State Transportation Improvement Program
Federal Fiscal Years 2015 - 2018
July  2014

Dear MassDOT Customer:

I am pleased to present the Massachusetts Department of Transportation’s State Transportation Improvement Program (STIP) for Federal Fiscal Years 2015-2018. This four-year program will help to realize Governor Deval Patrick’s vision of a transportation system that supports a strong economy, protects our natural environment, and enhances the quality of life and health of our residents and visitors to Massachusetts.

This document was developed through our Metropolitan Planning process, which includes input from individuals, public agencies, and our state and federal partners. To accomplish our transportation goals, the STIP’s investment program directs more than three billion dollars to roadways, bridges, bicycle and pedestrian facilities, and public transportation over the next four federal fiscal years.

MassDOT continually strives to improve the quality and transparency of the information we provide, and I invite your input on this document.

Sincerely,

Richard A. Davey
Secretary & CEO
Self-Certification for the Commonwealth of Massachusetts

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 its non-urbanized areas, and is being carried out in accordance with all applicable requirements including:

- 23 USC 134 and 135, 49 USC Sections 5303 and 5304, and this subpart;
- 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 MAP-21 (Public Law. 112-141) and 49 CFR 26 regarding the involvement of Disadvantaged Business Enterprises in US DOT funded projects;
- 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 of 1990 (42 USC 12101 et. seq.) and 49 CFR parts 27, 37, and 38;
- Sections 174 and 175 (c) and (d) of the Clean Air Act, as amended {42 USC 7504, 7506 (c) and (d)} and 40 CFR part 93;
- The Older Americans Act, as amended 42 USC 6101 prohibiting on the basis of age in programs and activities receiving Federal financial assistance;
- Section 324 of Title 23 USC 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 against 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 the above requirements.
Financial Constraint

The financial plan contained herein is financially constrained; it ensures that the State Transportation Improvement Program reflects the maintenance and operation of our roadway and bridge system, while also providing for strategic capacity expansions. Only projects for which funds can reasonably be expected have been included. Transit funding also satisfies federal requirements related to financial constraint. Federal transit funds are programmed in the State Transportation Improvement Program based upon estimates of funding that are available or funding for which there is a reasonable expectation of availability.

____________________  ______________
Richard A. Davey    Date
Secretary & CEO
Certification of the State Transportation Improvement Program

Whereas, the 1990 Clean Air Act Amendments (CAA) 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, an air quality conformity determination for the 2015-18 Massachusetts State Transportation Improvement Program is not required because most of the state (with limited exceptions) was designated on May 21, 2012 by the United States Environmental Protection Agency as “unclassifiable/attainment” for the latest ozone standard;

Whereas, all regionally significant transportation projects in the 2015 - 2018 State Transportation Improvement Program are contained in the collection of the 2012 Regional Transportation Plans;

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 2015-2018 STIP is financially constrained and that the implementation of the STIP, each MPO’s TIP, and each MPO’s 2012 Regional Transportation Plan all satisfy the criteria specified in both 40 CFR Part 51 and 93 (8/15/1997) and 310 CMR 60.03 (12/30/1994);

Whereas, based on the current federal requirements, the FFY 2015-2018 STIP is consistent with the air quality goals of 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 2015 - 2018 State Transportation Improvement Program.

_____________________________        ________________
Richard A. Davey                      Date
Secretary & CEO
Massachusetts Department of Transportation  
ADA / 504 Notice of Nondiscrimination

The Massachusetts Department of Transportation (MassDOT) does not discriminate on the basis of disability in admission to its programs, services, or activities; in access to them; in treatment of individuals with disabilities; or in any aspect of their operations. MassDOT also does not discriminate on the basis of disability in its hiring or employment practices.

This notice is provided as required by Title II of the Americans with Disabilities Act of 1990 (ADA) and Section 504 of the Rehabilitation Act of 1973. Questions, complaints, or requests for additional information regarding ADA and Section 504 may be forwarded to:

Stephanie Neal-Johnson  
Assistant Secretary and Acting Chief Diversity and Civil Rights Officer  
Massachusetts Department of Transportation  
10 Park Plaza – 3rd floor  
Boston, MA 02116-3969

Phone: 857-368-8580  
TTY: 857-368-0603  
Fax: 857-368-0602  
Email: MASSDOT.CivilRights@state.ma.us  
Office hours: 9:00 am to 5:00pm

This notice is available from the Office of Diversity and Civil Rights in large print, on audio tape, and in Braille upon request.
ACKNOWLEDGMENTS

This 3C certification document is the culmination of a year long effort by the Commonwealth’s Metropolitan Planning Organizations, regional planning agencies, regional transit authorities, the MBTA, the MassDOT Highway Division, the MassDOT Rail-Transit Division, MassDOT’s Federal Aid Programming Office and the Office of Transportation Planning.

