



Introduction
Part I

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 2012 through FFY 2015. 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 2011;

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 STIP;

Appendix contains a variety of source documents used by MassDOT and the RPAs in the development of the State Tip and the regional TIPs.

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

ORGANIZATIONAL CONTEXT

Current

In June 2009, Governor Deval Patrick signed Chapter 25 of the Acts of 2009, "An Act Modernizing the Transportation Systems of the Commonwealth of Massachusetts, (as amended by Chapter 26 of the "Act.") This landmark transportation reform legislation required the Commonwealth to integrate transportation agencies and authorities into a new, streamlined Massachusetts Department of Transportation (MassDOT) to be established by November 1, 2009.

A five-member Board of Directors was appointed by the Governor with expertise in transportation, finance and engineering to oversee the new organization, while serving as the governing body of both MassDOT and the Massachusetts Bay Transportation Authority (MBTA), which are now part of MassDOT but will retain a separate legal existence. MassDOT is administered by a Secretary of Transportation, appointed by the Governor to serve as Chief Executive Officer

The mission of the new organizational structure is to deliver excellent customer service to people who travel in the Commonwealth, and to provide the nation's safest and most reliable transportation system in a way that strengthens the economy and quality of life. As one transportation organization, MassDOT is focused on customer service and safety. To this end the organization will provide service around the clock and under all circumstances; will treat the public as a valued customer, and treat each other how we would like to be treated; will improve and integrate transportation services using creative thinking and best available practices and technology, while minimizing disruption to the public., and will promote an inclusive workforce and a culture that serves employees and customers fairly; will provide the public accurate information that is understandable and accessible.

History

The Massachusetts Department of Transportation was a merger of the Executive Office of Transportation and Public Works (EOT) and its divisions with the Massachusetts Turnpike Authority (MTA), the Massachusetts Highway Department (MHD), the Registry of Motor

Vehicles (RMV), the Massachusetts Aeronautics Commission (MAC), and the Tobin Bridge, currently owned and operated by the Massachusetts Port Authority (MPA). In addition, the Massachusetts Bay Transportation Authority (MBTA) and Regional Transit Authorities (RTA) are subject to oversight by the new organization.

The new organization will also assume responsibility for many of the bridges and parkways currently operated by the Department of Conservation and Recreation (DCR).

Structure

MassDOT includes four Divisions: Highway, Rail/Transit, Aeronautics, and Registry of Motor Vehicles. The Secretary appoints an administrator for each division.

Highway Division:

The Highway Division includes the roadways, bridges, and tunnels of the former Massachusetts Highway Department and Massachusetts Turnpike Authority. The Tobin Bridge joins the Division, effective January 1, 2010. The Division also includes many bridges and parkways previously under the authority of the Department of Conservation and Recreation. The Highway Division is responsible for the design, construction and maintenance of the Commonwealth's state highways and bridges. The Division is responsible for overseeing traffic safety and engineering activities including the Highway Operations Control Center to ensure safe road and travel conditions.

Rail / Transit Division:

The Rail/Transit Division is responsible for all rail and transit initiatives and oversees the Massachusetts Bay Transportation Authority (MBTA) and all Regional Transit Authorities of the Commonwealth. The MassDOT Board of Directors serves as the governing body of the MBTA

Aeronautics Division:

The Aeronautics Division has jurisdiction over the Commonwealth's public use airports, private use landing areas, and seaplane bases. It is responsible for airport development and improvements, aviation safety, aircraft accident investigation, navigational aids, and statewide aviation planning. The Division certifies airports and heliports, licenses airport managers, conducts annual airport inspections, and enforces safety and security regulations.

Registry of Motor Vehicles:

The Registry of Motor Vehicles Division is responsible for vehicle operator licensing and vehicle and aircraft registration, available online and at branch offices across the Commonwealth. The Registry oversees commercial and non-commercial vehicle inspection stations.

Initiatives

Healthy Compact

The Healthy Transportation Compact is a key requirement of the landmark transportation reform legislation signed into law in June 2009. Co-chaired by the Secretary of Transportation and the Secretary of Health and Human Services and including the Secretary of Energy and Environmental Affairs, MassDOT Highway Administrator, MassDOT Transit Administrator, and Commissioner of Public Health, this inter-agency initiative is designed to facilitate transportation decisions that balance the needs of all transportation users, expand mobility, improve public health, support a cleaner environment and create stronger communities. The new law charges the Compact with

- Promoting inter-agency cooperation to implement state and federal policies and programs that support healthy transportation.

