



March 15, 2021

Representative Aaron Michlewitz, Chair
24 Beacon St, Room 243
Boston, MA 02133

Representative Ann-Margaret Ferrante, Vice Chair
24 Beacon St, Room 42
Boston, MA 02133

Dear Legislators,

The Chamber appreciates your efforts to prepare a balanced FY2022 budget. In addition to our comments on provisions that will impact our region's [economic recovery and competitiveness](#), we respectfully request that you carefully consider outside sections focused on transportation in the Commonwealth:

MBTA Governance

Permanent MBTA Governance Board, Sections 59, 63, and 96

The Chamber supports a permanent Massachusetts Bay Transportation Authority board of directors (MBTA Board) to replace the Fiscal and Management Control Board and recommends three refinements to strengthen the MBTA.

To ensure a well-managed transit system, the new MBTA Board must have the ability to operate independently. To this end, we recommend granting the MBTA Board the authority to appoint the general manager position. Furthermore, to strengthen and maintain the Board's independence, we believe any ex officio members should not have voting powers. Finally, to reflect the City's large financial contribution to the system, the City of Boston should have a designated seat on the MBTA Board.

Capital Project Delivery

Transit Oriented Development, Sections 5 and 62

The Chamber supports language to allow the MBTA to enter into real estate deals that include private construction of MBTA owned facilities. This procurement method will allow for more efficient construction of new or improved stations and will be particularly powerful as more transit oriented developments are created.

Design, Build, Finance, Operate, Maintain Project Delivery, Sections 60 and 61

The Chamber supports these sections that would allow the MBTA to use a single contractor for any combination of the following project components: engineering; designing; building; financing; and operation and maintenance of infrastructure, technology, and services. This project delivery method is one of the many options the MBTA could rely on as it works to eliminate its state of good repair backlog and maintain existing assets.

A + B Bidding, Section 84

The Chamber supports allowing MassDOT and the MBTA to implement A + B bidding, a form of procurement that allows for evaluating project bids based on both cost and schedule. This section will provide flexibility to take into account the disruption a project may cause when selecting a contractor and, in turn, accelerate transportation investments.

Transportation Network Companies

Transportation Network Companies (TNC) data collection, Sections 55 - 58

In addition to enhanced data reporting, the Chamber continues to support a new TNC fee structure. Earlier this year the Chamber urged the legislature to [restore the TNC language](#) that was vetoed by Governor Baker as part of the Transportation Bond Bill. A new TNC fee structure will incentivize shared transportation and raise much needed revenues so the state can continue to invest in its transportation infrastructure.

Regional Transit Authorities (RTAs)

RTA Operating Assistance, Section 64

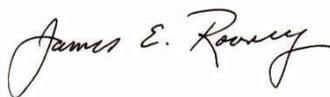
The Chamber supports this section because it establishes clear metrics for RTAs upon which their operating assistance funding is based. The data and analysis of these metrics will help to ensure that RTAs are planning service to meet their region's needs.

RTA Funding Distribution, Section 95

The Chamber continues to support distributing \$3.5 million in RTA funding as performance-based grants. These grants encourage RTAs to explore ways to improve service in their regions. We encourage RTAs to work with large employers in their regions to ensure that service is meeting the needs of employees as we continue to return to the workplace.

The Chamber looks forward to continuing to work with the Legislature on both the FY2022 budget and improving our transportation infrastructure. Please do not hesitate to reach out with any questions.

Sincerely,

A handwritten signature in black ink that reads "James E. Rooney". The signature is written in a cursive style with a large, stylized 'J' and 'R'.

James E. Rooney
President and CEO

CC: House Committee on Ways and Means