The Commonwealth of Massachusetts

The committee of Conference on the disagreeing votes of the two branches with reference to the Senate amendment (striking out all after the enacting clause and inserting in place thereof the text contained in Senate document numbered 2033) of the House Bill financing improvements to the Commonwealth’s transportation system (House, No. 3882), reports recommending passage of the accompanying bill (House, No. 4046) [Bond Issue: $12,619,120,273.00]. April 14, 2014.

William M. Straus
Stephen Kulik
Peter J. Durant

Thomas M. McGee
Stephen M. Brewer
The Commonwealth of Massachusetts

In the Year Two Thousand Fourteen

An Act financing improvements to the Commonwealth’s transportation system.

Whereas, The deferred operation of this act would tend to defeat its purpose, which is to finance forthwith improvements to the commonwealth’s transportation system, therefore, it is hereby declared to be an emergency law, necessary for the immediate preservation of the public convenience.

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. To provide for a program of transportation development and improvements, the sums set forth in sections 2 to 2G, inclusive, for the several purposes and subject to the conditions specified in this act, are hereby made available, subject to the laws regulating the disbursement of public funds; provided, however, that the amounts specified in an item or for a particular project may be adjusted in order to facilitate projects authorized in this act. The sums appropriated in this act shall be in addition to any amounts previously appropriated and made available for these purposes.

SECTION 2.

MASSACHUSETTS DEPARTMENT OF TRANSPORTATION

Highway Division

6121-1314 For projects on the interstate and non-interstate federal highway system; provided, that funds may be expended for the costs of these projects including, but not limited to, the nonparticipating portions of these projects and the costs of engineering and other services essential to these projects; provided further, that notwithstanding this act or any other general or special law to the contrary, the department shall not enter into any obligations for projects which are eligible to receive federal funds under this act unless state matching funds exist which have been specifically authorized and are sufficient to fully fund the corresponding state portion of the
federal commitment to fund these obligations; and provided further, that the department shall
only enter into obligations for projects under this act based upon a prior or anticipated future
commitment of federal funds and the availability of corresponding state funding authorized and
appropriated for this use by the general court for the class and category of project for which this
obligation applies ................................................................. $1,900,000,000

SECTION 2A.

