

SENATE No. 2260

The Commonwealth of Massachusetts

PRESENTED BY:

Joseph A. Boncore

To the Honorable Senate and House of Representatives of the Commonwealth of Massachusetts in General Court assembled:

The undersigned legislators and/or citizens respectfully petition for the adoption of the accompanying bill:

An Act relative to a resilient transportation system.

PETITION OF:

NAME:	DISTRICT/ADDRESS:	
<i>Joseph A. Boncore</i>	<i>First Suffolk and Middlesex</i>	
<i>Jack Patrick Lewis</i>	<i>7th Middlesex</i>	<i>2/26/2021</i>
<i>Jason M. Lewis</i>	<i>Fifth Middlesex</i>	<i>3/1/2021</i>
<i>James B. Eldridge</i>	<i>Middlesex and Worcester</i>	<i>3/2/2021</i>
<i>Joanne M. Comerford</i>	<i>Hampshire, Franklin and Worcester</i>	<i>3/8/2021</i>
<i>Michael O. Moore</i>	<i>Second Worcester</i>	<i>3/8/2021</i>
<i>Thomas M. Stanley</i>	<i>9th Middlesex</i>	<i>3/8/2021</i>
<i>Walter F. Timilty</i>	<i>Norfolk, Bristol and Plymouth</i>	<i>3/25/2021</i>

SENATE No. 2260

By Mr. Boncore, a petition (accompanied by bill, Senate, No. 2260) of Joseph A. Boncore, Jack Patrick Lewis, Jason M. Lewis, James B. Eldridge and other members of the General Court for legislation relative to a resilient transportation system. Transportation.

The Commonwealth of Massachusetts

**In the One Hundred and Ninety-Second General Court
(2021-2022)**

An Act relative to a resilient transportation system.

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

1 SECTION 1. Section 1 of Chapter 21N of the General Laws, as appearing in the 2018
2 Official Edition, is hereby amended by inserting after “person” the following definition:-

3 “Adaptation cost assessment,” a determination of the life cycle financial cost of
4 infrastructure procured and infrastructure improvements made to implement the adaptation
5 strategies identified in a vulnerability assessment. The adaptation cost assessment shall include:

6 (i) estimated financial costs associated with procurement, construction, maintenance, retrofits,
7 and other related improvements made to said infrastructure, and (ii) the estimated financial cost
8 savings resulting from the abated climate risk associated with said infrastructure procurement
9 and improvement. The adaptation cost assessment shall evaluate said infrastructure from its
10 acquisition to its decommissioning. The adaptation cost assessment may include an estimation
11 the financial value of the of co-benefits resulting from said infrastructure procurements and
12 improvements.

13 SECTION 2. Section 10 of Chapter 21N of the General Laws, as so appearing, is hereby
14 amended by inserting after subsection c the following sections:

15 (d) The vulnerability assessment pursuant to subsection (b) of this section for the
16 department of transportation shall include an adaptation cost assessment as defined in section 1
17 of this chapter. The vulnerability assessment and adaptation cost assessment shall pertain to all
18 assets comprising the metropolitan highway system as defined in section 1 of chapter 6c. The
19 vulnerability assessment shall identify adaptation solutions to be prioritized based on severity of
20 asset vulnerability, level of anticipated climate risk, safety risk to riders and workers if
21 vulnerability is not addressed, and whether the asset is located in or serves an Environmental
22 Justice community. Adaptation solutions must identify opportunities to work in partnership with
23 abutting landowners and municipalities. Further, adaptation solutions must include identification
24 of said solutions that are reflected in municipal hazard mitigation plans and additional planning
25 efforts related to the municipal vulnerability preparedness grant program.

26 (e) The Massachusetts Bay Transportation Authority shall complete a vulnerability
27 assessment pursuant subsection (b) of this section. The vulnerability assessment shall include an
28 adaptation cost assessment as defined in section 1 of this chapter. The vulnerability assessment
29 and adaptation cost assessment shall pertain to all equipment and mass transportation facilities as
30 defined in section 1 of chapter 161A. The vulnerability assessment shall identify adaptation
31 strategies to be prioritized based on severity of asset vulnerability, level of anticipated climate
32 risk, safety risk to riders and workers if vulnerability is not addressed, and whether the asset is
33 located in or serves an Environmental Justice community. Adaptation solutions must identify
34 opportunities to work in partnership with abutting landowners and municipalities. Further,
35 adaptation solutions must include identification of said solutions that are reflected in municipal

36 hazard mitigation plans and additional planning efforts related to the municipal vulnerability
37 preparedness grant program. Said vulnerability assessment shall also identify the authority’s plan
38 to provide replacement or alternative service to sustain the current level of service to riders in the
39 event assets are unsuitable to operate due to damage associated with climate risks, including but
40 not limited to flooding, extreme heat, excessive snow and ice, and other extreme weather events.

41 (f) The vulnerability assessment and adaptation cost assessment pursuant to sections (d)
42 and (e) shall be completed within eighteen months of enactment of this section. Every six months
43 upon enactment of this section, the secretary of the department of transportation shall provide a
44 report detailing progress toward said vulnerability and adaptation cost assessments to the clerks
45 of the house of representatives and the senate, the chairs of the house and senate committees on
46 ways and means, and the chairs of the joint committee on transportation.

47 SECTION 3. Section 11 of Chapter 60 of the General Laws, as so appearing, is hereby
48 amended by inserting after “service” the following- The plan shall incorporate prioritized
49 adaptation strategies identified in the department’s vulnerability assessment as modernization
50 and state of good repair investments as appropriate.

51 SECTION 4. Section 5 of Chapter 161A of the General Laws, as so appearing, is hereby
52 amended by inserting in subsection g after “facilities of the authority” the following- and capital
53 investments identified as priority adaptation strategies in the department’s vulnerability
54 assessment.