- Reducing greenhouse gas emissions, improving access to services for persons with mobility limitations and increasing opportunities for physical activities.
- Increasing bicycle and pedestrian travel and facilitating implementation of the Bay State Greenway Network.
- Working with the Massachusetts Bicycle and Pedestrian Advisory Board (MABPAB) to effectively implement a policy of complete streets for all users, consistent with the current edition of the Project Development and Design Guide.
- Implement health impact assessments to for use by planners, to for use by planners, transportation administrators, public health administrators and developers.
- Expanding service offerings for the Safe Routes to Schools program.
- Initiating public-private partnerships that support healthy transportation with private and nonprofit institutions.
- Establishing an advisory council with private and nonprofit advocacy.
- Developing goals for the Compact and measuring progress toward these goals

MassDOT views the Compact as an exciting opportunity to strengthen our commitment to public health and increased access for bicyclists and pedestrians. In order to achieve this, MassDOT is committed to facilitating comprehensive coordination among the public sector, private sector, and advocacy groups, as well as among transportation, land use, and public health stakeholders. We have already begun to form partnerships with advocates and public health professionals to lay the groundwork for transportation initiatives that support public healthy and active living.

To address this significant public health problem, Massachusetts launched Mass in Motion in January 2009. Mass in Motion aims to promote wellness and to prevent overweight and obesity in Massachusetts – with a particular focus on the importance of healthy eating and physical activity - a priority area of the HealthyMass Compact.

As of summer 2011, this initiative can point to the following programs as successes:

- Awarded a \$3 million FTA Livability grant to MBTA to bring bike share to Boston. This summer is the launch of New Balance Hubway BikeShare which will be expanded into Somerville, Cambridge and Brookline with CMAQ Clean Air and Mobility funding from MassDOT.
- Partnered the MBTA with WalkBoston to communicate walking routes as a travel option during station construction. Between North Station and Lechmere watch for this GreenDOT initiative that blends the healthy
- Issued new “Go By Bike!” to provide a key educational tool for all roadway users during Bay State Bike Week.)
- Partnered MassDOT with MassBike on the “Same Road Same Rules” initiative which promotes safe use of our “complete streets” infrastructure.
- Updated the Registry of Motor Vehicles licensing exam so everyone receives a question on bicycles, in addition to adding new content to the Driver’s Manual on bicycling.
- Expanded Massachusetts Safe Routes to School service and infrastructure to schools statewide.. MassDOT has worked in partnership with each of these cities to advance bicycle transportation through improved bicycle infrastructure and programs that support bicycling.
- Released MBTA real-time and schedule data that resulted in developers creating innovative applications to make using transit easier. On MBTA website you can learn more about these applications and service alerts to help you find your best travel option.
- Launched NuRide as the Commonwealth’s travel rewards program for individuals taking greener trips –
- Installed bicycle parking at MBTA transit stations system wide including ‘pedal & park’ facilities and new covered parking areas.
- Retooled the Massachusetts Bicycle and Pedestrian Advisory Board (MABPAB) to be better aligned with MassDOT and the Healthy Transportation Compact.
- Revamped the Transportation Enhancement program by streamlining the application process and increasing funding. These key recommendations came from a collaborative year-long study with partner advocates seeking to improve TE funding and implementation of technically feasible, high quality projects.
- Established the ‘Moving Together - bicycle and walking conference’ as the premiere venue to learn, network,

Green Dot

MassDOT in May 2010 launched GreenDOT, a comprehensive environmental responsibility and sustainability initiative that will make MassDOT a national leader in “greening” the state transportation system. GreenDOT will be driven by three primary goals:

- reduce greenhouse gas emissions;
- promote the healthy transportation options of walking, bicycling, and public transit; and
- support smart growth development.

GreenDOT calls for MassDOT to incorporate sustainability into all of its activities, from strategic planning to project design and construction to system operation. The initiative has set a goal of reducing greenhouse gas emissions over 2 million tons by 2020, a reduction of about 7.3 percent below 1990 transportation sector emission levels, through a range of measures. In cooperation with regional planning agencies, MassDOT will set statewide greenhouse gas reduction targets, and meet these targets by balancing highway system expansion projects with other projects that support smart growth development and promote public transit, walking and bicycling. Examples include, transit and rail projects, complete streets planning that includes bicycle and pedestrian accommodations, and investments in greener, more efficient fleet vehicles and renewable power.