MASSACHUSETTS DEPARTMENT OF TRANSPORTATION

Highway Division

6121-1317 For the design, construction and repair of, or improvements to, nonfederally-
aided roadway and bridge projects and for the nonparticipating portion of federally-aided
projects; provided, that the department may use these funds for the purchase and rehabilitation of
facilities, heavy equipment and other maintenance equipment; provided further, that the amounts
specified in this item for a particular project or use may be adjusted in order to facilitate other
projects relating to the design, construction, repair or improvement to nonfederally-aided
roadway projects; provided further, that $377,255,000 shall be expended for the design,
construction and repair of, or improvements to, pedestrian, bicycle and multi-use pathways;
provided further, that $5,000,000 shall be expended for design, construction, repair or
improvements to pedestrian, bicycle, and public parking areas, and multi-use pathways in
Chelmsford Center in the town of Chelmsford; provided further, that $11,000,000 shall be
expended for the reconstruction of state highway route 31 in the town of Spencer from a point
approximately .75 mile south of state highway route 9 to the Charlton town line; provided
further, that $4,500,000 shall be expended to replace Sherman's bridge connecting the town of
Sudbury and the town of Wayland; provided further, $5,000,000 shall be expended for the
development of a parking garage downtown in the city of Greenfield; provided further, that
$65,000 shall be expended for repairs of the downtown village sidewalks in the town of
Charlton; provided further, that $200,000 shall be expended for the design and repair of and
make improvements to the Healdville road bridge in the town of Hubbardston; provided further,
that $900,000 shall be expended to design, reconstruct, restore, resurface and make
improvements to roadways and sidewalks, to improve pedestrian, bicycle and school traffic,
including, the replacement and repair of manhole frames and covers, catch basins and covers,
fire hydrants, street lights and landscaping, from Maple avenue through the Rutland Heights
Hospital property and past Central Tree Middle School and Naquag Elementary School, in the
town of Rutland; provided further, that $3,000,000 shall be expended to design, reconstruct,
restore, resurface, widen and make safety and other improvements to roadways and sidewalks, to
improve pedestrian and bicycle safety including guard rails, crosswalks, retaining walls, street
lighting and the replacement and repair of appurtenances, culverts and related improvements and
landscaping, from the intersection of Main street and Pommogussett road to a point
approximately 1 mile north on Pommogussett road, in the town of Rutland; provided further, that
$2,500,000 shall be expended for the repair restoration and resurfacing of Searles Hill road, Lincoln road, Whitney road, Little Blake Corner road, Petersham road and Old Highland avenue in the town of Phillipston; provided further, that $400,000 shall be expended for the replacement or removal of electronic traffic signals on state highway route 2 in the towns of Phillipston and Athol; provided further, that $750,000 shall be expended for the design, acquisition, engineering and construction of an intermodal park and ride facility in the town of Athol; provided further, that $500,000 shall be expended to study the cost and feasibility of using current commuter rail infrastructure for the Massachusetts Bay Transit Authority’s Fitchburg, South Acton line continuing to run along the tracks into Albany, New York; provided further, that $2,000,000 shall be expended for the purchase, planning, design and construction of a scenic pedestrian river walk and bicycle pathway from South Main street in the town of Athol to West River street in the town of Orange; provided further, that $300,000 shall be expended to complete phase 2 repairs of the Athol Depot owned by Montachusett Area Regional Transit and for construction and maintenance of the station; provided further, that $200,000 shall be expended for an engineering study to examine the feasibility of constructing a ramp on the north side of state highway route 2A, between Crescent street and Chestnut Hill avenue in the town of Athol; provided further, that $1,450,000 shall be expended for the construction and replacement of the Champeaux road bridge in the town of Sturbridge; provided further, that not less than $5,000,000 shall be expended on an analysis of transit capacity issues in greater Boston, including recommendations and preliminary engineering for addressing these challenges; provided further, that $500,000 shall be expended for design and permitting to improve safety, bus prioritization, and accessibility at the intersection of Fresh Pond parkway and Mount Auburn street in the city of Cambridge; provided further, that $1,300,000 shall be expended for construction of Phase II of the Watertown Greenway multi-use path from Arlington street in the city known as the town of Watertown to Fresh Pond reservation in the city of Cambridge; provided further, that $1,520,000 shall be expended for construction and oversight of the reconstruction of Belmont Center in the town of Belmont; provided further, that $10,000,000 shall be expended for the redevelopment of the Springfield union station in the city of Springfield; provided further, that $3,000,000 shall be expended for a pedestrian walkway and bike path along the Connecticut river in the city of Springfield; provided further, that $5,000,000 shall be expended on the construction of a walkway on top of the hurricane barrier from West Rodney French boulevard to Padanaram avenue along Clark's Cove in the city of New Bedford; provided further, that $205,273 shall be expended to repair a roadway shoulder failure across from 325 Worcester street in the town of West Boylston; provided further, that $1,000,000 shall be expended for improvements to Tronic square, including traffic signals, traffic mitigation and lighting in the city of Worcester; provided further, that $500,000 shall be expended to make Newton Highlands station located along the green line in the city of Newton fully accessible including, but not limited to, the design and construction of a path of travel from the street level to the station; provided further, that $1,500,000 shall be expended to raise the station platform at Newton Highlands station located along the green line in the city of Newton approximately 8 inches to
accommodate low car trains; provided further, that not less than $200,000 shall be expended to
delead and repaint the bridge on Cliff road over the railroad tracks in the town of Wellesley;
provided further, that $1,000,000 shall be expended for the planning, design, construction and
associated costs for transportation improvements at the intersection of state highway route 9,
Worcester street, and Kingsbury street in the town of Wellesley; provided further, that
$5,000,000 shall be expended for the design and reconstruction of Brattle and Eliot streets in the
Harvard square area of the city of Cambridge; provided further, that $500,000 shall be expended
for street and sidewalk resurfacing on Pleasant street in the town of Arlington; provided further,
that $1,500,000 shall be expended for the reconstruction of Gray street and sidewalks in the town
of Arlington; provided further, that $50,000 shall be expended for an engineering study to
examine the feasibility of reconstructing the intersection of interstate 95 and United States
highway route 3 in the town of Burlington; provided further, that $900,000 shall be expended for
the design and construction of the transit-oriented development of an overhead enclosed
pedestrian walkway connecting the Gallagher Transportation Center and the Old Thorndike
Factory Outlet Building located at 145 Thorndike street in the city of Lowell; provided further,
that $3,000,000 shall be expended for the sewer expansion project along United States highway
route 20 between Massasoit road and Sunderland road in the city of Worcester; provided further,
$300,000 shall be expended for improvements to Boulder drive for sidewalks, paving, traffic
calming, parking and streetscape improvements per the city’s Main Street Improvement Plan in
the city of Fitchburg; provided further, that $4,200,000 shall be expended for improvements to
11 priority intersections in the Dorchester, South End, East Boston, Mattapan and Roxbury
sections of the city of Boston; provided, further that $500,000 shall be expanded for
beautification and streetscape improvements to Mattapan square in the Mattapan section of the
city of Boston including, but not limited to, the planting of trees in the median of Blue Hill
avenue from Mattapan square to Woodhaven street, the repainting of traffic lines and bicycle
lanes on Blue Hill avenue from Mattapan square to Walk Hill street and the repainting of
Mattapan square business district parking spaces in the Mattapan section of the city of Boston;
provided further, that $100,000 shall be expended for the installation of 3 additional
Massachusetts Bay Transportation Authority bus shelters, 1 at the intersection of Cummins
highway and River street and 2 on Blue Hill avenue in Mattapan square in the Mattapan section
of the city of Boston; provided further, that $750,000 shall be expended for resurfacing of the
Neponset Valley parkway in the city of Boston; provided further, that not less than $3,075,000
shall be expended on safety improvements to state highway route 3A, from the Massachusetts
Bay Transportation Authority commuter rail station in Cohasset to Henry Turner Bailey road in
the town of Scituate, consistent with the recommendations of Boston Region MPO's Route 3A
Subregional Priority Roadway Study and comments from town officials in the towns of Cohasset
and Scituate; provided further, that $2,000,000 shall be expended for the emergency repair of the
East street bridge in the town of Southampton; provided further, that $1,000,000 shall be
expended for the emergency repair of Carrington road in the towns of Russell and Montgomery;
provided further, that $900,000 shall be expended for the reconstruction of portions of Fomer
and Russellville roads in the town of Southampton; provided further, that $800,000 shall be expended for the emergency repair of the Powder Mill Brook bridge on Main road in the town of Montgomery; provided further, that $7,500,000 shall be expended for the construction of a parking garage in Medford square in the city of Medford; provided further, that $500,000 shall be expended for the repair and rehabilitation of the bridge across the Aberjona river on Mount Vernon street in the town of Winchester; provided further, that $10,000,000 shall be expended for the Quincy Center station redevelopment program in the city of Quincy; provided further, that $1,200,000 shall be expended for improvements to the intersection of Sea street and Quincy Shore drive in the city of Quincy; provided further, that $800,000 shall be expended to expand the state owned Commander Shea boulevard into Squantum Point Park to open access for establishing a ferry service in the interest of transportation and tourism in the city of Quincy; provided further, that $3,800,000 shall be expended for the design and reconstruction at the intersection of Crescent street, state highway route 27, Quincy street and Massasoit boulevard in the city of Brockton; provided further, that $1,500,000 shall be expended for the design and reconstruction of North Quincy street, Chestnut street and Boundary avenue in the city of Brockton; provided further, that $100,000 shall be expended for an engineering study to review traffic intersections in and around the North Beverly train station, including Laurel, Dodge and Enon streets, state highway route 1A, and recommend improvements to address traffic issues in the city of Beverly; provided further, that $950,000 shall be expended to complete the resurfacing and related work required to install a new surface wearing course of asphalt pavement on state highway route 97 in the town of Topsfield; provided further, that $500,000 shall be expended for the repair and reconstruction for the culvert located on state highway route 22 in the town of Wenham; provided further, that $550,000 shall be expended for the Oak street bridge in the city known as the town of Bridgewater; provided further, that $100,000 shall be expended to demolish and remove asbestos from a house on property owned by the department of public works in the town of Millbury; provided further, that $500,000 shall be expended for a study to examine the cost and feasibility of using current commuter rail infrastructure for the Massachusetts Bay Transportation Authority’s blue line connecting in the city of Revere and continuing to run along the tracks into the Lynn station; provided further, that $4,000,000 shall be expended towards the design of the Malden-Revere-Saugus Reconstruction and Widening Project on United State highway route 1 from state highway route 60 to state highway route 99 and shall include a feasibility study of connecting the city of Lynn to United States highway route 1 in the city of Revere; provided further, that $4,400,000 shall be expended for the replacement of 3,500 linear feet of drain pipe on Paradise road between Franklin avenue and Stacy’s brook in the town of Swampscott; provided further, that $900,000 shall be expended for the replacement of 4,200 linear feet of 8-inch iron water main with 12-inch PVC pipe and road improvements in the town of Marblehead; provided further, that $220,000 shall be expended for the dredging of Lynn harbor in the city of Lynn; provided further, that $1,000,000 shall be expended for the Mt. Vernon street viaduct repairs in the city of Lynn; provided further that $840,000 shall be expended for infrastructure improvements at the intersection of Pleasant street,
Village street and Vine street in the town of Marblehead; provided further, that $100,000 shall be expended for a study of the state highway route 107 and state highway route 129 intersections at Eastern and Western avenues and Stanwood street and Waitt avenue and Maple street in the city of Lynn; provided further, that $750,000 shall be expended for the reconstruction of the Wyoma parking facility off state highway route 129 in the city of Lynn; provided further, that $1,000,000 shall be expended for the construction of a pedestrian overpass on state highway route 1A on the Lynnway at Blossom street in the city of Lynn; provided further, that $5,000,000 shall be expended to create road and rail access to the New Bedford Marine Commerce Terminal along MacArthur drive in the city of New Bedford.; provided further, that $5,000,000 shall be expended to improve state highway route 18 south of Walnut street intersecting streets, which shall include boulevard improvements to car and pedestrian access across the highway to the waterfront in the city of New Bedford; provided further, that $6,000,000 shall be expended for the construction of an intermodal transportation center and parking garage in the town of Plymouth; provided further, that $100,000 shall be expended for the repair and construction of a bridge to allow handicapped access and for the installation of a fish ladder at Herring Run park in the town of Pembroke; provided further, that $75,000 shall be expended for Buzzards Bay train station ADA-compliance cost study in the town of Bourne; provided further, that not less than $1,500,000 shall be expended for the interstate highway route 95 Ghost Rail Trail Route 95 underpass connector from Rabbit road in the town of Salisbury to Elm street in the city known as the town of Amesbury; provided further, that $290,100 shall be expended for completion of design and construction of the Quinebaug Valley Rail Trail in the town of Southbridge; provided further, that $750,000 shall be expended for the reconstruction of sidewalks on High street to comply with the Americans with Disabilities Act in the city of Taunton; provided further, that $156,000 shall be expended for the installation of a wireless coordination system for 39 identified traffic signals in the city of Waltham; provided further, that $80,000 shall be expended for the initial design and permit scoping for a commuter rail station in the town of Wareham; provided further, that $1,000,000 shall be expended for the repair of the United States route 7 bridge that spans the Housatonic river in the town of Great Barrington; provided further, that not less than $500,000 shall be expended to create a scenic pedestrian and bicycle pathway from Main street in the town of Winthrop at Belle Isle marsh to Short Beach in the city of Revere; provided further, that not less than $2,250,000 shall be expended for Winthrop street corridor improvements including road and infrastructure improvements from Washington avenue to Banks street and reconstruction and traffic realignment of McGee's corner in the town of Winthrop; provided further, that $2,000,000 shall be expended for railroad crossings within the towns of Grafton, Hopedale, Milford and Upton; provided further, that $1,000,000 shall be expended for the design and improvement of the intersection of Burnham road and state highway routes 110 and 113 at the Merrimack Valley plaza in the city known as the town of Methuen; provided further, that $400,000 shall be expended for the removal of debris and structures of the old Hix bridge on the east branch of the Westport river in the town of Westport; provided further, that $175,000 shall be expended to upgrade and create a scenic pedestrian river walk and bicycle
lane along Riverside avenue from the Buffinton street intersection to the South street intersection in the town of Somerset; provided further, that $500,000 shall be expended for the planning, design and installation of lighting on the Charles M. Braga, Jr. memorial bridge in the city of Fall River; provided further, that $2,000,000 shall be expended to reconfigure the Bark street and Stevens street intersection through the use of a rotary in the town of Swansea; provided further, that $3,000,000 shall be expended for improvements to the Gerena School tunnel in the city of Springfield; provided further, that not less than $1,550,000 shall be expended for safety improvements at the intersection of New South street, Main street, Elm street and State street in the city of Northampton; provided further, that $5,000,000 shall be expended for improvements to the Marine Corps rotary and Veterans of Foreign Wars parkway in the town of Dedham; provided further, that $120,000 shall be expended for an emergency access road to and from Plum Island in the town of Newbury; provided further, that $2,000,000 shall be expended for the study, design and construction as dated for the traffic light fixture at United States highway route 44, Winthrop street, and state highway route 118, Bay State road, within the town of Rehoboth; provided further, that $750,000 shall be expended for traffic signalization at the intersection of state highway route 123 and interstate highway route 495 in the town of Norton; provided further, that $1,500,000 shall be expended to construct a connector road system and bike path system connecting Edgartown-Vineyard Haven road to State road on Martha’s Vineyard; Provided further, that $495,000 shall be expended for transit access enhancements and roadway and streetscape improvements on the Washington Street Smart Growth corridor in the cities of Melrose and Malden; Provided further, that $985,000 shall be expended for traffic mitigation and construction of pedestrian-oriented street layouts, center island, bicycle pathways, lighting and sidewalk improvements to Main street in the town of Wakefield; provided further, that $3,910,000 shall be expended for roadway and streetscape improvements for the downtown area of the city of Malden; provided further, that $1,500,000 shall be expended for the reconstruction of state highway route 99 between Salem and Elwell streets in the city of Malden; provided further that $200,000 shall be expended for the implementation of additional opticon monitors on intersections and fire trucks in the town of Milton; provided further that $60,000 shall be expended on the implementation and installation of additional opticon monitors in the town of Randolph; provided further, that $65,000,000 shall be expended on the dredging of Boston Harbor; provided further, that $75,000,000 shall be expended for road relocation and other transportation-related improvements, including bicycle and pedestrian paths and the repair and rehabilitation of the Harbor Walk, on the campus of the University of Massachusetts at Boston; provided further, that $5,000,000 shall be expended for the replacement of the Carroll avenue and Stafford street bridge in the town of Westwood; provided further, that $5,000,000 shall be expended for the redesign and replacement of the Maskwonicut bridge within the town of Sharon; provided further, that $500,000 shall be expended for the Massachusetts Department of Transportation to commission a study to determine if existing traffic volume in and around Mattapan square in the Mattapan section of the city of Boston exceeds the intended capacity of the current roadways; provided further, that the study shall include, but is not limited to,
