



Massachusetts Transportation Infrastructure

Support:

- **Increased funding for transportation infrastructure in the FY26 Budget**
- **FY25 Supplemental budgets for transportation (H.4010)**
- **H. 53 An Act Financing Long-Term Improvements to Municipal Roads and Bridges.**

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. Ongoing 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 in a state of good repair 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.
- Targeted funding for the MBTA: In November 2023, the MBTA's updated analysis of its State of Good Repair (SGR) Index, which measures the Authority's capital asset needs, was raised to \$24.5 billion.
- Both the House's & Senate's FY2026 budgets include significant Fair Share Transportation funding for the MBTA, the Regional Transit Authorities (RTAs) and MassDOT. For the MBTA, their capital budget needs are increasing significantly in the years ahead to address a backlog of safety improvements, modernization projects, and climate resiliency needs.
- Earlier this year, Governor Healey announced a plan to make significant investments in the state's roads, bridges and regional transportation system and stabilize the finances of the MBTA. **We urge the legislature to implement recommendations through the FY26 budget and the FY25 supplemental budget (H.4010).**
 - 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 Road User Charge 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.
- **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 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.

ACTIONS REQUESTED

- **Support: Increased funding for transportation infrastructure in the FY26 Budget.**
- ***Support in House Budget:***
 - *\$577.6M for MassDOT*
 - *\$687M in operating funds for the MBTA*
 - i. *MBTA Physical Infrastructure: \$60M*
 - ii. *MBTA Reserve Replenishment: \$300M*
 - iii. *MBTA Workforce Academy: \$40M*
 - *\$204M for the Regional Transit Authorities*
- ***Support in Senate Ways and Means Budget:***
 - *\$214 million for Regional Transit Authorities (RTAs)*
 - *\$78 million of the surtax revenue transfer in the Commonwealth Transportation Fund to cover future debt service*
- ***Support H.4010 Supplemental Transportation Funding***
 - *\$400 million for an MBTA Workforce and Safety Reserve*
 - *\$300 million to replenish the MBTA Deficiency Fund*
 - *\$60 million for MBTA Physical Infrastructure*
 - *\$28.9 million for local transportation projects*
 - *\$10 million for unpaved roads*
- ***Support S.2512 Supplemental Transportation Funding***
 - *\$165M for supplemental Chapter 90 appropriations*
 - *\$25 million for a program of culvert and small bridge improvement and modernization*
- ***Support Governor's Chapter 90 Bond Bill (H.53), including increasing annual Chapter 90 appropriation to \$300 million, enabling municipalities to better plan and implement transportation projects and \$200 million for culverts and small bridges***