

**HOUSE . . . . . No. 4033**

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**The Commonwealth of Massachusetts**

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**In the Year Two Thousand Nine**  
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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:*

1 SECTION 1. Section 1 of chapter 64A of the General Laws, as appearing in the 2006  
2 Official Edition, is hereby amended by striking out in line 70 the figure “21” and inserting in  
3 place thereof the figure:- 49.

4 SECTION 2. The department of revenue shall develop a transportation tax credit for  
5 individual and families of moderate means.

6 SECTION 3. 17 per cent of new gas tax revenues shall be dedicated to the MBTA for  
7 reduction of outstanding MBTA debt resulting from the Central Artery/Tunnel project. 14 per  
8 cent shall be dedicated to the MBTA for its capital maintenance program, except that the MBTA  
9 Board may vote to dedicate a portion of these funds on an annual basis by priority to specific  
10 MBTA expenditures eligible to receive Federal matching funds.

11 14 per cent of new gas tax revenues shall go to chapter 90 aid. The Massachusetts  
12 highway department shall determine percentages of this revenue to distribute by region. Cities  
13 and towns will have the authority to decide how to spend these funds, within approved chapter

14 90 categories, provided that 1 percent of these revenues shall be spent on pedestrian and bicycle  
15 improvements.

16 4 per cent of new gas tax revenue shall be distributed among the commonwealth's 15  
17 regional transit authorities according to a formula to be determined by the executive office of  
18 transportation and labor and the commonwealth metropolitan planning organizations.

19 14 per cent of the new gas tax revenues shall be directed to the highway department for  
20 the repair of roads, bridges and overpasses but not for new road construction under the control of  
21 the department an additional 7 percent of new gas tax revenues of new gas tax revenues shall go  
22 to the highway department annually for the maintenance and repair of roads, bridge and  
23 overpasses under the control of the department of conservation and recreation.

24 SECTION 4. The existing tolls and discounts of the turnpike authority shall be frozen  
25 until January 1, 2010. There shall be no tolls on the turnpike between the hours of 10 P.M. and 5  
26 A.M. daily. Immediate application shall be made to the federal government to institute distance-  
27 based tolls on I-93 north and south of Boston. The turnpike authority or any successor agency  
28 having jurisdiction over the central artery and its tunnels shall forthwith develop a plan for  
29 tolling. The highway department shall forthwith develop a plan for "open road" tolling on such  
30 roads under its jurisdiction, as it deems appropriate and suitable for tolling. All surface  
31 transportation agencies in the commonwealth shall implement similar electronic toll collection  
32 systems, using available technology to collect tolls automatically. In all roadway, bridge, and  
33 tunnel design and redesign projects, capacity for such technology shall henceforth be included.

34 SECTION 5. A fixed percentage of any tolls instituted on the central artery and/or its  
35 tunnels shall be directed to the trust fund for maintenance of the CA/T. A fixed percentage of  
36 such increased tolls shall be directed to the reduction of outstanding turnpike authority debt.

37 Any new tolls on I-93 north and south receiving federal approval shall be directed to the  
38 MPOs, if from the Mass Pike and I-93, according to the annual sharing formula then in effect,  
39 and to the MBTA (1/3) and the Boston MPO only (2/3) if from the tolls into Boston.

40 There shall be established a working group of heads of transportation agencies and  
41 authorities of the commission, or their designees, and the secretary of administration and finance,  
42 or the secretary's designee, to plan the institution of comprehensive reform of our transportation  
43 system, and to institute efficiencies recommended in the March report of the transportation  
44 finance commissions.

45 The commonwealth shall establish a state infrastructure bank.

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

52 Commercial parking for purposes of this section, shall mean privately owned parking  
53 facilities operated for a profit.