

May 3, 2013

Chairwoman Anne M. Gobi
Joint Committee on the Environment, Natural Resources and Agriculture
State House, Room 473F
Boston, MA 02133

MASSACHUSETTS
MARINE TRADES
ASSOCIATION



Chairman Marc R. Pacheco
Joint Committee on the Environment, Natural Resources and Agriculture
State House, Room 312B
Boston, MA 02133

RE: HB 671: An Act relative to community preservation funds for seawall repair; Other legislation related to waterways and coastal infrastructure; HB 654, HB 670, HB 672, HB 673.

Dear Chairwoman Gobi and Chairman Pacheco and Committee Members:

Thank you for the opportunity to comment on House Bill 672: An Act relative to community preservation funds for seawall repairs. The current language of the Community Preservation Act (CPA) supports funding of repairs to waterways and ports infrastructure. The CPA recognizes Historic resources as: “a building, structure, vessel, real property, document or artifact that is listed or eligible for listing on the state register of historic places or has been determined by the local historic preservation commission to be significant in the history, archeology, architecture or culture of a city or town.” And by definition, rehabilitation to include “the remodeling, reconstruction and making of extraordinary repairs to historic resources, open spaces, lands for recreational use and community housing for the purpose of making such historic resources, open spaces, lands for recreational use and community housing functional for their intended use.”

Although we firmly believe the Act already supports the use of Community Preservation Funds for the restoration, rehabilitation and preservations of seawalls, bulkheads and other significant waterway infrastructure; HB 671, amending the Act to explicitly include these resources, would re-emphasize the State’s commitment to preserving our waterways and ensure that waterway and port facilities receive the support necessary for their continued safe operation and accessibility to the public at large. Readily available funds, such as the Community Preservation Funds, are essential; these waterways and facilities are the lifeblood of our coastal communities and are representative of the long standing maritime history of our State. We are reminded, seemingly on a daily basis, that critical waterways infrastructure is essential to maintaining economic activity and the security of both private and Commonwealth resources and property.

We consider the funding of waterways a priority for the stability and prosperity of coastal communities and beyond. The proposed amendment would ensure that waterways infrastructure would be a priority and that Community Preservation Funds would be readily available in the coming years when so much work needs to be accomplished in order to secure the viability of our waterways. The Massachusetts Marine Trades Association (MMTA) supports HB 671 and

other legislation that seeks to maintain and improve the Commonwealth's waterways and access to those unique assets.

Other legislation filed this session and before your Committee addressing the need to preserve and invest in our waterways infrastructure and which MMTA supports includes:

HB 654: An Act establishing a revolving fund to supplement the funding of waterway projects and coastal protection initiatives.

HB 670: An Act reestablishing the harbors and inland waters maintenance fund, which more specifically, targets ongoing maintenance issues that impair navigation such as maintenance dredging and the removal of old piers and vessels.

HB 672: An Act relative to the financing of dredging projects, which allows MassDEP to partially fund dredging, navigational and other infrastructure projects.

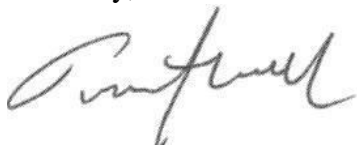
HB 673: An establishing regional dredge grant program, which provides funds for capital investment in dredging equipment and in turn, creates a regional dredging maintenance program.

Collectively, these bills provide the basis for reinvesting in our waterways in a meaningful capacity. The work necessary to rebuild and maintain this infrastructure is constant and without the proper funding and delegation of responsibility, the Commonwealth risks losing some of its most valuable assets for economic growth for the entire State. Recreation and tourism along with maritime industrial users require the modern and safe infrastructure toward which these bills work.

Established in 1964, the Massachusetts Marine Trades Association ("MMTA") is the statewide, non-profit, representative body for what has been over 1,200 marine trades businesses in the Commonwealth. Our businesses historically have employed over 27,000 men and women annually and generated an estimated \$1.8 billion in direct and indirect annual economic activity for Massachusetts. The mission of MMTA is to further the interests of the marine trades and the boating public through the promotion of boating, participation in legislation and professional improvement programs.

MMTA is always available to discuss any of these bills, please contact either Tim Moll, President of MMTA or Jamy Buchanan Madeja, MMTA Legal and Government Relations Counsel at 612-227-8410 or jmadeja@buchananassociates.com.

Sincerely,



Tim Moll, President, Massachusetts Marine Trades Association

Cc Representative James M. Cantwell
Representative Bruce J. Ayers

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