

Massachusetts Transportation Infrastructure

Massachusetts' multi-modal transportation network, that includes our streets and highways, bridges, railroads, bike and pedestrian paths, transit, buses, and municipal fleets, is foundational to the economic wellbeing of the Commonwealth. Investments in this network are essential to support the safe and efficient transport of goods and people—a critical element to ensure resilience and stability in our economy and communities.

We support legislation and policies that provide the Commonwealth and its communities with the resources needed to ensure transportation infrastructure is well-maintained while supporting an effective and efficient transition to new energy sources.

We urge the Legislature to support:

- Targeted funding for road, bridge, sidewalk, path, and other transportation infrastructure maintenance, repair, and construction.
 - Statewide there are 5120 bridges in Massachusetts, almost 2000 of which are 50–70 years in age. MassDOT's Accelerated Bridge Program helped to reduce the number of structurally deficient bridges, but more needs to be done.
 - 30,000 miles of roads and bridges under municipal control (representing nearly 90% of all road miles statewide.) Cities and towns need consistent and adequate support to maintain these roads and bridges.¹
- We urge a timely review of transportation revenue alternatives including tolling, vehicle miles travelled, congestion pricing and other alternative methods to generate transportation revenue.
 - The 2013 Transportation Finance Act started to address the challenges of a consistent and reliable transportation revenue stream, but more needs to be done.
 - The 2022 climate legislation committed Massachusetts to selling only new Zero Emission Vehicles by 2035. Gas tax revenues will continue to diminish in relationship with emissions reductions. Revenue to replace lost gas tax is needed.
 - We support exploration of alternative revenue streams to offset lost gas tax revenue. For example, a Vehicle Miles Traveled fee may be an efficient means to replace the current gas tax.
- Funding to support fleet and equipment electrification
 - The energy transition is underway, and transportation agencies and communities need dependable fiscal resources to make the transition. Funding to purchase electric vehicles, new equipment, or support for charging station infrastructure and siting is needed across the Commonwealth to get past initial investment challenges.
 - The MBTA and RTAs need a consistent and reliable funding stream to address long term investments in equipment and systems. Investment of general funds in public transportation systems is essential for the development and enhancement of our public transportation systems across the Commonwealth.
 - Beyond initial capital investments, communities and agencies will need sustained support to continue to fund the upkeep and expansion of electric fleets.

¹ MMA estimates that cities and towns need approximately \$715 million in FY 2024 alone, to ensure that local roads and bridges are maintained in a state of good repair.

- Transportation-focused workforce development
 - From municipal DPW positions to staff engineers, laborers and operators, the Commonwealth is experiencing a shortage of skilled transportation-focused workers. Without significant investment in expanding this workforce, the Commonwealth and its municipalities will struggle to provide the workforce required to plan, design, construct and operate and maintain the transportation systems of the future.
 - Further, we support to upskilling existing workers and investing in workforce development to support the energy transition. Workers are needed to drive and maintain electric fleets and associated infrastructure. We must all work to ensure that the Commonwealth is investing in both human and physical capital.

ACTION REQUESTED

- *Re-implement targeted formula-based funding to cities and towns (like the Winter Recovery Assistance Program) that will help to bridge local-level funding gaps.*
- *Support a multiyear increase to Chapter 90 funding, enabling municipalities to better plan and implement transportation projects.*
- *Support new revenue for transportation, including increased use of tolling, in conjunction with the other New England states or a pilot project for collecting fees on VMTs (Vehicle Miles Traveled.)*
- *Support Regional Transportation Ballot Initiatives that would enable a municipality, or a group of municipalities as a district, to raise additional local money for transportation projects, operations, or transit-oriented development via ballot initiatives.*
- *Support initiatives that will help offset investments in the energy transition.*