
The Commonwealth of Massachusetts

JOURNAL OF THE SENATE.



THURSDAY, JULY 16, 2020

[70]

JOURNAL OF THE SENATE

Thursday, July 16, 2020.

Met at seven minutes past eleven o'clock A.M. (Mr. Boncore in the Chair) (having been appointed by the President, under authority conferred by Senate Rule 4, to perform the duties of the Chair).

The Chair (Mr. Boncore), members, guests and staff then recited the pledge of allegiance to the flag.

Pledge of allegiance.

Communications.

The following communications were severly received and placed on file, to wit:

Communication from the Honorable Karen E. Spilak, President of the Senate (under the provisions of House Order 4835), announcing the following appointments to the Special Commission to the Joint Oversight Committee to make an investigation and study of the Soldiers' Home in Holyoke (received July 16, 2020)

Soldiers' Home in Holyoke,-- special commission.

- Senator Walter F. Timilty – Co-Chair
• Senator Anne M. Gobi
• Senator Michael F. Rush
• Senator John C. Velis
• Senator James T. Welch

Communication from the Honorable Bruce E. Tarr, Senate Minority Leader (under the provisions of House Order 4835), appointing Senator Dean Tran of Fitchburg to serve as his appointee to the Special Commission to the Joint Oversight Committee to make an investigation and study of the Soldiers' Home in Holyoke (received July 15, 2020).

Id.

Petitions.

Petitions were severly presented and referred as follows:

By Ms. Lovely, a petition (accompanied by bill, Senate, No. 2826) of Joan B. Lovely and Bradford Hill (by vote of the town) for legislation relative to the reorganization of the water, highway and park/cemetery departments and commissioners in the town of Topsfield [Local approval received]; and

Topsfield,-- reorganization.

By Mr. Tarr, a petition (accompanied by bill, Senate, No. 2827) of Bruce E. Tarr and Lenny Mirra (by vote of the town) for legislation to amend the Newbury general by-laws from board of selectmen to select board [Local approval received];

Newbury,-- select board.

Severally, under Senate Rule 20, to the committee on Municipalities and Regional Government.

Severally sent to the House for concurrence.

Report of a Committee.

By Mr. Crighton, for the committee on Housing, on petition, a Bill promoting housing stability and homelessness prevention through a right to counsel pilot program in Massachusetts in response to the COVID-emergency (Senate, No. 2785);

COVID-19,-- homelessness.

Read and, under Senate Rule 27, referred to the committee on Ways and Means.

PAPERS FROM THE HOUSE.

Petitions were severally referred, in concurrence, as follows, to wit:

Petition (accompanied by bill, House, No. 4832) of Aaron Vega (with the approval of the mayor and city council) relative to the designation of certain park or open space land in the city of Holyoke;

Holyoke,--
park land.

Petition (accompanied by bill, House, No. 4839) of Randy Hunt and others (by vote of the town) that the city known as the town of Barnstable be authorized to grant an easement to Eversource Energy;

Barnstable,--
easement.

Petition (accompanied by bill, House, No. 4846) of Randy Hunt and Susan L. Moran (by vote of the town) relative to the appointment of a school committee member in the town of Sandwich; and

Sandwich,-- school
committee
appointment.

Petition (accompanied by bill, House, No. 4847) of Marc T. Lombardo (by vote of the town) that the town of Billerica be authorized to change the name of the board of selectmen in said town to the select board;

Billerica,-- select
board.

Severally to the committee on Municipalities and Regional Government.

Petition (accompanied by bill, House, No. 4848) of Angelo J. Puppolo, Jr. (by vote of the town) relative to the appointment and removal authority of the town administrator of the town of Wilbraham;

Wilbraham,-- town
administrator.

To the committee on Public Service.

Bills

Relative to accountability for vulnerable children and families (House, No. 4852,-- on House, No. 4083), and

Vulnerable children
and families.

Relative to the installation of ignition interlock devices for improving safety on the roads of the Commonwealth (House, No. 4850,-- on Senate, No. 7, in part);

Were severally read, and under Senate Rule 27, referred to the committee on Ways and Means.

Emergency Preamble Adopted.

An engrossed Bill making appropriations for the fiscal year 2020 to authorize certain COVID-19 spending in anticipation of federal reimbursement (see House, No. 4808, amended), having been certified by the Senate Clerk to be rightly and truly prepared for final passage and containing an emergency preamble,-- was laid before the Senate; and, a separate vote being taken in accordance with the requirements of Article LXVII of the Amendments to the Constitution, the preamble was adopted in concurrence, by a vote of 2 to 0.

COVID-19 Supp.

The bill was signed by the Acting President (Mr. Boncore) and sent to the House for enactment.

Resolutions.

The following resolutions (having been filed with the Clerk) were severally considered forthwith and adopted, as follows:-

Resolutions (filed by Ms. Lovely) “congratulating Christopher M. Blanchard on his elevation to the rank of Eagle Scout”;

Christopher M.
Blanchard.

Resolutions (filed by Ms. Lovely) “congratulating Henry J. Ciaccio on his elevation to the rank of Eagle Scout”;

Henry J. Ciaccio.

Resolutions (filed by Ms. Lovely) “congratulating Lucas Jindra on his elevation to the rank of Eagle Scout”;

Lucas Jindra.

Resolutions (filed by Ms. Lovely) “congratulating William A. Martin on his elevation

William A. Martin.

to the rank of Eagle Scout”;

Resolutions (filed by Ms. Lovely) “congratulating Henry A. Mulholland on his elevation to the rank of Eagle Scout”;

Henry A.
Mulholland.

Resolutions (filed by Ms. Lovely) “congratulating Charles B. Roach on his elevation to the rank of Eagle Scout”;

Charles B. Roach.

Resolutions (filed by Ms. Lovely) “congratulating Adam F. Sienkiewicz on his elevation to the rank of Eagle Scout”; and

Adam F.
Sienkiewicz.

Resolutions (filed by Mr. O’Connor) “congratulating Shawn M. Dahlen on his elevation to the rank of Eagle Scout.”

Shawn M. Dahlen.

Recess.

There being no objection, at nine minutes past eleven o’clock A.M., the Chair (Mr. Boncore) declared a recess, subject to the call of the Chair; and at ten minutes past one o’clock P.M., the Senate reassembled, Ms. Friedman in the Chair (having been appointed by the President, under authority conferred by Senate Rule 4, to perform the duties of the Chair).

Recess.

Reports of Committees.

By Ms. Lovely, for the committees on Rules of the two branches, acting concurrently, that Joint Rule 12 be suspended on the Senate petition of Patricia D. Jehlen, Sal N. DiDomenico, Jason M. Lewis, James B. Eldridge and other members of the General Court for legislation to guarantee housing stability during the COVID-19 emergency and recovery.

Housing stability,--
COVID-19.
SD2992

Senate Rule 36 was suspended, on motion of Mr. Tarr, and the report was considered forthwith. Joint Rule 12 was suspended; and the petition (accompanied by bill) was referred to the committee on Housing.

By Ms. Lovely, for the committees on Rules of the two branches, acting concurrently, that Joint Rule 12 be suspended on the Senate petition of James B. Eldridge and Danillo A. Sena for legislation to establish the Massachusetts Works Progress Administration.

MA Works Progress
Administration.
SD3001

Senate Rule 36 was suspended, on motion of Mr. Tarr, and the report was considered forthwith. Joint Rule 12 was suspended; and the petition (accompanied by bill) was referred to the committee on Labor and Workforce Development.

Severally sent to the House for concurrence.

Ms. Lovely, for the committee on Rules, reported that the following matters be placed in the Orders of the Day for the next session:

The Senate Bill relative to commonwealth automobile reinsurers (Senate, No. 580).

Automobile,--
reinsurers.

There being no objection, the rules were suspended, on motion of Mr. Rodrigues, and the bill was read a second time, ordered to a third reading, read a third time and passed to be engrossed, its title having been changed by the committee on Bills in the Third Reading to read as follows: “An Act amending the commonwealth automobile reinsurers governing committee”.

Sent to the House for concurrence.

The Senate Bill establishing plastic pollution action day in the commonwealth (Senate, No. 1834).

Plastic pollution,--
action day.

There being no objection, the rules were suspended, on motion of Mr. Tarr, and the bill was read a second time, ordered to a third reading, read a third time and passed to be engrossed, its title having been changed by the committee on Bills in the Third Reading to read as follows: “An Act establishing Plastic Pollution Action Day

in the commonwealth”.

Sent to the House for concurrence.

Matters Taken Out of the Orders of the Day.

There being no objection, the following matters were taken out of the Orders of the day and considered as follows:

The House Bill authorizing the town of Hadley to transfer the care and control of park land in the town of Hadley to the board of selectmen (House, No. 4589),-- **was read a third time and passed to be engrossed, in concurrence.**

Hadley,-- park land.

The House Bill authorizing the conveyance of certain parcels of land in the city of Lowell (House, No. 4819) (its title having been changed by the committee on Bills in the Third Reading),-- **was read a third time and passed to be engrossed, in concurrence.**

Lowell,-- land conveyance.

The House Bill authorizing the town of Hadley to convey a conservation restriction on certain parcels of land (House, No. 4833),-- **was read a third time and passed to be engrossed, in concurrence.**

Hadley,-- conservation land.

PAPERS FROM THE HOUSE.

A petition (accompanied by bill, House, No. 4857) of Jon Santiago for legislation to establish a sick leave bank for Greta Long, an employee of the Massachusetts Rehabilitation Commission,-- **was referred, in concurrence, under suspension of Joint Rule 12, to the committee on Public Service.**

Greta Long,-- sick leave.

Engrossed Bills.

The following engrossed bills (all of which originated in the House), having been certified by the Senate Clerk to be rightly and truly prepared for final passage, were severally passed to be enacted and were signed by the Acting President (Ms. Friedman) and laid before the Governor for his approbation, to wit:

Establishing a sick leave bank for Dyana Gonzalez, an employee of the Division of Capital Asset Management and Maintenance (see House, No. 4665);

Bills laid before the Governor.

Changing the name of the board of selectmen in the town of Dedham to the select board (see House, No. 4704); and

Making appropriations for the fiscal year 2020 to authorize certain COVID-19 spending in anticipation of federal reimbursement (see House, No. 4808, amended).

A petition (accompanied by bill, House, No. 4858) of Josh S. Cutler relative to retirement benefits for Felicia O’Connor, the surviving spouse of John Bernard O’Connor, a retired state police officer injured in the line of duty,-- **was referred, in concurrence, under suspension of Joint Rule 12, to the committee on Public Service.**

John Bernard O’Connor,-- retirement benefits.

Order of the Day.

The Orders of the Day were considered as follows:

The House Bill authorizing and accelerating transportation investment (House, No. 4547),-- was read a second time.

Transportation bond.

After remarks, and pending the question on adoption of the amendment previously recommended by the committee on Ways and Means, that the pending Bonding, Capital Expenditures and State Assets pending new text (Senate, No. 2739) be amended by striking out all after the enacting clause and inserting in place thereof the text of Senate document numbered 2813, and pending the main question on ordering the bill to a third reading, Ms.

122

Moran and Mr. Cyr move that the proposed new text be amended in section 2A by inserting after item 6121-2117 the following item:

“6121-2147 For the planning, study, design, construction, reconstruction, resurfacing, repair, climate change adaptation, multi-modal access and improvement of transportation infrastructure associated with the approaches to the Bourne bridge and the Sagamore bridge and other transportation infrastructure improvements to enhance the traffic safety, traffic flow and ease congestion at the Bourne bridge and the Sagamore bridge, respectively, and to prepare for and to leverage federal investments and improvements to each bridge; provided, that said improvements shall include, but not be limited to, highway, interchange and non-highway improvements as well as elements that improve access for all modes, pavement, surface conditions, approaches, ramps, rotaries, exits, alignments, lane enhancements, signage and safety features; provided further, that this item may also be expended for costs associated with the planning, study, design, construction, reconstruction, resurfacing, repair, multi-modal access and improvement of transportation infrastructure in and around the Cape Cod canal area including in the towns of Bourne and Sandwich; and provided further, that expenditures from this item may include the costs of engineering, design, permitting, climate change adaptation and resilience and other services essential to projects under this item.....\$350,000,000”.

Remarks of Senator Susan L. Moran

Thank you Madame President and through you to my colleagues for allowing me to speak on this issue important to the economy for the entire state of Massachusetts.

Remarks of Senator Susan L. Moran.

I rise today in support of an amendment to provide \$350 Million Dollars for new infrastructure to support the replacement of both the Bourne and Sagamore Bridges that connect Cape Cod to Massachusetts.

Yes. The Bourne and Sagamore Bridges are iconic symbols of the island of Cape Cod but they are also an official State Emergency Escape Route and they physically provide all of us an essential lifeline to the mainland. For generations of residents and visitors, warm memories are conjured up as soon as the sight of the Bourne or Sagamore Bridge comes into view. Everyone who visits brings home memories of family time and adventures with friends.

A refreshing saltwater swim, fishing and shell collecting on world class sandy beaches.

That first glimpse of one of the bridges means you will soon be golfing, strawberry picking, watching a cranberry harvest, going whale watching or enjoying farm fresh vegetables, lobster, clams and ice cream. Memories that last a lifetime. Most everyone owns a piece of Cape Cod in their heart.

In some sense this amendment is bittersweet because we will be saying goodbye to these two faithful servants and enduring symbols of everything we love about Cape Cod. Nonetheless, the bridges were built simultaneously beginning in 1933. They opened to travelers on June 21, 1935 and have been serving Cape Cod’s residents and visitors for over 85 years. Unfortunately, the bridges are badly in need of repair which has led to costly and time-consuming maintenance projects in the last few years. Because the bridges were designed for 1933’s cars and traffic patterns there are often long backups and safety hazards associated with the narrow lanes including a high number of serious accidents. Residents often put off medical appointments or even visiting friends and family on the other side of the canal due to traffic around the bridges. Difficulty filling jobs due to unworkable summer commute times has long hampered business owners from fulfilling the potential of their businesses. These challenges along with the safety concerns have

made replacement of the bridges with modern structures a necessity that can wait no longer.

After years of study, it has been definitively determined that replacement will actually be less expensive than overhauling, not to mention the modern need to reimagine transportation. The Army Corps of Engineers in partnership with MassDOT has announced a \$1.1 billion investment in replacing these bridges with modern state of the art spans, hopefully by 2025. The new bridges will have 4 travel lanes, 2 added lanes for merging traffic, multimodal lane for bikes and, an actual median separating the on-Cape and off-Cape-bound traffic. The current bridges are 2 ft narrower than modern standards so the median will be an important safety improvement over the current strip of paint barrier from oncoming traffic that evokes that familiar involuntary gasp we have all experienced with the simultaneous little bit of air you get as one traverses those bumps of the links that span the bridges. Importantly, the new bridges will be built for environmentally friendly travel options encouraging more bike and pedestrian travel across the canal. The wider lanes will not only be safer for the design of today's cars, but it will also help pave the way to increase use of newer technologies like electric buses for cross-canal travel.

For the first time ever, these new bridges will be maintained by MassDOT allowing for less complicated routine maintenance and greater interconnectivity from state roads and highways to the bridges. This amendment supports that project by funding planning and construction of the access roads and highways that will connect to the new bridges.

Importantly, outreach and conversations with neighbors have already begun and are ongoing.

From the very beginning, the canal bridges have been a true symbol of economic opportunity. This could not be more needed than now as we plan for back to work recovery from the COVID-19 pandemic.

The National Industrial Recovery Act of 1933 provided \$4.6 million in federal funding for construction of the current bridges and other canal improvements. In accordance with Public Works Administration regulations, work was distributed widely; and, wherever practical, hand labor was used instead of machinery to provide as many jobs as possible.

