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**DATE:** March 12, 2020  
**TO:** All Interested Parties  
**FROM:** Jeremy Thompson, Manager of Policy & Planning  
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**RE:** *Summary of H.4547 - An Act Authorizing and Accelerating Transportation Investment*

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**Bill Tracking: H.4002 → H. 4397 → H. 4505 → H. 4506 (amendments) → H. 4547**

On July 25<sup>th</sup>, 2019 Governor Baker filed an \$18 billion transportation bond bill to address a myriad of capital investment, reconstruction, and improvement projects that will have substantial impact on the landscape of the Massachusetts transportation network in the coming years. A “bond bill” authorizes the administration to borrow money to address necessary and specific projects such as highway infrastructure improvement/maintenance or bridge reconstruction projects. Inclusion in a bond bill does not mean a project is imminently due to be funded, only that the administration has the authorization necessary to do so.

After the House Ways & Means Committee trimmed Governor Baker’s bill to \$14.5 billion, Representatives amended and voted on the bill on March 5<sup>th</sup>, 2020. The House voted 150-1 in favor of H. 4547, pushing the bottom line back to roughly \$18 billion. The Senate is expected to take up its version of a transportation bond bill in the coming months.

This high-level summary includes a table tracking changes in the authorization by line-item as the bill traveled through a series of committees and onto the House floor.

#### **Highway Division:**

**6121-2114:** Unsurprisingly, the biggest allotment of funding is dedicated to interstate and non-interstate highway projects at \$5.6 billion.

**6121-2117:** The design, construction and repair of non-federally aided roadway and bridge projects makes up a significant portion of the bill at \$1.75 billion. It was, however, reduced \$1 billion dollars from Governor Baker’s initial legislation.

**6121-2128:** This authorizes \$100 million for the construction, reconstruction, resurfacing, repair, and improvement of pavement and surface conditions on municipal roadways and allows for the accommodation of better pedestrian and bicycle connections consistent with Complete Streets guidelines. Funding for this line item was reduced by House Ways and Means but restored in H. 4547 to its original level.

**6121-2137:** A further \$1.25 billion was authorized for the construction, reconstruction, resurfacing, repair and improvement of bridges, approaches and related infrastructure. This includes projects that improve overall multimodality and climate change resiliency.

#### **Rail and Transit Division:**

**6621-2117:** This establishes funding for planning, design/permitting and acquisition for rail projects at \$400 million dollars. \$6 million dollars would be expended for the Industrial Rail Access program per fiscal year. This was reduced to \$80 million by House Ways & Means but restored back to \$400 million in the final bill.

**6621-2108:** This authorizes \$2.6 billion towards implementing sustainable transit system modernization investments and rail improvements. Although initially funded in Governor Baker's bill at \$3.4 billion, the House added language pertinent to the interest of MetroWest regional commuters:

- A pilot program to implement dual-mode service on Framingham/Worcester Line
- The planning, design, permitting, and procurement of electric multiple units for Commuter Rail

#### **MassDOT Office of the Secretary**

**6720-2127:** This dedicates \$250 million to capital costs associated with the Allston Multimodal Project's preconstruction, planning, and early action capital work. MetroWest regional commuters should be aware of the following inclusions, added through amendment:

- 2 Track operation on the Framingham/Worcester Line maintained throughout entirety of construction period
- West Station construction shall be phased early in construction period, so that within 1 year after construction commences, West Station shall be operational with 20 minute AM/PM peak headways on the Commuter Rail
- Plan to improve train service and stations on Framingham/Worcester Line including: replacing all malfunctioning or outdated signals, raising all station platforms to train level, and adding a third track between Framingham and Newton

**6921-2110:** This dedicates \$25 million in grants for Transportation Management Associations.

#### **Consolidated Amendments**

**6921-2115:** This is a substantial amendment with a multitude of local projects. MetroWest-focused projects include:

- \$1,400,000 shall be expended for the reconstruction of the Toblin Hill Bridge in the Town of Shrewsbury
- Not less than \$75,000 a year for the next 3 years be expended to the Town of Maynard for elderly and commuter services linking to the MBTA
- Not less than \$25,000 in fiscal year 2021, \$50,000 in fiscal year 2022 and \$50,000 in fiscal year 2023, shall be expended to the Town of Stow for elderly and commuter services linking to the MBTA
- Not less than \$75,000 a year for the next 3 years, shall be expended to the Town of Hudson for commuter services linking to the MBTA
- Not less than \$1,500,000 shall be expended for costs associated with design, engineering and safety improvements along the Route 9 corridor in the City of

Framingham; provided further, that not less than \$750,000 shall be expended for cost associated with design and construction of adaptive Signal Control Technology for the traffic signals on Route 30 in the City of Framingham

