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 preparing rail opportunities and jumpstarting efforts concerning transportation stimulus (PROJECTS).

PETITION OF:

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<th>NAME</th>
<th>DISTRICT/ADDRESS</th>
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<tr>
<td>Joseph A. Boncore</td>
<td>First Suffolk and Middlesex</td>
</tr>
<tr>
<td>Brendan P. Crighton</td>
<td>Third Essex</td>
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5/3/2021
An Act preparing rail opportunities and jumpstarting efforts concerning transportation stimulus (PROJECTS).

Whereas, The deferred operation of this act would tend to defeat its purpose, which is to forthwith to develop capital infrastructure projects in the commonwealth related to improving transit reliability, increasing transit service capacity, reducing greenhouse gas and particulate matter emissions and improving overall resiliency of the system, in preparation for future federal infrastructure funding, 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. Notwithstanding any general or special law to the contrary, the Massachusetts Bay Transit Authority shall create a fund called the “Stimulus-Ready Projects” fund that can be used by the authority to advance planning, design, and engineering work on capital infrastructure projects that would improve transit reliability, increase transit service capacity, reduce greenhouse gas and particulate matter emissions, and improve overall resiliency of the system, in preparation for future federal infrastructure funds

SECTION 2. Within thirty days of the passage of this Act, the Massachusetts Bay Transit Authority shall deposit an amount into the Stimulus-Ready Projects Fund (hereinafter referred to

as the “Stimulus Ready Fund”) equal to no less than five percent but no greater than ten percent
of total amounts received by the authority from federal emergency aid to transit systems in years
2020 and 2021, including funding from the Coronavirus Aid, Relief, and Economic Security
(CARES) Act, the Consolidated Appropriations Act of December 2020, and all future federal
appropriations that deliver COVID-related emergency aid to the authority. Future deposits into
the fund must be made by the authority within ten days of receipt of federal funds.

SECTION 3. The mission of the Stimulus Ready Fund is to expedite the planning,
design, and engineering of infrastructure projects so that projects can be eligible to receive, or
take best advantage of, federal infrastructure funding from any federal appropriation or
authorization bills during federal fiscal years 2021 and 2022 providing funding for transportation
projects that is necessary to complete construction and implementation of capital projects that
meet one or more of the following eligibility requirements: i) projects unfunded or not fully
funded in the authority’s Capital Investment Plan, with a priority for projects that improve transit
access and connectivity on the Blue, Red and Silver lines; ii) projects specifically related to
improving transit reliability, increasing transit service capacity, reduce greenhouse gas and
particulate matter emissions, and improving overall resiliency of the system, iii) projects related
to the improvements recommended by the regional rail vision, including without limitation
electrification of the commuter rail system, increasing capacity of commuter rail track
infrastructure, and station infrastructure, and (iv) projects related to infrastructure, facilities, and
maintenance needs for a battery-operated bus network. No funds in the Stimulus Ready Fund
shall be used for ongoing programmed and funded maintenance or repair programs conducted by
the authority.
SECTION 4. Money deposited in the fund must be obligated by the authority within 90 days of this act and within 60 days of future deposits into the fund.

SECTION 5. On July 1, 2022, all unobligated amounts from this fund on January 1, 2023 shall be transferred to the Boston Metropolitan Planning Organization for their use to improve or expand dedicated bus lanes, build dedicated bike lanes, or support complete street infrastructure needs within the authority’s service plan region.

SECTION 6. The MBTA shall file a written report detailing its progress fulfilling the terms of this Act and all amounts spent from this fund, and submit said report to the House and Senate Committees on Transportation no later than May 1, 2021.