

Number Seven. — Consisting of the towns of Lynnfield and Saugus, both in Essex county; and the cities of Everett, Malden, Medford, Melrose and Woburn and the towns of Burlington, Reading, Stoneham, Wakefield and Winchester, all in Middlesex county; and the cities of Chelsea and Revere and the town of Winthrop, all in Suffolk county.

Number Eight. — Consisting of the cities of Cambridge and Somerville and the towns of Arlington, Belmont and Watertown, all in Middlesex county; and wards numbered 1, 2, 5, 21 and 22 in the city of Boston in Suffolk county.

Number Nine. — Consisting of the towns of Canton, Dedham, Dover, Needham, Norwood, Walpole and Westwood, all in Norfolk county; and wards numbered 3, 4, 6, 7, 8, 9, 10, 11, 12, 13, 14, 19 and 20 in the city of Boston in Suffolk county.

Number Ten. — Consisting of the cities of Attleboro, Fall River and Taunton and the towns of Berkley, Dighton, Easton, Freetown, Mansfield, North Attleborough, Norton, Raynham, Rehoboth, Seekonk, Somerset, Swansea and Westport, all in Bristol county; and the towns of Natick and Sherborn, both in Middlesex county; and the towns of Foxborough, Medfield, Millis, Norfolk, Plainville, Sharon, Wellesley and Wrentham, all in Norfolk county; and the towns of Bridgewater, East Bridgewater, Halifax, Hanson, Lakeville, Middleborough and West Bridgewater, all in Plymouth county.

Number Eleven. — Consisting of the city of Quincy and the towns of Avon, Braintree, Holbrook, Milton, Randolph and Stoughton, all in Norfolk county; and the city of Brockton and the towns of Abington and Whitman, all in Plymouth county; and wards numbered 15, 16, 17 and 18 in the city of Boston in Suffolk county.

Number Twelve. — Consisting of the towns in Barnstable county; and the city of New Bedford and the towns of Acushnet, Dartmouth and Fairhaven, all in Bristol county; and the towns in Dukes county; and the town of Nantucket in Nantucket county; and the towns of Cohasset and Weymouth, both in Norfolk county; and the towns of Carver, Duxbury, Hanover, Hingham, Hull, Kingston, Marion, Marshfield, Mattapoisett, Norwell, Pembroke, Plymouth, Plympton, Rochester, Rockland, Scituate and Wareham, all in Plymouth county.

SECTION 2. This act shall take effect upon its passage.

*Approved November 12, 1971.*

**Chap. 1075.** AN ACT RELATIVE TO THE ADMINISTRATION AND OPERATION OF THE MASSACHUSETTS BAY TRANSPORTATION AUTHORITY AND INCREASING THE AMOUNT OF BONDS WHICH MAY BE ISSUED BY SAID AUTHORITY.

*Be it enacted, etc., as follows:*

SECTION 1. Section 25B of chapter 58 of the General Laws is hereby amended by striking out clause (a), as appearing in section 2 of chapter 563 of the acts of 1964, and inserting in place thereof the following clause: —

(a) From time to time when required, the contract assistance to the Massachusetts Bay Transportation Authority provided under section twenty-eight of chapter one hundred and sixty-one A or under other applicable laws;

SECTION 2. The last paragraph of section 12 of chapter 161A of the General Laws is hereby amended by striking out the fourth sentence, as appearing in section 18 of said chapter 563, and inserting in place thereof the following sentence: — All remaining net savings after such application shall be applied to reimbursing the commonwealth, first, for any contract assistance which it may have paid to the authority under the provisions of section twenty-eight or other applicable laws and, second, for any other amounts which it may have paid under the provisions of this section and section thirteen, or otherwise paid on account of the net cost of service, and the commonwealth shall thereupon distribute the latter among the cities and towns constituting the authority up to and in proportion to the amounts they were respectively assessed in the previous calendar year for express or local service or both, without any separation as between assessments for local and express service.

SECTION 3. The first paragraph of section 23 of said chapter 161A, as so appearing, is hereby amended by striking out clauses (1), (3) and (4) and inserting in place thereof, in each instance, the following three clauses: —

(1) To acquire, plan, design, construct, reconstruct, alter, recondition and improve mass transportation facilities and equipment for express service for use by or under contract with the authority.

(3) (a) to acquire, plan, design, construct, reconstruct, alter, recondition and improve mass transportation facilities and equipment for local service for use by or under contract with the authority and (b) to provide relief to any private company, whether by agreement or arbitration award, under the provisions of section fourteen.

(4) To pay any capital costs of the authority, whether or not bonds for any such purpose may also be issued under any other provision of this section.

SECTION 4. Said section 23 of said chapter 161A is hereby further amended by striking out the third paragraph, as so appearing, and inserting in place thereof the following paragraph: —

Not more than three hundred and forty-nine million dollars of bonds of the authority under clauses (1), (2), (3) and (4) above shall be outstanding at any time, and not more than five million dollars of bonds shall be issued under clause (2).

SECTION 5. The fifth paragraph of said section 23 of said chapter 161A, as so appearing, is hereby amended by striking out the fourth sentence and inserting in place thereof the following sentence: — Provisions of this chapter relating to the preparation, adoption or approval of plans, programs, projects, budgets and expenditures shall not affect the issue of bonds and notes and the bonds and notes may be issued either before or after such preparation, adoption or approval.