Accelerated Bridge Program

The historic \$3 billion Patrick-Murray Accelerated Bridge Program represents a monumental investment in Massachusetts bridges. This program will greatly reduce the number of structurally deficient bridges in the state system, while creating thousands of construction jobs on bridge projects.

To complete this program MassDOT and the Department of Conservation and Recreation (DCR) will rely on the use of innovative and accelerated project development and construction techniques. As a result, projects will be completed on-time, on-budget and with minimum disruption to people and to commerce.

Since 2008, the number of structurally deficient bridges has declined from 543 to 457, a decrease of almost 16% percent. As of May 2, 2011 the ABP Program has completed 51 bridge projects, with another 76 bridge projects currently in construction, and an additional 47 bridge projects scheduled to start construction within the next year. Over the course of the eight year program, more than 200 bridges are planned to be replaced or repaired.

To that end, MassDOT embarked on a unique construction program entitled the “93 Fast 14.” This project achieved an historic success in August as work crews erected the final of 14 prefabricated bridge superstructures on I-93 in Medford. The 14 deteriorated bridges that carry Interstate 93 over seven local roads in Medford have been replaced at a rate of at least one bridge per weekend this summer. In every case, the work was completed and all roads reopened several hours ahead of schedule, well in advance of the Monday morning commute. Federal Highway Administrator Victor Mendez called the 93Fast14 project the most ambitious bridge project in the country. The project under normal circumstances would require at least four years of construction and lane closures.

Through September 2011 the Accelerated Bridge Program has advertised 152 construction projects with a combined construction budget valued at more than one billion. Of these 152 advertised construction projects, 114 have already, or will, repair/replace bridges throughout the Commonwealth; 38 are maintenance/preservation projects which provide work to improve the safety of additional bridges in the Commonwealth; 138 have been awarded to a contractor, and 63 have been declared 'substantially complete' by MassDOT (or DCR).

Rail/Transit

In the past three years the Massachusetts rail system has received more than \$500 million in new investment through competitive grants, public funds and private investment. These investments represent the most significant improvement in the Commonwealth's rail system as a whole in decades. Massachusetts' passenger rail system has been enhanced through a series of competitive federal grants, stimulus funding through the American Recovery and Reinvestment Act (ARRA) and other sources which have provided upgrades to rail lines operated by both the Massachusetts Bay Transportation Authority (MBTA) and Amtrak. The *South Coast Rail* project has made significant progress through planning and environmental permitting and reconstruction of three critical rail bridges will begin in October 2010. Finally, as a result of landmark transportation reform, the Commonwealth's entire transportation system

High Speed and Intercity Passenger Rail (HSIPR) Program

Massachusetts and our partner states have coordinated efforts to present the *Vision for the New England High Speed and Intercity Rail Network*. This Vision for the rail system will help provide a foundation for economic competitiveness and promote livable communities through a network of High-Speed and Intercity Passenger Rail routes connecting every major city in New England with its smaller cities and rural areas and beyond to the rest of the United States and internationally to Montreal. The fast and frequent rail service provided by this integrated rail and transportation network will encourage people to leave their cars behind, promote energy efficiency and environmental quality while further enhancing movement of freight throughout the region. The following projects are key components of this Vision.

Knowledge Corridor – The Federal Railroad Administration awarded MassDOT \$70 million in the first round of the competitive HSIPR Program to rehabilitate 49 miles of track and construct two stations for the Vermonter train service in Western Massachusetts. This project is complemented by others in Connecticut and Vermont that will improve service on the entire New Haven - St Albans corridor. Pan Am Southern will rehabilitate the line for passenger operation with oversight provided by the MBTA Design and Construction Department. Service is expected to begin in October 2012.

Northeast Corridor – As the nation's first High Speed Rail line, the Northeast Corridor is a critical element to the transportation and economic health of the New England and Mid-Atlantic states. Massachusetts and the other corridor states are committed to complete the necessary environmental and planning documents to allow significant investment in the corridor for Amtrak and commuter trains. The recently completed Northeast Corridor Master Plan identifies more than \$50 billion in rail projects on the corridor whose completion will advance the Northeast Governors' goal of doubling the number of riders on the corridor by 2030.

Inland Route/Knowledge Corridor Montreal Study – Massachusetts and Vermont are using Federal Railroad Administration Planning grants to develop High Speed and Intercity Passenger service along two routes from Boston to New Haven via Springfield and from Boston to Montreal. This study would identify a set of improvements necessary to operate high-speed passenger rail service along the route. The preferred improvements would be determined based on identified corridor constraints, economic development opportunities and estimated ridership. Completing this plan will then allow the identified improvement projects to compete for future rounds of federal funding.

