

SENATE No. 2354

The Commonwealth of Massachusetts

PRESENTED BY:

Brendan P. Crighton

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 establishing a regional equity and roadway board.

PETITION OF:

NAME:

Brendan P. Crighton

DISTRICT/ADDRESS:

Third Essex

SENATE No. 2354

By Mr. Crighton, a petition (accompanied by bill, Senate, No. 2354) of Brendan P. Crighton for legislation to establish a regional equity and roadway board. Transportation.

[SIMILAR MATTER FILED IN PREVIOUS SESSION
SEE SENATE, NO. 2215 OF 2023-2024.]

The Commonwealth of Massachusetts

**In the One Hundred and Ninety-Fourth General Court
(2025-2026)**

An Act establishing a regional equity and roadway board.

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 13 of chapter 6C of the general laws, as appearing in the 2022 official edition, is
2 hereby amended by inserting at the end of sub-sections (c) the following:-

3 (iii) Financial support for traffic congestion relief and public transit initiatives and
4 systems as determined by the regional equity roadway board.

5 (d) There shall be a Regional Equity Roadway Board that will develop and deploy a
6 comprehensive and regionally- equitable roadway pricing policy for the Commonwealth, which
7 shall include, without limitation, greater Boston metropolitan area roadways, major bridges and
8 interstate highways near the commonwealth’s borders. The Board shall have the authority to
9 implement their regionally – equitable road pricing plan on behalf of the department beginning
10 on January 1, 2027. The Board shall consist of: the secretary of transportation or a designee; 6

11 members, appointed by the Governor; 1 of whom shall be an expert in transportation planning
12 and policy who is not an employee of the commonwealth or any political subdivision, who shall
13 serve as chair, 1 of whom shall be an expert in tolling systems or toll authorities, 1 of whom shall
14 be an expert in traffic congestion, 1 of whom shall represent a municipality that includes a
15 highway where roadway tolls are currently in place, 1 of whom shall be a former or current
16 member of the mbta board of directors, and one of whom shall be employed by an organization
17 that represents low-income communities that have been historically underserved by transit and
18 acutely adversely affected by the public health impacts of traffic congestion.

19 (e) The board shall: (i) identify and analyze physical, technological, legal and other
20 issues or requirements related to roadway pricing in the commonwealth; (ii) propose detailed
21 specifications and regionally-equitable locations for toll gantries and other equipment necessary
22 to assess and collect tolls; (iii) advise the Massachusetts Department of Transportation on
23 roadway pricing scenarios under the federal Value Pricing Pilot Program; (iv) provide estimates
24 of annual operation and maintenance costs; (v) provide estimates of annual revenue; (vi) provide
25 traffic forecasts including forecasts of traffic diversion impacts; (vii) provide a regional and
26 social equity analysis with specific recommendations related to mitigating adverse impacts; and
27 (viii) provide potential impacts on vehicular emissions reduction. The board shall also identify
28 all local, state and federal approvals necessary to deploy new tolls and other roadway pricing
29 mechanisms on relevant roadways.

30 (f) The board shall file a written report of its findings and recommendations annually
31 before December 15 each year, including legislative recommendations, with the clerks of the
32 senate and house of representatives, the house and senate committees on ways and means and the
33 joint committee on transportation. The report shall include, but not be limited to, an analysis of

34 mitigation measures to address social equity issues including, but not limited to, social equity
35 issues for communities underserved by the current transportation system and most directly
36 impacted by congestion.