SECTION 6. The first paragraph of section 28 of said chapter 161A, as so appearing, is hereby amended by striking out the second sentence and inserting in place thereof the following sentence: — The portion of the net cost of service not to be so assessed, hereinafter called contract assistance, is limited to (A) the annual debt service on bonds issued prior to January the first, nineteen hundred and seventy-one for which such contract assistance has been provided by contract, and the annual debt service on ninety per cent of the bonds issued thereafter, but not exceeding under this clause (A) the debt service on two hundred and

fifty-seven million dollars of bonds outstanding at any time, and (B) not more than a total of five million dollars to be paid to the authority for not more than one half of the cost to the authority of agreements with railroads authorized by paragraph (2) of section twenty-three, and (C) not more than three million dollars annually to pay interest, principal and sinking fund requirements due upon indebtedness incurred or assumed by the authority and issued to finance or refinance mass transportation facilities or equipment for express service; provided that all facilities, title to which was transferred to the Metropolitan Transit Authority, pursuant to paragraph (d) of section eight A of chapter five hundred and forty-four of the acts of nineteen hundred and forty-seven, shall be considered to be express service mass transportation facilities for the purpose of this clause (C); and provided, further, that such indebtedness shall not be subject to the limitations contained in the following paragraph.

SECTION 7. Said section 28 of said chapter 161A, as so appearing, is hereby further amended by striking out the second paragraph and inserting in place thereof the following paragraph: —

Any debt service on bonds issued by the authority, for which contract assistance is provided, shall mature serially beginning not later than ten years after the date of issue and ending not later than forty years after the date of the bonds, so that the amounts payable in the several years for principal and interest combined shall be as nearly equal as in the opinion of the authority it is practicable to make them or, in the alternative, in accordance with a schedule providing a more rapid amortization of principal.

SECTION 8. The proceeds of one hundred and twenty-four million dollars of the bonds issued under the authority of section twenty-three of chapter one hundred and sixty-one A of the General Laws, as amended by this act, shall be expended by the Massachusetts Bay Transportation Authority only for land acquisition, engineering, construction, including reconstruction, alteration and reconditioning where applicable, purchase of materials and equipment, and project administration; provided, however, that no such funds shall be used for a rapid transit station in North Braintree, nor for repair yards or car storage shops in the Roslindale-West Roxbury section of Boston, Dedham or Needham, and that such funds shall be allocated to the following priority projects provided that the funds so used shall be used as matching funds in accordance with the terms of the Urban Mass Transportation Act of 1964, as amended:

Central Area Subway System, including new rolling stock	\$30,000,000
Pines River Transit Extension	13,000,000
Rolling Stock Replacement, including new buses and new cars for East Boston	11,000,000
Station Modernization	5,000,000
New Bus Garages and Other Plant Improvements	25,000,000
Private Bus Carrier Improvements	2,000,000
Harvard/Alewife Corridor Construction Plans and Specifications	2,000,000
South Shore Extension — Phase II	8,000,000

Forest Hills, West Roxbury and Needham	
Transit Extension	\$20,000,000
Priority Right-of-Way Acquisition	8,000,000

Ninety per cent of such bond proceeds shall be expended only for projects for which the authority has agreements with the federal government providing for grants averaging two thirds of the estimated eligible cost of such projects or for expenditures which are preliminary to the obtaining of federal grants.

When a federal grant agreement has been obtained for a project, bond proceeds may be expended for the project beyond the amount allocated above in anticipation of federal reimbursement. The reserve for increased costs, together with any premium realized upon the sale of the bonds, may be allocated to the foregoing programs as needed. If the authority determines that any of the intended programs can be accomplished at a cost, exclusive of federal aid, less than the amount allocated above, the difference may be expended for other programs listed in this section. Except as aforesaid, the bond proceeds referred to in this section shall not be expended for any of the listed programs in excess of the amount allocated by this section.

*Approved November 12, 1971.*

**Chap. 1076.** AN ACT ESTABLISHING A COMPREHENSIVE PROGRAM FOR THE TREATMENT AND REHABILITATION OF INTOXICATED PERSONS AND ALCOHOLICS AND ABOLISHING THE CRIME OF PUBLIC INTOXICATION.

*Be it enacted, etc., as follows:*

SECTION 1. The General Laws are hereby amended by inserting after chapter 111A the following chapter: —

CHAPTER 111B.

ALCOHOLISM.

*Section 1.* This chapter shall be known and may be cited as the Alcoholism Treatment and Rehabilitation Law.

*Section 2.* The programs or activities of the organization known as Alcoholics Anonymous or any other private organization in the field of alcoholic rehabilitation shall not be restricted or regulated by the provisions of this chapter.

Nothing herein contained shall affect any laws, ordinances, by-laws, resolutions or regulations against driving after drinking alcohol, driving under the influence of alcohol or other similar offenses that involve the operation of motor vehicles, machinery or other hazardous equipment.

*Section 3.* In this chapter the following words shall, unless the context requires otherwise, have the following meanings: —

“Administrator”, the person in charge of the operation of a facility, or his designee.

“Alcoholic”, a person suffering from alcoholism.

“Alcoholism”, a medically diagnosable disease characterized by chronic, habitual or periodic consumption of alcoholic beverages re-