The bridge construction projects employed approximately 700 skilled and unskilled workers, providing needed work during the Great Depression.

Now, as you have mentioned Madame President, projects like these 2 new bridges can provide needed economic stimulus as we recover and rebuild from COVID-19 losses. We expect the construction will generate thousands of jobs both on the bridges themselves and on the roads leading up to them. Bridge workers coming to the area will bring new buy local business with them. Although Cape Cod is a wonderful place to raise a family, many families now choose not to live there because of the logistical challenges posed by uncertain bridge traffic.

New bridges will help the economically vulnerable Cape be more sustainable as young families attracted to living and working in one of the most beautiful places in Massachusetts are able to reasonably stay connected to extended family, schools and services on the mainland.

The new bridges will make the scientific and instructional advances of climate and ocean scientists more readily available to students from all over Massachusetts as Cape Cod's world-renowned scientific institutions like the Marine Biological Laboratory and Woods Hole Oceanographic Institute are more accessible to the rest of the state. As our world becomes ever more connected, Cape Cod continues to be on a literal island served by only two 85-year-old bridges. I am confident that through this project and this amendment we will strengthen the connection of Cape Cod to the rest of Massachusetts

optimizing all the prosperity and opportunity Cape Cod has to offer all of us.

For all these reasons and more, I ask that you please support this amendment and ask that when the question is called there be a call of the yeas and nays. Thank you.

On motion of Mr. Boncore, under the provisions of Senate Rule 6, the above remarks were printed in the Journal of the Senate.

Ordered printed.

After remarks, the question on adoption of the amendment was determined by a call of the yeas and nays, at ten minutes past two o'clock P.M., on motion of Ms. Moran, as follows, to wit (yeas 40 – nays 0) [**Yeas and Nays No. 234**]:

YEAS.

- | | |
|--------------------------|-----------------------|
| Barrett, Michael J. | Jehlen, Patricia D. |
| Boncore, Joseph A. | Keenan, John F. |
| Brady, Michael D. | Kennedy, Edward J. |
| Brownsberger, William N. | Lesser, Eric P. |
| Chandler, Harriette L. | Lewis, Jason M. |
| Chang-Diaz, Sonia | Lovely, Joan B. |
| Collins, Nick | Montigny, Mark C. |
| Comerford, Joanne M. | Moore, Michael O. |
| Creem, Cynthia Stone | Moran, Susan L. |
| Crichton, Brendan P. | O'Connor, Patrick M. |
| Cyr, Julian | Pacheco, Marc R. |
| DiDomenico, Sal N. | Rausch, Rebecca L. |
| DiZoglio, Diana | Rodrigues, Michael J. |
| Eldridge, James B. | Rush, Michael F. |
| Fattman, Ryan C. | Spilka, Karen E. |
| Feeney, Paul R. | Tarr, Bruce E. |
| Finegold, Barry R. | Timilty, Walter F. |
| Friedman, Cindy F. | Tran, Dean A. |
| Gobi, Anne M. | Velis, John C. |
| Hinds, Adam G. | Welch, James T. – 40. |

NAYS – 0.

The yeas and nays having been completed at twenty minutes past two o'clock P.M., the amendment was adopted.

There being no objection, the following amendments were considered as one and rejected, as follows:

Ms. Moran moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$1,500,000 shall be expended for costs associated with constructing traffic control measures on Montgomery Drive in the town of Plymouth”; and, by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,400,000”. 56

The amendment was *rejected*.

Ms. Moran moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$1,100,000 shall be expended for costs associated with widening the Shining Sea Bikeway in the town of Falmouth”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,000,000”. 64

The amendment was *rejected*.

Ms. Moran moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$100,000 shall be expended for costs associated with the construction of bike paths and pedestrian trails in the town of Pembroke”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,000,000”. 82

The amendment was *rejected*.

Ms. Moran moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$250,000 shall be expended for costs associated with design, engineering, and improvements at the traffic intersection on Route 3A off Exit 10 in the town of Kingston”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,150,000”. 90

The amendment was *rejected*.

Ms. Moran moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$1,000,000 shall be expended for costs associated with constructing a pedestrian path adjacent to the Service Road in the town of Sandwich”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,900,000”. 96

The amendment was *rejected*.

Mr. Timilty moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$300,000 shall be expended for the installation of sidewalks throughout the town of West Bridgewater”; and by striking out the figure:- “\$233,900,000” and inserting in place thereof the following figure:- “\$234,200,000”. 103

The amendment was *rejected*.

Messrs. Tarr and Montigny moved that the bill be amended by inserting in line item 6621-2108 at the end thereof the following:- “, provided further than not less than \$5,000,000 shall be expended for mobile testing for the 2019 novel coronavirus testing at high tourism locations, under served areas and for members of the fishing and agriculture industry”; and by striking in line 187, “\$3,260,000,000 and inserting in place thereof the following \$3,265,000,000”. 104

The amendment was *rejected*.

Mr. Timilty moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$2,200,000 shall be expended on signaling the intersection at Adams Street and Squantum Street in the town of Milton”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$236,100,000”. 105

The amendment was *rejected*.

Mr. Timilty moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$1,800,000 shall be expended for the signalization of the intersection of Adams Street/ Canton Avenue/ Randolph Avenue in the town of Milton”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,700,000”. 107

The amendment was *rejected*.

Ms. Moran moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$1,000,000 shall be expended for sidewalk and roadway improvements in the town of Kingston”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,900,000”. 113

The amendment was *rejected*.

Mr. Timilty moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$38,000 shall be expended for pedestrian signals along walking routes to the Avon Middle/High School and to the Butler Elementary School in the town of Avon”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$233,938,000”. 114

The amendment was *rejected*.

Mr. Timilty moved that the bill be amended in section 2I, in item 6921-2115, by 120

adding the following words:- “; provided further, that not less than \$1,600,000 shall be expended for bicycle and pedestrian accommodations along Central Street in the town of Avon”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,500,000”.

The amendment was *rejected*.

Mr. Timilty moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$2,000,000 shall be expended for improvements to Randolph Street in the town of Canton, from Washington Street to York Street”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,900,000”.

125

The amendment was *rejected*.

Ms. Moran moved that the bill be amended by inserting the following section:-

130

“SECTION __. Clause (2) of subsection (d) of section 2ZZZ of chapter 29 of the General Laws, as so appearing in the 2018 Official Edition, is hereby amended by adding the following sentence:- ‘Notwithstanding the foregoing, the transfer required by this clause shall be increased each year in an amount sufficient to comply with the last paragraph of section 23 of Chapter 161B. No regional transit authority’s assistance from this transfer shall be reduced in order to comply with section 23 of chapter 161B.’”

The amendment was *rejected*.

Messrs. Tarr and Eldridge moved that the bill be amended by inserting at the end of item 6621-2108 the following:-“; provided further that not less than \$10,000,000 shall be expended for the installation of electric vehicle charging stations”; and by striking out the figure “\$3,260,000,000” and inserting in place thereof the following:-“\$3,270,000,000”.

135

The amendment was *rejected*.

Messrs. Crighton and Brady moved that the bill be amended by inserting the following section:-

138

“SECTION XX. Section 8 of Chapter 187 of the Acts of 2016 is hereby amended by striking (b) and replacing with the following section:

(b) Annually, not later than February 1, each transportation network company shall submit to the director of the division established in section 23 of chapter 25 the number of rides from the previous calendar year that originated in each city or town and the amount collected from rider-assessments. Notwithstanding any other law, a rider-assessment is to be charged as follows

(i) Four and one-quarter percent of net rider fares for a shared ride in which, prior to the commencement of the pre-arranged ride, a passenger requests through the transportation network company’s digital network, to share the ride with one or more passengers and each passenger is charged a fare that is calculated in whole or in part, based on the passenger’s request to share all or part of the ride with one or more passengers, regardless of whether the passenger actually shares all or part of the ride.

(ii) Six and one-quarter percent of the net ride fare for a pre-arranged ride other than a ride described in (i)

Not later than June 30, the director shall post on the division’s website the aggregate number of rides from the previous calendar year originating within each city or town.

SECTION XX. Section 1 of Mass General Laws Chapter 159A½ is amended by adding the following definitions:

‘Pooled ride’, a for-hire transportation trip, in which, prior to the commencement of the ride, a passenger requests a pre-arranged ride through the transportation network company’s digital network to share the ride with one or more passengers, that separately request transportation and are each charged the same predetermined amount per ride, or are billed independently for a ride in an amount that is proportionate to the transportation they receive, regardless of whether the passenger actually shares all or part of the ride.

‘For-Hire Transportation Trip’, a ride in which, prior to the commencement of the ride, a passenger requests a pre-arranged ride through the transportation network company’s digital network as a single passenger between points chosen by the passenger, regardless of the number of stops. This shall not include transportation provided by, or pursuant to a contract with a state agency or an institution.

SECTION XX. Section 2 of Chapter 159A½ as appearing in the 2016 Official Edition, is amended as follows:

(d) A transportation network company shall provide clear and conspicuous transportation fare estimates to riders at all times, including during surge pricing, high volume and demand times. Fare estimates shall include a clear rate estimate or the amount of price increase resulting from surge pricing or increased demand and shall show the price difference between the cost of a shared-ride and a single-occupancy ride.

SECTION XX. Section 10 of Chapter 159A½ as appearing in the 2016 Official Edition, is amended as follows:

(a) A municipality identified in the fourteen cities or towns defined in Chapter 161A, section 1, that accepts the provisions of this section, may impose a congestion assessment of no more than \$2.25 per ride during regular MBTA service hours. These funds would be dedicated for municipal investment in public transportation, bicycle and pedestrian investments, and electric vehicle charging infrastructure.

(b) Other than those municipalities identified in (a), no municipality or other local state entity, except the Massachusetts Port Authority, may: (i) impose a tax on or require any additional license for a transportation network company, a transportation network driver or a vehicle used by a transportation network driver where the tax or licenses relate to facilitating or providing pre-arranged rides; (ii) require any additional license for a transportation network company or transportation network driver; or (iii) subject a transportation network company to the municipality’s or other local or state entity’s rates or other requirements, including but not limited to entry or operational requirements; provided, however, that a municipality or other local or state entity may regulate traffic flow and traffic patterns to ensure public safety and convenience.

SECTION XX. Section 11 of Chapter 159A½ as appearing in the 2016 Official Edition, is amended as follows:

The division shall promulgate regulations necessary for the implementation, administration and enforcement of this chapter. In addition to existing regulations, the division shall (i) create regulations regarding data sharing, provided, however, that all data shall be safely secured and, where appropriate, encrypted or limited and used for the purposes of public safety, congestion management and transportation planning, including curbside management, road improvements, traffic management, transit service planning and the allocation of public monies for those purposes; (ii) consider practices to disclose or report information to cities and towns, the Massachusetts Department of Transportation, and regional planning agencies; and (iii) determine what information must be collected from transportation network companies to effectuate the purposes outlined in (i).”

The amendment was *rejected*.

Mr. Timilty moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$12,300,000 shall be expended for improvements to Washington Street (Route 138) in the town of Stoughton”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$246,200,000”.

139

The amendment was *rejected*.

Ms. Moran moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$750,000 shall be expended for costs associated with sidewalk and roadway improvements in the town of Pembroke”;

142

and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,650,000”.

The amendment was *rejected*.

Mr. Timilty moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$12,000,000 shall be expended for the reconstruction of Turnpike Street (Route 139) and in the town of Stoughton”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure;- “\$245,900,000”.

147

The amendment was *rejected*.

Mr. Timilty moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further that not less than \$330,000 shall be expended for a traffic calming measures pilot program in the town of Randolph”; and by striking out the figure “233,900,000” and inserting in place thereof the following figure:- “234,230,000”.

149

The amendment was *rejected*.

Ms. Moran moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$1,500,000 shall be expended for costs associated with reconstruction of the intersection at Court Street and Cherry Street in the town of Plymouth”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,400,000”.

154

The amendment was *rejected*.

Messrs. Crighton and Lesser moved that the bill be amended in section 2D by inserting in line-item 6621-2117 after the words, “industrial rail access program” the following:- “; provided further that not less than \$6,000,000 per fiscal year shall be expended for said industrial rail access program; provided further, that the department of transportation shall establish a rolling grant application process for said program that ensures applications decided within 90 days of receipt;”; and by striking out the figure “\$400,000,000” and inserting in place thereof the following figure:- “\$406,000,000”.

162

The amendment was *rejected*.

Messrs. Crighton and Barrett moved that the bill be amended by adding the following section:-

165

“SECTION XX. Within 180 days after the effective date of this act, each distribution company, as defined in section 1 of chapter 164 of the General Laws, shall file one or more commercial tariffs utilizing alternatives to traditional demand-based rate structures to facilitate faster charging for (i) light-duty, (ii) heavier-duty, and (iii) fleet vehicles. Each tariff shall evaluate the relative costs, benefits, and ancillary related benefits associated with various faster charging rate designs, and do so for multiple scenarios where each predicts a different rate of electric vehicle adoption.

The department of public utilities shall, after notice and opportunity for public comment, approve, modify, or reject the tariffs.”

The amendment was *rejected*.

Ms. Creem moved that the bill be amended by inserting the following section:-

178

“SECTION __. Notwithstanding any general or special law to the contrary, an operator of a three-wheeled vehicle, owned by the state or municipal government and registered as a motorcycle, shall not be required to wear a helmet if the vehicle contains the following: a seat in an enclosed seating area, a steering wheel and safety belts. Any employee of the state or a municipal government possessing a valid class D operator’s license shall be permitted to operate said vehicle.”

The amendment was *rejected*.

Ms. Moran moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$800,000 shall be expended

189

for costs associated with improvements on Quaker Meetinghouse Road at Cotuit Road and at Route 130 in the town of Sandwich”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,700,000”.

The amendment was *rejected*.

Messrs. Cyr, Eldridge and Barrett, Ms. Comerford and Messrs. Timilty and Brady moved that the bill be amended by adding the following item:-

190

XXXX-XXXX For a grant program for municipalities and regional planning agencies for the planning, design, and implementation of climate change mitigation projects that support reduction of greenhouse gas emissions from transportation.....\$20,000,000.

The amendment was *rejected*.

Mr. Crighton moved that the bill be amended by inserting after section 19 the following section:-

191

“SECTION XX. (a) For the purposes of this section ‘construction inspection functions’ shall mean construction engineering, contract administration, quality control inspection, material testing, and resident engineer and assistant resident engineering functions. ‘Public employee’ shall mean an employee of a Federal, State or local government.

(b) Notwithstanding any general or special law to the contrary, public employees shall carry out the construction inspection functions for all surface transportation projects receiving State or Federal funding.”

The amendment was *rejected*.

Ms. Creem moved that the bill be amended by inserting the following section:-

214

“SECTION __. The Massachusetts Department of Transportation shall review and issue a report on roadway lighting and lighting operational costs. The report shall include a review of warranting and other criteria for roadway lighting and an analysis of lighting operational costs; a review of roadway lighting’s impact on human health, human safety, and environmental impact; actions taken by the department to comply with current standards; procedures and accepted best practices relative to roadway lighting; and a plan to reduce lighting operational costs through the replacement of existing high-wattage, unshielded fixtures with lower-wattage, fully shielded fixtures and the replacement of unnecessary roadway lighting with the installation of passive safety measures. The department shall issue its report to the department of energy resources and the clerks of senate and the house of representatives not later than June 30, 2021.”

The amendment was *rejected*.

