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-FMCCB 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.