
Senator Steven A. Baddour
Senator Stephen M. Brewer
Senator Robert L. Hedlund

Representative Joseph F. Wagner
Representative Charles A. Murphy
Representative George R. Peterson
Current Transportation Model

EOEEA
- Design
- Construction
- Maintenance
- Etc.

DCR Roadways & Bridges
- Design
- Construction
- Maintenance
- Etc.

MHD
- Design
- Construction
- Maintenance
- Etc.

RMV
- Vehicle Registration
- Driver Licensing

MAC
- Regulates local airports

Other Programs
- Freight Rail
- Grant Programs

Governor

EOTPW
- Planning*
- Human Resources
- Accounting/Finance
- Procurement
- Materials Management
- Information Technology
- Legal Counsel
- Other shared services

* By law, planning function extends to independent authorities

Mass Mobility Compact

EOEEA

Governor

MTA Board
- Human Resources
- Accounting/Finance
- Procurement
- Materials Management
- Information Technology
- Legal Counsel
- Other Mode-Specific Operations

MBTA Board
- Human Resources
- Accounting/Finance
- Procurement
- Materials Management
- Information Technology
- Legal Counsel
- Other Mode-Specific Operations

MARTA Board
- Human Resources
- Accounting/Finance
- Procurement
- Materials Management
- Information Technology
- Legal Counsel
- Other Mode-Specific Operations

Massport Board
- Human Resources
- Accounting/Finance
- Procurement
- Materials Management
- Information Technology
- Legal Counsel
- Other Mode-Specific Operations

Massport
- Regulates local airports
- Freight Rail
- Grant Programs

RTAs (16)

- Creates a **single, unified, accountable** Massachusetts Department of Transportation (MassDOT) to **streamline operations, share services and reduce costs**.

- **Streamlines transportation planning** and programming and creates a **more efficient and cost-effective system** by consolidating multiple existing layers of bureaucracy.

- **Consolidates** legal, human resources, IT, and procurement departments **into shared services**.

- Creates an **Office of Performance Measurement** to impose **stringent accountability and performance measurements** on the new Authority.
• Governor appoints a 5 member professional board, and designates a board chairman:
  – Two experts in the field of Transportation Finance, two Transportation Planners, and one registered Civil Engineer.
  – No more than three board members can be from the same political party.
  – Each member serves without compensation, but can be reimbursed for travel and expenses directly related to board meetings up to $500.
  – The Chairman cannot also be an employee of MassDOT.

• The Governor appoints a Secretary of Transportation to be the CEO of MassDOT.

- Reconstitutes the Highway Fund as the **Commonwealth Transportation Fund** and establishes the **Transportation Trust Fund**.

- **COMMONWEALTH TRANSPORTATION FUND**
  - Uses gas tax and registry fee revenues to pay debt service and contract assistance
  - Remaining revenues annually transferred into Transportation Trust Fund
  - Subject to annual appropriation by the Legislature, with Commonwealth borrowing still controlled by the Legislature, Governor and Treasurer under Article 62 of the Constitution

- **TRANSPORTATION TRUST FUND**
  - All other transportation revenues, including tolls from Turnpike and Tobin bridge and departmental revenue currently collected by the Executive Branch agencies
  - Used to pay for MassDOT operations and special obligation debt assumed by MassDOT, such as the metropolitan highway system bonds
  - Managed by MassDOT and is **NOT** subject to annual appropriation by the Legislature
• Creates an Office of Planning and Programming within MassDOT to **coordinate transportation planning and financing**, in consultation with the Commonwealth’s Secretary of Administration and Finance.

• Office of Planning and Programming is **solely responsible for developing** all transportation plans for all modes of surface transportation: all roads, all bridges, all transit.

• Becomes the **primary interface** between the MPOs and the Federal Government by replacing the Executive Office of Transportation and Public Works.

