Massachusetts Business Coalition on Transportation

There is **near unanimous** support for raising additional revenue for transportation provided it is paired with changes to capital project delivery, oversight, and workforce capacity and planning.

- Additional revenues should be designed to influence behavior with an overarching goal of getting cars off the road and increasing the use of public transit.
- Tools for MassDOT and MBTA to execute capital improvement goals include:
  - Contracting and procurement reforms proposed in the Governor's Bond Bill; and
  - Management improvement to increase internal capacity and modernize workforce planning.
- Establish the MBTA's post-FMCB governance and add employer representatives to RTA boards.

A **strong majority** support creating a 21st Century Roadway Pricing Task Force, chaired by private citizens that would spend one year developing a plan for expanded statewide applications of technology including tolling, congestion pricing, managed lanes, etc.

- The coalition supports having specific language to require clear deliverables at the three, six, and nine month marks, with a final deliverable due at the end of 12 months.
- The deliverable would include a specific plan, including a timeline, rates, gantry locations, and rebates or other programs to address social and geographic inequity.
  - The taskforce would consider modern roadway pricing strategies, including congestion pricing models.

A **strong majority** support increasing Transportation Network Company (TNC or ride share) fees.

- A fragile majority support variable rates on TNCs that would increase the fee for peak hours or luxury rides and decrease the fee for shared rides.
- Support ranges for a total increase of between $1 and $3 per trip, though several did not commit to a number.

A **strong majority** support the Transportation Climate Initiative (TCI).

- Members support TCI at a range of prices, with the majority setting the maximum at 15 cents per gallon.

A **majority** support increasing the gas tax separate from TCI, though some prefer TCI over gas tax.

- A fragile majority support a split rate for gasoline and diesel.
- Support for a separate gas tax increase ranged from 5 cents per gallon to 25 cents per gallon.

All coalition members are committed to the role of the business community in helping solve the transportation challenges. This includes:

- Support for employer mobility initiatives, and
- Support for the Transportation Technology Transformation Initiative (T31) proposed by the Commission on the Future of Transportation.