7.2 to \$9.1 million in fare revenue from people currently paying full fares who will switch to the low-income fares. By year five, the amount of forgone fare revenue is expected to rise to \$31 to \$38 million. Total forgone fare revenue over the first five years is projected at \$103.2 to \$132.1

million. New operational costs for induced trips are projected to be \$13 to \$14 million in year one, rising to \$17 to \$21 million in year five. Induced demand is an estimate of the additional number of trips projected by lowering fares. The idea is that lower fares will allow people who currently do not take MBTA trips due to affordability concerns to take additional trips once fares are reduced. The total five-year cost for operational costs is projected at \$78 to \$89 million by FY29. The final component of costs are administrative ones for things like staff time, materials, supplies, and services as well as the costs for the third-party community partner efforts. The year one administrative costs are projected to be \$2.9 million in year one, rising to \$3.2 million in year five. The five-year cumulative administrative costs are projected to be \$19.3 million by FY29. The total program cost to launch and implement the low-income fare in year one is \$23 to \$26 million rising to \$52 to \$62 million in year five. The cumulative program costs are projected to be \$199.2 to \$240.2 million by FY29. Currently, \$45 million is included in the Governor's budget for this program. It is unclear if any funds will be included in either the House or the Senate's budgets, or in the final consensus version expected in the summer. Furthermore, there are no guarantees that any funds will be made available to support this program in FY26 or beyond.

### REPLACEMENT OF CHANGE TICKETS

Currently, if a rider overpays with cash onboard a bus, Green Line light rail vehicle, or Mattapan PCC streetcar by an amount greater than \$0.50, the on-board fare box issues a change ticket. Change tickets are CharlieTickets with a magnetic stripe that stores value. CharlieTickets can be used on any MBTA farebox to pay for a trip entirely or in part. The MBTA issues approximately 10,000 to 15,000 change tickets each month. The technology that now processes and prints change tickets is

obsolete and the company that supports this technology will soon cease to do so. Magnetic strip cards are being phased out, and will soon cease to be manufactured. To replace change tickets, the MBTA proposes to stock CharlieCards on vehicles with on-board fare machines. With a CharlieCard, a user can pay with cash at the onboard fare machine and add value to their CharlieCard. This eliminates the need for change tickets. In addition to this policy change, the MBTA will cease accepting bills greater than \$5.00 on board vehicles. The projected cost to implement and administer this change is negligible.

### \$10 WEEKEND/HOLIDAY COMMUTER RAIL PASSES PERMANENT

The MBTA currently offers unlimited travel on all commuter rail trips for \$10 per weekend. These passes are valid on all lines, all zones, all Saturdays, and all Sundays. Beginning in May 2023, certain holidays and other dates were added to this program on a trial basis, extending the validity of the \$10 pass to state and federal holidays. This extended the \$10 pass to unlimited commuter rail trips on all 3-day weekends, and on those holidays that did not fall on a Monday or Friday.

This fare change proposal would make this program permanent. It would extend the validity of \$10 weekend passes from just Saturdays and Sundays to all weekend days and to the following:

- New Year's Day
- Rev. Dr. Martin Luther King, Jr. Day
- President's Day
- Patriot's Day
- Memorial Day
- Juneteenth
- Independence Day
- Labor Day
- Columbus/Indigenous People's Day
- Veterans Day
- Thanksgiving Day
- Friday after Thanksgiving
- Christmas Day

For holidays that fall on a Monday, the \$10 pass would be valid for the entire three-day weekend. For holidays which fall on a specific date, such as New Year's Day, Juneteenth, Independence Day, Veterans Day, and Christmas Day the \$10 pass would be valid on that date only, unless it falls on a Friday or Monday in which case the entire weekend following or proceeding it would also be included. Weekend/Holiday passes may be purchased via the mTicket App, on board trains, and at station ticket windows. Passes are not valid on special trains such as those for special events at Gillette Stadium or the CapeFLYER.

The MBTA reports that excess capacity is available on weekend and holiday trains to support any additional ridership that this may induce, because trains operate anyway on weekends and holidays. It also reports that under the current pilot program, approximately \$50,000 in net new revenue has been realized on this mode via new \$10 weekend passes purchased compared to previous years. In total, it projects minimal revenue loss or increased administrative costs due to the permanency of this program. Year one costs are projected to be \$0 to \$50,000 increasing to a cumulative estimated total of \$0 to \$250,000 over five years by FY29.