Mr. Rush moved that the bill be amended by striking section 10 and inserting in place thereof the following words:-

217

“Section 13. (a) By the first of each month, each transportation network company shall submit to the division, in a format approved by the division, data related to each pre-arranged ride provided in the previous month including:

- (i) for each non-shared ride: (1) the latitude and longitude for the points of origination and termination, calculated to 2 decimal degrees; (2) the date and time, calculated to the nearest minute, of the origination and termination; (3) the total cost paid by the rider for the ride; (4) the universally unique identifier associated with the transportation network driver; (5) whether the pre-arranged ride was provided by a wheelchair accessible vehicle; (6) the total time that the transportation network driver spent en route to pick up the rider; (7) the total time the transportation network driver spent providing the pre-arranged ride; (8) the total mileage driven by the transportation network driver while en route to pick up the rider; (9) the total mileage driven by the transportation network driver while providing the pre-arranged ride; (10) the transportation network vehicle’s license plate; (11) whether the transportation network vehicle was a livery vehicle; and (13) whether the rider selected

a luxury or premium ride, regardless of whether the transportation network vehicle was registered as a livery vehicle; provided, that if the pre-arranged ride was advertised by the transportation network company as a luxury or premium ride the factors that were considered in that designation, including, but not limited to, vehicle make, model, year, and, if available, trim, whether the transportation network driver was a professional driver, as advertised by the transportation network company and whether the ride was available by an exclusive membership option; (ii) for each shared ride: (1) the latitude and longitude for the points of the origination and termination of the entire shared ride, calculated to 2 decimal degrees; (2) the total number of riders in the vehicle; and (3) for each pre-arranged ride that was part of a shared ride:

(ii) (A) the latitude and longitude for the points of each respective pre-arranged ride's origination and termination, calculated to 2 decimal degrees; (B) the date and time, calculated to the nearest minute, of each respective pre-arranged ride's origination and termination; (C) the total time that the transportation network driver spent en route to pick up each rider; (D) the total time that the transportation network driver spent providing each pre-arranged ride; (E) the total mileage driven by the transportation network driver while en route to pick up each rider; (F) the total mileage driven by the transportation network driver while providing each pre-arranged ride; (G) the total cost paid by each rider for each pre-arranged ride; (H) the universally unique identifier associated with the transportation network driver; (I) the transportation network vehicle license plate; and (J) whether the rider requested a shared ride but was not successfully matched with another rider;

(iii) for each transportation network vehicle that provided at least 1 pre-arranged ride: (1) the vehicle license plate; (2) whether the transportation network vehicle was a livery vehicle; (3) the vehicle make, model, year and, if available, trim; (4) the vehicle identification number; (5) the total number of minutes and miles the vehicle was en route to pick up transportation network riders; (6) total number of minutes and miles the vehicle was engaged in prearranged rides, whether shared or non-shared; and (7) the total number of minutes and miles while the vehicle was logged into the transportation network vehicle's digital network for purposes of accepting a pre-arranged ride, but not en route to pick up a rider engaged in a pre-arranged ride;

(iv) for each accident or crash involving a transportation network driver while logged into the transportation network company's digital network: (1) the street address of the crash, as reported to the transportation network company; (2) the date and time of the accident or crash, as reported to the transportation network company; (3) the license plate of the transportation network vehicle involved in the crash; and (4) the universally unique identifier associated with the transportation network driver.

(b) On an annual basis not later than June 30, the division shall post on its website in aggregate form, the total number of rides provided by all transportation network companies that originated in each city or town, the cities or towns where said rides originating in each city or town terminated, and the average miles and minutes of the rides that originated in each city or town and terminated in each other respective city or town.

(c) The division may, for purposes of congestion management, transportation planning or emissions tracking, enter into confidential data sharing agreements to share anonymized and aggregated data received by the division pursuant to this section with the executive office of technology services and security, executive office of energy and environmental affairs, Massachusetts Department of Transportation, the Massachusetts Port Authority, the Massachusetts Bay Transportation Authority, the department of environmental protection, a Massachusetts regional transit authority formed pursuant to section 3 of chapter 161B or predecessor statutes, a Massachusetts regional planning agency and a Massachusetts metropolitan planning organization.

The division shall prescribe the form and content of a confidential data sharing agreement, and the manner of transmitting the information. Any confidential data sharing agreement shall specify that the information provided by the division shall be aggregated and anonymized and may be used only for the purposes set forth in said agreement. Any data received by an entity from the division through a confidential data sharing agreement as described in this subsection shall not be considered a public record as defined in clause Twenty- sixth of section 7 of chapter 4 and section 10 of chapter 66, and shall not be disclosed to any person or entity other than those listed or described in the confidential data sharing agreement.

(d) Notwithstanding subsection (d), a state or municipal government agency or transportation planning entity may disclose conclusions and analysis derived from the information received pursuant to a confidential data sharing agreement, but may not disclose the underlying information and data received.

(e) Any violation of the terms of a confidential data sharing agreement by any of the entities listed in subsection (d) shall result in the division declining to enter into future confidential data sharing agreements with the violating entity and in the termination of any existing data sharing agreement. The division shall notify each transportation network company whose data was shared in violation of the terms of a confidential data sharing agreement of the violating entity and what data was shared. An entity listed in subsection (d) of section 12 which violates the terms of a confidential data sharing agreement shall delete all data received as a result of the confidential data sharing agreement.

(f) For the purposes of this section, ‘aggregated’ means that the data reflects average information, including trip length, trip duration, approximate trip, and in a location which has no less than ten separate trips by no less than ten separate users and has been anonymized and deidentified.”

The amendment was *rejected*.

Ms. Jehlen and Mr. Eldridge moved that the bill be amended in line 462, by adding after the words “room occupancy,” the following:- “local surcharge on commercial parking spaces in lots that exceed 50 spaces,”.

225

The amendment was *rejected*.

Ms. Moran moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$500,000 shall be expended for costs associated with constructing a shared-use path along Route 130 in the town of Sandwich”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,400,000”.

228

The amendment was *rejected*.

Mr. Feeney moved that the bill be amended in section 12 after line 879 by adding the following section:

232

“SECTION 13. Notwithstanding any general or special law to the contrary, all design, engineering and inspection services shall be subject to the provisions of M.G.L., Chapter 7, Section 52-55.”

The amendment was *rejected*.

Ms. Moran moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$750,000 shall be expended for costs associated with sidewalk and roadway improvements on Cotuit Road in the town of Sandwich”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,650,000”.

241

The amendment was *rejected*.

Mr. Barrett moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “provided further that not less than \$5,000,000 shall be expended to maintenance and improvements to the Minuteman Bike Path, Alewife Linear Park,

253

Fitchburg Cutoff Bike path, in the towns of Arlington, Bedford, Lexington, and the City Cambridge”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$238,900,000”.

The amendment was *rejected*.

Mr. Barrett moved that the bill be amended by adding the following section:- 254

“SECTION XX. Notwithstanding any general or special law to the contrary, the Massachusetts Department of Transportation shall conduct a study of traffic-related noise impacts on cities and towns located along interstate or U.S. highways including but not limited to Bedford, Chelmsford, Burlington, and Woburn. The department shall determine any additional sites that meet the criteria of the Type II Noise Abatement Priority List and update said priority list.”

The amendment was *rejected*.

Messrs. Barrett and Eldridge moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “provided further, that no less than \$500,000 shall be expended for the planning, study, and design to implement satellite parking and local shuttle bus projects to support commuters traveling to and from the Fitchburg Line MBTA Commuter stops from Littleton to Boston”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,400,000”. 257

The amendment was *rejected*.

Messrs. Barrett, Eldridge and Brady moved that the bill be amended in section 2I, the following line item:- 261

6921-2110 For grants to transportation management associations; provided, that grants shall be expended on services that reduce vehicle congestion and improve air quality and that enhance transportation demand management activities, including, but not limited to, the following: (i) the marketing and promotion of existing and new park-and-ride and existing and new carpooling and van pooling alternatives; (ii) the operation and coordination of bus and shuttle services between existing transportation facilities, major employment centers and commercial and retail centers; and (iii) the underwriting of active marketing and outreach programs to support such services.....\$25,000,000.

The amendment was *rejected*.

Messrs. Barrett, Eldridge, Timilty, Brady, Feeney and Welch moved that the bill be amended in section 2I, the following line item:- 264

6921-xxxx For a grant program to be administered by, and subject to rules and regulations promulgated by the Department of Energy Resources and the Department of Elementary and Secondary Education, for the planning, study, training, installation of related infrastructure and purchase or lease of battery electric school buses\$40,000,000.

The amendment was *rejected*.

Mr. O'Connor moved that the bill be amended by striking in section 10 the word “a” in line 787 and inserting in its place the following text:- “an aggregated”; 267

In said section 10 the words “previous month” in line 788 and inserting in its place the following text:- “one month prior to the previous month”;

In said section 10, after the word “information” in line 788 the following text:- “subject to correction based upon data outages or other events”;

In said section 10, after the word “residence” in line 814 the following text:- “as indicated on the driver’s license”

In said section 10 by striking out lines 817 through 824 and inserting in its place the following text:- “(iii) for each transportation network vehicle that provided a prearranged ride: (A) the first 11 digits of the vehicle identification number; (B) the aggregate number of minutes and miles while the vehicle was en route to pick up transportation network

riders; (C) the aggregate number of minutes and miles while the vehicle was engaged in prearranged rides, whether shared or nonshared; and (D) the aggregate number of minutes and miles while the vehicle was logged into the transportation network vehicle's digital network for purposes of accepting a prearranged ride, but not en route to pick up riders or engaged in prearranged rides"; and

In said section 10 lines 825 through 830 and inserting in its place the following text:-

“(iv) for each accident or crash involving a transportation network driver while logged into the transportation network vehicle's digital network and engaged in a prearranged ride: (A) the start and end times for the trip that corresponds with the trip identifier; and (B) the license plate of the transportation network vehicle; and (D) the universally unique identifier associated with the transportation network driver.”

The amendment was *rejected*.

Mr. Crighton moved that the bill be amended by inserting after section 42 the following section:-

268

“SECTION XX. Chapter 6C, Section 13, of the General Laws is hereby amended by striking out subsection (c) and inserting in place thereof the following two subsections: (c) All revenue received from tolls, rates, fees, rentals and other charges for transit over or through all tolled roads, bridges or tunnels within the Metropolitan Highway System shall be applied exclusively to: (i) the payment of new and existing debt service on such tolled roads; and (ii) the cost of owning, maintaining, repairing, reconstructing, improving, rehabilitating, policing, using, administering, controlling and operating such tolled road. (d) All revenue received from tolls, rates, fees, rentals and other charges for transit over or through all tolled roads, bridges or tunnels outside of the Metropolitan Highway System shall be applied exclusively to: (i) the payment of existing debt service on such tolled roads; and (ii) the cost of owning, maintaining, repairing, reconstructing, improving, rehabilitating, policing, using, administering, controlling and operating such tolled road.”

The amendment was *rejected*.

Mr. Tarr moved that the bill be amended by inserting the following section:-

269

“SECTION_. Notwithstanding any general or special to the contrary the department of transportation in consultation with the executive office of housing and economic develop shall develop and promulgate regulations relating to personal delivery devices and personal carriers.”

The amendment was *rejected*.

Messrs. Barrett, Eldridge, Brady, Feeney and Tarr moved that the bill be amended by adding the following section:

270

“SECTION X. Section 95 of chapter 142 of the acts of 2019 is hereby amended by adding at the end of the first sentence, after the figure ‘\$50,000’, the following words: ‘provided, further, that the department of energy resources shall offer rebates for the purchase of multiple eligible electric vehicles by commercial and non-profit entities’.”

The amendment was *rejected*.

Messrs. Crighton, Eldridge and Brady moved that the bill be amended in section 21 by adding the following:-

272

“(d) The members shall be appointed not later than 30 days following the effective date of this act. The commission shall meet at least twice a month until recommendations are filed and at such other times as it shall determine, or when requested by the secretary or any 3 members. The members shall receive no compensation. The secretary shall, in consultation with the other commission members, establish a budget, utilize funding dedicated to the Commonwealth Transportation Fund from existing toll collection methods in an amount sufficient to satisfy the work and activities of the commission. The commission shall have the authority to hire and fire staff and enter into contracts with consultants for the sole purpose of fulfilling its duties under this section.

(e) if the recommendations of the commission are not adopted and implemented by January 1, 2023 the department of transportation shall not commit or spend any amounts and all revenues received from tolls, rates, fees, rentals and other charges over until such time as the recommendations of this commission are adopted.”

The amendment was *rejected*.

As previously stated the above amendments were considered as one and *rejected*.

There being no objection, the following amendments were considered as one and adopted, as follows:

Mr. Moore moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$250,000 shall be expended for traffic and pedestrian signalization for the Armory village revitalization project in the town of Millbury”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,150,000”. 2

The amendment was adopted.

Mr. Moore moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “provided further, that not less than \$1,200,000 shall be expended for the removal and relocation of a water main on Grove street and the removal, realignment and reconstruction of the Grove street bridge in the town of Upton”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,100,000”. 3

The amendment was adopted.

Mr. Moore moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$1,200,000 shall be expended for the reconstruction of the Sutton street bridge deck and School street culvert improvements in the town of Northbridge”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,100,000”. 4

The amendment was adopted.

Mr. Moore moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$585,000 shall be expended to reconstruct the River street bridge in the town of Leicester”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,485,000”. 5

The amendment was adopted.

Mr. Moore moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$1,200,000 shall be expended for sidewalk improvements in the town of Shrewsbury and the planning, design and reconstruction of route 140 from the town center to route 290 in the town of Shrewsbury”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,100,000”. 6

The amendment was adopted.

Mr. Moore and Ms. Chandler moved that the bill be amended in section 2E, in item 6621-2108, by adding the following words:- “; provided further, that not more than \$3,165,000 shall be expended for general improvements to Union station in the city of Worcester”; and by striking out the figure “\$3,260,000,000” and inserting in place thereof the following figure:- “\$3,263,165,000”. 7

The amendment was adopted.

Mr. Tarr moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$4,000,000 shall be expended equally for bridge improvements for the replacement of the Maple street bridge on route 62 in the town of Middleton and the Thatcher road bridge on route 127A over the Sawmill brook in the town of Rockport”; and by striking out the figure “\$233,900,000” and 8

inserting in place thereof the following figure:- “\$237,900,000”.

The amendment was adopted.

Mr. Tarr and Ms. DiZoglio moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$1,000,000 shall be expended for road restoration and installation of 200 feet of sheet piles to permanently stabilize the road and side slopes adjacent to Lake Cochichewick on route 113 in the town of North Andover”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,900,000”.

9

The amendment was adopted.

Mr. Tarr moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$175,000 shall be expended equally for the planning and design for a Department of Public Works building for maintenance and storage of vehicles and equipment for the construction, repair, and maintenance of road and bridges in the town of Boxford and the planning and design of traffic control on route 114 in the town of Middleton”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,075,000”.

10

The amendment was adopted.

Mr. Tarr moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$900,000 shall be expended equally for road and culvert improvements on route 97 in the town of Wenham, on Apple street in the town of Essex, in the town of North Reading and for the replacement of a culvert at Carte creek on Orchard street in the town of Newbury”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,800,000”.

11

The amendment was adopted.

Mr. Tarr moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$1,425,000 shall be expended equally for sidewalk improvements in the towns of Middleton, North Reading, Georgetown and the city of Gloucester”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,325,000”.

12

The amendment was adopted.

Mr. Tran moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$750,000 shall be expended for improvements to the route 117 corridor in the town of Bolton”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,650,000”.

13

The amendment was adopted.

Mr. Tran moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “provided further, that not less than \$2,000,000 shall be expended for improvements to the bridge and roadway on Main street in the town of Lancaster near the boundary line shared with the town of Clinton”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,900,000”.

14

The amendment was adopted.

Mr. Tran moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$250,000 shall be expended for a downtown traffic study in the city of Leominster”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,150,000”.

15

The amendment was adopted.

Mr. Tran moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$1,500,000 shall be expended for road and sidewalk improvements for River road west in the town of Berlin”; and by

16

striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,400,000”.

