



PART I

Overview

INTRODUCTION

The Commonwealth of Massachusetts' State Transportation Improvement Program (STIP) is a federally mandated prioritized listing of highway, bridge, intermodal and transit projects expected to be undertaken during the next four federal fiscal years - FFY 2010 through FFY 2013. The document is a compilation of those state, regional and local transportation priorities funded by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), and must be financially-constrained to the federal amounts allocated to Massachusetts. The project lists are updated annually and include projects programmed by the state's ten metropolitan planning organizations (MPOs) and the three non-MPOs.

For the reader, this document is divided into eight major sections:

Part I Is the Overview and contains narratives, certifications, and descriptions necessary for submission to appropriate federal and state reviewing agencies;

Part II lists all projects programmed in the regional TIPs, as well as those projects funded on a statewide basis;

Part III contains the status of the STIP programming in FFY 2009;

Part IV provides a discussion of air quality conformity determination within the Commonwealth;

Part V details the state's public outreach program in soliciting input on the draft STIP;

Part VI lists a series of financial documents for both FHWA- and FTA-funds for FFY 2010-2013;

Part VII contains a series of source documents forwarded by the federal agencies to the state, and, from the state to the RPAs; and lastly

Part VIII lists all projects expected to be advance constructed throughout the 4-year span of this document.

This STIP can be downloaded from the Commonwealth's web site www.eot.state.ma.us.

REGULATORY CONTEXT

Federal

On August 10, 2005 President Bush signed a new surface transportation reauthorization bill into law. This legislation entitled Safe, Accountable, Flexible, and Efficient Transportation Equity Act - a Legacy for Users (SAFETEA-LU) made programmatic changes, including the creation of several new federal funding categories; amended state and metropolitan planning requirements; and provided new funding authorizations through FFY 2009. With guaranteed funding for highways (\$193.1 billion), highway safety, and public transportation (\$51 billion) totaling \$244.1 billion, SAFETEA-LU represented the largest surface transportation investment in United States history.

The two landmark bills that brought surface transportation into the 21st century – the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21) shaped both the highway and transit program to meet the country's changing transportation needs. SAFETEA-LU built upon this foundation, supplying funds and refining the programmatic framework for investments needed to maintain and grow a vital transportation infrastructure.

From the perspective of public transportation, the bill:

- promoted common sense solutions to transit by improving the coordination of transportation services for the elderly, persons with disabilities, and low-income individuals, through the requirement of local communities to set community-wide funding priorities in a locally coordinated plan;
- increased funding predictability and stability by distributing more funds by formula;
- expanded eligibility for the NEW Starts Program to include non-fixed guideway corridor-based projects; and
- promoted independence and opportunity through new programs and changed funding provisions.

For roadways and bridges, SAFETEA-LU addressed the continued challenges of:

- improved safety;
- reduced traffic congestion;
- improved efficiency in freight movement;
- increased intermodal connectivity, and,
- environmental protection.

Each state was required to consider projects and strategies that would:

- support the economic vitality of the metropolitan area, especially enabling global competitiveness, productivity, and efficiency;
- increase the safety of the transportation system for motorized and non-motorized users;

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- increase the accessibility and mobility of people and for freight;
- protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- promote efficient system management and operation, and
- emphasize the preservation of the system transportation system.

State

In the spring of 2000, and prior to the passage of SAFETEA-LU, the Massachusetts Highway Department, in cooperation with FHWA's Massachusetts office and the state's regional planning agencies, developed a Memorandum of Understanding (MOU) requiring the Commonwealth to define, develop, and monitor a balanced statewide road and bridge program. This MOU required the Commonwealth to advertise projects for construction activities, exclusive of the Central Artery/Third Harbor Tunnel, at a minimum expenditure of \$400 million through fiscal year 2005. This commitment was later increased to \$450 million and extended through 2012. The construction transportation expenditures for state budget fiscal year (SBFY) 2003 through SFY 2009 can be found in Part III of this document.

FUNDING CATEGORIES

The following programs, eligibility requirements and the funds distributed between them reflect the programs established by SAFETEA-LU. There are, also, a series of smaller discretionary (scenic byways, ferry boat, federal lands highways, etc) or special legislative categories (e.g. Section 115) found within the project listings.

Federal Highway Administration

Bridge (BR)

Federal-aid bridge funding (80% federal / 20% state) is used to rehabilitate or replace bridges based upon the structure's adequacy, safety, serviceability, age and public usage. Bridge funding is sub-allocated for projects that are on the federal-aid system (a road classified as a collector or higher) (BR-On) and those that are not (BR-Off).