- Not less than \$475,000 shall be expended to the Town of Maynard for the design and construction of safety improvements at the intersection of Concord Street at Brown Street/Haynes Street
- Not 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
- Not less than \$1,000,000 shall be expended for road widening and public safety improvements at the intersection of Route 126 and Route 140 in the Town of Bellingham
- Not less than \$500,000 shall be expended for bicycle and pedestrian safety and mobility improvements in the Town of Southborough
- Not less than \$3,000,000 shall be awarded to the Town of Natick for reconstruction and repair of the Boden Lane Bridge
- Not less than \$500,000 shall be expended for bicycle and pedestrian safety and mobility improvements in the Town of Hopkinton
- Not less than \$7,500,000 shall be awarded to the Town of Natick for construction of a parking structure at the Natick Center Commuter Rail Station
- Not less than \$500,000 shall be expended for bicycle and pedestrian safety and mobility improvements in the Town of Holliston
- Not less than \$7,500,000 shall be awarded to the Town of Natick for construction of a parking structure at the West Natick Commuter Rail Station
- 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 Medway town line

Line Item	Description	H.4002 (Baker)	H. 4506 (H W&M)	H.4547 (Final)
6121-2114	Highway funds	\$5.6b	\$5.6b	<b>\$5.6b</b>
6122-2124	Muni roads	\$200m	\$300m	<b>\$300m</b>
6121-2117	Bridge reconstruction	\$2.75b	\$1.75b	<b>\$1.75b</b>
6121-2147	Bourne + Sagamore Bridge Reconstruction	\$350m	N/A	<b>\$350m</b>
6121-2157	Non-Fed reconstruction of roadways	\$150m	N/A	<b>\$100m</b>
6121-2118	Small bridge	\$70m	\$70m	<b>\$70m</b>
6121-2138	Complete Streets	\$20m	\$20m	<b>\$50m</b>
6121-2128	Muni road + climate change adaptive + Complete Streets	\$100m	N/A	<b>\$100m</b>
6121-2127	Local bottlenecks	\$50m	N/A	<b>N/A</b>
6121-2137	Multimodal bridge construction/improvement	\$1.25b	\$1.25b	<b>\$1.25b</b>
6622-2187	Transit supportive infrastructure	\$50m	N/A	<b>N/A</b>
6621-2117	Ch 161C Rail Projects (\$6m towards industrial rail program)	\$400m	\$80m	<b>\$400m</b>
6622-2117	Ch 161B rolling stock	\$330m	\$330m	<b>\$330m</b>
6622-2127	Mobility assistance	\$60m	\$24m	<b>\$60m</b>

6621-2108	Sustainable Transit System Modernization (better bus project, First/Last mile connections)	\$3.4b	\$2.3b	<b>\$2.6b</b> <i>(including language on dual-mode service on W/F Commuter Rail Line)</i>
6622-2137	Rail - State of Good Repair	\$300m	\$200m	<b>\$500m</b>
6622-2181	South Coast Rail	\$825m	\$825m	<b>\$825m</b>
6622-2182	Green Line Extension - Improvements	\$595m	\$595m	<b>\$695m</b> (\$100m towards GLX Phase II)
6622-2183	South Station Improvements + South Boston Waterfront Improvements	\$400m (\$25m to S. Boston Waterfront)	\$400m (\$25m to S. Boston Waterfront)	<b>\$400m</b> (\$25m to S. Boston Waterfront)
6622-2184	Regional Rail Connections: Springfield-Worcester, Boston-Cape Cod, Pittsfield-NYC	\$175m	\$175m	<b>\$175m</b> (adds several connections in W. Mass)
6820-2117	Aeronautics safety + modernization	\$150m	\$89m	<b>\$89m</b>
6720-2117	MassDOT Office - multimodality, GHG reduction, bike-ped plan	\$475m	N/A	<b>\$475m</b> (without ferry terminal construction)
6720-2127	Allston Multimodal	\$250m	\$250m	<b>\$250m</b> (mandates 2 track service on W/F Line during construction among other W/F line improvements)
1790-2019	Information Technology Related Equipment	\$50m	\$50m	<b>\$50m</b>
6921-2110	Transportation Management Associations	N/A	\$25m	<b>\$25m</b>
6921-2111	Bus Transit Prioritization Grants	N/A	\$50m	<b>\$100m</b>
6921-2112	Mass Transit + Commuter Rail Prioritization Muni Grants	N/A	\$50m	<b>\$50m</b>
6921-2113	Mass Transit + Commuter Rail Prioritization	N/A	\$50m	<b>\$50m</b>
6921-2114	Water Ferry Terminal Grant	Addressed in different line item	\$25m	<b>\$30m</b>
6921-2115	ALL CONSOLIDATED AMENDMENTS	N/A	N/A	<b>\$1,608,431,500</b>