### EXISTING FREE & REDUCED FARE PROGRAMS

The MBTA currently offers multiple free and half-fare programs to segments of the population based on certain criteria. Children up to age 11 years old, legally blind individuals, uniformed military personnel, and uniformed first-responders can ride subway, light rail, bus, commuter rail and ferries for free. Individuals with disabilities, Medicare card holders, individuals aged 65 and older, certain middle and high school students, and those enrolled in the Youth Pass program can ride

subway, light rail, bus, commuter rail and ferries for a 50% discount. The Youth Pass program allows income-eligible individuals aged 18 to 25 to receive a 50% discounted CharlieCard. To qualify, individuals must be enrolled in a qualified Youth Pass qualified program such as MassHealth, SNAP, or other income-based programs. Cities and towns verify individual's enrollment in qualifying programs. At present, no reduced fare programs are available for users of The RIDE.

### The RIDE

The RIDE is the MBTA's demand response or parallel paratransit service. Trips are available between 5AM and 1AM in 58 cities and towns. Fares for The RIDE vary based on where trips are scheduled to and from. The fare for local trips (known as ADA for the Americans with Disabilities Act) is \$3.35 one-way. Local trips are those with an origin and destination within 3/4<sup>th</sup>-of-a-mile of MBTA bus routes. The Federal Transit Administration and ADA set the 3/4<sup>th</sup> of-a-mile threshold, and also cap fares at not-more-than two-times the base fare. The current bus fare is \$1.70 per trip. For trips with origins and destinations outside of 3/4<sup>th</sup> of-a-mile of an MBTA bus route, premium trips are available for a fare of \$5.60. The MBTA is not required to provide such premium, non-ADA trips. On average, the net cost to the Authority to provide one unlinked trip via The RIDE in 2022 was \$104.15 per trip, compared to an average across all MBTA modes of \$6.84 for the same timeframe<sup>1</sup>. Table 1, below shows the average cost per trip for all MBTA modes in 2022 according to the Federal Transit Administration's National Transit Database.

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<sup>1</sup> [https://www.transit.dot.gov/sites/fta.dot.gov/files/transit\\_agency\\_profile\\_doc/2022/10003.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/transit_agency_profile_doc/2022/10003.pdf)

2022 National Transit Database					
Mode	Gross Operating Cost	Fare Revenue	Net Operating Cost	Unlinked Trips	Net cost per trip
Com. Rail	\$474,347,246	\$80,658,731	\$393,688,515	14,310,785	\$27.51
Heavy Rail	\$333,756,435	\$125,112,804	\$208,643,631	78,861,897	\$2.65
Light Rail	\$199,157,007	\$47,061,388	\$152,095,619	31,261,416	\$4.87
Ferry	\$14,935,167	\$4,309,134	\$10,626,033	595,180	\$17.85
Trolley Bus	\$18,370,594	\$1,066,929	\$17,303,665	905,096	\$19.12
BRT	\$40,324,535	\$5,998,846	\$34,325,689	7,433,990	\$4.62
Bus	\$532,341,121	\$55,239,648	\$477,101,473	69,156,864	\$6.90
The RIDE	\$99,595,993	\$2,718,009	\$96,877,984	930,174	\$104.15
<b>Total</b>	<b>\$1,712,828,098</b>	<b>\$322,165,489</b>	<b>\$1,390,662,609</b>	<b>203,455,402</b>	<b>\$6.84</b>
Source: <a href="https://www.transit.dot.gov/sites/fta.dot.gov/files/transit_agency_profile_doc/2022/10003.pdf">https://www.transit.dot.gov/sites/fta.dot.gov/files/transit_agency_profile_doc/2022/10003.pdf</a>					

Table 1: Select 2022 National Transit Database MBTA data

Under the MBTA’s low-income fare proposal, the fare for a local ADA trip will drop to \$1.70 for eligible users. The MBTA expects to provide 28,000 additional trips on The RIDE in year one once the low-income fare proposal is implemented. The current proposal is the first one that would apply to The RIDE.