• **Enhanced fiscal scrutiny** for major capital expansion projects requiring proof that sufficient revenues exist to operate and maintain the project.
Reformed. Rebuilt. Renewed. Highway Division

• The Highway Division will operate and maintain all roads and bridges in the Commonwealth:
  – The Massachusetts Turnpike Authority: Western Turnpike System and Metropolitan Highway System
  – Tobin Bridge from Massport
  – DCR Roads (8) and all DCR Bridges

• Requires MassDOT to pay employee salaries out of operating revenues – no longer will the Commonwealth pay transportation employees out of its capital budget.

• Transitions to a single Asset Management System to track road and bridge maintenance needs.
Eliminates the Turnpike Authority:
  
  – All Turnpike assets and employees will be transferred to MassDOT by **January 1, 2010**.
  
  – **Big Dig debt** held by the Turnpike becomes debt of the MassDOT.
  
  – Requires MassDOT to use the **state fiscal year** and the **state’s accounting system**, to prevent the lack of transparency that plagued the Turnpike.
• Massport remains an **independent authority** focused solely on aviation and port operations.

• Tobin Bridge revenues, operation and maintenance transfers to the MassDOT on **November 1, 2009**.

• The bridge consolidates into the **Metropolitan Highway System** of tunnels and bridges of the Greater Boston region.
Reformed. Rebuilt. Renewed. DCR Parkways and Bridges

• **Urban DCR Roads** transferred to MassDOT:
  – McGrath Highway, O’Brien Highway, the Carroll Parkway, Middlesex Avenue, William Casey Highway Overpass, Columbia Road, Morton Street, and Gallivan Boulevard.
  – Historic/recreation-oriented parkways remain with DCR.

• **All DCR Bridges** transferred to MassDOT:
  – Bridges currently under design and construction (13) transferred upon completion of an appropriate phase of design or construction, but no later than December 31, 2014.

• **DCR employees** will still **work on former DCR assets** within MassDOT.
The Division of Mass Transit will contain:

- MBTA
- All the Regional Transit Authorities (RTAs)
• MBTA remains an independent authority but is managed by the 5 member MassDOT board for accountability.

• MBTA Planning transferred to the Office of Planning and Programming of MassDOT for comprehensive transportation planning and financing.

• Streamlined planning and processes at the MBTA through a reformed Advisory Board.
Effective January 1, 2010 (FY2010):

• All active MBTA employees and all retirees are transferred to the Commonwealth’s Group Insurance Commission.

• Benefits structure and health care premiums, will be exactly the same as all other state employees and state retirees.

• All retired MBTA employees over age 65 will now be responsible for the monthly Medicare Part B premium payment and up to 15% of any Medicare supplement plan, identical treatment as other state retirees.

The total health care savings will amount to close to $1 Billion over 20 years.
Effective July 1, 2009:

- **Eliminates “23 and out”** for future employees of the MBTA.
- Requires those employees to reach **25 years of service** and **55 years of age** to collect retirement benefits.
- **Preserves** separate MBTA retirement fund.
• Preserve RTAs’ continued independence, while improving central oversight and funding through MassDOT.

• RTA’s to be forward funded by MassDOT by FY2012.
• Registry of Motor Vehicles:
  - Continues to provide driver licenses, identification cards, vehicle titles, and registrations.
  - Revenue dedicated to paying off debt service and contract assistance.

• Aeronautics Division:
  - Replaces the former MAC.
  - Retains control over all municipal airports.
• Requires comprehensive study of particulate matter to determine public health effects of air pollution from the transportation sector.

• Prohibits use of **Owner Controlled Insurance Programs** – lesson learned from the Big Dig.

• Establishes an **internal special audit unit** to root out fraud, waste, and abuse in MassDOT spending.
• Requires forensic accounting throughout the transition to MassDOT to assure the public that there are no financial secrets as we go forward.
• Reduces reliance on outside consultants and eliminates “revolving door” for transportation employees.
• Establishes rigorous transparency and mandatory reporting requirements.
Reformed. Rebuilt. Renewed. Additional Reforms...

- **Enacts** **Tort reform** to reduce costs.
- **Reduces** **Troop E overtime costs** by requiring **greater oversight** by the Colonel of the State Police.
- **Cracks down on the use of** **swaptions**, and other problematic financial instruments.