

The Way Forward: A 21st – Century Transportation Plan *Making Smart Investments to Grow our Economy*

Governor Patrick is proposing we make important investments in our infrastructure in order to pay the bills we inherited from the Big Dig, maintain our existing infrastructure, promote regional equity and make targeted expansions to unlock long-term economic development in every corner of the state.

- MassDOT has spoken with over 7,000 members of the public, elected officials, business leaders and transportation stakeholders over the last year to develop a comprehensive long-term investment plan for transportation in the Commonwealth.
- What is clear is that people want MORE of our services, not LESS. What is also clear is we can't afford the system we have nor the system we all want.
- The *21st-Century Transportation Plan* is a 10-year investment program to eliminate large deficits caused by a significant debt burden and shore up our roads, rails and bridges. The plan, which includes an additional \$13 billion capital investment, will reduce congestion on our roads and delays and crowding on our public transit system; invest in targeted expansion; improve safety; modernize our transportation system; and create jobs and economic development for the long-term benefit of the Commonwealth.
- High-quality infrastructure maintenance is our core responsibility. The *21st-Century Transportation Plan* positions MassDOT to be able to maintain its assets responsibly and promptly. **More than \$9 billion of the \$13 billion we propose to invest in our infrastructure will be used to maintain our current system.**
- The additional \$4 billion we propose is for targeted investment across the Commonwealth to unlock economic development. Those projects include passenger rail from Boston to Springfield, from the Berkshires to New York City, and to Cape Cod; the South Coast Rail project; the extension of the Green Line to Somerville and Medford; and the expansion of South Station to allow for more rail transportation across the Commonwealth.
- The Plan includes an additional \$100 million per year for local roads and bridges (Chapter 90 program) and an additional \$40 million per year for the Regional Transit Authorities to expand service.
- Reforms undertaken by MassDOT over the last three years have resulted in cost savings of more than \$500 million and a safer, more customer-focused transportation system. MassDOT will continue to advance additional reforms including All-Electronic Tolling, modernization of our Registry, additional partnerships with Massport and additional benefits changes for employees.
- Reform alone is not enough. We must be willing to invest additional resources into the system if we are to fix our system once and for all and ensure continued economic growth Commonwealth-wide.

Supportive Statements:

“We need invest these resources fairly and wisely so people of all means in all parts of the state will have safe, affordable, and accessible transportation choices. The time to change our future is now.” - **Kristina Egan, Transportation for Massachusetts**

“The consequences of inaction are grave. The Massachusetts transportation system is struggling under the unsustainable burden of billions of dollars of debt and deferred maintenance. If we do not act, we will be faced with further deterioration of our transportation system, increased congestion, and public transportation service cuts and fare hikes.” - **Metropolitan Area Planning Council**

“Increasing Chapter 90 to \$300 million a year is a top MMA priority, and would represent a 50% increase for cities and towns across the state.” - **Massachusetts Municipal Association**

“Without substantial public investment in roads, bridges and rails, the region’s economy is doomed to struggle and stagnate. And without a reliable and affordable regional transit system, low-income families that depend on buses to get to work, community colleges, the grocery store or the doctor’s office will never get a chance to break the cycle of poverty.” - **The Springfield Republican**

“The \$113 million proposed to upgrade railroad tracks from Pittsfield to the Connecticut line would be critical in making the passenger train connection to Danbury, Connecticut that would link to Grand Central Terminal via Metro-North Railroad. This restored link to New York could produce jobs and tourist revenue. Increasing the budget for the Berkshire Regional Transit Authority from \$1.9 million to \$5.1 million annually would enable the BRTA to explore adding routes, extending service hours and operating on Sundays, which would among other benefits expand job opportunities for those without cars.” - **The Berkshire Eagle**

“Nothing holds more promise for our entire region than commuter rail, and we are glad that Patrick has pledged to make South Coast Rail a reality.” - **The New Bedford Standard Times**