This report was funded in part through grants from the Federal Highway Administration, Federal Transit Administration, and the U.S. Department of Transportation. The views and opinions of the Massachusetts Department of Transportation expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.
Definitions and Terms

Definitions of Funding

On July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 was the first long-term highway authorization enacted since 2005, and consolidated existing transportation funding programs to distribute funding through four core programs. MAP-21 also eliminated/consolidated a number of transit programs, and converts a significant amount of program funding that is currently discretionary to formula funding. The FY2015-FY2018 STIP and its underlying TIPs represent the implementation of the MAP-21 funding categories for the full TIP/STIP development process.

Federal Highway Administration

MassDOT divides the federal highway funding that it receives between “regional target funding,” which is allocated at the discretion of the MPOs for regional priority projects on the federal aid transportation system, and funding that is allocated at MassDOT’s discretion for use principally on the state-owned transportation system.

Each MPO’s regional target funding is composed of its respective share of Surface Transportation Program, Congestion Mitigation and Air Quality Improvement Program, Highway Safety Improvement Program, and Transportation Alternatives Program funding. "Statewide" funding that is allocated at MassDOT's discretion includes funding from all of the federal highway sources listed below.

National Highway Performance Program (NHPP)

Program Description

The NHPP consolidates the former designations of Interstate Maintenance, National Highway System, and Highway Bridge Repair programs and shifts these funds to the NHPP categories. A NHPP project must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the National Highway System (NHS). The project must also be consistent with Metropolitan and Statewide planning requirements. Eligible activities include:
• Construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvements of NHS segments.

• Construction, replacement (including replacement with fill material), rehabilitation, preservation, and protection (including scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) of NHS bridges and tunnels.

• Bridge and tunnel inspection and evaluation on the NHS and inspection and evaluation of other NHS highway infrastructure assets.

• Bicycle transportation and pedestrian walkways.

• Highway safety improvements on the NHS.

• Capital and operating costs for traffic and traveler information, monitoring, management, and control facilities and programs.

**Bridge (BR)**

Federal-aid bridge funding 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). The share associated with this category is 80 percent federal with a 20 percent local (non-federal) match.

**Highway Safety Improvement Program (HSIP)**

This program funds safety improvement projects to reduce the number and severity of crashes at dangerous locations. The share associated with this category is 90 percent federal with a 10 percent local (non-federal) match.

**Surface Transportation Program (STP)**

**Program Description**

The Surface Transportation Program (STP) provides flexible funding that may be used by states and regions for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel, as well as for projects on any public road (except local roads and rural minor collectors), pedestrian and bicycle infrastructure, and transit capital projects,
including intercity bus terminals. The federal share is generally 80 percent, subject to the upward sliding scale adjustment for States containing public lands. The federal share for projects on the Interstate System is 90 percent, subject to the upward sliding scale adjustment. Fifty percent of a state’s STP funds are to be distributed to areas based on population (sub-allocated), with the remainder to be used in any area of the State. Consultation with rural planning organizations, if any, is required. A portion of STP funds (equal to 15 percent of a State’s FY 2009 Highway Bridge Program apportionment) is to be set aside for bridges not on Federal-aid highways (off-system bridges), unless the Secretary determines the State has insufficient needs to justify this amount. Eligible activities include:

- Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways, including designated routes of the Appalachian Development Highway System (ADHS) and local access roads under 40 USC 14501.
- Replacement, rehabilitation, preservation, protection, and anti-icing/de-icing for bridges and tunnels on any public road, including construction or reconstruction necessary to accommodate other modes.
- Construction of new bridges and tunnels on a Federal-aid highway.
- Inspection and evaluation of bridges, tunnels and other highway assets as well as training for bridge and tunnel inspectors.
- Capital costs for transit projects eligible for assistance under chapter 53 of title 49, including vehicles and facilities used to provide intercity passenger bus service.
- Carpool projects, fringe and corridor parking facilities and programs, including electric and natural gas vehicle charging infrastructure, bicycle transportation and pedestrian walkways, and ADA sidewalk modification.
- Highway and transit safety infrastructure improvements and programs, installation of safety barriers and nets on bridges, hazard eliminations, mitigation of hazards caused by wildlife, railway-highway grade crossings.

