

# Massachusetts Infrastructure - Investing in our Future

## *FY2011 State Operating and Capital Budgets*

### **ISSUE**

In 2009, the American Society of Civil Engineers gave the nation a cumulative grade of a "D" for the nation's infrastructure and determined that \$2.2 trillion is needed over the next 5 years to bring the America's infrastructure up to an acceptable level. The Massachusetts legislature has taken positive steps to address infrastructure investment through the Accelerated Bridge Program and Transportation Reform. Furthermore, the American Recovery and Reinvestment Act (ARRA) addressed some infrastructure needs, but ARRA money will not be available after this year and the state is facing a \$3 billion deficit in its FY2011 Operating Budget. Investing properly in our infrastructure will create/retain jobs, protect the environment and most importantly, protect the health and safety of our citizens. Not investing properly in infrastructure now will cost us even more in the future.

### **KEY POINTS** (Source: ASCE 2009 Report Card on America's Infrastructure)

- Massachusetts needs an additional \$15 - \$19 billion over the next two decades just for maintenance on existing transportation assets.
- 56% of the state's bridges were deemed structurally deficient or functionally obsolete in 2009.
- 41% of Massachusetts' major roads are in poor or fair condition and 38% of Massachusetts' major urban highways are considered congested. Usage increased 41% from 1990 to 2007.
- Massachusetts' drinking water infrastructure needs an investment of \$8.56 billion over the next 20 years and has \$3.16 billion in wastewater infrastructure needs.
- There are 303 high hazard dams in the state and 18% do not have emergency action plans. A high hazard dam failure will result in loss of life and significant property damage.

### **SOLUTIONS** (Source: BSCES Raising the Grade in Massachusetts campaign)

- Implement key transportation reforms and increase the state gas tax for transportation projects, which is currently at 23.5 cents/gallon and has not been increased since 1991.
- Proactively address infrastructure maintenance and sustainability by establishing individual, dedicated maintenance accounts based on a percentage of project capital cost.
- Enable the Massachusetts Water Infrastructure Finance Commission to perform a comprehensive assessment of water infrastructure needs as soon as possible.
- Increase the Massachusetts Drinking Water State Revolving Fund (SRF) and dedicate funds for water conservation and source water protection initiatives.
- Increase funding for the Massachusetts Water Pollution Abatement Trust (MWPAT), a proven investment program, for wastewater needs and implement Asset Management Programs.
- Establish a low interest State Revolving Fund Loan program specifically designated for dam rehabilitation and/or removal of obsolete dams.
- Ensure sustainability and energy efficiency for all future infrastructure investment.

### **ACTIONS REQUESTED**

*Preserve Infrastructure Investment in the state budget, including the agencies that oversee and permit projects, as much as possible to create/retain jobs, and prevent catastrophic failures that could cause loss of life and significantly damage the environment and property.*