The amendment was adopted.

Mr. Tran moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$1,000,000 shall be expended for road improvements in the town of Sterling including improvements to route 140 and a drainage evaluation of Swett Hill road”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,900,000”.

17

The amendment was adopted.

Mr. Tran moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$2,000,000 shall be expended for road improvements on Main, Nichols and Leominster streets in the town of Westminster”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,900,000”.

18

The amendment was adopted.

Ms. Friedman moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$2,468,000 shall be expended for costs associated with roadway and sidewalk reconstruction and traffic safety improvements in the town of Burlington”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$236,368,000”.

19

The amendment was adopted.

Ms. Friedman and Mr. Barrett moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$96,000 shall be expended for costs associated with pedestrian and bicyclist safety improvements at Hancock street, Maguire road, and the intersection of Hartwell avenue and Woods street in the town of Lexington”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$233,996,000”.

20

The amendment was adopted.

Ms. Friedman moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$2,468,000 shall be expended for costs associated with roadway and sidewalk construction and improvements on Allen road and Treble Cove road in the town of Billerica”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$236,368,000”.

21

The amendment was adopted.

Ms. Friedman moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$2,468,000 shall be expended for costs associated with roadway, bike lane and sidewalk reconstruction and improvements in the town of Arlington”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$236,368,000”.

22

The amendment was adopted.

Ms. Chang-Diaz moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$5,000,000 shall be expended for the planning, study, design and implementation of pedestrian and bicycle improvements and paths on Columbia road between Franklin and Moakley parks in the city of Boston”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$238,900,000”.

23

The amendment was adopted.

Ms. Chang-Diaz moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$2,000,000 shall be expended to reconfigure the Columbus avenue intersection in Egleston square to provide safe crossings, wider sidewalks and connections to the proposed bus lane in the Jamaica

24

Plain neighborhood of the city of Boston”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,900,000”.

The amendment was adopted.

Ms. Chang-Diaz moved that the bill be amended in section 2E, in item 6621-2108, by adding the following words:- “; provided further, that not less than \$500,000 shall be expended for a feasibility study for extending the Green Line E Branch from Heath street to Hyde square in the city of Boston”; and by striking out the figure “3,260,000,000” and inserting in place thereof the following figure:- “3,260,500,000”.

25

The amendment was adopted.

Mr. Lewis moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$350,000 shall be expended for costs associated with roadway improvements to Albion street in the town of Wakefield”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,250,000”.

26

The amendment was adopted.

Ms. Comerford moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$600,000 shall be expended for design and construction of safety improvements, resurfacing, pedestrian and cyclist improvements and related work to the sidewalks and intersection of North Pleasant street and Pine street in the town of Amherst”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,500,000”.

27

The amendment was adopted.

Mr. Lewis moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$900,000 shall be expended for costs associated with roadway improvements to Ridge street in the town of Winchester”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,800,000”.

29

The amendment was adopted.

Ms. Comerford moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$2,600,000 shall be expended for suicide prevention barriers and other structures at the French King bridge in the towns of Erving and Gill”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- \$236,500,000”.

30

The amendment was adopted.

Ms. Comerford moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$1,000,000 shall be expended for culvert improvements in the town of Orange”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,900,000”.

31

The amendment was adopted.

Ms. Comerford moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$1,500,000 shall be expended for the purposes of cleaning, painting and other general improvements to the General Pierce bridge in the towns of Montague and Greenfield”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,400,000”.

32

The amendment was adopted.

Ms. Comerford moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$600,000 shall be expended for resurfacing and related work in the town of Sunderland on route 47 and route 116”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,500,000”.

33

The amendment was adopted.

Ms. Comerford moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$1,200,000 shall be expended for repairs, construction and improvements on Northfield road in the town of Warwick and Warwick road in the town of Northfield”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,100,000”. 34

The amendment was adopted.

Mr. Lewis moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$400,000 shall be expended for costs associated with roadway improvements to Lowell street in the town of Reading”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,300,000”. 35

The amendment was adopted.

Mr. Lewis moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$1,000,000 shall be expended for downtown roadway, streetscape, pedestrian, cycling and public transit improvements in the town of Stoneham”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,900,000”. 36

The amendment was adopted.

Messrs. Brownsberger and Barrett moved that the bill be amended in section 2I, item 6921-2115, by inserting the following at the end thereof:- “ provided further that not less than \$7,500,000 shall be expended for the construction of the shared use Belmont Community Path connecting Cambridge and Waltham in the town of Belmont;” and by striking out the figure “233,900,000” and inserting in place thereof the figures “241,400,000”. 37

The amendment was adopted.

Messrs. Lesser, Welch and Velis moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$3,000,000 shall be expended for costs associated with the reconstruction of the James street roadway in the city of Chicopee”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$236,900,000”. 38

The amendment was adopted.

Mr. Lewis moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$1,000,000 shall be expended for downtown roadway, streetscape, pedestrian, cycling and public transit improvements in the city of Melrose”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,900,000”. 39

The amendment was adopted.

Mr. Crighton moved that the bill be amended by inserting after section 5 the following 3 sections:- 40

“SECTION 5A. Section 7C of chapter 89 of the General Laws, as appearing in the 2018 Official Edition, is hereby amended by inserting after the definition of ‘Recovery vehicle’ the following definition:-

‘Utility vehicle,’ a vehicle being used to install, maintain, repair, operate or restore communications service, electric or gas distribution or transmission service in an emergency and that is operated by an employee of or a person under contract with a company incorporated for the transmission of intelligence by electricity or by telephone or an electric distribution, transmission or distribution company as defined by section 1 of chapter 164.

SECTION 5B. Subsection (b) of said section 7C of said chapter 89, as so appearing, is hereby amended by inserting after the words ‘maintenance vehicle’, the following

words:- ‘, utility vehicle’.

SECTION 5C. Paragraph (1) of said subsection (b) of said section 7C of said chapter 89, as so appearing, is hereby amended by inserting after the words ‘maintenance vehicle’, the following words:- ‘, utility vehicle’.”

The amendment was adopted.

Ms. Creem moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “provided further, that not less than \$2,000,000 shall be expended for sidewalk and roadway improvements in the town of Brookline”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,900,000”. 41

The amendment was adopted.

Mr. Lewis moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$1,500,000 shall be expended for costs associated with roadway improvements to Broadway street in the city of Malden”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,400,000”. 42

The amendment was adopted.

Messrs. Lesser and Welch moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$2,300,000 shall be expended for the costs associated with making improvements to the storm drain infrastructure and slope stability located along the South Branch parkway in the city of Springfield”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$236,200,000”. 43

The amendment was adopted.

Ms. Lovely moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$750,000 shall be expended for costs associated with a multimodal transportation trail connecting the downtown area of the city of Peabody to the city of Salem”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,650,000”. 44

The amendment was adopted.

Mr. Kennedy moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$100,000 shall be expended for improvements on route 113 from the intersection of Main street and Pleasant street to approximately 750 feet east of Westford street in the town of Dunstable”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,000,000”. 45

The amendment was adopted.

Mr. Kennedy moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$350,000 shall be expended for improvements and repairs on route 119, also known as Main street, in the town of Groton”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,250,000”. 46

The amendment was adopted.

Mr. Kennedy moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$900,000 shall be expended for multi-modal pedestrian transportation and safety improvements on Middlesex road in the town of Tyngsborough”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,800,000”. 47

The amendment was adopted.

Mr. Kennedy moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$650,000 shall be 48

expended for the paving and reconstruction of the Nashua River rail trail in the towns of Ayer, Groton, Pepperell and Dunstable”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,550,000”.

The amendment was adopted.

Mr. Kennedy moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$2,085,000 shall be expended for the rehabilitation of and pedestrian safety improvements to Oak Hill road in the town of Westford”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,985,000”. 49

The amendment was adopted.

Mr. Kennedy moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$100,000 shall be expended for engineering studies for various bridges in the town of Pepperell”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,000,000”. 50

The amendment was adopted.

Mr. Kennedy moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$3,315,000 shall be expended for repairs to the Suffolk street bridge over the northern canal in the city of Lowell”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$237,215,000”. 51

The amendment was adopted.

Ms. Lovely moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$710,000 shall be expended for improvements to the Topsfield rail trail in the town of Topsfield”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,610,000”. 52

The amendment was adopted.

Ms. Lovely moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$830,000 shall be expended for the permitting, design and construction services associated with the east-west rail trail expansion project in the town of Danvers”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,730,000”. 53

The amendment was adopted.

Ms. Lovely moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$3,710,000 shall be expended for the design and reconstruction, with complete streets components, of the Derby street corridor in the city of Salem”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$237,610,000”. 54

The amendment was adopted.

Ms. Gobi moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$1,000,000 shall be expended for costs associated with the survey, engineered design and construction of roadway and infrastructure improvements along Gay road in the town of Brookfield”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,900,000”. 55

The amendment was adopted.

Ms. Gobi moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$750,000 shall be expended for costs associated with the repair of the Mad Brook road and Horse Pond brook bridge in the town of North Brookfield”; and by striking out the figure “\$233,900,000” and 57

inserting in place thereof the following figure:- “\$234,650,000”.

The amendment was adopted.

Ms. Gobi moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$1,000,000 shall be expended for costs associated with the replacement of two seventy two inch corrugated metal pipes along the Old Ashby road bridge in the town of Ashburnham”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,900,000”. 58

The amendment was adopted.

Ms. Gobi moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$500,000 shall be expended for costs associated with repairs of the Old Belchertown road bridge in the town of Ware”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,400,000”. 59

The amendment was adopted.

Ms. Gobi and Ms. Comerford moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$2,000,000 shall be expended for costs associated with the replacement of the Pinedale avenue bridge in the towns of Athol and Orange”; and, by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,900,000”. 60

The amendment was adopted.

Ms. Creem moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “provided further, that not less than \$2,500,000 shall be expended for sidewalk and roadway improvements in the city of Newton”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$236,400,000”. 61

The amendment was adopted.

Ms. Chandler moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$2,500,000 shall be expended for evening and weekend shuttle bus service in Worcester to connect the Shrewsbury street corridor, downtown Worcester and the Canal district, provided that the shuttle loop must travel through one or more underserved or underrepresented business corridors in low to moderate income areas in the city of Worcester”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$236,400,000”. 62

The amendment was adopted.

Mr. Eldridge moved that the bill be amended in section 2E, in item 6621-2108, by adding the following words:- “; provided further, that not less than \$6,000,000 shall be expended for costs associated with the construction of a Massachusetts Bay Transportation Authority train station in the town of Ayer that complies with the federal Americans with Disabilities Act”; and by striking out the figure “\$3,260,000,000” and inserting in place thereof the following figure:- “\$3,266,000,000”. 63

The amendment was adopted.

Mr. Montigny moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$2,000,000 shall be expended for the design costs associated with the replacement of the Padanaram bridge in the town of Dartmouth”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,900,000”. 65

The amendment was adopted.

Mr. Montigny moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$1,207,000 shall be 66

expended for roadway improvements on Hawthorn street from Slocum road to the New Bedford boundary line in the town of Dartmouth”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,107,000”.

The amendment was adopted.

Mr. Montigny moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$1,000,000 shall be expended for roadway improvements on Bridge street from Huttleston avenue to Mill road in the town of Fairhaven”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,900,000”.

67

The amendment was adopted.

Mr. Montigny moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$700,000 shall be expended for sidewalk and roadway improvements in the town of Acushnet”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,600,000”.

68

The amendment was adopted.

Mr. Montigny moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$2,593,000 shall be expended for the design and reconstruction of Kempton street from Pleasant street to Rockdale avenue in the city of New Bedford”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$236,493,000”.

69

The amendment was adopted.

Mr. Montigny moved that the bill be amended in section 2C, in item 6121-2137, by adding the following words:- “; provided further, that funds shall be made available for the reconstruction of the New Bedford-Fairhaven bridge in the city of New Bedford”.

70

The amendment was adopted.

Mr. Velis moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$2,530,000 shall be expended equally to the cities of Agawam and Easthampton and the towns of Granville, Montgomery, Russell and Tolland for costs associated with improving roadways”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$236,430,000”.

71

The amendment was adopted.

Mr. Eldridge moved that the bill be amended in section 2E, in item 6621-2108, by adding the following words:- “; provided further, that not less than \$300,000 shall be expended to the town of Acton for costs associated with the expansion of commuter parking at the South Acton Massachusetts Bay Transportation Authority train station”; and by striking out the figure “\$3,260,000,000” and inserting in place thereof the following figure:- “\$3,260,300,000”.

72

The amendment was adopted.

Mr. Lesser moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$2,200,000 shall be expended for costs associated with making infrastructure improvements to the intersection of Westwood avenue, Mapleshade avenue and North Main street in the town of East Longmeadow”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$236,100,000”.

73

The amendment was adopted.

Mr. Velis moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “provided further, that not less than \$600,000 shall be expended for the Congamond road reconstruction project in the town of Southwick”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:-

74

“\$234,500,000”.

The amendment was adopted.

Mr. Velis moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$2,500,000 shall be expended for costs associated with the extension of and improvements to Northampton street and route 5 in the city of Holyoke”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$236,400,000”.

75

The amendment was adopted.

Mr. Velis moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “provided further, that not less than \$870,000 shall be expended for costs associated with the Greenway bikeway project and East street project in the town of Southampton”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,770,000”.

76

The amendment was adopted.

Mr. Fattman moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$4,000,000 shall be expended for costs associated with the Beaver Street two-way road project in the town of Milford”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$237,900,000”.

77

The amendment was adopted.

Mr. Velis moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “provided further, that not less than \$1,000,000 shall be expended for costs associated with improving roadways in the city of Westfield”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,900,000”.

78

The amendment was adopted.

Mr. Fattman moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$3,500,000 shall be expended for costs associated with infrastructure improvements at the Southbridge Innovation Center campus in the town of Southbridge”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$237,400,000”.

79

The amendment was adopted.

Mr. Eldridge moved that the bill be amended in section 2E, in item 6621-2108, by adding the following words:- “; provided further, that not less than \$300,000 shall be expended to the town of Littleton for costs associated with the expansion of commuter parking at the Littleton Massachusetts Bay Transportation Authority train station”; and by striking out the figure “\$3,260,000,000” and inserting in place thereof the following figure:- “\$3,260,300,000”.

81

The amendment was adopted.

Mr. Eldridge moved that the bill be amended in section 2E, in item 6621-2108, by adding the following words:- “; provided further, that not less than \$300,000 shall be expended to the town of Shirley for costs associated with the expansion of commuter parking at the Shirley Massachusetts Bay Transportation Authority train station”; and by striking out the figure “\$3,260,000,000” and inserting in place thereof the following figure:- “\$3,260,300,000”.

83

The amendment was adopted.

Ms. Moran moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$4,000,000 shall be expended for costs associated with constructing two roundabouts in the Cedarville section of the town of Plymouth”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$237,900,000”.

85

The amendment was adopted.

Mr. Eldridge moved that the bill be amended in section 2E, in item 6621-2108, by adding the following words:- “; provided further, that not less than \$300,000 shall be expended to the town of Southborough for costs associated with the expansion of commuter parking at the Southborough Massachusetts Bay Transportation Authority train station”; and by striking out the figure “\$3,260,000,000” and inserting in place thereof the following figure:- “\$3,260,300,000”. 88

The amendment was adopted.

Ms. Moran moved that the bill be amended in section 2E, in item 6622-2184, in line 244, following the phrase “Boston to Cape Cod service”, the following words:- “including, but not limited to, commuter service to Buzzards Bay and Cape Cod”. 89

The amendment was adopted.

