

SENATE No. 2231

The Commonwealth of Massachusetts

PRESENTED BY:

Lydia Edwards

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 establishing a program for low income fares (LIF).

PETITION OF:

NAME:	DISTRICT/ADDRESS:	
<i>Lydia Edwards</i>	<i>Third Suffolk</i>	
<i>Michael D. Brady</i>	<i>Second Plymouth and Norfolk</i>	<i>1/26/2023</i>
<i>Sal N. DiDomenico</i>	<i>Middlesex and Suffolk</i>	<i>2/9/2023</i>
<i>Vanna Howard</i>	<i>17th Middlesex</i>	<i>2/9/2023</i>
<i>James B. Eldridge</i>	<i>Middlesex and Worcester</i>	<i>2/11/2023</i>
<i>Paul R. Feeney</i>	<i>Bristol and Norfolk</i>	<i>3/6/2023</i>
<i>Jason M. Lewis</i>	<i>Fifth Middlesex</i>	<i>4/27/2023</i>
<i>Rebecca L. Rausch</i>	<i>Norfolk, Worcester and Middlesex</i>	<i>8/1/2023</i>
<i>Paul W. Mark</i>	<i>Berkshire, Hampden, Franklin and Hampshire</i>	<i>10/16/2023</i>
<i>John F. Keenan</i>	<i>Norfolk and Plymouth</i>	<i>10/16/2023</i>
<i>Patrick M. O'Connor</i>	<i>First Plymouth and Norfolk</i>	<i>10/16/2023</i>

SENATE No. 2231

By Ms. Edwards, a petition (accompanied by bill, Senate, No. 2231) of Lydia Edwards, Michael D. Brady, Sal N. DiDomenico, Vanna Howard and other members of the General Court for legislation to establish a program for low income fares (LIF). Transportation.

The Commonwealth of Massachusetts

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

An Act establishing a program for low income fares (LIF).

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.