

**STATE TRANSPORTATION IMPROVEMENT
PROGRAM**

for

Federal Fiscal Years 2011 – 2014



COMMONWEALTH of MASSACHUSETTS



Deval L. Patrick
Governor

Timothy B. Murray
Lieutenant Governor

Jeffrey B. Mullan
Secretary of Transportation
and
Chief Executive Officer

David J. Mohler
Executive Director, Office of Transportation Planning

Arthur Shea
Chief Financial Officer



October 2010


TO THE CITIZENS of the COMMONWEALTH OF MASSACHUSETTS:

I am pleased to present the Massachusetts Department of Transportation's State Transportation Improvement Program (STIP) for Federal Fiscal Years 2011-2014. This four-year program supports Governor Deval Patrick's vision of transportation policies which focuses on the strength of the economy, the quality of our environment and the quality of our lives. High-quality, strategically developed transportation infrastructure is an essential component of a thriving economy, clean environment and a stable society. This STIP fulfills my office's mandate of enhancing the mobility of people and goods, improving safety, stimulating economic growth, and protecting the environment.

This document was developed through our Metropolitan Planning Organization process, which includes input from citizens, public agencies, and our state and federal partners. To accomplish our transportation goals, this program directs the investment of almost four billion dollars for roadways, bridges, bicycle and pedestrian facilities, and public transportation for the next four federal fiscal years.

We are striving to improve the quality of the information we provide and I invite your input on this document.

Sincerely,


Jeffrey B. Mullan
Secretary of Transportation
and
Chief Executive Officer

Self-Certification for the Commonwealth of Massachusetts

I. Compliance with Applicable Federal Regulation

In accordance with 23 CFR 450.218 (a) (or 334), The Massachusetts Department of Transportation hereby certifies that its statewide transportation planning process is addressing major issues facing the Commonwealth, and is being carried out in accordance with all applicable requirements including:

- 23 USC 134 and 135, 49 USC Sections 5303 and 5304, and 23 CFR Part 450;
- Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000 d-1) and the Title VI assurance (23 USC Section 324) and 49 CFR part 21;
- 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age, in employment or business opportunity;
- Section 1101 (b) of the SAFETEA-LU (Public Law. 109-59) and 49 CFR 26 regarding Disadvantaged Business Enterprises;
- 23 CFR part 230 regarding implementation of an equal employment opportunity program on federal and federal aid highway construction contracts;
- The provisions of the Americans with Disabilities Act (42 USC 12101 *et. seq.*) and 49 CFR parts 27, 37, and 38;
- In states with non-attainment and maintenance areas, Sections 174 and 175 (c) and (d) of the Clean Air Act amended 42 USC 7504 , 7506 (c) and (d) as well as 40 CFR part 93;
- The Older Americans Act, as amended 42 USC 6101 prohibiting on the basis of age in program and activities receiving Federal financial assistance;
- 23 USC Section 324 regarding prohibition of discrimination based on gender;
- Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR part 27, regarding discrimination of individuals with disabilities;
- Anti-lobbying provisions found at 49 USC part 20. and 23 CFR 630.112;

Additionally, each Metropolitan Planning Organization has certified that its Transportation Improvement Program complies with above requirements. As the State Transportation Improvement Program is a compilation of projects included in the Metropolitan Planning Organizations' Transportation Improvement Programs, the Commonwealth therefore also has complied with the above requirements.

II. Financial Constraint

The financial plan contained herein is financially constrained, and indicates that the State Transportation Improvement Program reflects the highway program emphasis on the maintenance and operation of the current roadway and bridge system while also providing for strategic capacity expansions. Only projects for which funds can reasonably be expected have been included. Transit funds also satisfy federal requirements relating to financial constraint. Federal transit funds are programmed in the State Transportation Improvement Program based upon estimates of available or reasonably available funding.



Jeffrey B. Mullan
Secretary of Transportation
and
Chief Executive Officer



Date


Certification of Air Quality Conformity Determination

Whereas, the 1990 Clean Air Act Amendments (CAAA) require Metropolitan Planning Organizations within non-attainment areas and/or attainment areas with maintenance plans to perform air quality conformity determinations prior to the approval of transportation plans and transportation improvement programs, and at such other times as required by regulation;

Whereas, the air quality conformity analysis prepared for the 2011 – 2014 State Transportation Improvement Program also demonstrates air quality conformity with the State's 2007 Regional Transportation Plan, and that all regionally significant transportation projects in the 2011 – 2014 State's Transportation Improvement Program are contained in the 2007 Regional Transportation Plan, and that all regionally significant projects in the 2014 to 2030 timeframe of the Regional Transportation Plan are modeled in the 2011-2014 State Transportation Improvement Program's air quality conformity analyses;

Whereas, the State has completed its review in accordance with Section 176(c) (4) of the Clean Air Act as amended in 1990 [42 U.S.C. 7251 (a)}, and hereby certifies that the FFY 2011-2014 STIP is financially constrained and that the implementation of the State's 2007 Regional Transportation Plan satisfies the conformity criteria specified in both 40 CFR Part 51 and 93 (8/15/1997) and 310 CMR 60.03 (12/30/1994). Based on the results of the conformity analyses, the State's 2007 Regional Transportation Plan and FFY 2011-2014 STIP are consistent with the air quality goals of, and in conformity with, the Massachusetts State Implementation Plan;

Therefore, in accordance with 23 CFR Part 450 Section 322 (Development and content of the Metropolitan Transportation Plan) of the March 16, 2007 Final Rules for Statewide and Metropolitan Planning, the Commonwealth hereby endorses the FFY 2011-2014 State Transportation Improvement Program.



Jeffrey B. Mullan
Secretary of Transportation
and
Chief Executive Officer



Date