Ms. Comerford moved that the bill be amended in section 2B, in item 6121-2118, by inserting after the word “program” in line 49 the following words:- “; provided further, that funds shall be expended for design, engineering, construction, preservation, reconstruction and repair of culverts under criteria established by the Massachusetts Department of Transportation”; and by striking out the figure “\$70,000,000” and inserting in place thereof the following figure:- “\$90,000,000”. 91

The amendment was adopted.

Mr. Eldridge moved that the bill be amended in section 2E, in item 6621-2108, by adding the following words:- “; provided further, that not less than \$300,000 shall be expended to the town of Westborough for costs associated with the expansion of commuter parking at the Westborough Massachusetts Bay Transportation Authority train station”; and by striking out the figure “\$3,260,000,000” and inserting in place thereof the following figure:- “\$3,260,300,000”. 93

The amendment was adopted.

Ms. Lovely moved that the bill be amended by inserting in place at the end thereof the following section:- 94

“SECTION XX: section 1. Section 2 of chapter 161A of the General Laws, so appearing, is hereby amended by adding the following sentence:- Notwithstanding any general or special law to the contrary, no person shall acquire any rights by prescription or adverse possession in any lands or rights in lands held in the name of the authority, and no person shall accrue any rights by prescription or adverse possession in any such lands or rights in land for the time period during which such lands or rights in land are or were held in the name of the authority.”

The amendment was adopted.

Mr. Finegold moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$3,000,000 shall be expended for costs associated with the Andover Historic Mill district Essex street corridor project”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$236,900,000”. 95

The amendment was adopted.

Ms. Creem moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “provided further, that not less than \$1,725,000 shall be expended for the design and reconstruction of Horace James Circle including redesign of Hammond Street from Horace James Circle to Route 9 in the town of Brookline”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,625,000”. 97

The amendment was adopted.

Ms. Creem and Ms. Rausch moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “provided further, that not less than \$675,000 98

shall be expended for sidewalk and roadway improvements in the town of Wellesley”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,575,000”.

The amendment was adopted.

Ms. Creem and Ms. Rausch moved that the bill be amended in section 2E, in item 6621-2108, by adding the following words:- “provided further, that not less than \$600,000 shall be expended to provide improved access for people with disabilities at up to three stations on the Framingham/Worcester commuter rail line in the town of Wellesley”; and by striking out the figure “\$3,260,000,000” and inserting in place thereof the following figure:- “\$3,260,600,000”.

99

The amendment was adopted.

Mr. Finegold moved that the bill be amended in section 2E, in item 6621-2108, by adding the following words:- “provided further, that not less than \$60,000,000 shall be expended for the construction of a double-track railway at Ballardvale station in the town of Andover; and provided further, that not less than \$25,000,000 shall be expended for level boarding at commuter rail train stations servicing the Haverhill commuter rail line”; and by striking out the figure “\$3,260,000,000” and inserting thereof the following figure:- “\$3,345,000,000”.

100

The amendment was adopted.

Mr. Finegold moved that the bill be amended in section 21, by striking out, in line 946, the figure “10” and inserting in place thereof the following figure:- “12”; and in said section 21, by inserting after the word “pricing”, in line 950, the following words:- “, 1 of whom shall be a representative of transportation network companies, 1 of whom shall be a representative of the Greater Boston Chamber of Commerce”.

101

The amendment was adopted.

Ms. Moran moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$3,500,000 shall be expended for costs associated with the development of a multimodal transit facility at Falmouth depot in the town of Falmouth, including electric bus transportation from Falmouth depot to Main street in the town of Falmouth”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$237,400,000”.

106

The amendment was adopted.

Ms. Chandler moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$2,500,000 shall be expended for transportation equity initiatives and access for underserved areas in the city of Worcester including initiatives to expand access to educational and employment opportunities, healthcare and food”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$236,400,000”.

108

The amendment was adopted.

Mr. Brady moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “provided further, that not less than \$3,500,000 shall be expended for design, engineering and construction to restore 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”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$237,400,000”.

109

The amendment was adopted.

Mr. Brady moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “provided further, that not less than \$3,000,000 shall be expended for improvements to route 14 between the town of Pembroke boundary line and Indian Head street in the town of Hanson”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$236,900,000”.

110

The amendment was adopted.

Messrs. Tarr, Hinds, Eldridge and Barrett moved that the bill be amended by adding after section _ the following section: 111

“SECTION_ . Notwithstanding any general or special law to the contrary within 180 days after the effective date of this act, each distribution company, as defined in section 1 of chapter 164 of the General Laws, shall file one or more commercial tariffs and/or programs utilizing alternatives to traditional demand-based rate structures to facilitate faster charging for (i) light-duty, (ii) heavier-duty, and (iii) fleet vehicles. Each tariff shall evaluate the relative costs, benefits, and ancillary related benefits associated with various faster charging rate designs and do so for multiple scenarios where each predicts a different rate of electric vehicle adoption. Any alternative rate structure approved hereunder shall be in effect until the Department approves a successor tariff and/or program. The department of public utilities shall, after notice and opportunity for public comment, approve or modify the tariffs.”

The amendment was adopted.

Messrs. Brady and Timilty moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “provided further, that not less than \$1,000,000 shall be expended for the design and engineering of intersection improvements and related work at the intersection of route 138 and Elm street in the town of Easton”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,900,000”. 112

The amendment was adopted.

Mr. Keenan moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$2,500,000 shall be expended for the establishment of ferry service for transportation and tourism in the city of Quincy, including the design, renovation or construction of the pier and docks at Squantum Point park”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$236,400,000”. 116

The amendment was adopted.

Mr. Keenan moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$5,000,000 shall be expended equally to the towns of Abington, Braintree, Holbrook and Rockland and the city of Quincy for parking and traffic improvements”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$238,900,000”. 117

The amendment was adopted.

Messrs. Crighton, Brady and O'Connor moved that the bill be amended by inserting the text of Senate document numbered 2833, TNC technical amendment. 118

The amendment was adopted.

Mr. DiDomenico moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “provided further, that not less than \$2,500,000 shall be expended for costs associated with the redevelopment of the lower Broadway section of the city of Chelsea”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$236,400,000”. 119

The amendment was adopted.

Mr. DiDomenico moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “provided further, that not less than \$1,500,000 shall be expended for costs associated with the development of the Inner Belt Bridge section of the city of Cambridge”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,400,000”. 123

The amendment was adopted.

Mr. DiDomenico moved that the bill be amended in section 2I, in item 6921-2115, by 127

adding the following words:- “provided further, that not less than \$2,500,000 shall be expended for costs associated with improvements to the Sweetster Circle section of the city of Everett”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$236,400,000”.

The amendment was adopted.

Messrs. Collins, Brady, Montigny and Welch moved that the bill be amended by inserting after section 10, the following section:-

128

“SECTION 10A: Section 5 of chapter 161A of the General Laws, as appearing in the 2018 Official Edition, is hereby amended by adding the following subsection:- (s) If the authority collects personal data for fare collection, the authority shall maintain the confidentiality of all such information, including, but not limited to, transit system transactions, photographs or other recorded images and credit and account data, relative to riders who use its fare collection system. Such information shall not be a public record under clause Twenty-sixth of section 7 of chapter 4 or chapter 66 and shall be used for fare collection purposes only. Notwithstanding any general or special law to the contrary, fare collection data, if available, may be provided to a representative of the authority’s police force only in situations involving: (i) a probable cause warrant signed by a judge; or (ii) exigent circumstances that would render it impracticable to obtain a warrant pursuant to state and federal law. There shall be policies and procedures in place, including, but not limited to, the procedure for determining those cases involving exigent circumstances that would warrant making such data available and for how long the data will be made available.”.

The amendment was adopted.

Mr. DiDomenico moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “provided further, that not less than \$1,000,000 shall be expended for costs associated with transportation improvements in the Charlestown section of the city of Boston”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,900,000”.

129

The amendment was adopted.

Ms. Lovely moved that the bill be amended in line 186, by striking out the figure “\$10,000,000” and inserting in place thereof the following figure:-”\$25,000,000”; and by striking out the figure “\$3,260,000,000” and inserting in place thereof the following figure:- “\$3,275,000,000”.

131

The amendment was adopted.

Mr. Boncore moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “provided further, that not less than \$100,000 shall be expended for the costs associated with the re-engineering of the intersection of Pleasant street and Main street in the town of Winthrop”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,000,000”.

133

The amendment was adopted.

Mr. Boncore moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “provided further, that not less than \$200,000 shall be expended for costs associated with the installation of bus shelters and technology necessary for the installation of solar panels on these shelters in the town of Winthrop”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,100,000”.

134

The amendment was adopted.

Mr. Boncore moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “provided further, that not less than \$3,000,000 shall be expended for the costs associated with the repair and redesign of State street from the Rose Kennedy greenway to Congress street in the city of Boston.”; and by striking out the figure

136

“\$233,900,000” and inserting in place thereof the following figure:- “\$236,900,000”.

The amendment was adopted.

Mr. Boncore moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “provided further, that not less than \$1,000,000 shall be expended for costs associated with creating a public plaza to support local businesses and restaurants in Day square in the East Boston section of the city of Boston”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,900,000”.

137

The amendment was adopted.

Mr. Boncore moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “provided further, that not less than \$2,500,000 shall be expended for the costs of street improvements and beautification, including wider sidewalks and protected bike lanes along Bennington street in the East Boston section of the city of Boston”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$236,400,000”.

140

The amendment was adopted.

Mr. Boncore moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “provided further, that not less than \$700,000 shall be expended for the costs of street improvements and traffic alleviating measures in the Jeffries Point neighborhood of the East Boston section of the city of Boston”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,600,000”.

143

The amendment was adopted.

Mr. Tarr moved that the bill be amended by striking in line 1312-1313 the following:- “The report shall be submitted biannually on June 30 and December 31” and inserting in place thereof the following:- “The report shall be submitted annually on December 31”.

144

The amendment was adopted.

Messrs. Crighton and Lesser moved that the bill be amended in section 2I, in line-item 6921-2115 by adding the following wording:- “; provided further that not less than \$20,000,000 shall be expended for a public-private partnership program, pursuant to chapter 161C of the General Laws, to implement mainline track improvements to accommodate 286,000-pound gross rail load capacity freight cars; provided further, that not less than \$25,000,000 shall be expended for the demolition of the Brightman street bridge spanning the Taunton river between the city of Fall River and the town of Somerset”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$278,900,000”.

145

The amendment was adopted.

Ms. Chandler moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$2,500,000 shall be expended for the purchase and retrofitting of handicap accessible vans for the Worcester Regional Transit Authority”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$236,400,000”.

146

The amendment was adopted.

Mr. Tarr moved that the bill be amended by inserting after section _ the following section:-

148

“SECTION_ . Notwithstanding any provision of section 2E of this act, chapter 79 of the acts of 2014, or any other general or special law to the contrary, the Massachusetts Bay Transportation Authority may, upon the joint direction of the secretaries of administration and finance and the Massachusetts Department of Transportation, expend any previously unexpended portion of any of the amount under any item of section 2C or section 2F of said chapter 79 or of section 2E of this act for the purposes authorized by any other item

of said section 2C or section 2F of said chapter 79 or of said section 2E of this act; provided, however, that the aggregate amount expended under said section 2E and said section 2C or section 2F of said chapter 79, shall not exceed \$6,700,000,000.”

The amendment was adopted.

Ms. Jehlen moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$2,000,000 shall be expended to fully implement the route 16 corridor study, from the intersection of route 2 and route 16 in Cambridge to the intersection of route 16 and Main street in Medford, to examine current traffic flows and improvements that would enhance roadway safety, efficiency and multi-modal access”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,900,000”.

155

The amendment was adopted.

Ms. Jehlen moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$1,000,000 shall be expended for construction of a traffic signal at the intersection of Main street and South street in the city of Medford”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,900,000”.

156

The amendment was adopted.

Ms. Jehlen moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$2,000,000 shall be expended for pedestrian and bus improvements in the route 28 and route 38 corridor in the city of Somerville”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,900,000”.

157

The amendment was adopted.

Ms. Jehlen moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$250,000 shall be expended for accessibility improvements to the bus stop at route 38 and Bailey road in the city of Somerville”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,150,000”.

158

The amendment was adopted.

Ms. Jehlen moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$2,000,000 shall be expended for the construction of noise barriers in East Somerville along McGrath highway from Broadway to Cross street east”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,900,000”.

159

The amendment was adopted.

Mr. DiDomenico moved that the bill be amended in line 6622-2187 by striking the figure “\$30,000,000” and inserting in place thereof the following “\$50,000,000”.

160

The amendment was adopted.

Messrs. Lesser and Welch moved that the bill be amended in section 2D, in item 6621-2117, by inserting after the word “program”, in line 107, the following words:- “; provided further, that not less than \$6,000,000 per fiscal year shall be expended for the industrial rail access program”.

161

The amendment was adopted.

Ms. Creem moved that the bill be amended by inserting the following section:-
“SECTION __. The Department of Transportation shall consider and implement best management practices for roadside vegetation along transportation corridors and other properties under its control and supervision, in order to reduce required maintenance and pesticide use, and improve habitats for pollinator and other animal species, including, but not limited to, wild and managed bees, butterflies, moths, beetles, ants, bats and birds.”

166

The amendment was adopted.

Mr. Pacheco moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “provided further, that not less than \$1,600,000 shall be expended for the design and right of way acquisition for the construction of bike lanes along Narrows road and the shared-use path adjacent to the Minot avenue project in the town of Wareham”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,500,000”. 167

The amendment was adopted.

Mr. Pacheco moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “provided further, that not less than \$200,000 shall be expended to the town of Berkley for South Coast Rail mitigation projects in the Myricks section of the town; provided further, that said funds shall be managed by the Berkley Historical Commission”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,100,000”. 168

The amendment was adopted.

Mr. Keenan, Ms. Lovely and Mr. Crighton moved that the bill be amended in section 2I, by adding the following item:- 169

“6921-2116 For a grant program to be administered by, and subject to rules and regulations promulgated by, the Rail and Transit Division of the Massachusetts Department of Transportation for landside water ferry terminal construction and improvement projects, boat purchases, preventive maintenance and operating assistance that leverages municipal, nonprofit and private investments in the delivery of public water transportation services in the greater Boston region.....\$30,000,000”.

The amendment was adopted.

Mr. Pacheco moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “provided further, that not less than \$3,050,000 shall be expended for the construction of the Sweets Knolls state park shared use path along the Taunton riverway, from the boundary line between the city of Taunton and the town of Dighton to the boundary line between the town of Dighton to the town of Swansea”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$236,950,000”. 170

The amendment was adopted.

Mr. Collins moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$1,500,000 shall be expended in consultation with the city of Boston to implement traffic calming measures, pedestrian safety amenities, streetscape improvements and other roadway improvements in the Dorchester, Mattapan, South Boston and Hyde Park areas of the city of Boston”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,400,000”. 171

The amendment was adopted.

Messrs. Pacheco and Montigny moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “provided further, that not less than \$1,350,000 shall be expended for the design of and right of way acquisition for the shared-use path from the boundary line of the towns of Marion and Mattapoisett to Point road in the town of Marion”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,250,000”. 172

The amendment was adopted.

Mr. Collins moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$1,000,000 shall be expended on a pedestrian and bicycle pathway to connect Glover's Corner to the red line corridor in the city of Boston”; and by striking out the figure “\$233,900,000” and inserting 173

in place thereof the following figure:- “\$234,900,000”.

The amendment was adopted.

