

HOUSE No. 3373

The Commonwealth of Massachusetts

PRESENTED BY:

Adrian C. Madaro

To the Honorable Senate and House of Representatives of the Commonwealth of Massachusetts in General Court assembled:

The undersigned legislators and/or citizens respectfully petition for the adoption of the accompanying bill:

An Act relative to low income transit fares.

PETITION OF:

NAME:	DISTRICT/ADDRESS:	DATE ADDED:
<i>Adrian C. Madaro</i>	<i>1st Suffolk</i>	<i>1/20/2023</i>
<i>Samantha Montaño</i>	<i>15th Suffolk</i>	<i>1/25/2023</i>
<i>Steven Owens</i>	<i>29th Middlesex</i>	<i>1/25/2023</i>
<i>Michael D. Brady</i>	<i>Second Plymouth and Norfolk</i>	<i>1/25/2023</i>
<i>Kate Donaghue</i>	<i>19th Worcester</i>	<i>1/30/2023</i>
<i>Jon Santiago</i>	<i>9th Suffolk</i>	<i>2/13/2023</i>
<i>Mary S. Keefe</i>	<i>15th Worcester</i>	<i>2/13/2023</i>
<i>Jack Patrick Lewis</i>	<i>7th Middlesex</i>	<i>2/13/2023</i>
<i>Sal N. DiDomenico</i>	<i>Middlesex and Suffolk</i>	<i>2/13/2023</i>
<i>Vanna Howard</i>	<i>17th Middlesex</i>	<i>2/13/2023</i>
<i>James B. Eldridge</i>	<i>Middlesex and Worcester</i>	<i>2/13/2023</i>
<i>Lindsay N. Sabadosa</i>	<i>1st Hampshire</i>	<i>2/15/2023</i>
<i>Peter Capano</i>	<i>11th Essex</i>	<i>2/15/2023</i>
<i>Christopher J. Worrell</i>	<i>5th Suffolk</i>	<i>2/21/2023</i>
<i>Daniel Cahill</i>	<i>10th Essex</i>	<i>2/21/2023</i>
<i>Kate Lipper-Garabedian</i>	<i>32nd Middlesex</i>	<i>2/24/2023</i>
<i>Paul R. Feeney</i>	<i>Bristol and Norfolk</i>	<i>3/6/2023</i>

HOUSE No. 3373

By Representative Madaro of Boston, a petition (accompanied by bill, House, No. 3373) of Adrian C. Madaro and others for legislation to authorize discounted transit fares for low income riders. Transportation.

The Commonwealth of Massachusetts

**In the One Hundred and Ninety-Third General Court
(2023-2024)**

An Act relative to low income transit fares.

Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows:

1 SECTION 1. (a) Notwithstanding any general or special law to the contrary, the
2 Massachusetts Bay Transportation Authority, in coordination with the secretary of health and
3 human services, shall implement a low-income fare program that provides free or discounted
4 transit fares to qualifying riders on all modes of transportation operated by the authority.

5 (b) In developing the low-income fare program, the Massachusetts Bay Transportation
6 Authority shall develop a stakeholder engagement plan and implementation analysis. The
7 engagement plan shall ensure engagement with relevant stakeholders and provide opportunities
8 for public input in geographically-diverse service areas of the authority. The analysis shall
9 include, but not be limited to, an examination of: (i) the number of riders anticipated to benefit
10 from the program; (ii) the average reductions of each fare, by mode; (iii) the overall impact on
11 revenue to the system; (iv) partnership models for determining eligibility requirements and the
12 verification method; and (v) estimated costs associated with the administration and marketing of

13 the program. The implementation analysis shall be filed with the clerks of the senate and house
14 of representatives, the senate and house committees on ways and means and the joint committee
15 on transportation not later than October 15, 2023.

16 SECTION 2. (a) Notwithstanding any general or special law to the contrary, the regional
17 transit authority council established in section 27 of chapter 161B of the General Laws, in
18 coordination with the secretary of health and human services, may provide each regional transit
19 authority with assistance to implement a low-income fare program that provides free or
20 discounted transit fares to qualifying riders on all modes of transportation operated by each
21 authority.

22 (b) In developing the low-income fare program, each regional transit authority shall
23 develop a stakeholder engagement plan and an implementation analysis. The engagement plan
24 shall ensure engagement with relevant stakeholders and provide opportunities for public input in
25 geographically-diverse service areas of the authority. The analysis shall include, but not be
26 limited to, an examination of: (i) the number of riders anticipated to benefit from the program;
27 (ii) the average reduction of each fare, by mode; (iii) the overall impact on revenue to the system;
28 (iv) partnership models for determining eligibility requirements and the verification method; (v)
29 any estimated costs associated with the administration and marketing of the program; and (vi)
30 consideration of a no-fare option if that would be cheaper to implement than a means-tested fare
31 program.