



Massachusetts  
Municipal  
Association

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## Proposed update of the MMA's standing policies in the area of transportation (2020)

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*The MMA Policy Committee on Public Works, Transportation and Public Utilities recommends that the Policies of the Massachusetts Municipal Association be amended in Section VII – Roads and Transportation by striking Section VII in its entirety and inserting in its place the following new Section VII:*

### **VII. Transportation**

The Commonwealth's integrated statewide transportation plan should be multimodal in its approach and must ensure regional equity in all aspects of financing and infrastructure development. Local governments, state policymakers, and state and regional agencies should be full and equal partners in developing and maintaining high-quality and reliable transportation assets and infrastructure that includes roads, bridges, rail, buses, boats and airports. The state's transportation system should maximize mobility, enhance quality of life, facilitate economic growth, minimize impact on the natural environment, and ensure safe passage for all residents and visitors.

#### **A. Transportation Assets and Infrastructure**

1. The MMA believes that state, local, and federal transportation assets and infrastructure must be maintained in a state of good repair to safely, reliably and sustainably move people and goods throughout the state and region.
2. The MMA prioritizes the condition of and municipal authority over 30,000 miles of locally owned and managed roads and bridges by advocating for adequate state funding and support for planning, engineering, building, maintaining and repairing local roadway needs.
3. The MMA supports investment to maintain and improve the Commonwealth's public transit systems, including the Massachusetts Bay Transportation Agency (MBTA) and

Regional Transit Authorities (RTAs), covering subways, trains, buses, ferries and all related assets.

4. The MMA believes that state and local governments should work together to integrate the Commonwealth's transportation systems for drivers, transit riders, cyclists and pedestrians. This includes establishing "last-mile" connections between transit options and destinations, and ensuring that there are adequate vehicle and bicycle parking facilities nearby to public transit.

### **B. Transportation Finance**

1. Local governments will not be able to adequately fund road maintenance and state-of-good-repair investments due to local revenue limits, overreliance on the capped property tax, and the high cost of construction labor and materials, without state and federal support.

2. The MMA supports ongoing state revenue sharing for local road and bridge repairs and maintenance that allows cities and towns to determine their own infrastructure improvement needs and maintain their assets in a state of good repair. The MMA supports state funding of the Chapter 90 program that is adequate, authorized for multiple years to facilitate planning, released in advance of the spring construction season, indexed to match inflation, and distributed fairly.

3. The MMA supports the continued funding of targeted state grant programs designed to address specific local transportation infrastructure needs. These grants should augment, not replace, basic local roadway aid (Chapter 90), which every municipality receives from the state annually.

4. The MMA supports adequate funding for public transit, including the MBTA and all regional transit agencies, and other related mobility programs.

5. The MMA believes that adequate and dedicated transportation revenues, such as the gas tax and other revenue sources, must be applied equitably across the state toward transportation infrastructure and system improvements.

### **C. Transportation Policy and Environmental Impacts**

1. The MMA supports ongoing and increased investments to make local and state transportation infrastructure assets resilient, both in response to and in anticipation of an increase in the severity of climate-related events.

2. The MMA supports efforts to transition the Commonwealth's carbon-based transportation system to cleaner energy sources, including electrification and renewable energy generation.

3. The MMA encourages policymakers to explore best practices to reduce the Commonwealth's generation of transportation-related carbon emissions, and supports financial resources and technical assistance for cities and towns to help implement these practices.

## **OVERVIEW**

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