examining whether existing traffic signals are synced appropriately and the study shall propose possible traffic flow improvements in and around Mattapan square on Blue Hill avenue from Walk Hill street through Mattapan square in the Mattapan section of the city of Boston to the intersection on Blue Hills parkway, Brush Hill road and Eliot street in the town of Milton; provided further, that in conjunction with the completion of the permanent Fore River bridge, not less than $5,000,000 shall be expended for reconstruction and improvements on state highway route 3A between the Fore River bridge and Bicknell square in the town of Weymouth, including sidewalk repair or replacement; provided further, that $25,000,000 shall be expended for the design and construction of a commuter rail station at Wonderland Park on the Newburyport and Rockport line in the city of Revere, together with design and construction of an enclosed pedestrian connection to the Wonderland station intermodal transit facility on the blue line in the city of Revere; provided further, that $75,000 shall be expended for the reconstruction of the sidewalk on the northerly side of upper Broadway in the city of Malden; provided further, that $1,000,000 shall be expended for the installation of a sewer line as part of road improvements along Main street in the town of Freetown; provided further, that $725,000 shall be expended for the various improvements and to create a coordinated multi-use community path through the center of the city known as the town of Watertown; provided further, that $500,000 shall be expended for the planning and construction of the Bradford rail trail in the city of Haverhill; provided further, that not less than $500,000 shall be expended for the survey and design and improvements to the rail trail in the city known as the town of Methuen; provided further, that not less than $1,200,000 shall be expended to study the drainage issues and design, permit and resurface of raised state highway route 1A, Beach road at County road, in the town of Salisbury; provided further, that not less than $100,000 shall be expended for the planning of traffic signalization at the intersection of state highway route 113 and Tyler street in the city known as the town of Methuen; provided further, that not less than $1,250,000 shall be expended for the design and reconstruction with streetscape of state highway route 150 historic gateway on Market street to Main street in the city known as the town of Amesbury; provided further, that not less than $1,000,000 shall be expended for access to stairs or ramps to and parking near the interstate highway route 95 Whittier bridge shared-use path at Main street in the city known as the town of Amesbury; provided further, that $3,200,000 shall be expended for Kelley boulevard roadway improvements in the city known as the town of North Attleboro; provided further, that $8,500,000 shall be expended for design and reconstruction of River street from Memorial drive to Central square in the city of Cambridge; provided further, that $100,000 shall be expended for the reconstruction of the Main street and state highway route 6A intersection in the town of Wellfleet; provided further, that $1,500,000 shall be expended for the reconstruction of Lieutenant’s Island road in the town of Wellfleet; provided further, that $25,000,000 shall be expended for upgrades to Ruggles station in the city of Boston; provided further, that $25,000,000 shall be expended for the expansion of the National Park Trolley’s current 1.2 mile infrastructure into a 6.9 mile intermodal, interconnected system connecting the city of Lowell’s neighborhoods, college and university campuses and downtown commercial and cultural district;
provided further, that $2,500,000 shall be expended for the design and construction of signal, road, and pedestrian improvements in Medford square including repaving of Riverside street from Main street to City Hall Mall in the city of Medford; provided further, that $250,000 shall be expended for design and reconstruction of traffic signals at the intersections of Mystic avenue and Main street, Main street and South street and Main street and the westbound off ramp of the Mystic Valley parkway, state highway route 16, in the city of Medford; provided further, that $38,000,000 shall be expended for improvement to the Dedham street corridor, including the interstate highway route 95 north-bound ramp on to Dedham street in the town of Canton; provided further, that the Massachusetts Department of Transportation, in executing these projects, shall train not less than 300 participants per year from low-income, minority, youth or young adult populations in pre-apprenticeship programs registered with the division of apprentice training; provided further, that $250,000 shall be expended for the completion of a bridge on the Grant Trunk trail in the town of Brimfield and the connection of the Brimfield trail system with the Sturbridge trail system; provided further, that $1,000,000 shall be allocated for infrastructure improvement to the Maurice J. Tobin memorial bridge in the city of Chelsea and the Charlestown section of the city of Boston including, but not limited to, guardrail and lighting repairs; provided further, that design, construction and other related items necessary to relocate the department’s district 3 offices from their current site to another suitable location shall be initiated; provided further, that $50,000 shall be expended for the purpose of removing blacktop, regraveling and adding retention gravel to Charnock Hill road in the town of Rutland to address depressions and settling of a culvert on Charnock Hill; provided further, that $150,000 shall be expended for the reconstruction of Glen Valley Bridge in the town of Petersham; provided further, that $1,000,000 shall be expended for the maintenance of state highway route 62, Mechanic street, in the town of Barre; provided further, that not less than $2,300,000 shall be expended for construction on state highway route 140 between the Sterling town line and East Princeton Village in the town of Princeton; provided further, that $420,000 be expended for the reconstruction of Babcock street from Devotion street to Commonwealth avenue in the town of Brookline; provided further, that $3,500,000 shall be expended for the reconstruction of Beacham street in the city of Everett; provided further, that $250,000 shall be expended for a study on the feasibility of a commuter rail stop in the city of Everett; provided further, that $5,000,000 shall be expended for environmental permitting, alternatives analysis, type-study and design for a permanent replacement for the Rourke bridge in the city of Lowell; provided further, that $3,000,000 shall be expended for the design, construction, right-of-way assembly and related project costs for the reconstruction of the Lowell Connector north of Plain street in the city of Lowell to improve safety, traffic movement and support economic and community development; provided further, that $1,000,000 shall be expended for the design, construction, right-of-way assembly and related project costs for the realignment of Tanner street, in support of the Ayer’s city plan, in the city of Lowell; provided further, that not less than $6,000,000 shall be expended for the replacement of a parking garage between Columbus and Summer streets in the city of Pittsfield; provided further, that not less than $1,500,000 shall be expended for the
repair of the Brown street bridge in the city of North Adams; provided further, that $1,750,000 shall be expended for roadway and utility improvements on Thiel road in the town of Adams; provided further, that $4,000,000 shall be expended for the downtown revitalization, complete streets, traffic management reconstruction of Main and South streets in the town of Hudson; provided further, that $1,000,000 shall be expended for the replacement of Cox street bridge in the town of Hudson; provided further, that $1,000,000 shall be expended for the design and construction of the Bruce Freeman rail trail bridge over state highway route 2 in the towns of Acton and Concord; provided further, that $3,000,000 shall be expended for the progression of the Kelly's Corner at state highway routes 111 and 27 design phase from 25 per cent to 100 per cent in order to begin construction work on the intersection; provided further, that not less than $10,000,000 shall be expended for the design and reconstruction of state highway route 38 from Pleasant street to Shawsheen street in the town of Tewksbury; provided further, $2,500,000 shall be expended for the reconstruction of Water street from Bemis road to Laurel street in the city of Fitchburg; provided further, that not less than $1,169,000 shall be expended for the reconstruction and improvement of state highway route 140 from Green Street to the Winchendon town line in the town of Gardner; provided further, not less than $6,031,000 shall be expended for acquisition and construction costs of the Twin Cities rail trail in the cities of Fitchburg and Leominster; provided further, that not less than $6,925,000 shall be expended for safety, drainage and traffic flow improvements on state highway route 3A, Summer street, and Rockland street, including consideration of pedestrian and bicycle traffic, in the towns of Hingham and Hull; provided further, that $75,000 shall be expended for pedestrian safety improvements on state highway route 16 in the vicinity of Dilboy Stadium in the city of Somerville; provided further, that $1,650,000 shall be expended for signalization and intersection improvements on state highway route 27 at the intersection of South avenue and Franklin street in the town of Whitman; provided further, that $2,000,000 shall be expended for the design and reconstruction of sidewalk and roadway improvements on state highway route 18 from Whitman street to Central street in the town of East Bridgewater; provided further, that $400,000 shall be expended for the reconstruction of ADA-accessible sidewalks in the downtown area of the town of Millbury; provided further, that $625,000 shall be expended for the design of the commercial gateway from Snow road and Carroll road to historic downtown in the town of Grafton; provided further, that $408,000 shall be expended for stabilization and reconstruction improvements of Tudor wharf in the town of Nahant; provided further, that $2,000,000 shall be expended for the purchase of a commuter ferry boat for the Lynn to Boston commuter ferry in the city of Lynn; provided further, that $5,000,000 shall be expended for improvements and repairs on the Lynnway in the city of Lynn; provided further, that $1,750,000 shall be expended for improvements and upgrades including, but not limited to, drainage repairs, painting of the parking garage and elevator improvements to the Lynn commuter rail station in the city of Lynn; provided further, that $200,000 shall be expended for a traffic study at the intersection of Blossom street and the Lynnway in the city of Lynn; provided further that, $1,800,000, shall be expended for the widening of the Walnut street, state highway route 129, bridge and associated
ramp modifications, the design and construction of 4 signal systems to be connected in a closed
loop system as a part of United States highway route 1 and Walnut street reconstruction in the
town of Saugus; provided that not less than $7,000,000 shall be expended for roadway
improvements including design and construction to Cedarville Transportation Corridor on State
road, United States route 3A, from the northerly side of Old County road to and including
Herring Pond road, State Road, United States route 3A, intersection in the town of Plymouth;
provided that not less than $7,500,000 shall be expended for roadway safety improvements, 3-
inch asphalt milling and overlay of approximately 18,000 feet of roadway 36 feet wide, the
replacement of an 8-inch and 10-inch water main, 1899 vintage, with a new 16-inch water main,
trench restoration and related work in the town of Falmouth; provided that not less than
$8,900,000 shall be expended for roadway improvements from Brick Kilm road to state highway
route 151 on Sandwich road including engineering plans, 3-inch asphalt milling and overlay of
approximately 24,000 feet of 32-foot wide pavement, installing 8,000 feet of new asphalt
sidewalk, granite curbing, drainage rehabilitation and installation, signage, loam, seeding and
incidental items in the town of Falmouth; provided that not less than $290,000 shall be expended
for roadway improvements to Brick Kiln road from state highway route 28A to the town line east
of Service road, including 3-inch asphalt milling and overlay of approximately 2,700 feet of 35-
foot wide pavement, loam and seeding and incidental items in the town of Falmouth; provided
further, that not less than $5,000,000 shall be expended for the regional intercity bus and
intermodal parking facility for the city of Newburyport and Merrimack Valley Regional
Transportation Authority; provided, however, funding for this project shall not reduce funding
provided in this item for mobility assistance programs under section 13 of chapter 637 of the acts
of 1983 in the city of Newburyport; provided further, that $1,500,000 shall be expended for
improvements along state highway route 114 in the town of North Andover from the Lawrence
municipal boundary to the intersection of state highway route 114, Mill street and Willow street,
including the widening at the Shawsheen River bridge and Hillside avenue and recommendations
included in the Road Safety Audit prepared for the Massachusetts Department of Transportation
in the town of North Andover; provided further, that $20,000 shall be expended for the design
and fabrication of way-finding and welcome signs for the town of Middleborough; provided
further, that $5,590,000 shall be expended for the repair and renovation of the Blackstone Canal
in the town of Uxbridge; provided further, that $300,000 shall be expended for the resurfacing of
Oxford avenue in the town of Dudley; provided further, that not less than $3,200,000 shall be
expended for the repair of Winchester road in the town of Warwick; provided further, that
$4,000,000 shall be expended for roadway reconstruction, widening and sidewalk installation on
Taunton street from Common street near state highway route 1A to a point approximately .8
miles south in the town of Wrentham; provided further, that $4,003,000 shall be expended for the
construction of ramps at the interchange of state highway route 1A and interstate highway route
495 in the town of Wrentham; provided further that $3,000,000 shall be expended for
improvements and maintenance of the VFW Parkway in the West Roxbury section of the city of
Boston; provided further, that not less than $1,500,000 shall be expended for the reconstruction
of Nahatan street to state highway route 1A in the town of Norwood; provided further, that $2,000,000 shall be expended for the planning, design and reconstruction of the state highway route 126 corridor in the town of Ashland; provided further, that not less than $5,000,000 shall be expended for the planning, engineering, design or construction of projects to mitigate the impact of CSX and Massachusetts Bay Transportation Authority rail operations at the at-grade rail crossings at the intersections of state highway route 126, state highway route 135 and Bishop street in the town of Framingham; provided further, that not less than $2,000,000 shall be expended for the planning, engineering, design or construction of projects to mitigate the impact of the at-grade rail crossing, including the impact on the delivery of emergency municipal services, including police and fire services, in the town of Ashland; provided further, that not less than $1,000,000 shall be expended for planning, design and construction related to improvements to state highway route 109 in the town of Medway; provided that $3,000,000 shall be expended for pavement reconstruction, consisting of full depth reclamation, with some cold-planning and resurfacing at the side streets and project limits, ADA-compliant sidewalk reconstruction and handicap ramps, granite curbing, drainage improvements, landscaping and roadside development improvements, flashing warning beacon at the intersection of Washington street and Centennial drive and signs and pavement markings to Washington street from Grant circle to Mansfield street in the city of Gloucester; provided that $1,500,000 shall be expended for the construction of a downtown boardwalk in the town of Essex; provided further that $1,000,000 shall be expended to repair the drainage system between state highway routes 128 and 127 in the town of Manchester-by-the-Sea; provided further, that not less than $150,000 shall be expended for an emergency traffic light at the public safety building on Taunton avenue in the city known as the town of Seekonk; provided further, that $500,000 shall be expended for the design and engineering of the Norton rail trail bicycle path within the town of Norton; provided further, that $3,000,000 shall be expended for the design, reconstruction and safety improvements to Memorial avenue in the city known as the town of West Springfield; provided further, that not more than $200,000 shall be expended for traffic and parking issues as they pertain to the current park and ride facility at exit 6 off United States highway route 6 in the city known as the town of Barnstable and the feasibility to expand the current facility or build a new park and ride facility for the city known as the town of Barnstable; provided further, that $5,000,000 shall be expended on ADA-compliant sidewalk construction and upgrades in the town of Yarmouth; provided further, that $2,000,000 shall be expended for the Parkers River bridge improvements to improve the design of the bridge to allow for pedestrian access under the bridge and increase elevation in the town of Yarmouth; provided further, that up to $10,000,000 shall be expended or transferred directly to the town of Milton for improvements to the department of conservation and recreation Blue Hills parkway in the town of Milton; provided further, that up to $10,000,000 shall be expended on design, road reconstruction, aesthetic improvements, signalization, sidewalks and safety improvements on Granite avenue from Adams street in the town of Milton to the Boston city line; provided further, that up to $1,000,000 shall be expended for design, road reconstruction, aesthetic improvements, signalization, sidewalks
and safety improvements on state highway route 28 in the town of Randolph from Pond street to
the Milton town line; provided further, that up to $5,000,000 shall be expended for design, road
reconstruction, aesthetic improvements, signalization, sidewalks and safety improvements on
state highway route 28 in the town of Avon from the Brockton town line to the Randolph town
line; provided further that $1,000,000 may be expended for design, road reconstruction, aesthetic
improvements, signalization, sidewalks and safety and intersection improvements on state
highway route 138 at the intersection of Washington and Central streets in the town of
Stoughton; provided further that $800,000 shall be expended for design, road reconstruction,
aesthetic improvements, signalization, sidewalks and safety and intersection improvements on
state highway route 106 at the intersection of East center and East street in the town of West
Bridgewater; provided further, that $750,000 shall be expended on state highway route 28 from
Randolph avenue to Blue Hills parkway in the town of Milton; provided further that $500,000
shall be expended on drainage, roadway improvements, design, road reconstruction, aesthetic
improvements, signalization, sidewalks and safety improvements at or near state highway route
28 and Ridge road in the town of Milton; provided further, that $25,000,000 shall be expended
for the improvement of freight capacity and the upgrade of rail lines on the New England Central
Railroad; provided further, that not less than $700,000 shall be expended to purchase the right of
way that runs north and south from the center of the town of Sudbury to the Framingham town
line to enable road alignment and continued development of the Bruce Freeman rail trail;
provided further, that not less than $5,000,000 shall be expended for the construction of a
parking garage in the downtown area of the town of Natick; provided further, that the
Massachusetts Bay Transportation Authority shall conduct an engineering study to review safety
and accessibility at the Newtonville commuter rail station and recommend improvements to
bring the station into compliance with the Americans with Disabilities Act; provided, however,
that these recommendations shall be reported not later than December 31, 2014; provided
further, that $1,500,000 shall be expended for resurfacing of Merrimack street in the city known
as the town of Methuen; provided further that $500,000 shall be expended for the installation and
public safety upgrade for a traffic signal at the intersection at United States highway route 1 and
Central street in the town of Rowley; provided further, that $2,000,000 shall be expended for
redesign and safety improvements on Roosevelt avenue at the Island Pond road and Alden street
intersections in the city of Springfield; provided further, that $2,000,000 shall be expended for
redesign and safety improvements of Six Corners at the intersection of Hancock street, Ashley
street, Walnut street and Alden street in the city of Springfield; provided further, that not less
than $100,000 shall be expended for roadway and streetscape improvements to the intersection
of Washington street and Plain street in the town of Braintree; provided further, that $300,000
shall be expended for the study, design, planning and construction of intersection improvements
at the intersection of state highway route 27 and Concord street in the town of Maynard;
provided further, that $5,000,000 shall be expended for the reconstruction of the railroad
overpass on Hubbard avenue in the city of Pittsfield; provided further, that not less than
$1,751,000 shall be expended for the reconstruction and improvement of Elm street in the city of
Gardner from Pearson boulevard to the rotary at state highway route 101; provided further, that
funds shall be expended for the state highway route 107, Highland avenue corridor
improvements project in the city of Salem; provided further, that funds shall be expended for
ramp reconstruction, relocation and reconfiguration at the intersection of interstate highway route
495 and state highway route 126 in the town of Bellingham; provided further, that $750,000 shall
be expended for design and construction for Phase 2 of Main street in North Easton village in the
town of Easton; provided further, that $2,000,000 shall be expended for the maintenance, repair
and construction of the Hospital road bridge in the town of Monson; provided further, that
$5,106,000 shall be expended for the reconstruction of Taylor avenue from White Horse road to
Manomet Point road in the town of Plymouth; provided further, that $300,000 shall be expended
for the purchase of an electric trolley bus in the town of Hull; provided further, that $17,000,000
shall be expended for improvements to the Needham street and Highland avenue corridor in the
town of Needham and the city of Newton; provided further, that $3,500,000 shall be expended
for infrastructure and road improvements at the intersection of interstate highway route 95, South
Main street and Old Post road in the town of Sharon; provided further, that $5,600,000 shall be
expended for the design and reconstruction of Haydenville road and Mountain street in the towns
of Whately and Williamsburg; provided further, that $2,358,000 shall be expended for the
construction of the new Marion street bridge in the city known as the town of Natick; provided
further, that $500,000 shall be expended for Padanaram bridge repair and reconstruction in the
town of Dartmouth; provided further, that $750,000 shall be expended for construction of the
Gardner street sound barrier in the town of Rockland; provided further, that $2,500,000 shall be
expended for the planning, design, construction and any other associated costs for transportation
improvements at the intersection of state highway route 30 at South avenue and Wellesley street
in the town of Weston; provided further, that $30,000,000 shall be expended for the repair of the
Wamsutta street railroad bridge in the city of New Bedford; provided further, that $1,000,000