In general, STP projects may not be on local or rural minor collectors. However, there are a number of exceptions to this requirement. A State may
use up to 15% of its rural sub-allocation on minor collectors. Other exceptions include: bridge and tunnel replacement and rehabilitation (not new construction), bridge and tunnel inspection, carpool projects, fringe/corridor parking facilities, bike/pedestrian walkways, safety infrastructure, Transportation Alternatives, recreational trails, port terminal modifications, and minor collectors in NHS corridors.

**Congestion Mitigation and Air Quality Improvement Program (CMAQ)**

**Program Description**

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) provides federal funding for states to support projects and programs intended to improve air quality and reduce traffic congestion. CMAQ funds (80 percent federal / 20 percent 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.

As defined by federal regulations and guidance, examples of projects eligible for CMAQ funding include:

- Traffic flow improvements
- Public transit services and facilities
- Alternative fuel vehicles and fueling stations
- Bicycle and pedestrian facilities and programs
- Rideshare activities and outreach to commuters and employers
- Vehicle inspection and maintenance programs
- Truck stop electrification
- Diesel retrofits

**CMAQ Planning Process**

CMAQ funding is apportioned to the states based on a calculation of relative air quality and the number of residents affected by air pollution. In Massachusetts, a portion of CMAQ funding is prioritized and programmed by the ten MPOs and three non-metropolitan regional commissions or councils.
(referred to collectively as MPOs), each of which is empowered to include CMAQ-funded projects in its annual Transportation Improvement Program. Prior to programming CMAQ projects must be reviewed by the CMAQ Consultation Committee, which is responsible for determining whether a project shows an air quality benefit and is eligible for CMAQ funding. The members of the Committee represent MassDOT, DEP, U.S. DOT, U.S. EPA, and the MPOs.

In addition to funding MPO-selected projects, MassDOT has a statewide CMAQ program. In this program, most of the projects submitted for review are developed by state agencies. The Commonwealth has used the statewide CMAQ program as a way to support a number of projects and initiatives, including the increased use of alternative fuels; construction of shared-use paths, including elements of the BSG 100; and the MassRIDES Travel Options program.

**Transportation Alternatives Program (TAP)**

**Program Description**

The Transportation Alternatives Program (TAP) is a competitive grant program created under MAP-21. TAP provides funding for a variety of transportation projects types, including projects that would previously have been eligible for funding under formally separate programs: the Transportation Enhancements, Recreational Trails, and Safe Routes to School programs. Proponents TAP projects are responsible for project design and for completing the right-of-way acquisition and clearance process. The following entities are eligible project proponents for TAP funding:

- Local governments
- Regional transportation authorities
- Transit agencies
- Natural resource or public land agencies
- School Districts, local education agencies or schools
- Tribal governments
- Other local or regional governmental entities with responsibility for the oversight of transportation or recreational trails (other than a metropolitan
planning organization or State agency) that the State determines to be eligible

Eligible activities under this program include:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists and other non-motorized forms of transportation (including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation related projects to achieve compliance with the Americans with Disabilities Act of 1990)

- Construction, planning and design of infrastructure-related projects and systems that provide safe routes for non-drivers (including children, older adults, and individuals with disabilities) to access daily needs

- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users

- Construction of turnouts, overlooks, and viewing areas.

**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. Although this practice has stopped in Congress, some projects that are older may still have earmarks associated with them

**Federal Transit Administration**

The Federal Transit Administration (FTA) provides financial assistance to develop new transit systems and improve, maintain, and operate existing systems. 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 MPOs have an important role in ensuring these funds are programmed in accordance with the “3 C” process. The various federally-funded transit categories include:
Through Circular 9030, § 5307 program funds are used for public transportation capital and operating assistance and for transportation-related planning. To increase public transportation ridership, Section 5307 promotes a vibrant public transportation environment by: a. assisting in the planning, engineering, design, construction, evaluation, and maintenance of public transportation projects, equipment, and facilities; b. facilitating cooperation between public transportation companies and private companies engaged in public transportation to encourage the planning and establishment of area wide public transportation systems needed for economical and desirable urban development; c. encouraging mobility management, joint development practices, and transit-oriented development; d. providing financial assistance to States and local governments to help carry out national goals related to mobility for all, including elderly individuals, individuals with disabilities, and economically disadvantaged individuals; e. investing in bus and bus-related activities such as replacement, overhaul and rebuilding of buses; and f. investing in crime prevention, public transportation safety, and security equipment.

