



# Metropolitan Area Planning Council

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*Serving 101 cities and towns in metropolitan Boston*

## MAPC Transportation Finance Recommendations

### Guiding Principles:

- Reform and revenues are both important.
- We believe in “fix it first,” but not “fix it only.”
- The burden of paying for our transportation system must be shared equitably.
- Funds raised via the transportation system should pay for the transportation system.
- Local government should receive a portion of new revenues.

REVENUE	REFORM
1. The gas tax should be raised 29 cents and indexed to inflation, and the unused portion of funds from the UST program should be dedicated to transportation.	1. The Commonwealth should end the practice of using bonded funds for operating personnel and expenses.
2. Fares should remain a meaningful source of revenue for the MBTA and RTAs through regular and predictable increases to keep pace with inflation.	2. Procurement process for transportation projects should be reformed.
3. The Massachusetts Turnpike should develop a balanced operating budget for the Western Turnpike by reinstating tolls 1-6 for passenger vehicles.	3. The rate of growth for MBTA fringe benefits costs should be reduced.
4. Tolls on the Turnpike Extension and Harbor Tunnels should remain fixed at their current level.	4. The MBTA needs to fully fund its state of good repair program by having the Commonwealth assume a significant portion of the MBTA’s debt.
5. The Commonwealth should move to a system of direct road user fees on limited access highways, and adopt an administratively streamlined tax deduction for electronic payments.	5. The Commonwealth should pay for all MBTA capital expansions that are consistent with reasonable capital plans and/or required by court settlements or agreements with federal agencies.
6. Drivers should be charged a per-mile usage fee at the time of their annual inspection, and municipalities should receive a portion of that fee.	6. RTAs should be forwarded funded.
7. Fees based on transportation impacts from development should be used to provide revenue for transportation.	7. MAPC supports recommendations to establish a new, consolidated state transportation agency
8. Fund a modest portion of transportation expansion costs through District Improvement Financing (DIF).	8. All Massachusetts transportation agencies should have a \$100,000 tort liability cap.
9. Allow municipalities or regions to raise funds for specific projects or lists of projects.	
10. Create a fund dedicated to the expansion of mass transit in the Commonwealth, similar to the Massachusetts Transit Fund.	
11. Vehicle registration fees should be increased and vary based on vehicle fuel efficiency.	
12. Study the implementation of revenue neutral congestion pricing.	