shall be expended for street paving on North Main street from Royal Crest drive to Pleasant
street in the town of Randolph; provided further, that $1,000,000 shall be expended for a sound
barrier along Fenno street and Spring avenue, United States highway route 1, in the city of
Revere; provided further, that $1,000,000 shall be expended for a sound barrier along Sargent
street and Jefferson drive, United States highway route 1, in the city of Revere; provided further,
that $10,000,000 shall be expended for redesign and safety improvements along Riverside road,
Plainfield street, Fisk avenue and West street in the city of Springfield; provided further,
$5,000,000 shall be expended for the redevelopment of the Merrimack street parking garage area
in the city of Haverhill; provided further, that $30,000,000 shall be expended for the design,
reconstruction, repair, improvement and rehabilitation of the Basiliere bridge in the city of
Haverhill; provided further, that $500,000 shall be expended for the Oak street bridge in the city
known as the town of Bridgewater; provided further, that $750,000 shall be expended for the
purchase, planning, design and reconstruction of Upper Charles rail trail in the town of Holliston;
provided further, that $750,000 shall be expended for the planning, design and infrastructure of
state highway routes 135 and 85 and West Main street in the town of Hopkinton; provided
further, that $125,000 shall be expended for a traffic study to review traffic intersections and recommend improvements to address existing traffic issues in the town of Dennis; provided further, that $2,000,000 shall be expended for repairs and widening of the bridge spanning Millbrook on State road in the town of West Tisbury; provided further, that $250,000 shall be expended for traffic signals and roadway and sidewalk construction at the intersection of Allen street and Rockdale avenue in the city of New Bedford; provided further, that $900,000 shall be expended for the design and reconstruction of state highway route 112 from the intersection of state highway route 9 to the intersection of West Cummington road in the town of Cummington; provided further, that $500,000 shall be expended for construction of the South Main street public parking lot in the town of Acushnet; provided further, that $300,000 shall be expended for the planning, design and reconstruction of state highway route 30 from Sears road to Park street in the town of Southborough; provided further, that $2,300,000 shall be expended for reconstruction of Adams street from Granite avenue to the Quincy town line in the town of Milton; provided further, that $5,000,000 shall be expended for the study, design and construction of a South Main street bypass in the town of Acushnet; provided further, that $1,000,000 shall be expended for studying the feasibility and economic impact of constructing an additional exit ramp, roadway or slip ramp on United State highway route 3 connecting state highway route 139 between exits presently numbered 12 and 11 in the vicinity of Enterprise drive in the town of Marshfield; provided further, that $900,000 shall be expended for reconstruction at the intersection of Seawall street, East Center street and State street in the town of Ludlow; provided further, that $750,000 shall be expended for the resurfacing of Truman highway in the city of Boston; provided further, that $1,747,000 shall be expended for improvements to the intersection at Derby street, Whiting street and Gardner street in the town of Hingham; provided further, that $1,000,000 shall be expended for the reconstruction and widening of the River street bridge in the city of Boston; provided further, that $2,000,000 shall be expended to reconstruct roadways, sidewalks, lights and traffic signals on Rivet street between state highway route 18 and Goulart square in the city of New Bedford and County street between Rivet street and Cove road in the city of New Bedford; provided further, that $6,500,000 shall be expended on the reconstruction of East River road in the town of Chester; provided further that $160,000 shall be expended for enhancements to Lake street in the town of Acushnet; provided further, that $100,000 shall be expended for the reconstruction of sidewalks in the Roxbury Veteran Heritage park in the city of Boston; provided further, that $1,000,000 shall be expended for the reconstruction and widening of the Father Hart bridge in the city of Boston; provided further, that $700,000 shall be expended for a master plan traffic study in the city of Waltham; provided further, that $175,000 shall be expended for the study of necessary safety improvements for the state highway route 6A corridor from Underpass road to the Orleans town line in the town of Brewster; provided further, that $30,000 shall be expended on a feasibility and design study of a Mill river greenway in the town of Williamsburg; provided further, that $4,212,000 shall be expended for the design and reconstruction of Derby street from Pond Park road to Cushing street in the town of Hingham; provided further, that $500,000 shall
be expended on signal improvements on Central street in the city known as the town of Stoughton; provided further, that $3,500,000 shall be expended for the state highway route 140 overpass in the city of New Bedford; provided further, that $1,500,000 shall be expended for the design and reconstruction of the Slocum street corridor in the town of Acushnet; provided further, that $250,000 shall be expended for Phase 1 of the Acushnet river trail bike path in the town of Acushnet; provided further, that $2,157,000 shall be expended for improvements at the intersection of state highway route 3A at the Summer street rotary in the town of Hingham; provided further, that $500,000 shall be expended for the study, design, planning and replacement of deficient bridges in the town of New Marlborough; provided further, that $1,150,000 shall be expended for the reconstruction of Princeton street and Acushnet avenue in the city of New Bedford; provided further, that $1,500,000 shall be expended for the design of a rail trail in the Grand Junction railroad corridor in the cities of Cambridge, Somerville and Boston; provided further, that $250,000 shall be expended for completion of the engineering drawings for the Mystic river greenway, as indicated on the department of conservation and recreation's Mystic River Master Plan; provided further, that $400,000 shall be expended for the design and permitting of the state highway route 79 improvement project in the town of Lakeville; provided further, that $5,000,000 shall be expended to advance the permitting and design of the reconstruction of interstate highway route 290 and interstate highway route 495 interchange and bridge replacement in the town of Hudson and the city of Marlborough; provided further, that $5,200,000 shall be expended for reconstruction and related work, including design costs, on Atlantic avenue from Nantasket avenue to the Cohasset town line in the town of Hull; provided further, that $1,500,000 shall be expended for the design and construction of complete streets improvements on state highway route 113 from High street to Daniel Lucy drive in the city of Newburyport; provided further, that $1,500,000 shall be expended for Clipper City Rail Trail Phase III link design and construction from Parker street to the Newburyport Massachusetts Bay Transportation Authority station in the city of Newburyport; provided further, that $700,000 shall be expended to replace or restore the historic ironwork railings on United States highway route 1 at High, Winter, Washington and Summer streets in the city of Newburyport; provided further, that $75,000 shall be expended for the study and planning for the Merrimack river water shuttle in conjunction with the executive office of energy and environmental affairs in the city of Newburyport, the city known as the town of Amesbury and the town of Salisbury; provided further, that $1,800,000 shall be expended for the Powow river trail link from Rocky Hill road to Elm street in the city known as the town of Amesbury; provided further, that $2,400,000 shall be expended for the design and resurface with sidewalks for state highway route 1A from Beach road to state highway route 286 in the town of Salisbury; provided further, that $1,200,000 shall be expended for the resurface and drainage work for United State highway route 1 from the Gillis bridge to School street in the town of Salisbury; provided further, that $360,000 shall be expended for the construction of state highway route 137 from state highway route 124 to state highway route 6A in the town of Brewster; provided further, that $275,000 shall be expended for the completion of drainage at
Betty’s curve on state highway route 6A by Paines creek in the town of Brewster; provided further, that $150,000 shall be expended for the replacement of the Dilla street bridge at Louisa lake in the town of Milford; provided further, that $200,000 shall be expended to reconstruct Lake street in the town of Hopedale, including 1,350 linear feet of road and 1,600 linear feet of sidewalk; provided further, that $400,000 shall be expended for the crossing of interstate highway route 91 in the vicinity of the Chestnut street bridge by an infrastructure improvement project in the town of Hatfield; provided further, that $1,200,000 shall be expended to reconstruct state highway route 16 in the town of Milford at the intersection of Medway road, state highway route 109, including the replacement of concrete sidewalks, signalization and other traffic improvements; provided further, that $3,000,000 shall be expended for the construction of the Cochituate rail trail in the city known as the town of Natick; provided further, that $350,000 shall be expended for the relining and repair of a culvert on Northwest road in the town of Westhampton; provided further, that $3,600,000 shall be expended to reconstruct state highway route 16, Mendon street, in the town of Hopedale from the Mendon town line to Adin street at the Milford town line; provided further, that $500,000 shall be expended for the design and installation of a walkway from the Woodhaven Senior Housing Complex to the downtown area in the town of Sherborn; provided further, that $4,100,000 shall be expended for improvements to the state highway route 27 and state highway route 9 intersection in the city known as the town of Natick; provided further, that $4,600,000 shall be expended for the engineering and drainage installation on Lake street, Goulding street west and Forest street in the town of Sherborn; provided further, that $1,000,000 shall be expended for the reconstruction and design of Village street in the town of Millis from Main street to the Medway town line; provided further, that $1,000,000 shall be expended for Chestnut street and intersection improvements in the city known as the town of North Attleboro; provided further, that $1,000,000 shall be expended for the Smith street roadway and sidewalk reconstruction in the city known as the town of North Attleboro; provided further, that $1,300,000 shall be expended for reconstruction of Waltham street from the Waltham line to Rosedale road in the city known as the town of Watertown; provided further, that $2,000,000 shall be expended for improvements to state highway route 53, Washington street, Weymouth landing area in the city known as the town of Weymouth; provided further, that $1,000,000 shall be expended for sidewalk improvements and reconstruction on the section of state highway route 53 known as the Stephen T. O’Donnell Memorial Highway in the city known as the town of Weymouth; provided further, that $3,000,000 shall be expended for the resurfacing and improvements to the Colombian square corridor in the city known as the town of Weymouth; provided further, that $500,000 shall be expended for transportation hub improvements at Watertown square, including redesign of the delta and improved signage for Galen street in the city known as the town of Watertown; provided further, that $1,500,000 shall be expended for the reconstruction of Oceanview drive in the town of Eastham; provided further, that $850,000 shall be expended for the construction of a bike path in the town of Southampton; provided further, that $125,000 shall be expended to study safety improvements, including traffic lights and sidewalks, on College highway in the
town of Southampton; provided further, that $1,600,000 shall be expended for the emergency
repair of the retaining wall and adjacent roadway on River road in the city of Northampton;
provided further, that $100,000 shall be expended for the design of safety improvements in the
Finn street and North street corridor in the city of Northampton; provided further, that $500,000
shall be expended for engineering and repairs to the historic Clement street bridge in the city of
Northampton; provided further, that $355,000 shall be expended for the rehabilitation of the rail
trail in the city of Northampton; provided further, that $2,387,000 shall be expended for the
reconstruction and paving of King street in the city of Northampton; provided further, that
$75,000 shall be expended for safety improvements at the intersection of Ryan road and Florence
road in the city of Northampton; provided further, that $500,000 shall be expended for the design
and construction of safety improvements at the intersection of John Fitch highway and North
street near the Fitchburg State University commuter parking lot in the city of Fitchburg; provided
further, that $820,000 shall be expended for construction of improvements to Princeton road
which shall include bicycle and pedestrian accommodations and paving in conjunction with the
Wachusett station project in the city of Fitchburg; provided further, that $400,000 shall be
expended to construct a rotary at the intersection of Electric avenue and Rollstone road in the
city of Fitchburg; provided further, that $5,000,000 shall be expended for the redesign and
reconfiguration of Rutherford avenue and Sullivan square in the Charlestown section of the city
of Boston; provided further, that $1,000,000 shall be expended for the construction of sound
barriers along interstate highway route 290 in the town of Northborough; provided further, that
$16,000,000 shall be expended for the design and construction of and improvements to
roadways and sidewalks, to enhance traffic flow, vehicle parking, traffic safety and public access
to a regional commercial tourist district, including traffic signals, construction of a vehicle
rotary, lighting, pedestrian and bicycle-related amenities and landscaping to Main street, United
States highway route 20, from the intersection of New Boston road to Brookfield road, state
highway route 148, in the town of Sturbridge; provided further, that $65,000 shall be expended
for the removal of an unsafe chain link fence on Pond street in the town of Georgetown and the
replacement of the fence with a guardrail; provided further, that $1,614,000 shall be expended
for design and construction of .7 miles of roadway, drainage and utility infrastructure for an
existing 31.8 acre industrial park located within a 43D priority development area east of the
Nantucket airport in town of Nantucket; provided further, that $250,000 shall be expended for
the upgrade of traffic signals at the intersection of Marble street and Park street in the town of
Stoneham; provided further, that $1,000,000 shall be expended for the installation of traffic
signals at the intersection of state highway route 28, Main street, and North street in the town of
Stoneham; provided further, that $500,000 shall be expended for the upgrade of traffic signals at
the intersections of Main and William streets, Main and Elm streets, Elm and Central streets and
William and Central streets in the town of Stoneham; provided further, that $1,500,000 shall be
expended for the design of a rail trail in the Grand Junction railroad corridor in the cities of
Cambridge, Somerville and Boston; provided further, that $10,000,000 shall be expended for the
design and construction of a pedestrian footbridge over the Massachusetts Turnpike with an
entry and exit point for the north side of the footbridge on Lincoln street between Antwerp street and South Waverly street in the city of Boston and an entry and exit point on the south side of the footbridge at the proposed New Boston Landing commuter rail stop; provided further, that $20,000 shall be expended for the design and reconstruction of the traffic signal system at the intersection of state highway route 12 and state highway route 197 in the town of Dudley; provided further, that $1,500,000 shall be expended for safety and pedestrian crossings at the intersection of Franklin street and Main street on state highway route 28 in the town of Reading; provided further, that $600,000 shall be expended for handicapped accessibility improvements and crosswalks to cross Centre street in the Jamaica Plain section of the city of Boston at Rambler road, Westchester road and Whitcomb avenue; provided further, that $300,000 shall be expended for a safety study and improvements for the intersection of state highway route 140 and Panther way in the city known as the town of Franklin; provided further, that $800,000 shall be expended for traffic signalization at the intersection of state highway route 140 and Central street in the town of Foxborough; provided further, that $500,000 shall be expended for accommodating 2-way traffic on North Main street, including street lighting and street parking on Mansfield avenue in the town of Mansfield; provided further that $5,500,000 shall be expended for reconstruction and repaving on state highway route 133 in the town of Rowley; provided further, that $1,000,000 shall be expended for the reconstruction of state highway route 12 in the city of Leominster from Union street to the town of Leominster and town of Sterling line; provided further, that $1,000,000 shall be expended for the planning, design, construction and any other associated costs for transportation improvements at the intersection of state highway route 9, Worcester street, and Kingsbury street in the town of Wellesley; provided further, that $1,000,000 shall be expended for the traffic safety improvements at the Winthrop street and High street rotary in the city of Medford; provided further, that $15,000,000 shall be expended for the design of grade separation at Wellington circle in the city of Medford; provided further, that $725,000 shall be expended for the replacement of the Beaver Brook bridge located on Beaver Brook road in the town of Westford; provided further, that $200,000 shall be expended for a study of transportation improvements in support of land use changes and economic development on Arsenal street in the city known as the town of Watertown; provided further, that $350,000 shall be expended for moving and replacing the underground storage tanks for gas and diesel for the town of Millbury department of public works; provided further, that $100,000 shall be expended to repair drainage on Stowe road in the town of Millbury; provided further, that $1,450,000 shall be expended for the replacement of the Champeaux road bridge, connecting Sturbridge through Army Corps of Engineers’ lands and crossing over the Brimfield reservoir in the town of Sturbridge; provided further, that the Massachusetts Department of Transportation shall properly cap the ramp at the interstate highway route 93 off ramp, parcel 12, off of Cross street in the city of Boston, as laid out in the Central Artery Mitigation agreements, by November 1, 2017; provided further, that $500,000 shall be expended for the design of a bicycle and pedestrian bridge linking the Alewife quadrangle to the Alewife triangle and the Massachusetts Bay Transportation Association Alewife station in the city of Cambridge;
provided further, that $250,000 shall be expended for the planning, design and permitting for
improvements to Chipaway road in the town of Freetown; provided further, that $250,000 shall
be expended for the planning, design and permitting of improvements to Chace road in the town
of Freetown; provided further, that $25,000 shall be expended for the design and construction of
scenic trails in the town of Duxbury; provided further, that $200,000 shall be expended to
determine the feasibility of erecting a pedestrian footbridge over the VFW highway at the
intersection of University avenue in the city of Lowell; provided further, that $5,000,000 shall be
expended for the design, build and construction to restore the 2-way traffic circulation in the
downtown area of the city of Brockton, replacing the existing 1-way system on Main street,
Belmont street and Warren avenue; provided further, that $3,000,000 shall be expended for the
completion of design and construction of the Inlet bridge connecting the North Point park to the
O’Brien highway in the city of Cambridge; provided further, that $175,000 shall be expended for
a ticket platform for the Berkshire Scenic Railway in either the town of Adams or the city of
North Adams; provided further, that $17,000,000 shall be expended for the completion of the
rapid transit accessibility project for the Auburndale commuter rail station in the city of Newton;
provided further, that $500,000 shall be expended for signage, bicycle and pedestrian
accommodations, beautification and other roadway enhancements for the square in the town of
Auburn; provided further, that $500,000 shall be expended for the repair and improvement of
North Westfield street from the Westfield town line south to Southwick street in the city known
as the town of Agawam; provided further, that not less than $100,000 shall be expended for the
purpose of studying the costs and economic, cultural and recreational benefits of creating a
public marina at the dock located between the Steriti memorial skating rink and the Prince street
park on Commercial street and the feasibility of including a potential water taxi station for the
use of the Massachusetts Bay Transit Authority in the city of Boston; provided further, that
repairs be made to address the drainage problem caused by interstate 195 construction on
property situated east of station 548+32, as shown on Massachusetts Department of
Transportation layout 5865, sheet 19 in the town of Marion; and provided further, that a cleanup
plan be in place on or before June 30, 2014, for the back side of the Riverside subway station and
to work with department of conservation and recreation to provide for recreational connections
to the Charles river through property owned by the Massachusetts Bay Transportation Authority
to property owned by the department of conservation and recreation, including the entrance to
the rail trail to Newton Lower falls located in the northwest corner of the Riverside subway
station in the town of Newton…………………………………………………………………………$2,978,603,273