Fare Free Bus:

Starting in August 2021 the City of Boston paid the MBTA to make bus route 28 fare free for all riders. In March 2022 this was expanded to also include bus routes 23 and 29. This program will be extended for an additional two years until the end of February 2026. This program allows all riders to board these bus routes at any stop for free, using any door. In addition, certain trips on The RIDE with a nexus to the three free bus routes were made free as well. Although data from the full three-route program is still being assessed, results from the study of the route 28-only fare free pilot are available. These data suggest that operationally dwell times were reduced by 20% due to all door boarding and faster front door boarding. For individuals, data suggests that 1/3<sup>rd</sup> of riders saved some money, but that 2/3<sup>rd</sup> did not, due either to transferring to the subway network or a non-free bus route, or

because they purchased monthly passes.<sup>2</sup>

## ANALYSIS

Instituting a low-income fare program for those aged 26 to 64, eliminating change tickets due to technological obsolescence, and extending the \$10 weekend commuter rail pass to holidays can be expected to improve the vertical equity for transit travel in greater Boston and beyond by easing the relative burden of the cost of transit for lower-income and other travelers.

In 2019, the MBTA Advisory Board funded a study by the Department of Urban Studies and Planning at the Massachusetts Institute of Technology. The report on this study by principal author Jeffrey Rosenblum with Jinhua Zhao, Mariana Arcaya, Justin Steil, and Chris Zergras, followed 240 SNAP recipients otherwise not eligible for MBTA discounts who were given a special CharlieCard granting them a 50% discount off the purchase of MBTA fares over a four-month period. The behavior of the study participants was followed, the following results were observed by those participants with access to 50% discounted fares:

- 30% more trips taken
- More trips to health care and social service providers
- More trips taken during off-peak times
- Heavier reliance on bus and Silver Line services
- More transfers among modes and routes
- Paid with stored value on a card rather than on monthly or other passes.

It is reasonable to presume that similar results would occur on a larger scale under a system-wide low-income fare; the societal benefits should be notable. The potential benefits of the MBTA's proposed low-income fare program would likely

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<sup>2</sup><https://cdn.mbta.com/sites/default/files/2022-10/Fare%20Affordability%20Board%20Slides%20October%202022%20vF.pdf>

be greater than those observed in the MIT study because of its system-wide reach. Expanding this program to commuter rail communities opens the possibility of lower-income residents of multiple cities and towns. According to 2021 US Census data twenty communities in Massachusetts report median household income (family of four) at or below 200% of FPL, or \$60,000.<sup>3</sup> Of these twenty cities and towns, five (Fall River, Lawrence, New Bedford, Peabody, and Worcester) are currently served by Commuter Rail or soon will be with the opening of South Coast Rail. Of those Massachusetts nine cities and towns with a median per capita income below 200% of FPL, Lawrence, New Bedford, Chelsea and Fall River host or soon will host Commuter Rail stations. Opening up access for communities with larger numbers of lower-income people can only have benefits for those communities, and for society in general.

The public response to these proposals is observed to be generally supportive. There is widespread understanding that low-income individuals and households need relief from high fares. It should be noted that at the February 29, 2024 meeting of the MBTA Board of Directors, a group of individuals from the Massachusetts Senior Action Council spoke in opposition to the omission of premium trips on The RIDE from the low-income fare proposal. The spokesperson from this group urged the MBTA Board of Directors to not limit the low-income fare to those whose trip begins and ends within 3/4<sup>th</sup>s of-a-mile of a bus route. At its February 9, 2024 meeting, Fare Changes Review Committee members also queried this decision by the MBTA. Representatives of the Authority suggested that it plans to study expanding low-income fares to those outside of the 3/4<sup>th</sup>s of-a-mile ADA

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<sup>3</sup> <http://www.massbenchmarks.org/statedata/data/median99.pdf>

requirement, but that the projected cost increases that such an expansion would entail make it cost prohibitive to include at this time. 28,000 additional trips are expected under the current proposal. Table 1, above, details the cost to provide all trips on The RIDE in 2022 which was \$104.15 net cost per trip to the MBTA that year. This compares to a systemwide average net cost per trip of \$6.84.

