

Offered by City Councilors Julia Mejia and Michelle Wu



**CITY OF BOSTON  
IN CITY COUNCIL**

**ORDER FOR A HEARING DISCUSSING THE STATUS OF  
LATE-NIGHT MBTA SERVICE IN GREATER BOSTON**

*WHEREAS,* In 2018, the Massachusetts Bay Transit Authority (MBTA) instituted two pilot programs which sought to introduce late-night and early-morning transportation along major bus corridors or “spines;” *and*

*WHEREAS,* In total, there were about one-hundred fifty (150) bus trips per week servicing Boston between the hours of 10:00pm and 12:00am, which were introduced and eventually made permanent; *and*

*WHEREAS,* Unlike the pilot program for extended bus hours, the pilot program seeking to extend the hours of the subway system was not made permanent after it was deemed too high-cost for too few riders; *and*

*WHEREAS,* The MBTA claims that late-night trips between the hours of 1:00am and 3:00am were not as frequented; *and*

*WHEREAS,* Late night transit services benefit not just the late-night entertainment enterprises in Boston--including most bars and nightclubs which close as late as 2:00am--but service workers in hospitality, health care, and other night shift workers; *and*

WHEREAS, Around 17% of workers in U.S. metro areas are defined as “late-shift workers” which encompass the hours of 4:00pm to 6:00am; *and*

WHEREAS, Upwards of 34% of Bostonians already rely on MBTA bus and train services to get to work; *and*

WHEREAS, New programs such as late-night MBTA service take extensive time and marketing in order for the public to begin to utilize these services; *and*

*WHEREAS*, Boston is a 24-hour city and it is incumbent upon state and local services to encourage residents, workers, and visitors onto safe, reliable public transportation; *NOW THEREFORE BE IT*

*ORDERED*,

That the appropriate committee of the Boston City Council hold a hearing to examine the effectiveness and accessibility of the MBTA’s current partial late-night service and the potential to better serve community members through expanded late-night T service. Representatives from the City of Boston, the MBTA, the Boston Police Department, members of the public, and any other interested parties shall be invited and are encouraged to attend.

Filed in Council: February 24th, 2020

Offered by City Councilor Julia Mejia



**CITY OF BOSTON  
IN CITY COUNCIL**

**ORDER FOR A HEARING REGARDING THE ECONOMIC  
EMPOWERMENT OF INCOME-ADJUSTED PARKING TICKETS**

*WHEREAS,* Parking violations in the city of Boston fall under the jurisdiction of the Office of the Parking Clerk, whose mission is described as “to respond effectively to questions about parking tickets, resolve any disagreements through an adjudication process, and to deter illegal parking by successfully collecting parking violation fines,” and;

*WHEREAS,* In 2018, the city of Boston issued over 1.38 million parking tickets, collecting over \$61.3 million in fiscal year 2018, and;

*WHEREAS,* In 2018, changes were made to the pricing structure for a number of parking violations, including but not limited to raising the price of a violation of “overstaying the meter” from twenty-five dollars (\$25) to forty dollars (\$40), and;

*WHEREAS,* Parking tickets in Boston can range from as low as fifteen dollars (\$15) with a five dollar (\$5) late fee for “other” violations, to as high as one-hundred twenty dollars (\$120) with a forty dollar (\$40) late fee for HP-DV parking violations, and;

*WHEREAS,* A study reported on by the Greater Boston Food Bank found that “food-insecure individuals in Eastern Massachusetts now face an average

weekly food budget shortfall of \$21.12 per person, up 2.9 percent from \$20.53 reported in last year's report and 24.3 percent higher than the nationwide average," and;

WHEREAS, 30% of Bostonians in the lowest income bracket are in "car-dependent" neighborhoods and of the 2% of Bostonians who live in "very car dependent" neighborhoods, over half are in the lowest income bracket, highlighting the intersectionality of transportation, economic empowerment, and climate change, and;

WHEREAS, Cities inside and outside of the United States have proposed adjusting the cost of a parking ticket determined by the violators income, and;

*WHEREAS*, That for some a \$40 parking ticket is simply the cost to park illegally while for others it is a major financial setback, NOW

*THEREFORE, BE IT ORDERED*

That the appropriate committee of the Boston City Council holds a hearing to examine the merits on income-adjusted parking tickets in the City of Boston. Representatives from the City of Boston, including the Office of the Parking Clerk, the Boston Police Department, members of the public, and any other interested parties shall be invited and are encouraged to attend.

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