Through Circular 9070, § 5310 program funds are used to improve mobility for seniors and individuals with disabilities throughout the country. Toward this goal, FTA provides financial assistance for transportation services planned, designed, and carried out to meet the special transportation needs of elderly individuals and individuals with disabilities in all areas—urbanized, small urban, and rural. The program requires coordination of federally assisted programs and services in order to make the most efficient use of federal resources.

Through Circular 9040, § 5311 program funds are used to enhance the access of people in non-urbanized areas to health care, shopping, education, employment, public services, and recreation; assist in the maintenance, development, improvement, and use of public transportation systems in non-urbanized areas; encourage and facilitate the most efficient use of all transportation funds used to provide passenger transportation in non-urbanized areas through the coordination of programs and services; assist in
the development and support of intercity bus transportation; and provide for the participation of private transportation providers in non-urbanized transportation.

5311(f)

States are required to spend not less than 15 percent of annual 5311 funding to develop and support intercity bus transportation, unless the Governor certifies to the U.S. Secretary of Transportation that the intercity bus service needs of the state are otherwise being met. Eligible activities under the program include: Planning and marketing for intercity bus transportation; capital grants for construction (i.e., intercity bus shelters); vehicle purchase, rehabilitation, refurbishment, and wheelchair lift retrofit; equipment purchase; and operating assistance.

5316

Through Circular 9050, § 5316 program funds are used to improve access to transportation services to employment and employment related activities for welfare recipients and eligible low-income individuals and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities.

5317

Through Circular 9045, § 5317 program funds are used to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. Lack of adequate transportation is a primary barrier to work for individuals with disabilities. The 2000 Census showed that only 60 percent of people between the ages of 16 and 64 with disabilities are employed. The New Freedom formula grant program seeks to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act of 1990.

5337

FTA’s new formula-based State of Good Repair program is dedicated to repairing and upgrading the nation’s rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including
bus rapid transit (BRT). These funds reflect a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development.

5339

§ 5339 program funds are used to provide funds to replace, rehabilitate, and purchase buses and related equipment as well as construction of bus-related facilities.

Acronyms:

AC Conversion: Advanced Construction Conversion
ADV: Advertised
ARRA: American Recovery and Reinvestment Act
BR – AC: Bridge Advanced Construction
CMAQ: Congestion Mitigation and Air Quality
DIST: District
ENV: Environmental
GHG: Greenhouse Gases
HWY: Highway
HSIP: Highway Safety Improvement Program
IM: Interstate Maintenance
ITCCAP: Intermodal Transportation Center Capital
NFA: Non-Federal Aid
NHPP: National Highway Performance Program
NHSPP: National Highway System Preservation Program
PL: Planning Funds
PROJ NO.: Project Number
**REC:** Recreation

**ROW:** Right of Way

**RTACAP:** Regional Transit Authority Capital Assistance Program

**SCA:** State Contract Assistance

**SRTS:** Safe Routes to School

**STP:** Surface Transportation Program

**STP – TE:** Surface Transportation Program and Transportation Enhancement

**STP – BR – OFF:** Surface Transportation Program, Bridge Replacement and Rehabilitation Program off

**STP – FLEX:** Surface Transportation Program Flex

**TAP:** Transportation Alternatives Program

**TCSP:** Transportation Community and System Preservation

**TDC:** Transportation Development Credits

**TFPCC:** Total Federal Participating Construction Cost
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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 over the next four federal fiscal years (FFY): FFY 2015 through FFY 2018. The document is a compilation of state, regional, and local transportation priorities that will be implemented with funding provided by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), and also includes projects that impact air quality regardless of the type of funding. The STIP must be financially-constrained to the federal amounts allocated to Massachusetts.

