HOUSE DOCKET, NO. 2108 FILED ON: 1/17/2013

HOUSE . . . . . No. 3126

The Commonwealth of Massachusetts

PRESENTED BY:

Denise Provost

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 passage of the accompanying:

An Act relative to transportation finance and equity.

PETITION OF:

NAME:	DISTRICT/ADDRESS:
Denise Provost	*27th Middlesex*
Carl M. Sciortino, Jr.	*34th Middlesex*

HOUSE DOCKET, NO. 2108 FILED ON: 1/17/2013

HOUSE . . . . . No. 3126

By Ms. Provost of Somerville, a petition (accompanied by bill, House, No. 3126) of Denise Provost and Carl M. Sciortino, Jr. relative to transportation financing. Transportation.

[SIMILAR MATTER FILED IN PREVIOUS SESSION
SEE
HOUSE
, NO. *2659* OF 2011-2012.]

The Commonwealth of Massachusetts

An Act relative to transportation finance and equity.

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

SECTION 1. Section 1 of chapter 64A of the General Laws, as appearing in the 2008 Official Edition, is hereby amended by striking out in line 98 the figure "21" and inserting in place thereof the figure:- 49.

SECTION 2. The department of revenue shall develop a transportation tax credit or exemption for low income individuals and families.

SECTION 3. 18 per cent of new gasoline tax revenues shall be dedicated to the MBTA for reduction of outstanding MBTA debt resulting from the Central Artery/Tunnel project until such a time as that debt is repaid in full. 14 per cent of new gasoline tax revenues shall be dedicated to the MBTA for its capital maintenance program, except that the MBTA Board may vote to dedicate a portion of these funds on an annual basis by priority to specific MBTA expenditures eligible to receive Federal matching funds.

25 per cent of new gasoline tax revenues shall go to chapter 90 aid. The highway division of the Massachusetts department of transportation shall determine percentages of this revenue to distribute by region. Cities and towns will have the authority to decide how to spend these funds, within approved chapter 90 categories, provided that 1 percent of these revenues shall be spent on pedestrian and bicycle improvements.

17 25 per cent of new gasoline tax revenue shall be distributed among the commonwealth's
18 15 regional transit authorities according to a formula to be determined by the Massachusetts
19 department of transportation, the commonwealth metropolitan planning organizations, and the
20 Massachusetts association of regional transit authorities.

21 14 per cent of the new gasoline tax revenues shall be directed to the highway division for
22 the repair of roads, bridges, tunnels, and overpasses under the control of the department, but not
23 for new road construction. An additional 4 percent of new gasoline tax revenues shall go to the
24 highway division annually for the maintenance and repair of roads, bridges, tunnels, and
25 overpasses under the control of the department of conservation and recreation.

26 SECTION 4. The existing tolls and discounts on the Massachusetts turnpike shall be
27 frozen until January 1, 2015; except that tolls will be reinstated for the last two interchanges on
28 the turnpike forthwith. There shall be no tolls on the turnpike between the hours of 10 P.M. and
29 5 A.M. daily. Immediate application shall be made to the federal government to institute
30 distance-based tolls on I-93 north and south of Boston. The Massachusetts department of
31 transportation shall forthwith develop a plan for tolling on I-93, including the central artery
32 system. The highway division shall forthwith develop a plan for "open road" tolling on such
33 roads under its jurisdiction, as it deems appropriate and suitable for tolling. All surface
34 transportation agencies in the commonwealth shall implement similar electronic toll collection
35 systems, using available technology to collect tolls automatically. In all roadway, bridge, and
36 tunnel design and redesign projects, capacity for such technology shall henceforth be included.

37 SECTION 5. A fixed percentage of any tolls instituted on the central artery and/or its
38 tunnels, as determined by the Massachusetts department of transportation board of directors, in
39 consultation with the highway division, shall be directed to the trust fund for maintenance of the
40 central artery/tunnel project.

41 The commonwealth shall establish a state infrastructure bank.

42 SECTION 6. Cities and towns that accept this section may charge a tax not to exceed 10
43 per cent on all commercial parking lots and parking garages in the city or town. All revenues
44 from such taxes shall remain within the city or town but 100 per cent shall be devoted to
45 transportation improvements and no less than 50 per cent to improvements and amenities for by
46 cyclists and pedestrians and to create bicycle/pedestrian connections around transit nodes. This
47 section will authorize the establishment of a local revolving fund for such revenues.

48 "Commercial parking" for purposes of this section, shall mean privately owned parking
49 facilities operated for a profit.