Mr. Collins moved that the bill be amended in section 2E, in item 6621-2108, by adding the following words:- “; provided further, that not less than \$1,500,000 shall be expended for the study and design of major improvements at the JFK, Andrew and Broadway stations on the red line in the city of Boston, including, but not limited to, improvements to stairways, elevators, platforms, ventilation, accessibility, expansion and efficiency; provided further, that funds may be expended on capital costs associated with immediate improvements to said stations including cleaning, safety, lighting, washing, sanitizing and improving customer experience”; and by striking out the figure “\$3,260,000,000” and inserting in place thereof the following figure:- “\$3,261,500,000”.

174

The amendment was adopted.

Messrs. Pacheco and Eldridge and Ms. Moran moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$1,300,000 shall be expended for the executive office of energy and environmental affairs, in conjunction with the Massachusetts Department of Transportation, to develop and implement solar-powered mobility networks”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,200,000”.

175

The amendment was adopted.

Mr. Collins moved that the bill be amended section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$1,000,000 shall be expended for costs associated with the study and implementation of an additional and alternative bus route in the South Boston section of the city of Boston in order to connect the City Point Bus depot and South Station; provided further, that said route shall bypass Summer street between L street and D street and shall run at peak service times during morning commuting hours; provided further, that said route may head west down First street, turn northeast up D street and turn northwest onto Summer street in order to arrive at South Station”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,900,000”.

176

The amendment was adopted.

Mr. Collins moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$1,500,000 shall be expended on streetscape improvements in Mattapan square, including sidewalk expansion, improving pedestrian experience, calming traffic, bus and transit connections, parking, multi-modal transit, bike infrastructure and addressing the needs of local businesses in the area”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,400,000”.

177

The amendment was adopted.

Mr. Hinds moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$975,000 shall be expended to the Berkshire Regional Transit Authority to implement a mobility on demand pilot program”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,875,000”.

179

The amendment was adopted.

Mr. Hinds moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$1,507,000 shall be expended for the development and implementation of a transportation management association of the Berkshires”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,407,000”.

180

The amendment was adopted.

Mr. Hinds moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$2,000,000 shall be expended to make structural repairs to the Bridge of Flowers in the towns of Buckland and Shelburne”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,900,000”. 181

The amendment was adopted.

Mr. Hinds moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$625,000 shall be provided to the town of Buckland for repairs to the Nilman road culvert”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,525,000”. 182

The amendment was adopted.

Mr. Hinds moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$2,393,000 shall be provided to the town of Williamsburg for transportation improvement projects including improvements to the Mill River greenway and Mountain street”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$236,293,000”. 183

The amendment was adopted.

Mr. Hinds, Ms. Comerford and Mr. Welch moved that the bill be amended in section 2A, in item 6121-2157, by striking out the figure “\$100,000,000” and inserting in place thereof the following figure:- “\$150,000,000”. 185

The amendment was adopted.

Mr. Hinds moved that the bill be amended in section 2E, in item 6622-2184, by adding the following words:- “; provided further, that not less than \$25,000,000 shall be expended for transportation planning, design, permitting and engineering, acquisition of interests in land, vehicle procurement, construction of rail and stations and right-of-way acquisition for the Berkshire Flyer rail project, which includes service from the city of Pittsfield to the city of New York, New York via the city of Albany, New York”; and by striking out the figure “\$225,000,000” and inserting in place thereof the following figure:- “\$250,000,000”. 187

The amendment was adopted.

Ms. Rausch and Messrs. Eldridge and Barrett moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$3,000,000 shall be expended for the continuation of the rail trail from the town of Wayland to the town of Sudbury”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$236,900,000”. 192

The amendment was adopted.

Ms. Rausch moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$300,000 shall be expended for signalization and other associated costs of the Bacon street and route 135 intersection in the town of Wellesley”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,200,000”. 193

The amendment was adopted.

Ms. Rausch moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$100,000 shall be awarded to the town of Millis for repaving the section of route 109 from Hammond lane to the town of Medway boundary line”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,000,000”. 194

The amendment was adopted.

Ms. DiZoglio moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$2,000,000 shall be 195

expended to the city of Haverhill in equal amounts for (i) fire safety and response transportation needs, and (ii) redesign, repair and rebuilding of the Herbert H. Goecke parking deck on Merrimack street in the city of Haverhill”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,900,000”.

The amendment was adopted.

Mr. Crighton moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “provided further, that not less than \$4,500,000 shall be expended for the final design and construction of the on-street connection of Western avenue to the Northern Strand Community Trail in the city of Lynn”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$238,400,000”.

196

The amendment was adopted.

Ms. DiZoglio moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$1,000,000 shall be expended for sidewalk improvements for pedestrian and bicycle safety throughout the city of Methuen consistent with the needs identified in the city’s sidewalk inventory and complete streets prioritization plan”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,900,000”.

197

The amendment was adopted.

Mr. Crighton moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “provided further, that not less than \$1,000,000 shall be expended for costs associated with street and pedestrian safety improvements in the town of Lynnfield”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,900,000”.

198

The amendment was adopted.

Mr. O’Connor moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$3,750,000 shall be expended for corridor and safety improvements along route 3A and adjacent roadways in the city of Weymouth and the towns of Hingham, Hull, Cohasset, Scituate, Norwell, Marshfield and Duxbury”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$237,650,000”.

199

The amendment was adopted.

Mr. Crighton moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “provided further, that not less than \$1,000,000 shall be expended for costs associated with street and pedestrian safety improvements in the town of Marblehead”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,900,000”.

200

The amendment was adopted.

Mr. Crighton moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “provided further, that not less than \$1,000,000 shall be expended for costs associated with street and pedestrian safety improvements in the town of Swampscott”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,900,000”.

201

The amendment was adopted.

Ms. DiZoglio moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$1,000,000 shall be expended to complete the final connection of the rail trail across the route 1 rotary located in the city of Newburyport in collaboration with the Massachusetts Department of Transportation, and for general rail trail improvements and maintenance”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,900,000”.

202

The amendment was adopted.

Ms. DiZoglio moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$1,430,000 shall be expended for water line infrastructure improvements along Main street, Merrill street and Old Merrill street located in the city of Amesbury.”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,330,000”. 203

The amendment was adopted.

Ms. DiZoglio moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$2,000,000 shall be expended for the sewer expansion project along Lafayette road located in the town of Salisbury”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,900,000”. 204

The amendment was adopted.

Mr. Timilty moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further that not less than \$2,000,000 shall be expended to add curbing to the Blue Hills Parkway median and for the construction of a dedicated, protected shared use bike and pedestrian pathway in the town of Milton”; and by striking out the figure \$233,900,000” and inserting in place thereof the following figure:- “\$235,900,000”. 205

The amendment was adopted.

Ms. Rausch and Mr. Feeney moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$3,674,000 shall be expended to the city of Attleboro for the implementation of traffic lights at the intersection of Thacher street and Rathbun Willard drive, the purchase of solar-powered pedestrian crossing signals, the redesign of South avenue, the replacement of the pedestrian bridge and handicap access ramp along the Ten Mile river adjacent to the Balfour riverwalk and the construction of a pedestrian walkway to Riverfront drive from Sixth street”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$237,574,000”. 206

The amendment was adopted.

Messrs. Timilty and Keenan moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$100,000 shall be expended to add sidewalks and any necessary safe crossing signs and signals at the intersection of Plain Street, Hancock Street and Washington Street in the town of Braintree”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,000,000”. 207

The amendment was adopted.

Ms. DiZoglio moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$70,000 shall be expended for the construction of an accessibility ramp at the town hall in the town of Merrimac”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$233,970,000”. 208

The amendment was adopted.

Ms. Chandler, Messrs. Eldridge, Welch, Timilty, Brady and Montigny and Ms. Jehlen moved that the bill be amended in section 2B, in item 6121-2138, by adding the following words:- “; provided further, 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”. 210

The amendment was adopted.

Mr. O'Connor moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$3,750,000 shall be 211

expended for corridor and safety improvements along route 228 and adjacent roadways in the towns of Cohasset, Hingham, Hull, and Norwell”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$237,650,000”.

The amendment was adopted.

Ms. Jehlen, Mr. Eldridge, Ms. Moran and Mr. Brady moved that the bill be amended in section 9, by inserting after the word “resolved”, in line 773, the following words:- “; provided, however, that the registry of motor vehicles shall offer to accept payment or offer a waiver of fines under this section based on financial hardship; and provided further, that a person who requests or appeals a waiver shall be issued a license, if otherwise eligible, while the request or appeal is pending”.

212

The amendment was adopted.

Mr. Feeney moved that the bill be amended in section 2E, in item 6621-2108, by adding the following words:- “; provided further, that not less than \$2,500,000 shall be expended for the design of and capital investments in commuter parking and traffic improvements at the Walpole commuter rail station in the downtown section of the town of Walpole”; and by striking out the figure “\$3,260,000,000” and inserting in place thereof the following figure:- “\$3,262,500,000”.

213

The amendment was adopted.

Mr. Feeney moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$2,000,000 shall be expended for the traffic realignment and attendant infrastructure of both Chauncey street and Copeland drive in the town of Mansfield as well as the installation of a west-bound travel lane on Chauncey street in the town of Mansfield in order to improve public safety and reduce traffic congestion”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,900,000”.

215

The amendment was adopted.

Mr. Feeney moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$3,000,000 shall be expended for the creation of a road extension at the east end of Walnut street to connect said street to Central street in the town of Foxborough and for redesign and construction of the appropriate intersection of Walnut street and Commercial street in the town of Foxborough in order to improve highway safety and relieve traffic congestion at the exit onto interstate 95”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$236,900,000”.

216

The amendment was adopted.

Mr. Rush and Ms. DiZoglio moved that the bill be amended by inserting after section 42 the following section:-

218

“SECTION XX. Chapter 90 of the General Laws, as appearing in the 2016 Official Edition, is hereby amended by striking section 2D in its entirety and inserting in place thereof the following section:-

Section 2D. The registrar is hereby authorized and directed to design, issue and regulate the use of temporary registration plates, including, but not limited to, for issuance to and usage by purchasers of motor vehicles who do not reside in the commonwealth and who will be transporting the vehicle to their state of residence for registration in that state. Such temporary plates shall be issued to dealers, upon application accompanied by the proper fee, as shall be established by the registrar, for use by purchasers of motor vehicles, and shall be valid for not more than twenty days. Satisfactory proof shall be furnished that a certificate, as defined in section thirty-four A, is in effect prior to the issuance of temporary plates to any purchaser. The registrar is hereby empowered to issue and enforce regulations for the administration of this section.”

The amendment was adopted.

Mr. Rush moved that the bill be amended in section 2E, in item 6621-2108, by adding the following words:- “provided further, that not less than \$2,000,000 shall be expended for the replacement and upkeep of elevators and escalators at the Route 128 station on University avenue in the town of Westwood”; and by striking out the figure “\$3,260,000,000” and inserting in place thereof the following figure:-”\$3,262,000,000”. 219

The amendment was adopted.

Mr. Rush moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$2,000,000 shall be expended for improvements to and maintenance of route 1 from the Marine Corps rotary in the town of Dedham to Spring street in the West Roxbury section of the city of Boston”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,900,000”. 220

The amendment was adopted.

Mr. Rush moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “provided further, that not less than \$1,000,000 shall be expended on the construction of the Roslindale Gateway path located in the Roslindale section of the city of Boston”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,900,000”. 221

The amendment was adopted.

Mr. Rush moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$250,000 shall be expended for a bus rapid transit study in the town of Dedham”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,150,000”. 222

The amendment was adopted.

Mr. Rush moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “provided further, that not less than \$2,000,000 shall be expended for the maintenance and beautification of the West Roxbury parkway located in the West Roxbury section of the city of Boston”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,900,000”. 223

The amendment was adopted.

Mr. Timilty moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$500,000 shall be expended for a traffic signal at the intersection of Matfield Street and Route 28 in the town of West Bridgewater”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,400,000”. 224

The amendment was adopted.

Ms. Lovely moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$1,500,000 shall be expended for the design and implementation of the Beverly depot mobility hub at the Beverly depot commuter rail station in the city of Beverly”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,400,000”. 226

The amendment was adopted.

Mr. Timilty moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$2,100,000 shall be expended for the signalization of the Canton Street and School Street intersection in the town of Stoughton”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$236,000,000”. 227

The amendment was adopted.

Mr. Welch moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$1,500,000 shall be expended for costs associated with improvements to the State street entrance of the Connecticut river 229

walk and bikeway in the city of Springfield”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,400,000”.

The amendment was adopted.

Mr. Welch moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$3,000,000 shall be expended for costs associated with fixing roads and bikeways in Forest park in the city of Springfield”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$236,900,000”.

231

The amendment was adopted.

Mr. Welch moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$1,500,000 shall be expended for a Pease avenue at Morgan road roundabout in the town of West Springfield”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,400,000”.

233

The amendment was adopted.

Mr. Timilty moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$1,000,000 shall be expended equally for the signalization of the South Main Street and Center Street intersection in the town of Randolph, and for the signalization of the North Street and Oak Street intersection in the town of Randolph”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,900,000”.

234

The amendment was adopted.

Mr. Timilty moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$1,200,000 shall be expended for Washington Street improvements in the town of Canton”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$235,100,000”.

235

The amendment was adopted.

Mr. Welch moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$750,000 shall be expended for a Rogers avenue at Dewey street roundabout in the town of West Springfield”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,650,000”.

236

The amendment was adopted.

Messrs. Welch and Velis moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “provided further, that not less than \$750,000 shall be expended for road resurfacing on Griffith road in the city of Chicopee”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,650,000”.

237

The amendment was adopted.

Mr. Barrett moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “provided further, that not less than \$3,000,000 shall be expended for improvements to route 3A and route 40 in the town of Chelmsford, including but not limited to, improvements to roadways, walkways, sidewalks, traffic lights, crosswalks and parking”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$236,900,000”.

238

The amendment was adopted.

Mr. Barrett moved that the bill be amended in section 2E, in item 6621-2108, by adding the following words:- “provided further, that not less than \$4,000,000 shall be expended for the planning, study, design and capital costs of construction of high level platforms at the Concord commuter rail and Waltham commuter rail stations”; and by

240

striking out the figure “\$3,260,000,000” and inserting in place thereof the following figure:- “\$3,264,000,000”.

The amendment was adopted.

Messrs. Timilty and Feeney moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$698,000 shall be expended for the Robin Road drainage project in the town of Sharon”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure;- “\$234,598,000”.

242

The amendment was adopted.

Mr. Barrett moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “provided further, that not less than \$239,000 shall be expended for roadside path repairs, the study and construction of intersection improvements and sidewalk construction in the town of Lincoln; provided further, that not less than \$82,500 shall be expended for accessibility, informational, wayfinding and safety improvements to the commuter lot at Lincoln station in the town of Lincoln”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,221,500”.

243

The amendment was adopted.

Mr. Timilty moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$250,000 shall be expended for sidewalk improvements along Route 28 in the town of Avon”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,150,000”.

244

The amendment was adopted.

Ms. Rausch moved that the bill be amended in section 2E, in item 6621-2108, by adding the following words:- “; provided further, that not less than \$100,000 shall be expended for a study on the construction of high level platforms at Franklin Station and the busiest stations along the Franklin commuter rail line”; and by striking out the figure “\$3,260,000,000” and inserting in place thereof the following figure:- “\$3,260,100,000”.

245

The amendment was adopted.

Mr. Timilty moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$160,000 shall be expended for improvements to the Revere Street and Neponset Street intersection in the town of Canton”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure;- “\$234,060,000”.

246

The amendment was adopted.

Mr. Barrett moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “provided further, that not less than \$50,000 shall be expended for repairs, upgrades and an extension of the Minuteman bikeway in the town of Bedford”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$233,950,000”.

247

The amendment was adopted.

Mr. Barrett moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “provided further, that not less than \$100,000 shall be expended for planning, repairs, maintenance and improvements for Weston station in the town of Weston”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,000,000”.