6121-1318 For the complete streets certification program established in chapter 90I of the
General Laws to be disbursed in the form of grants to certified cities and towns for infrastructure
and planning; provided, that not less than 33 per cent of the grants awarded shall be issued to
cities and towns with a median household income below the average of the
commonwealth..............$50,000,000
For the construction and reconstruction of municipal ways as provided in clause (b) of the second paragraph of section 4 of chapter 6C of the General Laws; provided, that a city or town shall comply with the procedures established by the Massachusetts Department of Transportation; provided further, that a city or town may appropriate for these projects amounts not in excess of the amount provided to the city or town under this item; provided further, that the appropriation shall be considered an available fund upon approval of the commissioner of revenue pursuant to section 23 of chapter 59 of the General Laws; provided further, that the commonwealth shall reimburse a city or town under this item, subject to the availability of funds as provided in section 9G of chapter 29 of the General Laws, within 30 days after receipt by the department of a request for reimbursement from the city or town, which request shall include certification by the city or town that actual expenses have been incurred on projects eligible for reimbursement under this item and that the work has been completed to the satisfaction of the city or town according to the specifications of the project and in compliance with applicable laws and procedures established by the department.

EXECUTIVE OFFICE OF ENERGY AND ENVIRONMENT

Department of Conservation and Recreation

For the design, construction, reconstruction, repair, improvement or rehabilitation of department of conservation and recreation parkways, boulevards and related appurtenances and equipment including, but not limited to, the costs of engineering and other services for those projects rendered by department of conservation and recreation consultants; provided, that all work funded by this item shall be carried out according to standards developed by the department of conservation and recreation pursuant to historic parkways preservation treatment guidelines to protect the scenic and historic integrity of the bridges and parkways under its control.

SECTION 2B.

MASSACHUSETTS DEPARTMENT OF TRANSPORTATION

Rail and Transit Division

For the purposes of chapter 161B of the General Laws, including the purchase and rehabilitation of rolling stock, related assets and support equipment necessary to safely serve transit passengers, construction and rehabilitation of regional transit authority operations and passenger facilities and purchase of related appurtenances and tools.

For the purposes of implementing the mobility assistance program pursuant to section 13 of chapter 637 of the acts of 1983 and regional intercity bus and intermodal service;
provided, that funds may also be used for transportation planning, design, permitting, acquisition of interests in land and engineering for bus and other transit projects……………….$24,000,000

6622-1380 For the purpose of implementing rail improvements pursuant to chapter 161C of the General Laws; provided, that funds may also be used for transportation planning, design, permitting, acquisition of interests in land and engineering for rail projects, including the industrial rail access program……………………………………………………………………………….$80,000,000

SECTION 2C.

MASSACHUSETTS DEPARTMENT OF TRANSPORTATION

Massachusetts Bay Transportation Authority

6621-1308 For the purpose of implementing rail improvements pursuant to chapter 161A of the General Laws; provided, that funds may be used for transportation planning, design, permitting and engineering, right-of-way acquisition, acquisition of interests in land, vehicle procurement, construction including, without limitation, planning, design and construction of vehicle storage and maintenance facilities and public process related thereto, construction of stations, signals and electrical systems and for heavy rail, light rail and bus projects which projects shall include the red line, orange line, green line and system-wide bus service; provided further, that funds may be used for the purchase and rehabilitation of heavy equipment and other maintenance equipment; provided further, that final assembly of the orange line and red line non-pilot production vehicles, as defined within the Massachusetts Bay Transportation Authority’s procurement of said vehicles, shall take place in the commonwealth; and provided further, that the Massachusetts Bay Transportation Authority in evaluating proposals for the furnishing and delivery of non-pilot production vehicles shall consider, among other criteria, the effect said proposals will have on job creation and retention in the commonwealth and how said proposals will foster economic development in the commonwealth; and provided further that the relative weight of all the criteria used for the selection of the red line and orange line vehicle proposals shall be determined by the Massachusetts Bay Transportation Authority …………………………………………………………………………………………….$2,500,000,000

SECTION 2D.

MASSACHUSETTS DEPARTMENT OF TRANSPORTATION

Aeronautics Division

6820-1301 For the implementation of the airport improvement program pursuant to section 39A of chapter 90 of the General Laws; provided, that $25,000,000 shall be expended for upgrades at the New Bedford Airport ………………………………………………………………………………….$ 89,000,000

SECTION 2E.
6420-1317 For the implementation of the registry of motor vehicles modernization and improvement program; provided, that the registry of motor vehicles shall obtain an assessment for independent verification and validation and independent project management oversight for its modernization and improvement program under chapter 6C of the General Laws $63,000,000

SECTION 2F.

6622-1381 For the purpose of implementing South Coast Rail improvements; provided, that not more than $100,000,000 shall be used to mitigate the impact of the South Coast Rail project on communities in accordance with section 38; provided further, that funds may be used for transportation planning, design, permitting and engineering, acquisition of interests in land, vehicle procurement, construction, construction of stations, including improvements to pedestrian access at Canton Junction station and right-of-way acquisition; provided further, that prior to beginning construction in the towns of Stoughton, Canton and Easton, the secretary of transportation shall authorize a study to determine a cost-effective plan to mitigate the environmental and traffic impacts to the towns as a result of rail expansion including, but not limited to, noise and vibration levels, traffic congestion at grade crossings and the impact of the South Coast Rail from Central street to Brock street in the town of Stoughton; and provided further, that any new or existing rail station receiving South Coast Rail service shall comply with the Americans with Disabilities Act of 1990, as amended $2,300,000,000

6622-1382 For the purpose of implementing the green line extension improvements; provided, that funds may be used for transportation planning, design, permitting and engineering, acquisition of interests in land, vehicle procurement, construction, construction of stations and right-of-way acquisition $1,327,517,000

6622-1383 For the purpose of implementing South Station improvements; provided, that funds may be used for transportation planning, design, permitting and engineering, acquisition of interests in land, vehicle procurement, construction, construction of stations and right-of-way acquisition; and provided further, that not less than $25,000,000 shall be expended on the design and engineering of transportation improvements along the South Boston waterfront taking into consideration the recommendations of the 2014 South Boston Waterfront Transportation Plan $325,000,000
6622-1384 For the purpose of implementing rail improvements pursuant to chapter 161C of the General Laws; provided, that funds may be used for transportation planning, design, permitting and engineering, acquisition of interests in land, vehicle procurement, construction, construction of stations and right-of-way acquisition for rail projects, including Springfield to Worcester service, Boston to Cape Cod service and Pittsfield to New York City service.................................................................$175,000,000

6622-1385 For the purpose of implementing Knowledge Corridor Rail Line service improvements; provided that, funds shall be used for the purchase of new locomotives, the lease of locomotives and rehabilitating decommissioned MBTA-owned locomotives and coach cars that shall be transferred to said rail line by the department for use on said rail line and, provided further, that the department shall develop, solicit bids for and implement requests for proposals for the purchase of locomotives, the lease of locomotives, the rehabilitation of said decommissioned trains and the plan for expanded service along the Knowledge Corridor Rail Line.................................................................$30,000,000

6622-1386 For the purpose of updating the Draft Environmental Impact Statement, DEIS, and Draft Environmental Impact Report, DEIR, concerning the North South Rail Link in order to protect the corridor right-of-way.................................................................$2,000,000

SECTION 2G.

MASSACHUSETTS DEPARTMENT OF TRANSPORTATION

Office of the Secretary

6720-1307 For the acquisition of information technology and related expenses including, but not limited to, renovation of the operations center and intelligent transportation systems and the development of an asset management system required by section 6 of chapter 6C of the General Laws; provided, that not less than $5,000,000 shall be expended for technology upgrades and intelligent transportation system upgrades in the city of Boston.................................................................$146,500,000

SECTION 3. Clause (b) of the second paragraph of section 4 of chapter 6C of the General Laws, as appearing in section 3 of chapter 18 of the acts of 2013, is hereby amended by inserting after the first sentence the following sentence:-

A city or town shall not carry forward more than 50 per cent of its allocated amount from 1 year to the next year, unless the city or town submits to the department a 5-year spending outline.

SECTION 4. Said clause (b) of said second paragraph of said section 4 of said chapter 6C, as appearing, is hereby further amended by adding the following sentence:-
The department shall provide cities and towns with preliminary notice of the amount of funds authorized for projects under this section not later than March 1 of each year.

SECTION 5. Section 35 of said chapter 6C of the General Laws, as appearing in the 2012 Official Edition, is hereby amended by adding the following sentence:- The secretary shall make the report available on the department’s website.

SECTION 6. Said chapter 6C is hereby further amended by striking out section 44 and 45, as so appearing, and inserting in place thereof the following section:-

Section 44. (a) The division may provide functional replacement of real property in public ownership if the division has acquired such property, in whole or in part, under this chapter or if such property is significantly and adversely affected as a result of the acquisition of property for a highway or highway-related project or if the division determines that functional replacement is necessary and in the public interest. For the purposes of this section, "functional replacement" shall mean the replacement, pursuant to chapter 7, requiring authorization of the general court prior to disposition of real property, including either land or facilities thereon, or both, which shall provide equivalent utility. For the purposes of this section “real property in public ownership” shall mean any present or future interest in land, including rights of use, now existing or hereafter arising, held by an agency, authority, board, bureau, commission, department, division or other unit, body, instrumentality or political subdivision of the commonwealth. This section shall not constitute authorization by the general court as required by said chapter 7.

(b) If the division determines it is necessary that a utility or utility facility, underground or otherwise and as defined under federal law, be relocated because of construction of a project which is to be reimbursed federally, in whole or in part, or which is to be paid by the commonwealth, in whole or in part, such facility shall be relocated by the division or by the owner thereof in accordance with an order from the division. Failure to comply with an order from the division shall be subject to enforcement under chapter 81. The division shall reimburse the owner of such utility or utility facility for the cost of relocation subject to the limitations in subsection (e) and in accordance with the following formula: for any utility facility that is to be reimbursed federally, in whole or in part, and for any utility facility that does not qualify for federal reimbursement, the division shall reimburse the owner at least 50 per cent of the costs of relocating the utility facility; in no case shall a utility be reimbursed for any type of betterment; reimbursement is for relocation costs only. For purposes of this section, betterment shall be defined in accordance with the definition that is set forth for that term in the division’s policies.

(c) Any relocation of facilities carried out under this section which is not performed by employees of the owner shall be subject to sections 26 to 27F, inclusive, of chapter 149.

(d) Notwithstanding any general or special law to the contrary, any utility facility that is required to be relocated because of the construction of a project federally funded under the
Federal-Aid Highway Act of 1982 and the Federal-Aid Highway Act of 1987 may be relocated temporarily above ground during the construction of the project.

