

**Massachusetts House of Representatives
Bill Summary**

Bill #: H.2327

Title: An Act mitigating MBTA Communities funding impact for First Responders and Education

Sponsor: Rep. David Robertson

Committee: Municipalities and Regional Government

Hearing Date: July 29, 2025

Current Law: Section 3A of Chapter 40A of the Mass. General Laws was signed into law as Chapter 358 of the Acts of 2020, an economic development bill.

The language codified in Section 3A states that an MBTA community shall have a zoning ordinance or by-law that provides for at least 1 district of reasonable size in which multi-family housing is permitted as of right; provided, however, that such multi-family housing shall be without age restrictions and shall be suitable for families with children. For the purposes of this section, a district of reasonable size shall: (i) have a minimum gross density of 15 units per acre, subject to any further limitations imposed by section 40 of chapter 131 and title 5 of the state environmental code established pursuant to section 13 of chapter 21A; and (ii) be located not more than 0.5 miles from a commuter rail station, subway station, ferry terminal or bus station, if applicable. Failure to comply with the law may result in the city or town losing eligibility for certain state grants and other funding programs.

The law and accompanying regulations (760 CMR 72.00, as of 4/11/25) defines which cities and towns are an MBTA community.

Summary: This legislation amends the MBTA Communities Act (Section 3A of Chapter 40A) by adding a new subsection (d) that prohibits any state department or agency from withholding funding or grant opportunities that an MBTA community would otherwise be eligible for because of their failure to comply with the law. This would apply to funding or grants that are used for public safety or public education purposes.

Notes: Similar to H.2289.