The expansion of South Station will provide new tracks to accommodate additional passenger service on Amtrak and MBTA trains. This project is a priority for future rounds of HSIPR funding for Massachusetts. MassDOT has begun preparing an application to request funds for Preliminary Engineering and Environmental work as a foundation for a future request for construction funds.

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% non-federal) 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% non-federal) 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.

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% non-federal).

Interstate Maintenance (IM)

This category provides federal funds (90% federal / 10% non-federal) 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% non-federal) 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 (TE) 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% non-federal) can be used for any type of improvement including new lanes, reconstruction, and resurfacing.

Earmarks

Certain funding categories are project-specific, i.e. funds are 'earmarked' only for use in the development of that project. These earmarks are included in federal Transportation bills by a state's congressional delegation, often at 100% federal reimbursement. These include, among others, Sections 115, 117, 129 and 125 categories.

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. 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. 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.

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 was 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.

Frequently Asked Questions

STIP Development

Introduction

The Massachusetts Department of Transportation/ Highway Division (MassDOT/Highway) is responsible for planning, developing and constructing hundreds of highway, bridge, roadway, and intermodal projects annually. These projects are listed in this document and constitute the State Transportation Improvement Program. Before using this document, readers should be familiar with the fundamental terms, definitions and concepts contained within it. The following frequently-asked questions and answers will provide some of this information. In addition there are charts and tables that graphically depict this process.

What is the STIP?

The State Transportation Improvement Program, or STIP, is a compilation of the thirteen regional Transportation Improvement Programs prepared annually by the state's Metropolitan Planning Organizations (MPOs). It is essentially a listing of priority transportation projects (highway and transit) listed by region and fiscal year. The STIP is compiled annually by MassDOT/Highway, MassDOT/Rail & Transit Division, the regional planning agencies (RPAs), the regional transit agencies (RTAs), the Office of Transportation Planning (OTP) and the Federal Aid Expenditure and Programming Office (FAPO), and, is reviewed and approved by state and federal transportation and environmental agencies.

What is a regional TIP?

Every year, each region must prepare and update its Transportation Improvement Program, a staged four-year program of capital improvements that reflect the needs of the regional transportation system. Under federal regulations, the TIP must be constrained to available funding, consistent with the long-range Regional Transportation Plan, and include an annual element, or listing, of projects to be advertised in the first year of the TIP. Like the STIP, the regional TIP has a roadway component and a transit component.

What is an MPO?

An MPO is a regional body made up of state, regional and local officials and is responsible for conducting transportation planning and programming. In Massachusetts each MPO has at least four identical members; MassDOT, which acts as chair, MassDOT/Highway Division, the RPA, the RTA, with expanded membership to include chief elected official from a variety of municipalities. The Federal Highway Administration and the Federal Transit Administration serve as non-voting members of MPOs.

Are RPAs and MPOs the same thing?

RPAs and MPOs are often confused because they encompass identical geographical boundaries. RPAs, working under contract with MassDOT/Highway, conduct transportation and land use planning in their region. RPAs conduct much of the staff work for, and are voting members of, MPOs. However, MPOs and RPAs serve different functions, and the terms should not be used interchangeably. For example the full MPO, including state agencies, regional planning and transit agencies and local members, is responsible for approving the Transportation Improvement Program.

How are budgets set for the TIPs?

Every year, usually in the spring, MassDOT/Highway, in conjunction with the FAPO office, receives a funding "authorization" or estimate from the Federal Highway Administration (FHWA). In recent years, this authorization has been approximately \$500 million. Congress reviews the authorization during its budgeting process and sets a ceiling on how much can be

spent from that authorization. This ceiling, called an obligation limitation has in recent years been set at 88-90% of the authorization. MassDOT/Highway may not spend federal funding beyond the obligation limitation set by Congress.

A portion of the federal highway funding allocated to Massachusetts is directly transferred to the Central Artery/Tunnel project. MassDOT/Highway, OTP, FAPO, and the Chief Engineer's office jointly examine the remaining funding and determine how much of that amount is required for statewide needs, such as Interstate Maintenance, district-wide contracts, planning and transportation demand management. When funding for statewide needs is deducted from the total, the remainder is distributed to the MPOs by formula as in "funding target" or budget, for the regional TIP. The distribution is made according to a formula that is primarily based on the MPO's road mileage and population. The formula is known as the "MARPA" formula because the Massachusetts Association of Regional Planning Agencies developed it. Before this distribution is made final, OTP meets and reviews the budgets with the MARPA members.