(e) A utility relocation shall be eligible for reimbursement under this section only if it is completed to the satisfaction of the division within target dates established by the division and in accordance with design criteria set forth by the division for the relocation in a manner that facilitates the timely completion of the affected project.

SECTION 7. The definition of “Design-build-finance-operate-maintain” in section 62 of said chapter 6C, as so appearing, is hereby amended by striking out the last sentence and inserting in place thereof the following 2 sentences:— Any potential available payments to be appropriated by the commonwealth while services are being provided by the contractor during the contract period shall be identified in the request for proposals and contract. The financial amount and duration of such potential availability payments and the terms and conditions upon which it may be appropriated shall be identified in the request for proposals and contract.

SECTION 8. Section 39G of chapter 30 of the General Laws, as so appearing, is hereby amended by inserting after the word “retainage”, in lines 25, 26 and 64, each time it appears, the following words:—, if held by the awarding authority,.

SECTION 9. The General Laws are hereby amended by inserting after chapter 90H the following chapter:—

CHAPTER 90I

COMPLETE STREETS PROGRAM

Section 1. (a) As used in this chapter, the following words shall have the following meanings unless context requires otherwise:

“Certified municipality”, a city or town that has been certified by the department pursuant to subsection (c).

“Complete streets”, streets that provide accommodations for users of all transportation modes including, but not limited to, walking, cycling, public transportation, automobiles and freight.

“Department”, the Massachusetts Department of Transportation.

“Program”, the complete streets certification program.

(b) The department shall establish a complete streets certification program to encourage municipalities to regularly and routinely include complete streets design elements and infrastructure on locally-funded roads.
(c) To be certified as a complete streets community, a municipality shall: (i) file an application with the department in a form and manner prescribed by the department; (ii) adopt a complete streets by-law, ordinance or administrative policy in a manner which shall be approved by the department and which shall include at least 1 public hearing; provided, however, that the by-law, ordinance or administrative policy shall identify the body, individual or entity responsible for carrying out the complete streets program; (iii) coordinate with the department to confirm the accuracy of the baseline inventory of pedestrian and bicycle accommodations in order to identify priority projects; (iv) develop procedures to follow when conducting municipal road repairs, upgrades or expansion projects on public rights-of-way in order to incorporate complete streets elements; (v) establish a review process for all private development proposals in order to ensure complete streets components are incorporated into new construction; (vi) set a municipal goal for an increased mode share for walking, cycling and public transportation, where applicable, to be met within 5 years and develop a program to reach that goal; and (vii) submit an annual progress report to the department. Certified municipalities shall be eligible to receive funding pursuant to the program.

(d) This section shall take effect in a city with a Plan D or Plan E charter, by a vote of the city council upon submission by the city manager and in all other cities by a vote of the city council with the approval of the mayor and in a town with a town council, by vote of the town council and in all other towns, by a vote of the town meeting.

(e) The department shall adopt rules, regulations or guidelines for the administration and enforcement of this section including, but not limited to, establishing applicant selection criteria, funding priority, application forms and procedures, grant distribution and other requirements.

(f) The governor shall appoint an advisory committee to assist the department in developing the rules, regulations or guidelines for the program, including the development of a model complete streets by-law or ordinance. The advisory committee shall consist of 12 persons to be appointed by the governor, 3 of whom shall be from different regional planning agencies in the Massachusetts Association of Regional Planning Agencies, 2 of whom shall be residents of gateway municipalities as defined in section 3A of chapter 23A and 1 of whom shall be from each of the following organizations: the Metropolitan Area Planning Council, the department of public health, the Massachusetts Municipal Association, the Massachusetts Bicycle Coalition, WalkBoston, the Livable Streets Transportation Alliance of Boston and the Massachusetts Association of Chamber of Commerce Executives.

(g) The department shall annually, not later than April 1, submit a report detailing the program’s progress during the previous calendar year to the clerks of the senate and house of representatives who shall forward the same to the joint committee on transportation and the joint committee on public health. The report shall be made available on the department’s website.
SECTION 10. Section 101 of chapter 159 of the General Laws, as appearing in the 2012 Official Edition, is hereby amended by striking out, in line 33, the words “$50 for a first offense; $100 for a second offense; or $300” and inserting in place thereof the following words: - $100 for a first offense; $200 for a second offense; or $600.

SECTION 11. The first paragraph of section 20 of chapter 161A of the General Laws, as so appearing, is hereby amended by adding the following sentence:- The secretary shall make the preliminary and final itemized budget available on the authority’s website.

SECTION 12. Paragraph (b) of section 4 of chapter 701 of the acts of 1960 is hereby amended by striking out the figure “75”, inserted by section 5 of chapter 243 of the acts of 2002, and inserting in place thereof the following figure:- 100.

SECTION 13. Section 6 of chapter 153 of the acts of 2010 is hereby amended by striking out subsections (a) to (c), inclusive, and inserting in place thereof the following 2 subsections:-

(a) Notwithstanding any general or special law to the contrary, the property acquired by the former metropolitan district commission pursuant to item 6005-9575 of section 2H of chapter 273 of the acts of 1994, together with all trees and structures thereon, if any, and appurtenant access, utility and other easements, collectively referred to in this section as the “DCR Parcel,” is hereby conveyed by operation of this act to the Massachusetts Bay Transportation Authority. The DCR Parcel is shown on the plan entitled “Plan of Land Between Reserved Channel and East First Street in the South Boston Designated Port Area,” dated March 24, 2010, drawn by John A. Hammer III, PLS, on file with the Massachusetts Port Authority. The DCR Parcel includes the MBTA Use Area containing approximately 67,400 square feet. The exact boundaries of the DCR Parcel are set forth in section 106 of said chapter 273.

(b) Notwithstanding any general or special law to the contrary, the Massachusetts Bay Transportation Authority shall convey the portion of the DCR Parcel consisting of 569,517 square feet, more or less, as shown on the plan described in subsection (a) as the “Designated Port Area Parcel,” to the Massachusetts Port Authority for such consideration as is agreed upon by the Massachusetts Port Authority and the Massachusetts Bay Transportation Authority which shall be equal to the fair market value of the Designated Port Area Parcel, considering the condition of the parcel including the subsurface condition. The legal description of the Designated Port Area Parcel is as follows: beginning at a point at the northeasterly corner of the parcel at the intersection of the westerly line of a street formerly known as O street and the southerly line of the Reserved Channel, thence S88-23-28W a distance of 802.82 feet by said Reserved Channel, thence S01-36-32E, a distance of 770.00 feet by land now or formerly of Exelon New Boston, LLC, thence N88-23-28E, a distance of 470.00 feet, thence N37-45-36E, a distance of 51.74 feet, thence N01-36-32W, a distance of 120.00 feet, thence N88-23-28E, a distance of 300.00 feet to said former O street, thence N01-36-32W, a distance of 610.00 feet by
said former O street to the point of the beginning, together with the fee underlying said former O
street where it abuts the Designated Port Area Parcel.

SECTION 14. Subsection (d) of said section 6 of said chapter 153 is hereby amended by
striking out the first sentence and inserting in place thereof the following sentence:-

Notwithstanding any general or special law to the contrary, the Massachusetts Bay
Transportation Authority shall convey to the Massachusetts Port Authority the parcel of land
consisting of 159,309 square feet, more or less, shown on the plan described in subsection (a) as
“Excess MBTA Parcel,” together with all trees and structures thereon, if any, and appurtenant
access, utility or other easements, and the fee underlying O street where it abuts the Excess
MBTA Parcel, for such consideration as is agreed upon by the Massachusetts Port Authority and
the Massachusetts Bay Transportation Authority which shall be equal to the fair market value of
the Excess MBTA Parcel, considering the condition of the parcel including the subsurface
condition.

SECTION 15. The first sentence of subsection (i) of said section 6 of said chapter 153 is
hereby amended by adding the following words:- except as set forth in subsections (b) and (d).

SECTION 16. To meet any or all expenditures necessary in carrying out section 2 and
sections 2B to 2F, inclusive, the state treasurer shall, upon request of the governor, issue and sell
bonds of the commonwealth in an amount to be specified by the governor from time to time but
not exceeding, in the aggregate, $9,165,517,000. All bonds issued by the commonwealth under
this section shall be designated on their face, Commonwealth Transportation Improvement Act
of 2014, and shall be issued for a maximum term of years, not exceeding 30 years, as the
governor may recommend to the general court under section 3 of Article LXII of the
Amendments to the Constitution. All such bonds shall be payable not later than June 30, 2049.
All interest and payments on account of principal on these obligations shall be payable from the
General Fund or the Commonwealth Transportation Fund. Bonds and interest thereon issued
under the authority of this section shall be general obligations of the commonwealth.

SECTION 17. To meet the expenditures necessary in carrying out items 6121-1317,
6121-1318 and 2890-7020 of section 2A, the state treasurer shall, upon request of the governor,
issue and sell bonds of the commonwealth in an amount to be specified by the governor from
time to time but not exceeding, in the aggregate, $3,153,603,273. All bonds issued by the
commonwealth under this section shall be designated on their face, Commonwealth
Transportation Improvement Act of 2014, and shall be issued for a maximum term of years, not
exceeding 30 years, as the governor may recommend to the general court under section 3 of
Article LXII of the Amendments to the Constitution. All such bonds shall be payable not later
than June 30, 2049. All interest and payments on account of principal on these obligations shall
be payable from the General Fund or the Commonwealth Transportation Fund. Bonds and
interest thereon issued under the authority of this section shall be general obligations of the
commonwealth.
SECTION 18. To meet the expenditures necessary in carrying out item 6122-1224 of section 2A, the state treasurer shall, upon request of the governor, issue and sell bonds of the commonwealth in an amount to be specified by the governor from time to time but not exceeding, in the aggregate, $300,000,000. All bonds issued by the commonwealth under this section shall be designated on their face, Commonwealth Transportation Improvement Act of 2014, and shall be issued for a maximum term of years, not exceeding 20 years, as the governor may recommend to the general court under section 3 of Article LXII of the Amendments to the Constitution. All such bonds shall be payable not later than June 30, 2039. All interest and payments on account of principal on these obligations shall be payable from the General Fund or the Commonwealth Transportation Fund. Bonds and interest thereon issued under the authority of this section shall be general obligations of the commonwealth.

SECTION 19. To meet the expenditures necessary in carrying out section 2G, the state treasurer shall, upon request of the governor, issue and sell bonds of the commonwealth in an amount to be specified by the governor from time to time but not exceeding, in the aggregate, $146,500,000. All bonds issued by the commonwealth under this section shall be designated on their face, Commonwealth Transportation Improvement Act of 2014, and shall be issued for a maximum term of years, not exceeding 10 years, as the governor may recommend to the general court under section 3 of Article LXII of the Amendments to the Constitution. All such bonds shall be payable not later than June 30, 2029. All interest and payments on account of principal on these obligations shall be payable from the General Fund or the Commonwealth Transportation Fund. Bonds and interest thereon issued under the authority of this section shall be general obligations of the commonwealth.

SECTION 20. Notwithstanding any other provision of this act, to meet the expenditures necessary in carrying out sections 2C and 2F, the state treasurer shall, upon request of the governor, issue and sell bonds of the commonwealth in an amount to be specified by the governor from time to time but not exceeding, in the aggregate, the amount authorized in each of the aforementioned sections. All bonds issued by the commonwealth under this section shall be designated on their face, Commonwealth Transportation Improvement Act of 2014, and shall be issued for a maximum term of years, not exceeding 30 years, as the governor may recommend to the general court under section 3 of Article LXII of the Amendments to the Constitution. All such bonds shall be payable not later than June 30, 2049. All interest and payments on account of principal on these obligations shall be payable from the General Fund or the Commonwealth Transportation Fund. Bonds and interest thereon issued under this section shall be general obligations of the commonwealth; provided, however, that any bonds issued by the state treasurer under this section shall, upon the request of the governor, be issued as special obligation bonds pursuant to section 2O of chapter 29 of the General Laws; provided further, that in deciding whether to request the issuance of particular bonds as special obligations, the governor shall take into account: (i) generally prevailing financial market conditions; (ii) the impact of each approach on the overall capital financing plans and needs of the commonwealth;
(iii) any ratings assigned to outstanding bonds of the commonwealth and any ratings expected to be assigned by any nationally-recognized credit rating agency to the bonds proposed to be issued; and (iv) any applicable provisions of a trust agreement or credit enhancement agreement entered into pursuant to said section 2O of said chapter 29. All special obligation revenue bonds issued pursuant to this section shall be designated on their face, Special Obligation Commonwealth Transportation Improvement Act of 2014, and shall be issued for a maximum term of years, not exceeding 30 years, as the governor may recommend to the general court under section 3 of Article LXII of the Amendments to the Constitution; provided, however, that all such bonds shall be payable not later than June 30, 2049. All interest and payments on account of these obligations shall be payable from the Commonwealth Transportation Fund, including revenues credited to the Commonwealth Transportation Fund under chapter 46 of the acts of 2013 and shall be payable solely in accordance with said section 2O of said chapter 29.