248

The amendment was adopted.

Mr. Collins moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$1,000,000 shall be expended for a transportation study to examine existing traffic bottlenecks along the red line corridor between JFK station, Andrew station and Broadway station, including

259

Dorchester avenue, Old Colony avenue, Kosciuszko circle reconfiguration and Mount Vernon street and to plan for anticipated residential growth and development along said corridor”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$234,900,000”.

The amendment was adopted.

Ms. Chandler, Messrs. Eldridge and Brady, Ms. Jehlen and Mr. Welch moved that the bill be amended by inserting after section 20 the following section:-

265

“SECTION 20A. (a) Notwithstanding any general or special law to the contrary, the regional transit authority council established under section 27 of chapter 161B of the General Laws, in coordination with the secretary of health and human services, may provide each regional transit authority with assistance to analyze a low-income fare program that provides free or discounted transit fares.

(b) In developing a low-income fare program, a regional transit authority shall develop a stakeholder engagement plan and implementation analysis. The engagement plan shall ensure engagement with relevant stakeholders and provide opportunities for public input in geographically-diverse service areas of the authority. The analysis shall include, but not be limited to, an examination of: (i) the number of riders anticipated to benefit from the program; (ii) the average reductions of each fare; (iii) the overall impact on revenue to the system; (iv) partnership models for funding or determining eligibility requirements and the verification method; and (v) estimated costs associated with the administration and marketing of the program; (vi) the analysis shall include the additional costs that would be incurred with a universal no-fare option, and an assessment of any savings that may be realized under such a program.

(c) The regional transit authority council, in consultation with the secretary of health and human services, shall issue an implementation analysis with best practices and recommendations for a regional transit authority considering a free or discounted transit fare to be filed with the clerks of the senate and house of representatives, the senate and house committees on ways and means and the joint committee on transportation not later than September 1, 2021.”.

The amendment was adopted.

Ms. Chandler, Messrs. Lesser and Welch, Ms. DiZoglio, Ms. Comerford and Mr. Brady moved that the bill be amended in section 4, by inserting after the word “ system”, in line 438, the following words:- “except systems operated by a regional transit authority”;

271

By inserting after the word “system”, in line 439, the following words:- “except systems operated by a regional transit authority”; and

By inserting after the word “mission.”, in line 445, the following words:- “The office shall work with the regional transit authority advisory council and regional transit authority administrators to help ensure a comprehensive and coordinated bus system.”.

The amendment was adopted.

Mr. Brownsberger moved that the bill be amended in section 20 by striking “September 1” and inserting in place thereof the following:- “March 15”;

273

The amendment was adopted.

As previously stated, the above amendments were considered as one and adopted.

Mr. Lewis, Ms. Jehlen and Mr. Timilty moved that the bill be amended in section 2B, in item 6121-2138, by striking out the figure “\$20,000,000” and inserting in place thereof the following figure:- “\$50,000,000”.

141

After remarks, the question on adoption of the amendment was determined by a call of the yeas and nays, at a half past two o'clock P.M., on motion of Mr. Lewis, as follows, to wit (yeas 39 – nays 0) [**Yeas and Nays No. 235**]:

YEAS.

- | | |
|--------------------------|-----------------------|
| Barrett, Michael J. | Jehlen, Patricia D. |
| Boncore, Joseph A. | Keenan, John F. |
| Brady, Michael D. | Kennedy, Edward J. |
| Brownsberger, William N. | Lesser, Eric P. |
| Chandler, Harriette L. | Lewis, Jason M. |
| Chang-Diaz, Sonia | Lovely, Joan B. |
| Collins, Nick | Montigny, Mark C. |
| Comerford, Joanne M. | Moore, Michael O. |
| Creem, Cynthia Stone | Moran, Susan L. |
| Crighton, Brendan P. | O'Connor, Patrick M. |
| Cyr, Julian | Pacheco, Marc R. |
| DiDomenico, Sal N. | Rausch, Rebecca L. |
| DiZoglio, Diana | Rodrigues, Michael J. |
| Eldridge, James B. | Rush, Michael F. |
| Fattman, Ryan C. | Tarr, Bruce E. |
| Feeney, Paul R. | Timilty, Walter F. |
| Finegold, Barry R. | Tran, Dean A. |
| Friedman, Cindy F. | Velis, John C. |
| Gobi, Anne M. | Welch, James T. – 39. |
| Hinds, Adam G. | |

NAYS – 0.

The yeas and nays having been completed at twenty-four minutes before three o'clock P.M., the amendment was adopted.

Ms. Comerford moved that the bill be amended by inserting after section 24 the following section:-

92

“SECTION 24A. The Massachusetts Department of Transportation Office of Transportation Planning shall work in coordination with regional planning agencies to study, survey and develop demonstration projects to assess the feasibility of: (i) connecting the Montachusett Regional Transit Authority and the Franklin Regional Transit Authority fixed-route services in the North Quabbin region; (ii) further connecting the Pioneer Valley Transit Authority and the Franklin Regional Transit Authority fixed route services; and (iii) restoring night and weekend services in the Franklin county region.”

After remarks, the amendment was adopted.

Mr. Crighton, Ms. Lovely and Mr. DiDomenico moved that the bill be amended in section 2E, in item 6621-2108, by striking out, in line 182 the figure “\$150,000,000” and inserting in place thereof the following figure:- “\$200,000,000”; and by striking out the figure “\$3,260,000,000” and inserting in place thereof the following figure:- “\$3,310,000,000”.

121

The amendment was adopted.

Mr. Cyr and Ms. Moran moved that the bill be amended in section 2A, in item 6121-2147, by adding the following words:- “provided further, that not less than \$7,500,000 shall be expended for the expansion of and improvements to the park and ride facility at route 132 and route 6 exit 6 in the town of Barnstable and the creation of a park and ride facility at route 130 and route 6 exit 2 within the town of Sandwich, as recommended in the department of transportation's Cape Cod Canal Transportation Study”; and by striking out the figure “\$350,000,000” and inserting in place thereof the following figure:- “\$357,500,000”.

209

The amendment was adopted.

Ms. DiZoglio and Messrs. Tarr, Fattman and Tran moved that the bill be amended by striking out section 5.

230

UNCORRECTED PROOF.

After debate, the question on adoption of the amendment was determined by a call of the yeas and nays, at twenty-five minutes before four o'clock P.M., on motion of Ms. DiZoglio, as follows, to wit (yeas 8 – nays 31) **[Yeas and Nays No. 236]:**

YEAS.

DiZoglio, Diana
Fattman, Ryan C.
Gobi, Anne M.
O'Connor, Patrick M.

Tarr, Bruce E.
Timilty, Walter F.
Tran, Dean A.
Velis, John C. – **8.**

NAYS.

Barrett, Michael J.
Boncore, Joseph A.
Brady, Michael D.
Brownsberger, William N.
Chandler, Harriette L.
Chang-Diaz, Sonia
Collins, Nick
Comerford, Joanne M.
Creem, Cynthia Stone
Crighton, Brendan P.
Cyr, Julian
DiDomenico, Sal N.
Eldridge, James B.
Feeney, Paul R.
Finegold, Barry R.
Friedman, Cindy F.

Hinds, Adam G.
Jehlen, Patricia D.
Keenan, John F.
Kennedy, Edward J.
Lesser, Eric P.
Lewis, Jason M.
Lovely, Joan B.
Montigny, Mark C.
Moore, Michael O.
Moran, Susan L.
Pacheco, Marc R.
Rausch, Rebecca L.
Rodrigues, Michael J.
Rush, Michael F.
Welch, James T. – **31.**

The yeas and nays having been completed at seventeen minutes before four o'clock P.M., the amendment was *rejected*.

There being no objection, during consideration of the Orders of the Day, the following matter was considered, as follows:

PAPER FROM THE HOUSE.

The Senate Bill to mitigate arbovirus in the Commonwealth (Senate, No. 2757),-- came from the House passed to be engrossed, in concurrence *with an amendment* striking out all after the enacting clause and inserting in place thereof the text of House document numbered 4851.

The rules were suspended, on motion of Mr. Boncore, and the House amendment was considered forthwith.

Mr. Rodrigues moved that the Senate concur with the House amendment *with a further amendment* in section 1, by striking out, in lines 36 and 37, the words “department of public health. The department of public health” and inserting in place thereof the following words:- “executive office. The executive office”; in said section 1, by striking out, in line 39, the words “department of public health” and inserting in place thereof the following words:- “executive office”; in section 3, by striking out, in line 64, the figure “16” and inserting in place thereof the following figure:- “15”; in said section 3, by striking out, in line 67, the words “2 of whom shall be commissioners” and inserting in place thereof the following words:- “1 of whom shall be a commissioner”; and in said section 3, by striking out, in lines 74, 75 and 76, each time it appears, the word “an” and inserting in place thereof, in each instance, the following words:- “a statewide”.

After remarks, the motion was accepted; and the further amendment was

Arbovirus,--
transmission.

adopted.

Sent to the House for concurrence in the further amendment.

Orders of the Day.

The Orders of the Day were further considered as follows

The House Bill authorizing and accelerating transportation investment (House, No. 4547),-- was further considered, the main question being on ordering the bill to a third reading.

Transportation bond.

Mr. Brownsberger in the Chair (having been appointed by the President, under authority conferred by Senate Rule 4, to perform the duties of the Chair), Ms. DiZoglio, Messrs. Tran and Tarr moved that the bill be amended in section 5, by striking out, in line 462, the word “sales,”; and in said section 5, by striking out, in lines 684-685, the words “and the identification of each individual vendor collecting the surcharge on sales tax collected under this chapter”.

239

The amendment was *rejected*.

Messrs. Barrett and Eldridge moved that the bill be amended in section 2I, in item 6921-2115, by adding the following words:- “; provided further, that not less than \$20,000,000 shall be expended for costs associated with the construction of the route 2 rotary highway interchange in the town of Concord”; and by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$253,900,000”.

250

The amendment was adopted.

Mr. Barrett and Ms. Jehlen moved that the bill be amended in section 2E, in item 6621-2108, by adding the following words:- “; provided further, that not less than \$100,000,000 shall be expended for the planning, study, design, construction, reconstruction, resurfacing, repair, climate change adaptation, multi-modal access and improvement of transportation infrastructure associated with the rebuild of the Alewife station garage in the city of Cambridge to enhance traffic safety and traffic flow in and out of the garage and other services and costs essential to the project”.

252

After remarks, the amendment was adopted.

Messrs. Barrett, Eldridge, Timilty, Brady, Tarr and Welch moved that the bill be amended in section 2I, line item 6921-2114, by striking out, in lines 333 and 334, the words “a vehicle” and inserting in place thereof the following words:- “vehicles and charging equipment”; and by striking out the figure “\$50,000,000” and inserting in place thereof the following figure:- “\$75,000,000”.

266

The amendment was adopted.

Ms. DiZoglio moved that the bill be amended by inserting the text of Senate documents numbered 2834, relative to school bus safety.

263

The question on adoption of the amendment was determined by a call of the yeas and nays, at a half past four o'clock P.M., on motion of Ms. DiZoglio, as follows, to wit (yeas 14 – nays 25) **[Yeas and Nays No. 237]:**

YEAS.

Brady, Michael D.
DiZoglio, Diana
Fattman, Ryan C.
Feeney, Paul R.
Gobi, Anne M.
Lovely, Joan B.
Montigny, Mark C.

Moore, Michael O.
O'Connor, Patrick M.
Pacheco, Marc R.
Tarr, Bruce E.
Timilty, Walter F.
Tran, Dean A.
Welch, James T. – 14.

NAYS.

Barrett, Michael J.

Friedman, Cindy F.

Boncore, Joseph A.
Brownsberger, William N.
Chandler, Harriette L.
Chang-Diaz, Sonia
Collins, Nick
Comerford, Joanne M.
Creem, Cynthia Stone
Crighton, Brendan P.
Cyr, Julian
DiDomenico, Sal N.
Eldridge, James B.
Finegold, Barry R.

Hinds, Adam G.
Jehlen, Patricia D.
Keenan, John F.
Kennedy, Edward J.
Lesser, Eric P.
Lewis, Jason M.
Moran, Susan L.
Rausch, Rebecca L.
Rodrigues, Michael J.
Rush, Michael F.
Velis, John C. – 25.

The yeas and nays having been completed at seventeen minutes before five o'clock P.M., the amendment was *rejected*.

Messrs. Tarr and Keenan moved that the bill be amended by inserting the text of Senate documents numbered 2835, relative to job order contracts.

1

After remarks, the amendment was adopted.

Messrs. DiDomenico and Welch, Ms. DiZoglio, Mr. Velis, Ms. Moran, Mr. Brady, Ms. Jehlen and Mr. Timilty moved that the bill be amended in section XXX, by adding the following: “over a bike path or shared-use path may prohibit the operation of class 1 or class 2 electric bicycles on that path;

163

(ii) Class 3 electric bicycles shall not be ridden on a bike path or shared-use path unless permitted by the municipality, local authority or state agency having jurisdiction over that path;

(iii) This subsection shall not apply to a trail designated for nonmotorized traffic if such trail has a natural surface tread made by clearing and grading the soil and no surfacing materials have been added. A municipality, local authority or state agency may regulate the use of electric bicycles on such a trail within its jurisdiction;

(b) Electric bicycles shall comply with the equipment and manufacturing requirements for bicycles adopted by the United States Consumer Product Safety Commission established in 16 C.F.R. 1512.

(c) On and after January 1, 2020, manufacturers and distributors of electric bicycles shall apply a label that is permanently affixed, in a prominent location, to each electric bicycle containing the classification number, top assisted speed and motor wattage of the electric bicycle;

(d) A person shall not tamper with or modify an electric bicycle so as to change the motor-powered speed capability or engagement of an electric bicycle, unless they appropriately replace the label required by subsection (c);

(e) Class 3 electric bicycles shall be subject to the following additional restrictions:

(i) No person under the age of 16 may operate a class 3 electric bicycle. A person under the age of 16 may ride as a passenger on a class 3 electric bicycle that is designed to accommodate passengers;

(ii) All operators and passengers of class 3 electric bicycles shall wear a properly fitted and fastened bicycle helmet that meets the standards provided by either the United States Consumer Product Safety Commission or the American Society for Testing and Materials, or standards subsequently established by those entities. A violation of this clause shall not be used as evidence of contributory negligence in a civil action;

(iii) All class 3 electric bicycles must be equipped with a speedometer that displays the speed the bicycle is traveling in miles per hour;

(i) A municipality or local authority having jurisdiction over streets, roads, or ways may prohibit the operation of class 3 electric bicycles on those streets,

roads or ways.

- (ii) The Massachusetts Department of Transportation may promulgate regulations regarding electric bicycles including, but not limited to: regulations concerning their safe operation and proper labeling. The secretary of transportation shall submit proposed regulations to the clerks of the Senate and the House of Representatives and to the joint committee on transportation not later than 30 days before their effective date.”

The amendment was adopted.