This STIP can be downloaded from the Commonwealth’s web site: www.massDOT.ma.us/planning/Main/StatewidePlans

3 C Planning Process

Federal funding for transportation is programmed through the 3C planning process, which requires that transportation planning is conducted in a continuing, comprehensive and cooperative manner. In Massachusetts, this process involves the collaboration between the Massachusetts Department of Transportation (MassDOT) and the Commonwealth’s ten metropolitan planning organizations (MPOs) and the three regional planning entities that function as MPOs in their respective regions. An MPO is a federally-mandated regional body made up of state, regional, and local officials that is responsible for conducting transportation planning and programming federal transportation funds for both highway and transit. In Massachusetts, each MPO has at least four common members: the MassDOT Secretary & CEO, who acts as chair; the MassDOT Highway Division Administrator; a representative of the RPA; and a representative of the RTA. Other members of MPOs are typically elected officials from a variety of municipalities. The Federal Highway Administration and the Federal Transit Administration serve as non-voting members of MPOs. Together, MassDOT and the MPOs conduct their work through an open and transparent process with the public.

TIP Development

One of the core functions of the MPO process is the annual development of each region’s Transportation Improvement Program (TIP). The TIP is a 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 each region’s long-range Regional Transportation Plan, and include an annual element, or listing, of projects to be advertised for construction in the first year of the TIP.

Each spring, MassDOT receives a funding “authorization” or estimate of total federal funding availability from the Federal Highway Administration (FHWA). In recent years, this authorization has been approximately $550 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, limits MassDOT’s ability to spend federal funding beyond the obligation limitation set by Congress.

A portion of the federal highway funding allocated to Massachusetts is directly transferred for MassDOT’s accelerated bridge program. MassDOT’s Highway Division, Planning, and Federal Aid and Programming Office (FAPO) 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. After funding for statewide needs is deducted from the total, the remainder is distributed to the MPOs as their “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 for distribution among the MPOs was developed by the Massachusetts Association of Regional Planning Agencies (MARPA), and is known as the “MARPA formula.” Before this distribution is made final, MassDOT Planning meets with the MARPA members and reviews the budgets.

The distribution of federal transit funding is handled somewhat differently. FTA does apportion funds similar to FHWA but the amounts are assigned to designated urbanized zoning areas. An important difference between highway and transit funds is that in the case of highway funding, only MassDOT’s Highway Division is an eligible recipient of these funds. For transit, both MassDOT and the Commonwealth’s regional transit authorities (RTAs), including the Massachusetts Bay Transportation Authority (MBTA), are recipients. Apportionments between the various RTAs are handled through a consultation between the RTAs and MassDOT similar to what occurs with MARPA.

Once regional funding targets are established, the MPOs issue a public announcement and solicit project recommendations for TIP programming. Based on public input and project ratings, the MPOs begin to develop the four year TIP and vote to release them for a thirty-day public comment period. During this time, the TIP is reviewed by each MPO’s citizen advisory committee and adjusted based on public comment. Finally, the MPO meets to consider and formally endorse the TIP.

**STIP Development**

The STIP represents the compilation of the thirteen regional TIPs prepared annually by the MPOs and also includes statewide line items for projects that are not related to a specific location. The STIP must be in place every year by October 1st, the first day of the federal fiscal year. The STIP is compiled annually by MassDOT’s Office of Transportation Planning (MassDOT Planning) in coordination with MassDOT’s Federal Aid Expenditure and Programming Office (FAPO). The proposed STIP is reviewed and approved by state and federal transportation and environmental agencies.

Both TIPs and, therefore, the STIP are “living” documents that are likely to be modified during the course of the year. Each MPO has an established policy for changing its TIP that could either involve formally amending the TIP, an approach that requires additional public outreach, or adjusting the TIP for less substantial changes.

**Planning Toward Massachusetts’ Transportation Goals**

Over the last several years, MassDOT has aggressively advanced a set of policy goals to improve its stewardship of the Commonwealth’s people and its natural resources. GreenDOT is MassDOT’s comprehensive environmental responsibility and sustainability initiative that has made MassDOT a national leader in “greening” the state transportation system. GreenDOT is 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. Within the GreenDOT Implementation Plan of 2012
was the establishment of a mode shift goal of tripling the amount of trips by bicycling, walking and taking transit. MassDOT continues to work with the MPOs to advance projects to meet this important component of GreenDOT. These efforts have also led to an increasingly close partnership with the Commonwealth’s public health agencies.