SECTION 21. Notwithstanding any general or special law to the contrary, in carrying out this act, the Massachusetts Department of Transportation may enter into contracts, agreements or transactions that may be appropriate with other federal, state, local or regional public agencies or authorities. The contracts, agreements or transactions may relate to such matters as the department shall determine including, without limitation, the research, design, layout, construction, reconstruction or management of construction of all or a portion of these projects. In relation to any such contracts, agreements or transactions, the department may advance monies to such agencies or authorities, without prior expenditure by the agencies or authorities, and the agencies and authorities may accept monies necessary to carry out these agreements; provided, however, the department shall certify to the comptroller the amounts so advanced and these agreements shall contain provisions satisfactory to the department for the accounting of monies expended by any other agency or authority. All monies not expended under these contracts, agreements or transactions shall be credited to the account of the department from which they were advanced.

SECTION 22. (a) Notwithstanding any general or special law to the contrary, the Massachusetts Department of Transportation shall expend the sums authorized in sections 2 and 2A for the following purposes: projects for the laying out, construction, reconstruction, resurfacing, relocation or necessary or beneficial improvement of highways, bridges, bicycle paths or facilities, on-street and off-street bicycle projects, sidewalks, telecommunications, parking facilities, auto-restricted zones, scenic easements, grade crossing eliminations and alterations of other crossings, traffic safety devices on state highways and on roads constructed pursuant to clause (b) of the second paragraph of section 4 of chapter 6C of the General Laws, highway or mass transportation studies including, but not limited to, traffic, environmental or parking studies, the establishment of school zones pursuant to section 2 of chapter 85 of the General Laws, improvements on routes not designated as state highways without assumption of maintenance responsibilities, projects to alleviate contamination of public and private water supplies caused by the department’s storage and use of snow removal chemicals which are
necessary for the purposes of highway safety, for the relocation of persons or businesses or for
the replacement of dwellings or structures including, but not limited to, providing last resort
housing under federal law and any functional replacement of structures in public ownership that
may be necessary for the foregoing purposes and for relocation benefits to the extent necessary
to satisfy the requirements of the Uniform Relocation Assistance and Real Property Acquisition
to which has been acquired for highway purposes. Environmental studies conducted pursuant to
this subsection may include an assessment of both existing and proposed highway rest stop
facilities to determine the cost-effectiveness of sanitary facilities that use zero pollution
discharge technologies, including recycling greywater systems. When dwellings or other
structures are removed in furtherance of any of these projects, the excavations or cellar holes
remaining shall be filled in and brought to grade within 1 month after the removal. In planning
projects funded by said section 2A, consideration shall be made, to the extent feasible, to
accommodate and incorporate provisions to facilitate the use of bicycles and walking as a means
of transportation. Nothing in this section shall be construed to give rise to enforceable legal
rights in any party or a cause of action or an enforceable entitlement as to the projects described
in this section.

(b) Funds authorized in section 2A shall, except as otherwise specifically provided in this
act, be subject to the first paragraph of section 6 and sections 7 and 9 of chapter 718 of the acts
of 1956, if applicable, and, notwithstanding any general or special law to the contrary, may be
used for the purposes stated in this act in conjunction with funds of cities, towns and political
subdivisions.

(c) The Massachusetts Department of Transportation may: (i) expend funds made
available by this act to acquire from a person by lease, purchase, eminent domain pursuant to
chapter 79 of the General Laws or otherwise, land or rights in land for parking facilities adjacent
to a public way to be operated by the department or under contract with an individual; (ii)
expend funds made available by this act for the acquisition of van-type vehicles used for multi-
passenger, commuter-driven carpools and high-occupancy vehicles including, but not limited to,
water shuttles and water taxis; and (iii) pursuant to all applicable state and federal laws and
regulations, exercise all powers and do all things necessary and convenient to carry out this act.

(d) The Massachusetts Department of Transportation may enter into contracts or
agreements with cities to mitigate the effects of projects undertaken pursuant to this act and to
undertake additional transportation measures within the city and may enter into contracts,
agreements or transactions with other federal, state, local or regional public agencies, authorities,
nonprofit organizations or political subdivisions that may be necessary to implement these
contracts or agreements with cities. Cities and other state, local or regional public agencies,
authorities, nonprofit organizations or political subdivisions may enter into these contracts,
agreements or transactions with the department. In relation to these agreements, the department
may advance to these agencies, nonprofit organizations, political subdivisions or authorities,
without prior expenditure by the agencies, nonprofit organizations, political subdivisions or
authorities, monies necessary to carry out these agreements, but the department shall certify to
the comptroller the amount so advanced and all monies not expended under these agreements
shall be credited to the account of the department from which they were advanced. The
department shall report to the house and senate committees on ways and means on any transfers
completed pursuant to this subsection.

SECTION 23. Notwithstanding any general or special law to the contrary, the
Massachusetts Department of Transportation shall take all necessary actions to secure federal
highway or transportation assistance that is or may become available to the department
including, but not limited to, actions authorized pursuant to or in compliance with any of the
following: Title 23 of the United States Code; the Surface Transportation and Uniform
Relocation Act of 1987, Public Law 100-17; the Intermodal Surface Transportation Efficiency
Act of 1991, Public Law 102-240; the Transportation Equity Act for the 21st Century, Public
Law 105-178; the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy
for Users, Public Law 109-59; Implementing Recommendations of the 9/11 Commission Act of
2007, Public Law 110-59; and any successor or reauthorizations of those acts, and such actions,
including the filing of applications for federal assistance, supervising the expenditure of funds
under federal grants or other assistance agreements and making any determinations and
certifications necessary or appropriate to the foregoing. If a federal law, administrative regulation
or practice requires an action relating to federal assistance to be taken by a department, agency or
other instrumentality of the commonwealth other than the Massachusetts Department of
Transportation, the other department, agency or instrumentality shall take such action.

SECTION 24. Notwithstanding any general or special law to the contrary, section 61 and
sections 62A to 62I, inclusive, of chapter 30 of the General Laws, chapter 91 of the General
Laws and section 40 of chapter 131 of the General Laws shall not apply to bridge projects of the
Massachusetts Department of Transportation and the Massachusetts Bay Transportation
Authority for the repair, reconstruction, replacement or demolition of existing state highway,
authority and municipally-owned bridges, including the immediate approaches necessary to
connect the bridges to the existing adjacent highway and rail system, in which the design is
substantially the functional equivalent of, and in similar alignment to, the structure to be
reconstructed or replaced; provided, however, that said section 61 and said sections 62A to 62I,
inclusive, of said chapter 30 shall apply to the repair, reconstruction, replacement or demolition
project where the project requires a mandatory environmental impact report pursuant to 301
CMR 11.00, and all work shall be subject to the requirements of the then current edition of the
Massachusetts Department of Transportation’s Stormwater Handbook as approved by the
department of environmental protection under applicable law. Notice of any application to the
department of environmental protection for a water quality certification shall be published in the
Environmental Monitor and the work shall be subject to performance standards prescribed by the
department of environmental protection pursuant to section 401 of the Federal Clean Water Act
if applicable to the project. Notwithstanding any other provision of this section, said section 61
and said sections 62A to 62I, inclusive, of said chapter 30, said chapter 91 and said section 40 of
said chapter 131 shall apply to any portions of the bridge and roadway approaches to the crossing
of the Charles River for the Central Artery and Tunnel Project. If any state highway, authority or
municipal bridge crosses over a railroad right-of-way or railroad tracks, the department, authority
or municipality, as applicable, shall seek the opinion of a railroad company, railway company or
its assigns operating on the track of a necessary clearance between the track and the bridge, but
department, authority or municipality and their agents or contractors may enter upon any right-
of-way, land or premises of a railroad company or railway company or its assigns for purposes
that the department, authority or municipality may consider necessary or convenient to carry out
this section. If a flagman is needed to carry out this section, the railroad company, railway
company or their assigns shall provide the flagman, the cost of which shall be borne by the
bridge project, except in the case of a bridge transferred pursuant to chapter 634 of the acts of
1971. For the purposes of this section, “bridge” shall include any structure spanning and
providing passage over water, railroad right-of-way, public or private way, other vehicular
facility or other area. Any project exempted from any law pursuant to this section shall be
subject to the public consultation process required by the then current version of the
Massachusetts Department of Transportation’s Project Development and Design Guidebook.

SECTION 25. Notwithstanding any general or special law to the contrary, the
unexpended balances of all capital accounts authorized in chapter 86 of the acts of 2008, chapter
233 of the acts of 2008, chapter 303 of the acts of 2008, chapter 10 of the acts of 2011, chapter
133 of the acts of 2012 and chapter 242 of the acts of 2012 which otherwise would revert on
June 30, 2013, but which are necessary to fund obligations during fiscal year 2014, are hereby
reauthorized through June 30, 2014.

SECTION 26. Notwithstanding any general or special law to the contrary, all
construction contracts funded in whole or in part by the funds authorized in this act shall include
a price adjustment clause for each of the following: fuel, both diesel and gasoline; asphalt;
concrete; and steel. A base price for each material shall be set by the awarding authority or
agency and included in the bid documents at the time a project is advertised. The awarding
authority or agency shall also identify in the bid documents the price index to be used for each
material or supply. The adjustment clause shall provide for a contract adjustment to be made on a
monthly basis when the monthly cost change exceeds plus or minus 5 per cent.

SECTION 27. Notwithstanding any general or special law to the contrary, the city of
Quincy shall be designated as the principal planning entity for the Quincy Center Station
Redevelopment Program. The purpose of the program shall be to plan for the redevelopment of
the geographic area encompassing the Quincy Center subway station and, as further defined by
the city of Quincy, to improve the economic, social and transportation needs of the city of
Quincy and the region and to enter into a public-private partnership agreement pursuant to
sections 62 to 73, inclusive, of chapter 6C of the General Laws for this purpose. The
Massachusetts Department of Transportation and the division of capital asset management and maintenance, together with any other public agency or public entity with a real or personal property interest that may be affected by this program, shall participate to the maximum extent possible in the development of a master plan consistent with the purpose of the program and shall share the cost of the master plan proportionately with all entities participating in the program. The city of Quincy shall comply with any transportation operating requirements of a public transportation agency that may be affected by the program. As part of the program, the division of capital asset management and maintenance shall participate in the study of any proposal to construct a state court house. Any state appropriation expended to facilitate the implementation of the program shall be designated as a shared contribution from all entities participating in the program.

SECTION 28. Notwithstanding any general or special law or rule or regulation to the contrary, a certain parcel of land and water located at 425 Medford street in the Charlestown section of the city of Boston shall not be included within the boundaries of any designated port area, except for the area consisting of approximately 6.19 acres, described as “Maritime Area” on a plan entitled “Exhibit Plan of Land – Maritime Area,” dated January 23, 2014 prepared by Kelly Engineering Group, Inc. That maritime area shall have the benefit of a vehicular access easement as shown on the plan and identified as “Proposed Maritime Area Access” running between Medford street and the maritime area. The parcel of land at 425 Medford street is identified as parcel numbers 0201799000 and 0201798000 on the city of Boston assessors’ maps and contains approximately 839,808 square feet and 48,965 square feet of land and water and is recorded in the Suffolk county registry of deeds in book 621, page 179.

SECTION 29. The secretary of transportation and the secretary of energy and environmental affairs shall jointly submit a report regarding the capital and operating needs of the New Bedford State Pier to the senate and house chairs of the joint committee on transportation and the clerks of the senate and house of representatives, not later than August 15, 2014. The report shall include, but not be limited to: (1) an analysis of the current state of repair of the state pier, including a description of all projects and expenditures needed to bring the pier into a state of good repair and low-end and high-end estimates of the useful life of all physical components of the pier and the estimated cost, as of the effective date of this act, to replace the same; (2) for the prior and current fiscal years, all operating expenses associated with the pier, including, without limitation, payments to all vendors performing any work with respect to the pier and the salaries of all state employees who have performed any work with respect to the pier; (3) all persons and entities currently making use of the pier pursuant to any written or unwritten lease, license, permit, invitation or other agreement; and (4) a recommendation as to the most efficient structure for ownership, management, operation and oversight of the pier, including, without limitation, a recommendation as to which state agency or agencies should own or operate the pier and what actions, if any, should be undertaken with regard to whether
future operation of the pier should include input or participation by municipalities or other
governmental instrumentalities abutting the port of New Bedford.

SECTION 30. There shall be a special commission to conduct a study of the metropolitan
planning organizations. The commission shall consist of: 3 members of the senate, 1 of whom
shall be the chair of the joint committee on transportation who shall serve as co-chair, 1 of whom
shall be the chair of the joint committee on municipalities and regional government and 1 of
whom shall be appointed by the minority leader; 3 members of the house of representatives, 1 of
whom shall be the chair of the joint committee on transportation who shall serve as co-chair, 1 of
whom shall be the chair of the joint committee on municipalities and regional government and 1
of whom shall be appointed by the minority leader; the chairman of the board of the
Massachusetts Department of Transportation; the secretary of administration and finance or a
designee; the general manager of the Massachusetts Bay Transportation Authority or a designee;
6 persons to be appointed by the governor, 1 of whom shall be from a list of 3 nominees
submitted by the Massachusetts Association of Regional Transit Authorities, 1 of whom shall be
from a list of 3 nominees submitted by the Massachusetts Railroad Association, 1 of whom shall
be an expert in transportation finance or transportation planning who is employed at a private or
public Massachusetts institution for higher education, 1 of whom shall be a representative of a
business association and 2 of whom shall be from a list of 5 nominees submitted by the
Massachusetts Association of Regional Planning Agencies. The study shall include, but not be
limited to, an analysis of: (i) the current metropolitan planning organizations’ process; (ii)
potential ways to simplify and streamline the administration and project selection process; (iii)
ways to better coordinate between regional metropolitan planning organizations; (iv) the
potential for the creation of subregions or the restructuring of regions; and (v) best practices and
models from other states’ regional planning organizations. The commission shall conduct its first
meeting not more than 60 days after the effective date of the act and shall hold not less than 3
public hearings in distinct regions of the commonwealth. The commission shall consult with
relevant agencies of the United States Department of Transportation. The commission shall
report the results of its study, together with drafts of legislation, if any, necessary to carry its
recommendations into effect, by filing the report with the clerks of the senate and house of
representatives, who shall forward the report to the joint committee on transportation and the
house and senate committees on bonding, capital expenditures and state assets not later than
October 31, 2014. The report shall be made available on the general court’s website.

