



Future Ready Transportation Revenue



Transportation Policy Principles

- Investments should be balanced across the state's regions.
- Use pricing to influence behavior, not just to raise revenue.

Future Ready System Needs

- **Climate Resiliency**

- The current capital plan is limited to planning for climate resilient infrastructure; it does not adapt existing or fund specific climate resiliency initiatives.

- **Decarbonization/electrification**

- Meeting the state's carbon emissions goals in the Global Warming Solutions Act will require widespread adoption of carbon-neutral vehicles for the MBTA and MassDOT. Electrification of the commuter rail may also be required to meet the emissions goals.

- **Municipal Roadways**

- Bond bill authorizes (but does not commit) \$100 million over 10 years for additional municipal roadway funding.

- **Regional Rail**

- The Fiscal and Management Control Board has endorsed a bold vision for an electrified regional rail system.

- **Additional Rail Expansion**

- The capital plan does not include funding for construction and, in many cases, design of additional rail expansion projects that have been proposed. This includes the South Station Expansion, Red-Blue connector, additional extensions of the Green Line, and a potential east-west rail connection between Springfield and Boston.

Future Ready Revenues

Gas Tax	Increase 15¢ over three years; open to 2¢ diesel split
TCI	Support concept; not in lieu of gas tax
TNC	Increase per ride fee to between \$1.20 to \$1.70 Additional surcharge for luxury rides Additional surcharge during peak travel periods Fee would be passed along to rider
Roadway Pricing	TBD based on findings of a Roadway Pricing Task Force
Equity	Support policies to address geographic and economic inequity created by this revenue structure

Equity

The Chamber believes the best way to ensure fairness in a transportation bill is to **spread investments across the state** and to **make improvements that benefit low-income residents**, whether it is **improving public transportation systems, expanding broadband access, or repairing local roadways.**

- **Gas Tax** - In Massachusetts, [a 5-cent gas tax increase would amount to an average of \\$2.17 per passenger vehicle per month](#) in additional costs, based on a conservative fuel efficiency assumption of 20 miles per gallon.
 - We have examined data on a gas tax and income and found that a gas tax increase would not disproportionately impact low-income communities, which also have low mileage rates.
- **Equity Across Modes** - Since 1991, the cost of a one-way MBTA cash fare has increased by over 240% while the gas tax has increased by only 14%. Low-income transit-dependent residents have been asked repeatedly to fund transportation investments while drivers have seen little increase in costs.
- **Geographic Equity** - New revenue generated from TNC fees should be divided between the municipality - which could use it for whatever transportation need it chooses - and the primary public transportation entity in the region, such as a regional transit authority.

Project Delivery in the Bond Bill



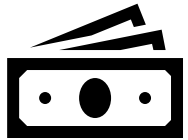
Public Private Partnerships (P3s)

Agreements with private entities to construct assets that the agency(ies) manage

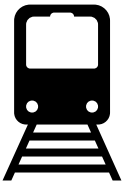


Procurement

Can use a cost-plus-time procurement method for projects



Public bidding threshold increase to \$100k



Personnel

New positions and job descriptions



Contracting

Flexibility in contracting, including “best value” options instead of requiring low-cost awards



Bulk job orders to perform maintenance and other tasks



Allow a single contractor for the full process or any combination of: engineering, designing, building, financing operation, and maintenance of infrastructure, technology, and services

Find our complete Transportation Policy Agenda at
BostonChamber.com/FutureReady

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