

# MetroWest

Center for Independent Living, Inc.



Greetings!

Public Transportation in MA is being reconsidered on several fronts. Commissions are looking at paratransit needs, paratransit eligibility, and two scenarios of increased pricing and reduced services for all riders. I.e. *everything* is on the table.

Currently, Fare Proposal Public Meetings are being held throughout the region on the proposed Fare and Service Change scenarios. Individuals who use The RIDE need to be voicing their concerns at each forum.

In the meantime, we're waiting for the Paratransit Commission Report on [Executive Order 530](#), which is expected to be released later this month.

from Paul Spooner, Executive Director

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## Fare and Service Scenarios for The RIDE

Information for the items below are from the MBTA's document: "[MBTA Fare and Service Changes: Join the Discussion](#)". The MBTA also published: "[MBTA Fare and Service Proposals](#)". Presumably, the Premium Service hours and the ADA Service Area would be based upon the new reduced fixed route services (not existing fixed route services). We did not list the many reductions to the fixed routes below, but they are available in the linked documents.

### Scenario 1:

#### Service Reductions:

Increase RIDE base fares to twice the CharlieTicket fixed-route base price, and institute \$12 premium fares for non-ADA (outside of fixed route service area, before/after hours, or same day) trips.

Affected Riders: .4 Million

Projected Savings: \$14.9 Million

#### Fare Increases:

ADA Service Area \$4.50 (currently \$2 - 125% increase)

Premium Service Area: \$12 (currently \$2 - 500% increase)

### Scenario 2:

#### Service Reductions:

Increase RIDE base fares to 1.5 times CharlieCard fixed-route base price, and institute \$5 premium fares for non-ADA (outside of fixed route service area, before/after hours, or same day) trips



Affected Riders: .7 million  
Projected Savings: 7.1 million

Fare Increases:

ADA Service Area \$3.00 (currently \$2 - 50% increase)

Premium Service Area: \$5 (currently \$2 - 150% increase)

Definitions (not official from MBTA):

ADA Service Area: within  $\frac{3}{4}$  of a mile of fixed route services

Premium Service Area: outside of fixed route service areas, or before/after fixed route hours.

## MBTA Fare Proposal Public Meetings

The MBTA has scheduled the following meetings to get rider feedback on their fare and service changes. We've summarized and linked to the meetings below, but before you go out your door, check the [MBTA Meeting Schedule](#) again! Note that the MetroWest meeting is in Framingham on February 14 - Valentine's Day!

- January 19 (Thursday): 6-8 [Roxbury](#)
- January 23 (Monday): 1-3, 4:30-6:30 [Boston](#)
- January 24 (Tuesday): 4:30-8 [Attleboro](#)
- January 25 (Wednesday): 6-8 [Salem](#)
- January 31 (Tuesday): 6-8 [Mattapan](#)
- February 1 (Wednesday): 6-8 [Jamaica Plain](#)
- February 2 (Thursday) 1-3, 6-8 [Dorchester](#)
- February 6 (Monday) 5-7 [Lowell](#)
- February 7 (Tuesday) 6-8 [Lynn](#)
- February 8 (Wednesday) 4:30-6:30 [Boston's West End](#)
- February 8 (Wednesday) 6-8 [Hingham](#)
- February 13 (Monday) 6-8 [Boston's South Station area](#)
- February 14 (Tuesday) 6-8 [Framingham](#)
- February 15 (Wednesday) 6-8 [Quincy](#)
- February 16 (Thursday) 6-8 [Malden](#)
- February 28 (Tuesday) 6-8 [Somerville](#)
- February 29 (Wednesday) 6-8 [Cambridge](#)
- March 1 (Thursday) 6-8 [Waltham](#)
- March 6 (Tuesday) 6-8 [Brockton](#)

## DPC Point of View

The Disability Policy Consortium [January 17 newsletter](#) details some issues with the proposals.

Editorial: Our Defining Moments by John Winske  
John Winske stands up for individuals with "The MBTA made a conscious decision, after the passage of the ADA to expand paratransit service to whole cities and towns, and to operate the same hours as the core area. They cannot abruptly decide to put the genie back into the bottle. Cities and towns have cut back on Elder Service transportation, to save money and avoid duplication of services. If the T abandons people now, they will have nowhere else to turn. And make no mistake about it; raising fares by 150%-500% is abandoning riders. People living on SSI in particular will be consigned to their homes and unable to participate in their

community."

John Winske is opposed to the two tiered fares - ADA area and Premium area "The MBTA has proposed to create two classes of RIDE consumers. They are proposing that customers who live and travel within ¼ of a mile of T service be classified as ADA trips and other trips would be a premium service. Fares for premium services would increase to either \$5 or \$12 per one way trip. This proposal to create two classes of service must be immediately and forcefully rejected."

DRAFT DPC Statement on MBTA Fare Increases  
DPC also published their draft statement. In particular, they detail the impact on people with disabilities that these fare increases and service cuts will have. The fare increases to seniors, students and people with disabilities are so much greater than other fare increases that DPC has labeled them as discrimination.

For people with disabilities, DPC reminds readers of other MBTA changes: "This proposal also comes at a time when the T is implementing a new methodology for determining eligibility for The Ride. The introduction of the narrow Americans with Disabilities Act definition of eligibility (reducing the eligibility to those living within ¼ mile of a fixed-route system) may have more impact than simple fare increase. People with disabilities that depend on The Ride to get to work may find themselves unable to afford to live in the "premium fare" area and see daily rates increase from the current \$4.00 to \$24.00. A five-day commute may well take 50% of more of take home pay for many.

There are additional potential impacts. A person may have a \$4 commute to get to an appointment only to find the return is \$12.00 because the drop off point was outside the ¼ mile limit."

Please click on the [DPC website](#) and read both articles in their entirety.

## News

- [Kyle Cheney](#) was among the first to report on a broad overview of the cuts.
- Occupy Boston has stood up against the cuts, saying "As a society, we have to decide sometimes that some things matter enough that we're willing to do what it takes to keep these essential services up and running," . Those most affected would be those at "the lowest income levels of the 99 percent," ... As reported in [Boston.com](#).
- NPR's local station [WBUR](#) reported on the first public hearings in Worcester and Newton.
- The [Boston Globe](#) also reported on the Newton hearing where several riders with disabilities described their reliance on one bus route 52 which is one of two dozen that could be eliminated. The Carroll Center for the Blind relies on bus 52 for transportation training! The Globe also noted that fares for seniors and students would rise 150%, with the average increases being from 25-43%.
- A [Milford Daily News](#) editorial describes some of the effects of the cuts and increases on MetroWest.



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