### CONCERNS

Societal benefits must be paid for, and ultimately the MBTA is not a social service provider, nor is it funded as such, although the externalities it produces have societal benefits. As noted above, the cumulative costs for the proposed low-income fare program are projected at \$199.2 to \$240.2 million by FY29. Of this, only \$45 million or 22.6% to 18.7% of funding is potentially available, and not even this amount is guaranteed, because the House and Senate have yet to announce their budget plans. What if the Legislature does not include any funding for a low-income fare program in its budgets? What happens in year 2 of the program without more funding? The MBTA is taking a risk in implementing such a program without any certainty that any funding will be provided in year one, let alone in the future. It also must be noted that the Authority faces an operating budget deficit of \$567 to \$652 million in FY25 increasing to \$799 to \$902 million by FY29. Is it wise to launch such a program, despite the many potential benefits, without a reliable and sustainable funding source? The MBTA needs a long-term fiscal plan for what should be a long-term program affecting its revenue and expenses. Some balancing of these costs against the anticipated operating costs for other new programs, the Bus Network Redesign for example, may be necessary.

In its discussions with the Committee, the Authority acknowledged potential

challenges in outreach efforts to low-income people. These are a concern, and the MBTA must ensure that its outreach efforts are equitable, collaborative, and as wide as needed. It must facilitate enrollment with eligible low-income individuals and households to make them aware that low-income fares are available.

## CONCLUSION & RECOMMENDATIONS

The Healey/Driscoll Administration, Secretary of Transportation Monica Tibbits-Nutt, MBTA General Manager Philip Eng, the MBTA Board of Directors, and other members of MBTA leadership deserve accolades for developing and advancing the proposed package of fare changes. The proposed elimination of change tickets, and the extension of \$10 weekend commuter passes to holidays are beneficial and within fiscal reach. The low-income fare proposal helps make the MBTA's fare program more equitable. The benefits of such a program are obvious, but those benefits to society and to low-income individuals are not free. The MBTA is not funded as a social services agency, yet it is asked to support social programs from its already stretched operating budget. Even if the Governor's budget passes in its current form, funding for this program is not guaranteed after year one. The MBTA projects a massive \$567 to \$652 million deficit in FY25, an amount that is projected to increase to \$799 to \$902 million by FY29.

Nevertheless, low-income transit passengers need relief. The Fare Changes Review Committee recommends that the MBTA Advisory Board support the fare changes as proposed. In addition, the committee recommends that the full Advisory Board publicly caution that long-term, sustainable, and dedicated funding to support this program and the MBTA's operation is required.