How is the TIP developed?

Development of the TIP is a cooperative effort among MPO members, regional communities, and elected officials. The RPA and MassDOT/Highway jointly manage the roadway, bridge and intermodal portion of the TIP. OTP and MassDOT/Highway District offices generally represent MassDOT/Highway during the development of the TIP with the Chief Engineer, Highway Engineering, Right of Way, and Environmental divisions also participating in the development of the TIP. The TIP development process begins with a public announcement and solicitation of projects recommended for TIP programming. Once the RPA and MassDOT/Highway reach general agreement on the highway portion of the TIP, MassDOT OTP and the RTA will have had an opportunity to contribute to and comment on the transit portion. The document is released for a thirty-day public comment period, and is adjusted based on public comment and reviewed by the MPO's citizen advisory committee. Finally, the MPO meets to consider and formally endorse the TIP. All the regional TIPs are compiled into the State Transportation Improvement Program.

What is the role of the citizen advisory committee?

These committees advise the MPOs on regional transportation issues and normally play an active role in setting regional priorities in the TIP development process. The names of these groups vary among MPOs. Examples are: Joint Transportation Committee, Transportation Planning Advisory Group, Joint Transportation Planning Group. OTP is an active, though non-voting, member of these committees as they advise the MPO on regional priorities. Likewise, the committees themselves are important, as their recommendations are often indicative of public support for TIP projects.

How long does it take to put the TIP together?

The TIP must be in place every year by October 1st, the first day of the federal fiscal year. The process takes several months, and generally begins in the spring.

Who approves the TIP?

TIPs are approved by the membership of the region's Metropolitan Planning Organization.

How are projects added or subtracted from the TIP?

The STIP is a "living" document, and it is likely to be modified during the course of the year. MPOs must be involved in the decision to add or remove projects from the TIP. In some cases, this requires formal MPO endorsement of a TIP "amendment," a process that can take two to three months. In other cases, the change can be accomplished with a TIP "adjustment" with a less formal MPO notification process. MassDOT/Highway and RPA planning staff will advise on which procedure is needed, and distribute updates and revisions to other MassDOT/Highway staff throughout the year.

Is there a difference between federal aid and non-federal aid projects on the Regional TIP?

The TIP is a requirement of federal planning regulations which do not require the inclusion of non-federal aid (NFA) projects. Until recently, the regional TIPs were relevant only for their listings of federal aid projects because they were the only projects with a defined budget. Previously, NFA projects were “listed for information only,” and had no budget supporting them. Current TIPs are clearer about which lists are supported by a budget and which do not have an identified funding source.

What about projects listed in the Regional TIP's Appendix?

These lists, sometimes called “supplemental projects,” are generally longer than the federal aid and regional priority lists, represent projects that are under development and may be regional priorities in the future. Alternatively, they may be relatively high regional priorities but have no funding associated with them.

