



General Assembly

January Session, 2019

**Raised Bill No. 1142**

LCO No. 7315



Referred to Committee on FINANCE, REVENUE AND BONDING

Introduced by:  
(FIN)

***AN ACT CONCERNING STRATEGIC TRANSPORTATION PLANNING AND THE FINANCING THEREOF.***

Be it enacted by the Senate and House of Representatives in General Assembly convened:

1 Section 1. (NEW) (*Effective from passage*) (a) There is established a  
2 Strategic Transportation Planning Commission, which shall consist of  
3 the following members: (1) The Commissioner of Transportation; (2)  
4 the Commissioner of Economic and Community Development; and (3)  
5 seven appointed by the Governor, two of whom have expertise in tax  
6 policy and economic development and five of whom have expertise in  
7 transportation systems and such systems' relationship to economic  
8 growth and quality of life in the state. The commission shall define the  
9 overarching goals that shall guide state investment in transportation,  
10 the financing thereof and related decision-making. Not later than  
11 January 17, 2020, the commission shall submit a report and fully  
12 drafted proposed legislation to implement the commission's  
13 recommendations included in the report.

14 (b) In writing the report, the commission shall consider and

15 undertake the following:

16 (1) Review the Massachusetts Department of Transportation and  
17 Massachusetts Bay Transportation Authority Capital Investment Plan,  
18 Fiscal Years 2017-2021, and seek input and advice from said  
19 department and authority in the development of the report;

20 (2) Hold at least two public hearings to seek input from residents,  
21 business owners and other stakeholders in the state's transportation  
22 system;

23 (3) Emphasize proactive decision-making and planning and develop  
24 a transportation strategy that focuses on continuous preventive  
25 maintenance of the state's transportation infrastructure;

26 (4) Seek to minimize the state's long-term transportation costs and  
27 expenditures and recommend procedures to analyze the state's total  
28 projected transportation costs over a continuous period of not less than  
29 thirty years; and

30 (5) Consider how well the state's current and proposed future  
31 transportation network suits the overall geography of the state and the  
32 economic potential of the state's proximity to the Boston and New  
33 York City metropolitan areas.

34 (c) The report shall include, but not be limited to:

35 (1) (A) An assessment of the state's transportation assets currently in  
36 a state of good repair and the estimated total cost and cost-per-mile,  
37 categorized by asset type, of maintaining such assets in a state of good  
38 repair for a period of not less than thirty years. Each asset type shall  
39 include an assessment of the extent to which ongoing maintenance is  
40 being conducted by the Department of Transportation;

41 (B) A plan to implement, maintain and finance reliability and  
42 ongoing maintenance of such assets in a sustainable manner for a  
43 period of not less than thirty years, including all associated expenses

44 and projected debt service costs;

45 (2) (A) An assessment of the state's transportation assets currently at  
46 high risk of potential failure and the estimated total cost and cost-per-  
47 mile, categorized by asset type, to return such assets to a state of good  
48 repair. Each asset type shall include a plan that prioritizes the  
49 transportation assets most urgently in need of repair and sets forth a  
50 schedule to implement emergency repairs on such assets over a period  
51 of not less than ten years and includes all associated expenses and  
52 projected debt service costs;

53 (B) A plan to implement, maintain and finance reliability and  
54 ongoing maintenance of such assets in a sustainable manner after  
55 emergency repairs have been completed for a period of not less than  
56 thirty years, including all associated expenses and projected debt  
57 service costs;

58 (3) (A) An assessment of all other state transportation assets not  
59 included in subdivision (1) or (2) of this subsection and the estimated  
60 total cost and cost-per-mile, categorized by asset type, of maintaining  
61 in or returning such assets to a state of good repair for a period of not  
62 less than thirty years;

63 (B) A plan to implement, maintain and finance reliability and  
64 ongoing maintenance of such assets in a sustainable manner for a  
65 period of not less than thirty years, including all associated expenses  
66 and projected debt service costs;

67 (4) (A) A targeted list of recommended strategic expansions,  
68 additions or other improvements to the state's transportation  
69 infrastructure, with prioritization given to projects that will grow and  
70 improve the state's economy and quality of life. Each recommended  
71 project shall include the estimated total cost and cost-per-mile,  
72 estimated costs of maintaining and financing reliability for such project  
73 and all associated expenses and projected debt service costs;

74 (B) A plan prioritizing by projected impact on the state's economy  
75 and growth the projects recommended under subparagraph (A) of this  
76 subdivision. Such plan shall set forth a list of projects recommended to  
77 begin construction (i) during the 2021 to 2025 fiscal years, inclusive, (ii)  
78 during the five fiscal years following, and (iii) during the fiscal years  
79 thereafter; and

80 (5) (A) A comprehensive plan for sustainable funding for the  
81 projects recommended pursuant to subdivisions (1) to (4), inclusive, of  
82 this subsection. The plan shall take into consideration (i) the state's  
83 current transportation revenues, (ii) other current state revenues the  
84 commission recommends be rededicated to fund transportation, (iii)  
85 new revenues generated through adjustments to existing tax rates or  
86 tax structures or new taxes, fees or user fees. If proposing a new tax,  
87 fee or user fee, the commission shall specify in detail how such  
88 proposed tax, fee or user fee will be structured and implemented, the  
89 method of collection, the applicable rate and the projected revenue  
90 over a period of not less than ten years after the implementation of  
91 such tax, fee or user fee, and (iv) all planned debt issuances or other  
92 forms of financing, including bond authorizations or private-public  
93 financing options, and including projected annual debt service costs or  
94 equivalent and projected annual debt service costs or equivalent over  
95 the life of the financing period. Such forms of financing may include  
96 reprioritization, reduction, cancellation or elimination of current or  
97 future bond authorizations that are unrelated to state transportation  
98 projects, provided any such recommendation include the specific items  
99 to be reprioritized, reduced, cancelled or eliminated;

100 (B) In considering ways to achieve sustainable funding under  
101 subparagraph (A) of this subdivision, the commission shall weigh the  
102 impact on state taxpayers of any funding mechanism proposed against  
103 the economic and quality of life benefits projected to result from  
104 funded transportation improvements. The report shall include the  
105 findings of such consideration.

106 (d) (1) The commission shall submit the report and proposed  
107 legislation under subsection (a) of this section to the joint standing  
108 committees of the General Assembly having cognizance of matters  
109 relating to transportation and finance, revenue and bonding. The  
110 report and proposed legislation shall include prescriptive, actionable  
111 measures to be taken to implement the commission's  
112 recommendations for the 2021 to 2025 fiscal years, inclusive, and shall  
113 include plans and projections for the fiscal year following.

114 (2) Said committees shall hold a joint public hearing on the report  
115 not later than March 5, 2020.

116 (e) The commission shall continue to meet after it submits its report  
117 and proposed legislation and shall issue a report not less than  
118 biennially, evaluating the state's progress on implementation of the  
119 initial report and plans included therein and making additional  
120 recommendations for updates to the state's transportation policy and  
121 plans.

This act shall take effect as follows and shall amend the following sections:		
Section 1	<i>from passage</i>	New section

**Statement of Purpose:**

To establish a Strategic Transportation Planning Commission to guide state investment in transportation.

*[Proposed deletions are enclosed in brackets. Proposed additions are indicated by underline, except that when the entire text of a bill or resolution or a section of a bill or resolution is new, it is not underlined.]*