

UNCORRECTED PROOF

Ms. Peisch of Wellesley then moved to amend the bill [A]by adding at the end thereof the following section:

“SECTION 176. Any tolls or fees charged to users of any road, highway, tunnel or bridge in the Commonwealth of Massachusetts shall be used only for the limited purposes of operating, maintaining, reconstructing and/or expanding the road, highway, bridge or tunnel on which the toll or fee is charged or collected.”.

Pending the question on adoption of the amendment, the same member and other members moved that it be amended by striking out the text of said amendment [at “A”] and inserting in place thereof the following: “in line 971, after the word “violation.”, at the end of subsection 14 (as printed), after the word “violation.”, by inserting the following two paragraphs:

“(b) The authority shall not charge or collect a toll for transit through the Callahan tunnel, the Sumner tunnel or the Ted Williams tunnel by official emergency vehicles of the commonwealth or any municipality, political subdivision or instrumentality thereof; provided further, that the authority may not charge and collect tolls for transit through the Callahan tunnel, the Sumner tunnel or the Ted Williams tunnel by private passenger vehicles registered in the East Boston section of the city of Boston or the South Boston section of the city of Boston, as the Boston transportation department has determined the geographical boundaries of said sections of Boston, that are greater than the tolls in effect for vehicles registered in said East Boston section at existing tunnel toll facilities on the effective date of section 14 of chapter 102 of the acts of 1995; provided further, that the authority may not charge and collect tolls for transit through the Callahan or Sumner tunnels to private passenger vehicles registered in the North End section of the city of Boston, as the Boston transportation department has determined the geographical boundaries of such section, that are greater than the tolls in effect for such transit through either the Sumner tunnel or Callahan tunnel for vehicles on the effective date of section 14 of chapter 102 of the acts of 1995; provided further, that the authority shall continue operation of the 50 per cent toll discount program approved by the Massachusetts Turnpike Authority board of directors in open meeting on June 28, 2002 for account holders who participate in the authority's electronic toll collection system; and provided further, that the tolls collected for transit over or through the Maurice J. Tobin Memorial Bridge by private passenger vehicles registered in the city of Chelsea or the Charlestown neighborhood of the city of Boston shall not be greater than the tolls in effect for such vehicles as of January 1, 2009 pursuant to the Resident Commuter Permit Program, so called.

(c) All revenue received from tolls, rates, fees, rentals, and other charges for transit over or through all tolled roads, bridges or tunnels shall be applied exclusively to: (i) the payment of existing debt service on said tolled roads; and (ii) the cost of owning, maintaining, repairing, reconstructing, improving, rehabilitating, policing, using, administering, controlling and operating said tolled roads.”.

After debate on the question on adoption of the further amendment, the sense of the House was taken by the yeas and nays at the request of the same member; and on the roll call (Mr. Petrolati of Ludlow being in the Chair) 122 members voted in the affirmative and 32 in the negative.

[See Yea and Nay No. 57 in Supplement.]

Therefore the further amendment was adopted, thus precluding a vote on the pending amendment.

Mr. Walsh of Boston of Boston then moved to amend the bill in lines 972 to 1000, inclusive, by striking out subsection 15 (as printed) and inserting in place thereof the following six subsections:

Further amend-
ment adopted,—
yea and nay
No. 57.