Governor Patrick signed the Global Warming Solution Act 2008, which established an aggressive goals for reducing greenhouse gases (GHG) 25 percent below 1990 levels by 2020 and 80 percent below 1990 levels by 2050. For the transportation sector, GreenDOT is responsible for 1.2 % of the overall 7.6% of emissions reduction required from the transportation sector by 2020. MassDOT will seek to achieve this reduction through a broad range of measures and initiatives, including through MassDOT’s participation in prioritizing the mix of projects and transportation system investments through the programming of the annual TIPs and STIP. MassDOT is working with all of its MPO partners in tracking GHG impacts of the regional planning programs, including the investment programs in the regional transportation plans (RTPs) and the TIPs. Appendix H in this STIP presents estimates of emissions reductions (CO2) from the projects programmed in the next four years. Projects are classified as either Qualitative or Quantitative. Not all future projects with a GHG Analysis Type of Quantified include emissions estimates. In many cases, such as Rail Trail projects in future years, emissions cannot be analyzed until the 25% design phase. When the Impact Description indicates RTP Project, emissions are also not yet quantified. When projects receive multiple funding sources they are listed multiple times, with the emissions listed once. For multi-year projects, emissions are only listed for the year in which the project will be complete.

Together, these initiatives have changed MassDOT’s approach to planning and project selection. Over the remaining part of 2014, MassDOT and the MPOs will be involved in a critical, legislatively-created process to review project selection criteria. This process offers an important opportunity for MassDOT and its regional partners to consider the important goals established over the last few years.

In 2009, the Transportation Reform Legislation established the Healthy Transportation Compact (HTC), a partnership between MassDOT, the Executive Office of Health and Human Services, the Department of Public Health, and the Executive Office of Energy and Environmental Affairs. The HTC was charged with developing strategies to analyze and mitigate the harmful effects of transportation projects and to promote healthy transportation options. In 2014, Housing and Economic Development was brought into the partnership in order to foster greater collaboration to support GreenDOT’s third goal of supporting smart growth development. Through coordination with these various agencies, MassDOT is attempting to leverage their expertise to assist the Commonwealth in achieving optimal outcomes from its transportation policies, programs, and projects.

Together, these initiatives have changed MassDOT’s approach to planning and project selection. Over the remaining part of 2014, MassDOT will work closely with the MPOs in a critical, legislatively-created process to establish uniform project selection criteria for the development of a State Transportation Plan. This process offers an important opportunity for MassDOT and its regional partners to consider how to incorporate the important goals established over the last few years directly, transparently, and uniformly into the State’s programming of projects.
Title VI and Environmental Justice

Title VI of the Civil Rights Act of 1964 (Title VI) 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.” MassDOT’s programs, services, and activities, including those related to project planning and development, comply with Title VI. In the context of STIP development, Title VI related activities include, but are not limited to: promoting public participation in the planning and design of transportation projects, removing barriers to participation, and working to avoid disparities in the distribution of transportation investments and the impacts created thereby. The integration of federal and state nondiscrimination obligations and principles into MassDOT’s work is framed in the Title VI/Nondiscrimination Program(s) under which the agency operates. These programs can be found online on the MassDOT Office of Diversity and Civil Rights (ODCR) webpage at http://www.massdot.state.ma.us/OfficeofCivilRights/TitleVI.aspx.

The regional planning organizations and municipalities involved in transportation planning and project development activities also operate all programs, services, and activities in compliance with Title VI/Nondiscrimination obligations. This means that the local and regional efforts to promote and advance transportation initiatives and projects are being developed and assessed in a manner mindful of Title VI/Nondiscrimination principles.

Additionally, MassDOT incorporates Environmental Justice (EJ) principles into the project development activities that inform the development of the STIP. EJ analyses strive to quantify the impacts that low-income and minority individuals and communities will face given the programs and policies advanced by an agency or organization. Disproportionately high adverse impacts on these populations may require active steps to minimize or mitigate those impacts. The transportation projects within the STIP have been analyzed according to these principles and the distribution of the universe of programmed projects and the specific elements of individual projects are designed to comply with EJ principles.
Notice of Nondiscrimination Rights and Protections to Beneficiaries

Federal "Title VI/Nondiscrimination" Protections

The Massachusetts Department of Transportation (MassDOT) operates its programs, services, and activities in compliance with federal nondiscrimination laws including Title VI of the Civil Rights Act of 1964 (Title VI), the Civil Rights Restoration Act of 1987, and related statutes and regulations. Title VI prohibits discrimination in federally assisted programs and requires that no person in the United States of America shall, on the grounds of race, color, or national origin (including limited English proficiency), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal assistance. Related federal nondiscrimination laws administered by the Federal Highway Administration, the Federal Transit Administration, or both prohibit discrimination on the basis of age, sex, and disability. These protected categories are contemplated within MassDOT’s Title VI Programs consistent with federal interpretation and administration. Additionally, MassDOT provides meaningful access to its programs, services, and activities to individuals with limited English proficiency, in compliance with US Department of Transportation policy and guidance on federal Executive Order 13166.