Congestion Mitigation/Air Quality (CMAQ)

CMAQ funds (80% federal / 20% state) are used for transportation programs and projects that will contribute to the attainment of a National Ambient Air Quality Standard in ozone, small particulates matter and carbon monoxide non-attainment areas. The Commonwealth of Massachusetts has been declared a non-attainment area.

Interstate Maintenance (IM)

This category provides federal funds (90% federal / 10% state) to rehabilitate, restore, and resurface the Interstate Highway System, including the reconstruction of bridges, interchanges and overpasses along existing Interstate routes.

Surface Transportation Program (STP)

Funding under this category (80% federal / 20% state) may be expended for construction, reconstruction, rehabilitation, resurfacing, restoration, operational and safety improvements on roads classified higher than urban local or rural minor collectors. In addition to federal-aid roads, capital costs for transit projects are also eligible.

Ten percent of STP funds must be used on transportation enhancements (STP-enh) such as landscaping, historic preservation, and stormwater mitigation. Additionally a certain subset of funds is available for specific areas with a population over 200,000 (STP-Boston; -Worcester; -Lawrence; -Providence; -Springfield).

National Highway System (NHS)

The National Highway System consists of interstate highways, other designated principal arterials, and connections to ports and intermodal facilities. Funds with this program (80% federal / 20% state) can be used for any type of improvement including new lanes, reconstruction, and resurfacing.

High Priority Projects (HPP)

This program directs funds to congressionally-earmarked projects deemed as a "high priority" for the state where the project is located.

Highway Safety Improvement Program (HSIP)

This funds safety improvement projects to reduce the number and severity of crashes at hazardous locations (90% federal / 10% state).

American recovery and Reinvestment Act (ARRA)

This recently-enacted program was developed to jumpstart the economy, create or save jobs and address long-neglected infrastructure (including transportation projects). A fuller description of this program and its projects can be found in Part III of this document.

Federal Transit Administration

The federal government, through the Federal Transit Administration (FTA), provides financial assistance to develop new transit systems and improve, maintain, and operate existing systems. FTA oversees thousands of grants to hundreds of state and local transit providers through the FTA regional offices. The grantees are responsible for managing their programs in accordance with federal requirements and FTA is responsible for ensuring that these grantees follow the mandates along with statutory and administrative requirements. The various federally-funded transit categories are:

Section 5307 – Urbanized Area Formula Grant Program

Under SAFETEA-LU, program requirements remain virtually unchanged. Routine capital investments are funded with monies from this source including bus purchases, but for some smaller systems, a portion can be used to defray transit-operating expenses. Transit funds are allocated annually by the FTA to individual urbanized areas, as defined by the 2000 census, according to a formula based on population size. A portion of the program is for areas under 200,000 in population and a portion goes directly to areas over 200,000.

Section 5309- Capital Investment Grants

This category funds fixed guideway modernization projects, construction and extension of new fixed guideway systems, and bus and bus related equipment and construction projects. Fixed guideway modernization funds are provided to eligible recipients based on a federal funding formula, which has not changed. It remains a function of miles of fixed guideway (including HOV and busway) in revenue service and passenger miles of service.

Section 5310 - Elderly Persons and Person with Disabilities Formula program

Funds in this category are used to provide assistance for non-profit organizations that provide transportation for the elderly or the disabled. Funds may be used only for capital purchases or to purchase services that directly benefit the elderly or persons with disabilities. There is no change in the formula. Funds are provided to the Commonwealth and allocated to the Regional Transit Authorities (RTAs) by the Executive Office of Transportation and Public Works.

Section 5311 - Other than Urbanized Area Formula Program

This program funds public transportation in rural or non-urbanized areas (areas with populations of less than 50,000) and capital grants for intercity facilities and equipment. The Rural Technical Assistance Program (RTAP) provides funding for administration, operations, planning, training, technical assistance, research and support services. Like Section 5310, these funds are provided to the Commonwealth for allocation among the RTAs.

The share for capital projects is 80% federal; for operating costs the share is 50% federal.

Section 5316 – Job Access/ Reverse Commute

This formula program provides funds to transport welfare recipients to and from jobs as well as activities related to their employment. It is now funded entirely from the Mass Transit Account of the Highway Trust Fund and the grantees must be selected competitively. Ten percent of these funds may be used for administration, planning and technical assistance.

Section 5317 – New Freedom Program

This is a new program created in SAFETEA-LU whose purpose it is to encourage services and facility improvements to address the transportation needs of person with disabilities that go beyond those required by the Americans with Disabilities Act.

State Funding Categories

In addition to the federal-aid categories discussed above, this STIP lists certain non-federal aid funds for informational purposes.