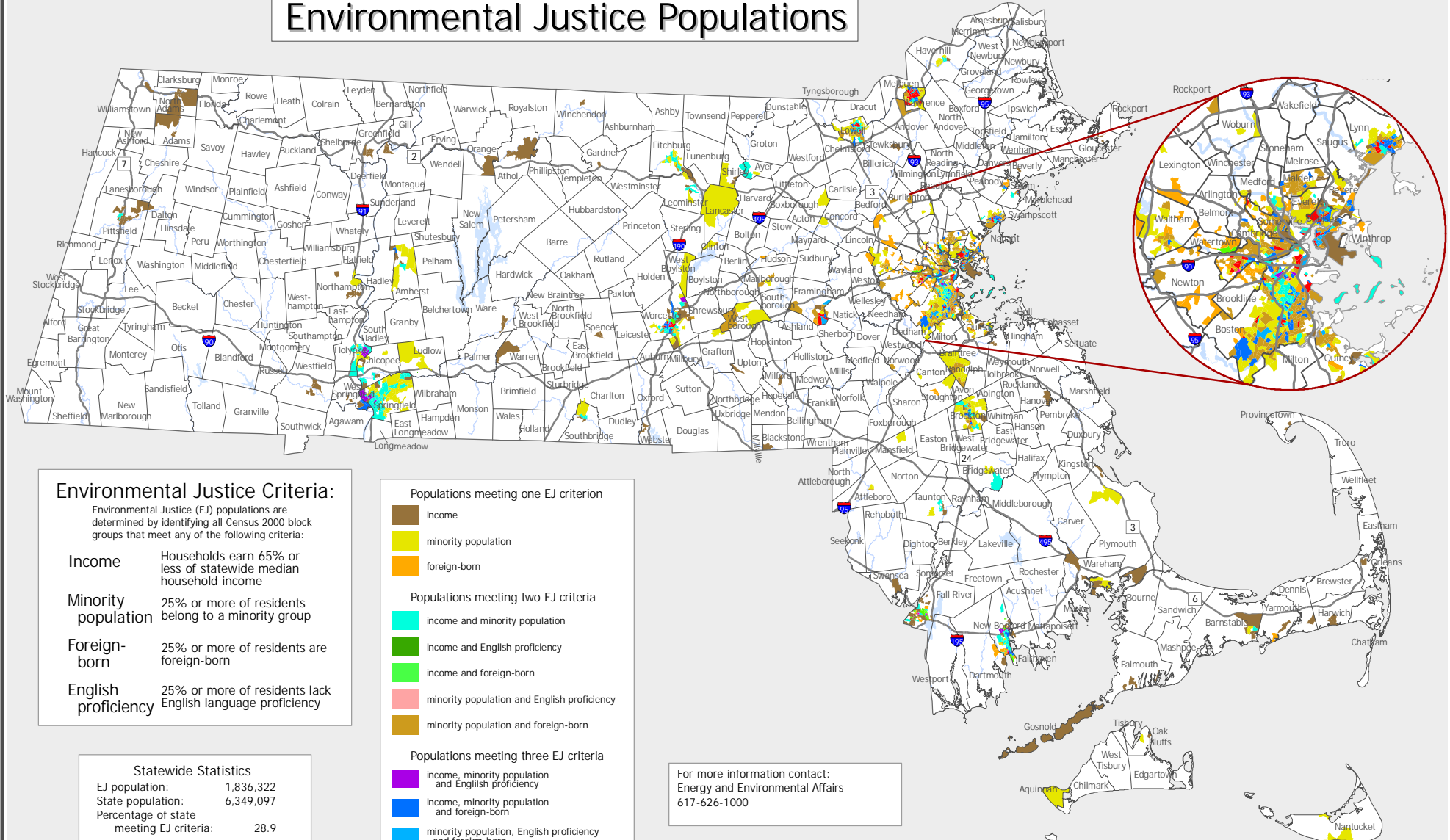
ENVIRONMENTAL JUSTICE

Title VI of the Civil Rights Act of 1964 states that “no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” The Massachusetts Department of Transportation strives to make environmental justice (EJ) part of its goal by empowering its districts, regional planning agencies and local municipalities to reach out and involve people from all endeavors to participate in transportation planning through the development of the regional TIPs, unified planning work programs (UPWPs) and regional transportation plans (RTPs). This is done through local meetings, press releases, web site updates, open houses, and local forums on a variety of transportation topics.

Some examples of this can be found in in federal fiscal year 2012 of Part II of this STIP whereby STP projects are programmed for Pittsfield, Brockton, Springfield, Lancaster, Haverhill and West Springfield among others.

A map of EJ communities is attached.

Environmental Justice Populations



Environmental Justice Criteria:

Environmental Justice (EJ) populations are determined by identifying all Census 2000 block groups that meet any of the following criteria:

- Income** Households earn 65% or less of statewide median household income
- Minority population** 25% or more of residents belong to a minority group
- Foreign-born** 25% or more of residents are foreign-born
- English proficiency** 25% or more of residents lack English language proficiency

- Populations meeting one EJ criterion**
 - income
 - minority population
 - foreign-born
- Populations meeting two EJ criteria**
 - income and minority population
 - income and English proficiency
 - income and foreign-born
 - minority population and English proficiency
 - minority population and foreign-born
- Populations meeting three EJ criteria**
 - income, minority population and English proficiency
 - income, minority population and foreign-born
 - minority population, English proficiency and foreign-born
 - income, English proficiency and foreign-born
- Populations meeting all four EJ criteria**
 - income, minority population, English proficiency and foreign-born

Statewide Statistics	
EJ population:	1,836,322
State population:	6,349,097
Percentage of state meeting EJ criteria:	28.9
	sq_miles acres
EJ areas:	387 247,766
State area:	8,091 6,349,097
Percentage of state meeting EJ criteria:	4.8

For more information contact:
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