

Transportation Bond Bill Summary

[Chapter 176 of the Acts of 2022, An Act relative to Massachusetts's transportation resources and climate](#)

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On August 10, Governor Baker signed in part *An Act relative to Massachusetts's transportation resources and climate*, a \$11.3 billion transportation and infrastructure bond bill. The Governor sent back the legislation with multiple amendments which have not yet been taken up by the legislature. If these amendments are not taken up, the legislation remains signed only in part, meaning the sections amended by the Governor will not become law.

The bond bill authorizes funds for statewide capital investments focused on transportation and the environment, as well as the state matching funds that must be authorized before Massachusetts can take advantage of additional federal funding. Taken together, these funds will help strengthen the Commonwealth's competitiveness as new discretionary grant opportunities are made available over the coming months.

This legislation provides authorization for the coming five years for funding that the Governor can choose to allocate through annual capital investment plans. After five years, unused bond authorizations expire, although the Legislature frequently extends project authorizations in the hope that funding will eventually become available for them. The authorizations in this bill add to existing authorizations that were previously included in transportation and environmental bond bills.

Key bond authorizations in the bill include:

- **Complement to increased Federal funds:** The bill authorizes \$3.5 billion to help ensure the Commonwealth has the state matching funds needed to complement the increase in funds that were passed in the Infrastructure Investment and Jobs Act (IIJA). These funds support a broad range of roadway projects, investments in walking and biking infrastructure and other multimodal facilities, and electric vehicle charging infrastructure.
- **Transit system modernization:** The bill authorizes \$1.3 billion in bonds for sustainable transit modernization and rail improvements. Additionally, the legislation authorizes \$400 million for the MBTA to address safety concerns and \$275 million for West-East rail development.
- **Local Transportation Programs:** The bill includes authorizations of \$25 million for the municipal pavement program, \$20 million for Complete Streets and \$25 million for grants to address congestion and air quality.

The bill also includes a number of transportation policy changes, including:

MBTA Oversight:

- **Requires monthly reports to the Office of the Inspector General** on incidents, accidents, casualties and hazards impacting any mode of transit operated by the MBTA or by a third-party on behalf of the MBTA.

- **Requires that the MBTA develop a 3-year safety improvement plan**, including all forms of transit operated or overseen by the MBTA. This plan must include documentation of all derailments, construction, and all accidents, both on MBTA transit and at MBTA facilities. Additionally, the plan must include vehicle, signal, power, track, and communications asset conditions and plans to reduce safety hazards associated with the condition of these assets.
- **Requires the development of updated service and operational plans for current and potential ferry service.**

Transportation Network Companies (TNCs):

- **Requires increased detail in TNC data reporting**, including geographic data, date and time of rides, and other data points necessary to better track congestion and emissions. This data reporting requirement has long been an MAPC priority.
- **Adjusts distribution of TNC fee revenue to be evenly split between the Commonwealth Transportation Fund and the Transportation Infrastructure Enhancement Trust Fund.**

E-Bikes:

- **Creates a 2-class designation system for e-bikes**, with class 1 defined as bikes equipped with an electric motor that provides assistance only when the rider is pedaling and stops providing assistance when the bike reaches 20 MPH, and class 2 defined as bikes having a motor that can exclusively propel the bicycle and is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour.
- **Gives e-bike operators the same rights as bicyclists, but prohibits e-bike usage on sidewalks**, allowing municipalities, local authorities and state agencies to set regulations further governing e-bike usage in their respective jurisdictions.
- **Establishes a new fund to issue rebates on e-bike purchases**, limited to 40% of e-bike cost, with a rebate limit of \$750 for low- and moderate-income buyers, and \$500 for general consumers.

Infrastructure Investments and Jobs Act:

- Requires that MassDOT develop an accessible, searchable website to provide information on projects receiving funding from the Infrastructure Investment and Jobs Act.

Commissions:

- **East-West rail commission:** includes a commission to examine feasibility and costs of the project
- **South Boston Waterfront and Morrissey Boulevard:** the legislation sets up two additional commissions to study and examine the transportation, resiliency, infrastructure, and multi-modal needs of these corridors.