275

Mr. Rodrigues moved that the bill be amended in section 2E, in item 6621-2108, by striking out the figure “\$3,260,000,000” and inserting in place thereof the following figure:- “\$3,431,865,000”;

In section 2I, in item 6921-2115, by adding the following words:-”; provided further, that not less than \$40,000 shall be expended for repaving and repairs to the boat ramp in the town of Freetown; provided further, that not less than \$2,500,000 shall be expended for safety improvements and upgrades at the intersection of route 177, Robert street and Tickle road in the town of Westport; provided further, that not less than \$2,500,000 shall be expended for improvements and upgrades at the intersection of route 105 and Bridge street in the town of Lakeville; provided further, that not less than \$2,500,000 shall be expended on parking improvements at the Ashland commuter rail station; provided further, that not less than \$4,000,000 shall be expended on improvements to the intersection of route 135 and Frankland road in the town of Ashland; provided further, that not less than \$8,000,000 shall be expended for the purchase, construction or rehabilitation of a downtown parking structure in the city of Framingham; provided further, that not less than \$2,000,000 shall be expended to alleviate flooding at the intersection of route 9 and route 126 in the city of Framingham; provided further, that not less than \$1,500,000 shall be expended on the Franklin and Forge Park/495 commuter rail stations in the city known as the town of Franklin; provided further, that not less than \$1,500,000 shall be expended for downtown traffic improvements in the town of Holliston; provided further, that not less than \$1,500,000 shall be expended on sidewalk and pedestrian safety improvements in the town of Hopkinton; provided further, that not less than \$1,500,000 shall be expended on sidewalk and pedestrian safety improvements in the town of Medway; provided further, that not less than \$1,000,000 shall be expended on sidewalk and pedestrian safety improvements to route 27 in the town of Natick; provided further, that not less than \$830,000 shall be given to regional transit authorities whose contract assistance under section 23 of chapter 161B of the General Laws is less than 50 per cent of the net cost of service of the regional transit authority”;

In said section 2I, in said item 6921-2115, by striking out the figure “\$233,900,000” and inserting in place thereof the following figure:- “\$574,558,500”;

In section 22, by inserting after the figure “1144”, in line 980, the following words:- “or shall apply to the United States Department of Transportation to enter into a tolling agreement or memorandum of understanding with the Federal Highway Administration”;

In section 24, by striking out, in line 1024, the word “January” and inserting in place thereof the following word:- “July”;

In section 26, by striking out, in line 1043, the figure “\$2,370,000,000” and inserting in place thereof the following figure:- “\$2,847,500,000”;

In section 29, by striking out, in line 1109, the figure “\$5,730,000,000” and inserting in place thereof the following figure:- “\$5,926,865,000”;

In section 33, by striking out, in line 1169, the figure “\$303,900,000” and inserting in place thereof the following figure:- “\$699,558,500”;

In section 34, by striking out, in line 1177, the words “15, 17, 19, 21, 22 and 24” and inserting in place thereof the following words:- “25, 26, 28, 30, 31, and 33”;

UNCORRECTED PROOF.

In said section 34, by striking out, in line 1179, the words “15, 17, 19, 21, 22 and 24” and inserting in place thereof the following words:- “25, 26, 28, 30, 31, and 33”; and

By inserting after section 4 the following section:-

“SECTION 4A. Clause (2) of subsection (d) of section 2ZZZ of chapter 29 of the General Laws, as appearing in the 2018 Official Edition, is hereby amended by adding the following words:- provided, however, that the distribution under this section shall comply with the first paragraph of section 23 of said chapter 161B.”

The amendment was adopted.

There being no objection, during consideration of the Orders of the Day, the following matters were considered, as follows:

PAPERS FROM THE HOUSE.

A Bill authorizing the town of Nantucket to supply itself and its inhabitants with water (House, No. 4399,-- on House, No. 4159) [Local approval received],-- was read.

Nantucket,-- water supply.

There being no objection, the rules were suspended, on motion of Mr. Tarr, and the bill was read a second time and ordered to a third reading.

A Bill establishing the promotions fund of the town of Sandwich (House, No. 4468,- on Senate, No. 2225) [Local approval received on Senate, No. 2225],-- was read.

Sandwich,-- promotions fund.

There being no objection, the rules were suspended, on motion of Ms. Lovely, and the bill was read a second time and ordered to a third reading.

A Bill authorizing the town of Somerset to grant additional licenses for the sale of alcoholic beverages to be drunk on the premises (House, No. 4753,-- on House, No. 4288) [Local approval received on House, No. 4288],-- was read.

Somerset,-- liquor licenses.

There being no objection, the rules were suspended, on motion of Mr. Lesser, and the bill was read a second time and ordered to a third reading.

A Bill establishing a sick leave bank for Paul McBrien, an employee of the trial court department (House, No. 4795,-- on petition),-- was read.

Paul McBrien,-- sick leave..

There being no objection, the rules were suspended, on motion of Ms. DiZoglio, and the bill was read a second time and ordered to a third reading.

A Bill authorizing the Massachusetts Water Resources Authority to release easements upon certain real property in the town of Stoneham (House, No. 4844,-- on House, No. 748),-- was read.

Stoneham,-- easement..

There being no objection, the rules were suspended, on motion of Mr. Rodrigues, and the bill was read a second time and ordered to a third reading.

Orders of the Day.

The Orders of the Day were further considered as follows

The House Bill authorizing and accelerating transportation investment (House, No. 4547),-- was further considered, the main question being on ordering the bill to a third reading.

Transportation bond.

The Ways and Means amendment, as amended, was adopted.

The bill, as amended, was then ordered to a third reading and read a third time.

The question on passing the bill to be engrossed was determined by a call of the yeas and the nays, at one minutes past five o'clock P.M., on motion of Mr. Boncore, as follows to wit (yeas 36 to nays 4) [**Yeas and Nays 238**]:

YEAS.

Barrett, Michael J.
 Boncore, Joseph A.
 Brady, Michael D.
 Brownsberger, William N.
 Chandler, Harriette L.
 Chang-Diaz, Sonia
 Collins, Nick
 Comerford, Joanne M.
 Creem, Cynthia Stone
 Crighton, Brendan P.
 Cyr, Julian
 DiDomenico, Sal N.
 DiZoglio, Diana
 Eldridge, James B.
 Feeney, Paul R.
 Finegold, Barry R.
 Friedman, Cindy F.
 Gobi, Anne M.

Hinds, Adam G.
 Jehlen, Patricia D.
 Keenan, John F.
 Kennedy, Edward J.
 Lesser, Eric P.
 Lewis, Jason M.
 Lovely, Joan B.
 Montigny, Mark C.
 Moore, Michael O.
 Moran, Susan L.
 Pacheco, Marc R.
 Rausch, Rebecca L.
 Rodrigues, Michael J.
 Rush, Michael F.
 Spilka, Karen E.
 Timilty, Walter F.
 Velis, John C.
 Welch, James T. – 36.

NAYS.

Fattman, Ryan C.
 O'Connor, Patrick M.

Tarr, Bruce E.
 Tran, Dean A. – 4.

The yeas and nays having been completed at eight minutes past five o'clock P.M., the bill was passed to be engrossed, in concurrence, with the amendment [For text of Senate amendment, printed as amended, see Senate, No. 2836].

Sent to the House for concurrence in the amendment.

PAPERS FROM THE HOUSE

Engrossed Bills—Land Taking for Conservation Etc.

An engrossed Bill authorizing the city of Fitchburg to change the use of a certain parcel of land acquired for park purposes (see Senate, No. 2693) (which originated in the Senate), having been certified by the Senate Clerk to be rightly and truly prepared for final passage,-- was put upon its final passage; and, this being a bill providing for the taking of land or other easements used for conservation purposes, etc., as defined by Article XCVII of the Amendments to the Constitution, the question on passing it to be enacted was determined by a call of the yeas and nays, at eight minutes past five o'clock P.M., as follows, to wit (yeas 39 - nays 0) [**Yeas and Nays No. 239**]:

Fitchburg,-- park land.

YEAS.

Barrett, Michael J.
 Boncore, Joseph A.
 Brady, Michael D.
 Brownsberger, William N.
 Chandler, Harriette L.
 Chang-Diaz, Sonia
 Collins, Nick
 Comerford, Joanne M.
 Creem, Cynthia Stone
 Crighton, Brendan P.
 Cyr, Julian
 DiDomenico, Sal N.

Jehlen, Patricia D.
 Keenan, John F.
 Kennedy, Edward J.
 Lesser, Eric P.
 Lewis, Jason M.
 Lovely, Joan B.
 Montigny, Mark C.
 Moore, Michael O.
 Moran, Susan L.
 O'Connor, Patrick M.
 Pacheco, Marc R.
 Rausch, Rebecca L.

UNCORRECTED PROOF.

DiZoglio, Diana
Eldridge, James B.
Fattman, Ryan C.
Feeney, Paul R.
Finegold, Barry R.
Friedman, Cindy F.
Gobi, Anne M.
Hinds, Adam G.

Rodrigues, Michael J.
Rush, Michael F.
Tarr, Bruce E.
Timilty, Walter F.
Tran, Dean A.
Velis, John C.
Welch, James T. – 39.

NAYS – 0.

The yeas and nays having been completed at sixteen minutes past five o'clock P.M., the bill was passed to be enacted, two-thirds of the members present having agreed to pass the same, and it was signed by the Acting President (Mr. Brownsberger) and laid before the Governor for his approbation.

An engrossed Bill authorizing the city of Lynn to change the use of portions of certain park land for combined sewer overflow control purposes (see House, No. 4362, amended) (which originated in the House), having been certified by the Senate Clerk to be rightly and truly prepared for final passage,-- was put upon its final passage; and, this being a bill providing for the taking of land or other easements used for conservation purposes, etc., as defined by Article XCVII of the Amendments to the Constitution, the question on passing it to be enacted was determined by a call of the yeas and nays, at seventeen minutes past five o'clock P.M., as follows, to wit (yeas 39 - nays 0) **[Yeas and Nays No. 240]:**

Lynn,-- park land.

YEAS.

Barrett, Michael J.
Boncore, Joseph A.
Brady, Michael D.
Brownsberger, William N.
Chandler, Harriette L.
Chang-Diaz, Sonia
Collins, Nick
Comerford, Joanne M.
Creem, Cynthia Stone
Crighton, Brendan P.
Cyr, Julian
DiDomenico, Sal N.
DiZoglio, Diana
Eldridge, James B.
Fattman, Ryan C.
Feeney, Paul R.
Finegold, Barry R.
Friedman, Cindy F.
Gobi, Anne M.
Hinds, Adam G.

Jehlen, Patricia D.
Keenan, John F.
Kennedy, Edward J.
Lesser, Eric P.
Lewis, Jason M.
Lovely, Joan B.
Montigny, Mark C.
Moore, Michael O.
Moran, Susan L.
O'Connor, Patrick M.
Pacheco, Marc R.
Rausch, Rebecca L.
Rodrigues, Michael J.
Rush, Michael F.
Tarr, Bruce E.
Timilty, Walter F.
Tran, Dean A.
Velis, John C.
Welch, James T. – 39.

NAYS – 0.

The yeas and nays having been completed at twenty minutes past five o'clock P.M., the bill was passed to be enacted, two-thirds of the members present having agreed to pass the same, and it was signed by the Acting President (Mr. Brownsberger) and laid before the Governor for his approbation.

The House Bill financing the general governmental infrastructure of the Commonwealth (House, No. 4733),-- came from the House with the endorsement that the

General Bond Bill.

House had NON-concurred in the Senate amendment striking out all after the enacting clause and inserting in place thereof the text contained in Senate document numbered 2819, and had asked for a committee of conference on the disagreeing votes of the two branches; and that Representatives Michlewitz of Boston, Gregoire of Marlborough and Vieira of Falmouth had been appointed the committee on the part of the House.

On motion of Mr. Rodrigues, the Senate insisted on its amendment and concurred in the appointment of a committee of conference; and Senators Rodrigues, DiDomenico and Fattman were appointed on the part of the Senate.

The bill was returned to the House endorsed accordingly.

Moment of Silence.

The President in the Chair, the President, members, guests and staff stood in a moment of silence and reflection to the memory of Philip Singleton.

Moment of silence.

PAPERS FROM THE HOUSE

Emergency Preambles Adopted.

An engrossed Bill to mitigate arbovirus in the Commonwealth (see Senate, No. 2757, amended), having been certified by the Senate Clerk to be rightly and truly prepared for final passage and containing an emergency preamble,-- was laid before the Senate; and, a separate vote being taken in accordance with the requirements of Article LXVII of the Amendments to the Constitution, the preamble was adopted in concurrence, by a vote of 2 to 0.

Arbovirus,-- mitigate.

The bill was signed by the President and sent to the House for enactment.

An engrossed Bill to expand take-out/delivery options in response to COVID-19 (see Senate, No. 2812, amended), having been certified by the Senate Clerk to be rightly and truly prepared for final passage and containing an emergency preamble,- - was laid before the Senate; and, a separate vote being taken in accordance with the requirements of Article LXVII of the Amendments to the Constitution, the preamble was adopted in concurrence, by a vote of 2 to 0.

Take out options,-- COVID-19.

The bill was signed by the President and sent to the House for enactment.

Engrossed Bills.

Ms. Friedman in the Chair (having been appointed by the President, under authority conferred by Senate Rule 4, to perform the duties of the Chair), the following engrossed bills (both of which originated in the Senate), having been certified by the Senate Clerk to be rightly and truly prepared for final passage, were severally passed to be enacted and were signed by the Acting President (Ms. Friedman) and laid before the Governor for his approbation, to wit:

To mitigate arbovirus in the Commonwealth (see Senate, No. 2757, amended); and

Bills laid before the Governor.

To expand take-out/delivery options in response to COVID-19 (see Senate, No. 2812, amended).

Order adopted.

On motion of Mr. Tarr,--

Ordered, That when the Senate adjourns today, it adjourn to meet again on Monday next at eleven o'clock A.M., and that the Clerk be directed to dispense with the printing of a calendar.

Adjournment in Memory of Philip Stephen Singleton.

The Senator from Essex, Ms. Lovely, moved that when the Senate adjourns today, it do so in memory of Philip Stephen Singleton (Chummy).

Philip Stephen Singleton (Chummy) passed away on Saturday, June 6, 2020, at his home in Lynnfield, Massachusetts, at the age of 81. He was surrounded by his family, friends, and loved ones, listening to Irish music, and resting comfortably.

Phil was born in 1939 in Salem to Grace and Philip Singleton. After graduating from St. John's Prep, he attended Notre Dame University and served in the Army Reserves. He also spent many hours watching and attending sporting events, the most notable of which were in South Bend at his Alma Mater, Notre Dame. Phil graduated from Notre Dame in 1960, his favorite university in the world, and he was invited to become an honorary member of the Notre Dame Monogram Club for his very generous support of the ND Athletics Department, in general, and the basketball programs, in particular. Phil was a Celtics season ticket holder for over 30 years and also a lifelong fan of the Red Sox, Bruins, and Patriots. Known for his intelligence and business savvy, Phil was a pioneer in the field of adaptively reusing former mill buildings, factories, schools and churches for affordable housing. Growing up on Gallows Hill in Salem likely inspired him to develop many projects in that area. During his extensive career, which continued until the day of his passing, Phil developed over 4,000 housing units along the East Coast, saving dozens of buildings from demolition and creating affordable homes for many grateful residents. In his spare time, Phil enjoyed playing golf at Salem Country Club, having won three Salem Four Ball Championships over the course of his lengthy tenure. Each and every day, Phil read the box scores for every game of whatever season was ongoing and would recite any interesting statistics that he found throughout the course of the day. Perhaps the most enduring quality that Phil was known for was his penchant for the perfect one-line retort while in a business meeting, on the golf course, or at dinner with friends. It is notable that his last citation in a local newspaper was described as "Mr. Singleton replied with a colorful, though unprintable response." His dear friend Mike Murphy once told Phil that his epithet should be "Phil said the things that others just think."

Phil is survived by his wife Nancy Margolin Singleton, daughters Tara Singleton, Danielle Singleton and her fiancé Drake Alfieri, Erin Ray and her husband John Ray, and grandson JohnJohn. Though he left us peacefully and quietly, Phil lived his life with great passion and a deep devotion to those things he enjoyed. He was a loving husband, a devoted father, and a fierce protector of his many pets. He will be greatly missed.

Accordingly, as a mark of respect to the memory of Philip Stephen Singleton, at twenty-four minutes past six o'clock P.M., on motion of Mr. Tarr, the Senate adjourned to meet again on Monday next at eleven o'clock A.M.