SECTION 31. Notwithstanding any general or special law to the contrary, the
Massachusetts Bay Transportation Authority shall designate “South Station”, so called, in the
City of Boston as "The Governor Michael S. Dukakis Transportation Center at South Station".
The Massachusetts Bay Transportation Authority may erect and maintain suitable markers
bearing that designation in compliance with the standards of the authority.

SECTION 32. Notwithstanding any general or special law to the contrary, the
Massachusetts Department of Transportation, in consultation with the Massachusetts Turnpike
Authority and the Massachusetts Bay Transportation Authority or their successors, shall conduct
a study to identify and map the necessary right of way to allow for the construction of the
proposed North South Rail Link connecting North station to South station. This study shall
include particular reference to the Major Investment Study/Draft Environmental Impact Report,
EOEA#10270, prepared under the aegis of the executive office of environmental affairs which
was concluded on March 31, 2003. The Massachusetts Department of Transportation shall make
reasonable efforts to preserve intact the right of way for the North South Rail Link. A plan to
preserve the right of way, once identified, shall be determined and implemented immediately.

SECTION 33. The reports required to be made available on the Massachusetts
Department of Transportation’s website pursuant to the last sentence of section 35 of chapter 6C
of the General Laws shall be made available beginning in fiscal year 2014.

SECTION 34. The secretary of administration and finance and the secretary of
transportation shall submit a report on the progress of any projects funded under this act and
included in the Massachusetts Department of Transportation’s 5-year capital investment plan to
the clerks of the senate and house of representatives, the chairs of the senate and house
committees on ways and means and the chairs of the senate and house committees on bonding,
capital expenditures and state assets. The report shall include, but not be limited to: (i) previous
year planned spending; (ii) previous year spending; (iii) current year planned spending; (iv)
current year spending to date; (v) original estimated total project cost; and (vi) project
description and location of the project. The report shall be submitted annually on June 30 and
December 31 for 8 years following the effective date of this act. All reports shall be made
available on the department's website.

SECTION 35. Notwithstanding any general or special law to the contrary, the bonds that
the state treasurer may issue pursuant to this act shall be issued for a term not to exceed 30 years,
unless provided for otherwise in this act. All such bonds shall be payable not later than June 30,
2049, unless provided for otherwise in this act, as recommended by the governor in a message to
the general court dated March 3, 2014 under section 3 of Article LXII of the Amendments to the
Constitution.

SECTION 36. Notwithstanding any general or special law to the contrary, the
Massachusetts Bay Transportation Authority may acquire land and develop, construct and
maintain a permanent transit storage and repair facility to be sited at or within 2 miles of the
Arborway yard located at the intersection of Washington street and the Arborway in the city of
Boston. The authority shall coordinate with the community planning committee for the
Arborway yard, the Boston Redevelopment Authority and the city of Boston regarding the
acquisition, design, planning and construction of the site. All development of the site shall
comport with state and local standards of transit-oriented development.
SECTION 37. Notwithstanding any general or special law to the contrary, the Massachusetts Department of Transportation may purchase the parcel of land for the proposed phase II of the state highway route 57 project in the city known as the town of Agawam.

SECTION 38. Notwithstanding any general or special law to the contrary, the Massachusetts Department of Transportation shall establish a program to provide mitigation for municipalities directly impacted by the South Coast Rail project. The Massachusetts Department of Transportation shall disperse the mitigation funds authorized in item 6622-1381 of section 2F to municipalities to mitigate the impacts of the project including, but not limited to, noise and vibration levels and traffic congestion at grade crossings, impacts on historic resources, natural and environmental resources, agricultural lands, critical habitats and other environmentally-sensitive lands, wetlands and water resources, cultural and historic landscapes and air quality and to existing commercial, civic, cultural, educational and recreational activities along the project. The department shall consider the commonwealth’s sustainable development principles as established by the executive office of energy and environmental affairs in determining fund disbursement. Impacted municipalities shall make application, either individually or jointly, to the department in order to receive mitigation funds, in a form and manner determined by the department. Applicants shall demonstrate a clear need to address impacts directly resulting from the South Coast Rail project. The department may assist communities to develop mitigation applications and identify areas of mitigation and best practices designed to accommodate the projects impacts. The department shall submit an annual report detailing the contents of any municipal application receiving monies, including the amounts distributed to an impacted municipality. The report shall be filed annually, not later December 15, with the clerks of the senate and house of representatives. All reports shall be made available on the department’s website.

SECTION 39. Notwithstanding any general or special law to the contrary, the Massachusetts Bay Transportation Authority shall ensure the operation of weekend service on the Kingston/Plymouth Line on Saturdays and Sundays. The service shall be maintained to and from Kingston and South Station.

SECTION 40. (a)(1) Notwithstanding chapter 32 of the General Laws or any other general or special law to the contrary, the state board of retirement established under section 18 of chapter 10 of the General Laws shall establish and implement a retirement incentive program for certain employees of the highway division of the Massachusetts Department of Transportation whose positions have been eliminated due to the cessation of manual toll collection on the turnpike, as defined in section 1 of chapter 6C of the General Laws, in accordance with this section.

In order to be deemed eligible by the state board of retirement for any of the benefit options under the retirement incentive program, an employee shall: (i) be an employee of the highway division, hired on or before January 1, 2014, whose position has been eliminated as a
result of the cessation of manual toll collection on the turnpike as certified by the Massachusetts Department of Transportation to the state board of retirement; (ii) hold the position of toll collector I, toll collector II, toll courier I or toll courier II, or a member of collective bargaining unit D as established by the Master Labor Integration Agreement dated December 28, 2010 and referenced in section 6 of chapter 27 of the acts of 2011 as of the last day of manual toll collection on the turnpike as certified to the state board of retirement by the secretary of transportation or the secretary’s designee; (iii) work until the last day of manual toll collection on the turnpike; (iv) be a member in service of the state retirement system on the effective date of this section; (v) be a member in service of the state retirement system in accordance with paragraph (g) of subdivision (2) of section 3 of said chapter 32; (vi) be eligible to receive a superannuation retirement allowance in accordance with subdivision (1) of section 5 of said chapter 32 upon the date of retirement requested in the employee’s written application for retirement with the board or will qualify if the incentive is awarded; (vii) have received the employee’s pay advices via the commonwealth's human resources compensation management system; and (viii) have filed a written application with the board in accordance with subsection (b).

(2) The total number of eligible employees holding the job title of toll collector I, toll collector II, toll courier I or toll courier II who may receive the benefit of the retirement incentive program shall be limited to 200. Employees with greater total seniority under the applicable collective bargaining agreement for unit D or unit F on the effective date of this section shall be approved by the state board of retirement before approval may be given to employees with a lesser amount of seniority within those bargaining units on the effective date of this section. Not later than 30 days following the effective date of this section the Massachusetts Department of Transportation shall provide written notice to the state board of retirement listing in order of seniority all eligible employees within said bargaining units. No employee shall be eligible for more than 1 of the incentives offered in this section and no employee may become eligible for 1 incentive by virtue of the application of a different incentive.

(3) Words used in this section shall have the same meaning as those used in said chapter 32 unless otherwise expressly provided or unless the context clearly requires otherwise. An employee who retires and receives an additional benefit in accordance with this section shall be deemed to be retired for superannuation under said chapter 32 and shall be subject to all of said chapter 32.

An employee’s eligibility for the retirement incentive program under this section and determinations, including but not limited to, creditable service, the amount of retirement allowance, group classification, and the processing of applications shall be made by the state board of retirement.

If an employee approved for the incentive under this section qualifies for a subsequent retirement under section 105 of said chapter 32, the additional combination of years of creditable
service and years of age years applied herein shall not be applied in any subsequent retirement
calculation pursuant to said section 105 of said chapter 32.

(b) Notwithstanding section 5 of chapter 32 of the General Laws which requires a
retirement date within 4 months after the filing of an application for superannuation retirement,
in order to receive the retirement benefit provided by this section, an eligible employee shall file
and the state board of retirement shall receive an original copy of an application for retirement
under this section on or after a date to be determined jointly by the state board of retirement and
Massachusetts Department of Transportation but shall not be earlier than June 30, 2016 and no
such application shall be filed or received later than 45 days after the first date for accepting
applications. The effective date of retirement for benefits under this section shall be elected by
the employee and shall be 1 of the following 2 dates: (1) the day immediately following the last
day of manual toll collection on the turnpike as certified by the secretary of transportation; or (2)
the ninetieth day following the certified last day of manual toll collection.

Once the effective date of an employee’s retirement has occurred, an employee
qualifying under this section shall not withdraw the retirement application that has been filed and
shall not make any changes to the retirement application or option selection chosen unless
otherwise authorized by state board of retirement.

(c)(1) An employee who is eligible for the retirement incentive program may request in
the employee’s application for retirement that the state board of retirement credit the employee
with an additional retirement benefit in accordance with this section. Each such employee shall
request and receive a combination of whole years of creditable service and whole years of age,
the sum of which shall not be greater than 5 years, for the purpose of determining the employee’s
superannuation retirement allowance pursuant to paragraph (a) of subdivision (2) of section 5 of
chapter 32 of the General Laws.

(2) Notwithstanding the credit, the total normal yearly amount of the retirement
allowance, as determined in accordance with said section 5 of said chapter 32, of any employee
who retires and receives the retirement incentive program benefit shall not exceed 80 per cent of
the average annual rate of the employee’s regular compensation as determined in accordance
with said section 5 of said chapter 32.

(3) Clause (c) of subdivision (8) of section 3 of said chapter 32 shall apply to the
creditable service added and increased retirement allowances derived as a result of the additional
years of service or age provided by this section.

(d) For a married employee who applies for an additional benefit under this section, an
election of a retirement option shall comply with section 12 of said chapter 32.

(e) (1) If requested, the state board of retirement shall provide retirement counseling to
employees who choose to consider retiring or who choose to retire under the retirement incentive
program. Such counseling shall include, but not be limited to, the following: (i) an explanation of
the retirement benefits provided by this section; (ii) a comparison of the expected retirement
benefits payable to an employee under the retirement incentive program and under chapter 32 of
the General Laws; (iii) the election of a retirement option under section 12 of said chapter 32;
(iv) the restrictions on employment after retirement; (v) the laws relative to the payment of cost-
of-living adjustments to the retirement allowance; and (vi) the effect of federal and state taxation
on retirement income. The group insurance commission shall provide counseling about the
provision of health care benefits under chapter 32A of the General Laws. Each such employee
shall sign a statement that the employee has received the counseling or that the employee does
not want to receive the counseling prior to the approval by the state board of retirement of such
employee's application for superannuation benefits and the additional benefit provided by this
section. The state board of retirement may provide such counseling by way of group sessions
with multiple employees.

(2) Pursuant to section 98 of chapter 32 of the General Laws, the state treasurer, through
the state board of retirement, may make an advance payment in an amount not to exceed 50 per
cent of the initial benefit payment of retirement allowance actually due to an employee who is
eligible for and who has filed an application for retirement under the retirement incentive
program and who does not receive a retirement allowance within 90 days after the effective date
of retirement.

(f) The comptroller, in conjunction with the state board of retirement, shall certify to the
house and senate committees on ways and means within 30 days after the effective date of this
section the total value of compensation of the last pay period prior to the last day of manual toll
collection on the turnpike of each individual that has enrolled in the retirement incentive
program.

The public employee retirement administration commission shall conduct an actuarial
analysis of the impact to the commonwealth’s unfunded pension liability attributable to the
retirement incentive benefits provided by this section. Such analysis shall be filed with the house
and senate committees on ways and means, the executive office for administration and finance
and the state board of retirement not later than June 30, 2017, or within 180 after the cessation of
manual toll collection on the turnpike, as such date is certified to the state board of retirement by
the secretary of transportation or the secretary’s designee, whichever is later. Based on such
analysis the Massachusetts Department of Transportation shall be responsible to the state
retirement system for funding any additional pension liability attributable to the retirement
incentive provided by this section. The funding shall occur pursuant to a schedule established by
the actuary, the Massachusetts Department of Transportation and the state board of retirement.

SECTION 41. Appropriations made pursuant to sections 2A, 2C, and 2F shall be
available for expenditure in the 10 fiscal years following June 30 of the calendar year in which
the appropriation is made and any portion of such appropriation representing encumbrances
outstanding on the records of the comptroller’s office at the close of the tenth fiscal year may be
applied to the payment thereof any time thereafter. The unencumbered balance shall revert to the
commonwealth at the close of the tenth fiscal year.

SECTION 42. Section 40 shall take effect on June 30, 2016 or the last day of manual toll
collection on the turnpike, as defined in section 1 of chapter 6C of the General Laws, as such
date is certified to the state board of retirement by the secretary of transportation or the
secretary’s designee, whichever is later.