

The Transportation New Deal
SD2315, filed by Senator Joe Boncore
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MBTA & RTA buses

- Makes all MBTA and RTA buses free.

MBTA Improvements

- Creates an **Office of Rail Enhancement** aimed at improving productivity, equity, and environmental sustainability on the rail system.
- Creates an **Office of Bus Transformation** aimed at improving productivity, equity, and environmental sustainability on the MBTA bus system.
- Requires MBTA with HHS to implement a **low-income fare program** that provides free or discounted transit fares to qualifying riders on all modes of transportation offered by MBTA.
- Requires MBTA to **pilot late night service** on bus and rapid transit lines Monday-Thursday until 2AM and Friday-Saturday until 3AM.
- Requires MBTA to **freeze fares** for 5 years.
- Requires MBTA to implement temporary pilot to offer **reduced fares during off-peak hours** of at least 25% with the goal to incentivize ridership outside off-peak commuter times.
- Directs MBTA and Office of Bus Transformation to establish a **bus system master plan** that includes plans around dedicated bus lanes, multi-modal transportation connectivity, and reducing emissions.
- Creates a **Commuter Rail Parking Task Force** to study and make recommendations on improvements.

MBTA Governance

- Changes MBTA authority to MBTA Board of Directors. Board has 5 members: 1 with experience in transportation operations and safety, 1 with experience in public or private finance, 1 with experience in transportation or urban planning, 1 representative of a labor organization, 1 with experience in municipal government. One member must be a rider from an EJ community.
- Changes General Manager hiring and oversight from MassDOT Secretary to MBTA Board of Directors.
- Allows the MassDOT Secretary to make recommendations to the authority on salary structure.
- Hiring/firing the General Manager requires a yes vote of at least 5 Board members, if the Secretary is not in the voting majority.
- Allows the Board to vote on using bonds for projects. Requires a yes vote of at least 5 Board members, if the Secretary is not in the voting majority.
- Governor shall appoint Chair and Vice-Chair. MassDOT Secretary cannot serve as Chair or Vice-Chair.
- Board members will receive a yearly stipend of \$12K

- The Board is required to meet once/month and 20 times/year.

Toll equity:

- Creates a Roadway Pricing Task Force on roadway and congestion pricing to make recommendations for regionally-equitable pricing and congestion pricing mechanisms in the Boston metro area, major bridges, and interstate highways near the Commonwealth's borders.
- Strikes prohibition on how tolls can be used after the implementation of the Roadway Pricing Task Force recommendations.
- Requires MassDOT to apply for FHA approval under the Value Pricing Pilot Program (VPPP) by December 31, 2021.

Chapter 90 Study

- Creates a Chapter 90 study on a more equitable system on calculating funds for municipalities for the costs of construction, repairing and improving municipal roads and bridges.

VMТ Study

- Directs MassDOT to conduct a feasibility study on mileage-based revenue collection, also known as vehicle miles traveled (VMТ).

Transportation and Climate Initiative (TCI)

- Definitions, including "environmental justice populations" as defined in S.9, the Next-Generation Climate policy bill that passed the Legislature in January 2021
- Creates an "Equity Advisory Board," with a majority of members from EJ communities, to oversee how TCI revenues are used.
- Creates a TCI Trust Fund with a minimum of 70% of TCI proceeds to be directed to underserved communities and EJ communities.
- Directs a minimum of 15% of the total funds to go to the CTF.
- Directs TCI funding to be used to reduce CO2 emissions in the transportation sector, and promote projects and programs that support clean transportation and promote mobility.

Project Selection Commission

- Adds responsibility for the Project Selection Council to consider climate impacts, underserved transit, and EJ communities in prioritizing projects.

TNC fees & data

- Defines shared ride, non-shared ride, and luxury ride.
- Creates the Transit Authority Fund with TNC fee revenue. 50% of funds will go to MBТА, 50% will go to RTAs
- The transportation fee structure includes:
 - \$0.40 for shared rides
 - \$1.20 for non-shared rides
 - \$1.00 additional fee for luxury rides

- Creates an additional \$0.20 public transit access fee in MBTA service area with revenue dedicated to low-income fares for MBTA.
- Revenue raised from shared and non-shared fees will go to:
 - 25% to municipalities based on the proportion of TNC rides in that municipality in a given year
 - 50% to CTF
 - 25% to Transit Authority Fund described above
- The revenue raised from luxury rides will go to:
 - 50% to the municipality of origin to address the impact of TNCs on municipal roads, bridges, and other infrastructure.
 - 50% to CTF
- Requires monthly data reports that include, for both shared and non-shared rides, TNC vehicles, and crashes involving a driver.

Stimulus-ready projects

- Requires MBTA to create a Stimulus-Ready Projects fund to advance planning, design, and engineering work on capital investments to improve transit reliability and capacity, reduce GHG emissions, and improve resiliency.

Gas tax

- Increases the gas tax 4 cents per year for 3 years beginning in 2023. from 24 cents/gallon to 28 cents/gallon on January 1, 2023

Regional Ballot initiatives

- Allows regional and local ballot initiatives, with funds dedicated to local and regional transportation needs.

Commercial Parking Surcharge

- Creates a commercial parking surcharge of 6.25% on top of the existing sales tax dedicated to the state.
- Allows cities and towns to adopt an additional 2.5% tax on residential and commercial parking facilities.

RMV Fees

- Creates a tiered schedule for RMV fees based on the resale value of the vehicle and whether it is a zero-emission vehicle.