## APPENDIX1: Examples of Commuter Rail Low Income Fares:

Zn	Example Station	Mo. Pass Now	Mo. Pass LIF	1-way to BOS now	1-way to BOS LIF	Zn	Example Station	Mo. Pass Now	Mo. Pass LIF	1-way to BOS now	1-way to BOS LIF
10	Wickford Jcnctn	\$426	\$213	\$13.25	\$6.50	4	Foxboro	\$281	\$141.00	\$8.75	\$4.25
9	TF Green	\$406	\$203	\$12.75	\$6.25	4	Sharon	\$281	\$141.00	\$8.75	\$4.25
8	Kingston	\$388	\$194	\$12.25	\$6.00	4	Brockton	\$281	\$141.00	\$8.75	\$4.25
8	Middle/Lakvle	\$388	\$194	\$12.25	\$6.00	4	Abington	\$281	\$141.00	\$8.75	\$4.25
8	Providence	\$388	\$194	\$12.25	\$6.00	4	Nantasket Jcnctn	\$281	\$141.00	\$8.75	\$4.25
8	Worcester	\$388	\$194	\$12.25	\$6.00	3	Salem	\$261	\$130.50	\$8.00	\$4.00
8	Fitchburg	\$388	\$194	\$12.25	\$6.00	3	N. Wilmington	\$261	\$130.50	\$8.00	\$4.00
8	Newburyport	\$388	\$194	\$12.25	\$6.00	3	Wilmington	\$261	\$130.50	\$8.00	\$4.00
7	Gloucester	\$360	\$180	\$11.00	\$5.50	3	Kendal Green	\$261	\$130.50	\$8.00	\$4.00
7	Haverhill	\$360	\$180	\$11.00	\$5.50	3	Wellesley Hills	\$261	\$130.50	\$8.00	\$4.00
7	Littleton/495	\$360	\$180	\$11.00	\$5.50	3	Norwood Depot	\$261	\$130.50	\$8.00	\$4.00
7	Westborough	\$360	\$180	\$11.00	\$5.50	3	Canton Center	\$261	\$130.50	\$8.00	\$4.00
7	Attleboro	\$360	\$180	\$11.00	\$5.50	3	Hilbrook/Randlph	\$261	\$130.50	\$8.00	\$4.00
7	Halifax	\$360	\$180	\$11.00	\$5.50	3	S. Weymouth	\$261	\$130.50	\$8.00	\$4.00
6	Manchest. BTS	\$340	\$170	\$10.50	\$5.25	3	W. Hingham	\$261	\$130.50	\$8.00	\$4.00
6	Ipswich	\$340	\$170	\$10.50	\$5.25	2	Lynn	\$232	\$116.00	\$7.00	\$3.50
6	Lawrence	\$340	\$170	\$10.50	\$5.25	2	Reading	\$232	\$116.00	\$7.00	\$3.50
6	Lowell	\$340	\$170	\$10.50	\$5.25	2	Anderson RTC	\$232	\$116.00	\$7.00	\$3.50
6	South Acton	\$340	\$170	\$10.50	\$5.25	2	Waltham	\$232	\$116.00	\$7.00	\$3.50
6	Ashland	\$340	\$170	\$10.50	\$5.25	2	W. Newton	\$232	\$116.00	\$7.00	\$3.50
6	Franklin/Dean	\$340	\$170	\$10.50	\$5.25	2	Needham Center	\$232	\$116.00	\$7.00	\$3.50
6	Mansfield	\$340	\$170	\$10.50	\$5.25	2	Readville	\$232	\$116.00	\$7.00	\$3.50
6	Bridgewater	\$340	\$170	\$10.50	\$5.25	2	Route 128	\$232	\$116.00	\$7.00	\$3.50
6	Hanson	\$340	\$170	\$10.50	\$5.25	2	Braintree	\$232	\$116.00	\$7.00	\$3.50
6	Greenbush	\$340	\$170	\$10.50	\$5.25	2	E. Braintree	\$232	\$116.00	\$7.00	\$3.50
5	Ham/Wenham	\$311	\$156	\$9.75	\$4.75	1	Quincy Center	\$214	\$107.00	\$6.50	\$3.25
5	Andover	\$311	\$156	\$9.75	\$4.75	1	Hyde Park	\$214	\$107.00	\$6.50	\$3.25
5	N. Billerica	\$311	\$156	\$9.75	\$4.75	1	Newtonville	\$214	\$107.00	\$6.50	\$3.25
5	Concord	\$311	\$156	\$9.75	\$4.75	1	Belmont	\$214	\$107.00	\$6.50	\$3.25
5	Framingham	\$311	\$156	\$9.75	\$4.75	1	Wedgemere	\$214	\$107.00	\$6.50	\$3.25
5	Norfolk	\$311	\$156	\$9.75	\$4.75	1	Melrose	\$214	\$107.00	\$6.50	\$3.25
5	Campello	\$311	\$156	\$9.75	\$4.75	1A	Chelsea	\$90	\$45.00	\$2.40	\$1.10
5	Whitman	\$311	\$156	\$9.75	\$4.75	1A	Malden	\$90	\$45.00	\$2.40	\$1.10
5	N. Scituate	\$311	\$156	\$9.75	\$4.75	1A	W. Medford	\$90	\$45.00	\$2.40	\$1.10
4	Beverly Depot.	\$281	\$141	\$8.75	\$4.25	1A	Porter	\$90	\$45.00	\$2.40	\$1.10
4	Ballardville	\$281	\$141	\$8.75	\$4.25	1A	Boston Landing	\$90	\$45.00	\$2.40	\$1.10
4	Lincoln	\$281	\$141	\$8.75	\$4.25	1A	Forest Hills	\$90	\$45.00	\$2.40	\$1.10
4	Natick	\$281	\$141	\$8.75	\$4.25	1A	Blue Hill Ave.	\$90	\$45.00	\$2.40	\$1.10