State Nondiscrimination Protections

MassDOT also complies with the Massachusetts Public Accommodation Law, M.G.L. c 272 §§ 92a, 98, 98a, prohibiting making any distinction, discrimination, or restriction in admission to or treatment in a place of public accommodation based on race, color, religious creed, national origin, sex, sexual orientation, disability, or ancestry. Likewise, MassDOT complies with the Governor’s Executive Order 526, section 4 requiring all programs, activities, and services provided, performed, licensed, chartered, funded, regulated, or contracted for by the state shall be conducted without unlawful discrimination based on race, color, age, gender, ethnicity, sexual orientation, gender identity or expression, religion, creed, ancestry, national origin, disability, veteran's status (including Vietnam-era veterans), or background.

Additional Information

To request additional information regarding Title VI and related federal and state nondiscrimination obligations, please contact:

Title VI Specialist
MassDOT, Office of Diversity and Civil Rights
10 Park Plaza
Boston, MA 02116
857-368-8580
TTY: 857-368-0603
MASSDOT.CivilRights@state.ma.us
Complaint Filing

To file a complaint alleging a violation of Title VI or related federal nondiscrimination law, contact the Title VI Specialist (above) within 180 days of the alleged discriminatory conduct.

To file a complaint alleging a violation of the state’s Public Accommodation Law, contact the Massachusetts Commission Against Discrimination within 300 days of the alleged discriminatory conduct at:

Massachusetts Commission Against Discrimination (MCAD)
One Ashburton Place, 6th Floor
Boston, MA 02109
617-994-6000
TTY: 617-994-6196

Translation

**English:** If this information is needed in another language, please contact the MassDOT Title VI Specialist at 857-368-8580.

**Portuguese:** Caso esta informação seja necessária em outro idioma, favor contar o Especialista em Título VI do MassDOT pelo telefone 857-368-8580.

**Spanish:** Si necesita esta información en otro idioma, por favor contacte al especialista de MassDOT del Título VI al 857-368-8580.

**Chinese Simplified:** (mainland & Singapore): 如果需要使用其它语言了解信息，请联系马萨诸塞州交通部(MassDOT)《民权法案》第六章专员，电话857-368-8580。

**Chinese Traditional:** (Hong Kong & Taiwan): 如果需要使用其它语言了解信息，请联系马萨诸塞州交通部(MassDOT)《民权法案》第六章专员，电话857-368-8580。

**Russian:** Если Вам необходима данная информация на любом другом языке, пожалуйста, свяжитесь со специалистом по Титулу VI Департамента Транспорта штата Массачусетс (MassDOT) по тел: 857-368-8580.

**Haitian Creole:** Si yon mou vle genyen enfòmasyon sa yo nan yon lòt lang, tanpri kontakte Espesyalis MassDOT Title VI la nan nimewo 857-368-8580.

**Vietnamese:** Nếu quý vị cần thông tin này bằng tiếng khác, vui lòng liên hệ Chuyên viên Luật VI của MassDOT theo số điện thoại 857-368-8580.

**Italian:** Se ha bisogno di ricevere queste informazioni in un’altra lingua si prega di contattare lo Specialista MassDOT del Titolo VI al numero 857-368-8580.

**Arabic:** إن كنت بحاجة إلى هذه المعلومات بلغة أخرى، يُرجى الاتصال باخصائي الفترة السائدة على الهاتف 857-368-8580.
The Americans with Disabilities Act
Title II of the Americans with Disabilities Act (ADA) requires that all MassDOT programs, services, activities, and facilities be accessible to people with disabilities. In the STIP context, this accessibility obligation reaches the transportation projects and plans reflected in the document and the public engagement processes, both regionally and statewide, related to these efforts. This means that public meetings must be held in accessible locations and materials must be made available in accessible formats. Any accessibility related requests can be directed to the point of contact identified in the above Title VI Notice to Beneficiaries.