MASSACHUSETTS

Current Condition:

- 11% of state's major urban roads are in poor condition[1]
  - $2.3B a year in cost to motorists from driving on roads in need of repair, which is $478 per year for motorists[2]
  - A total of 1,660 people died on highways from 2009 through 2013[3]
- Massachusetts's population grew by 10% between 1990 and 2013[4]
- Vehicle travel on state highways increased by 22% from 1990 to 2013[5]
- 38% of state's urban highways are congested[6]
  - Congestion costs motorists $121B a year in wasted time and fuel costs
  - The average driver in the Boston area loses 53 hours each year as a result of traffic congestion[7]

Commerce:

- 70% of the $212 billion worth of commodities delivered annually from sites in Massachusetts is transported by trucks on the state's highways.[8]

Need for Federal Investment:

- 37% Federal Share of MA's Highway Capital Program[9]
- National Interstate Backlog of $185.24b on 47,575 miles of interstate.[10]
  - National Highway System (NHS) backlog of $424.5b on 227,224 miles of the NHS.

FAST Act ⟶ ***What this does for Massachusetts***

Prioritize Bridge Reconstruction and Safety:

- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
  - MA's 459 structurally deficient bridges[11]
  - 52% of bridges are structurally deficient or functionally obsolete[12]

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[1] TRIP
[2] ASCE
[3] FHWA
[4] US Census
[5] TRIP
[6] Ibid.
[7] Ibid.
[8] Ibid.
[9] ARTBA
[10] AASHTO and FHWA
[11] FHWA
[12] Ibid.

Improving Commerce:

- Over the life of the bill (FY2016-FY2020), MA will receive $96,251,660 in addition to growth of the existing programs for freight.
- This new formula-based Freight Program will ensure federal dollars for the state by prioritizing spending on interstate for projects in the national economic interest.
- In addition to the National Freight Program, MA, through the Nationally Significant Freight and Highway Projects (NSFHP), a $4.5 billion discretionary grant program, will be able to compete for funding to address major projects of high importance to a community, a region, or the country. This will provide much needed funding for projects that are too big to get off the ground due to constraints on traditional funding. Furthermore, NSFHP has a rural set-aside and equitable geographic distribution of funds. This will ensure a balance of where federal dollars are directed, making sure rural projects see the light of day as well as the major projects that will greatly benefit the national economy.

Long-term 5-year Certainty:

- Total share over 5 years of the FAST Act: $5,075,454,237 that the state would not get otherwise.
- 1100 projects at risk without certainty of federal investment[13]
- Major State Projects that can benefit from the FAST Act:
    - Route 2/1-95 Lexington Bridge Replacement: Construction of a new bridge in the median has begun, and the project is hoping to be completed by the end of 2016[14]
    - I-95/I-93 Canton St./Dedham St. Interchange Improvements: the entire project includes many extensive construction projects, including a new flyover ramp, a new direct connection between the two highways, and multiple lanes will be widened[15]

- FAST delivers 5 years of certainty. 35 short term extensions since SAFETEA-LU have impeded on MA's ability to properly plan and budget for transportation projects.
- Building off NEPA reforms accomplished in MAP-21, DRIVE is cutting red tape and accelerating project delivery to increase MA's ability to efficiently finish projects.
- FAST gives MA the ability to prepare for the next 50 years. With a focus on innovation, MA can better deploy technology to improve the state transportation network.

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[13] AASHTO

[14] http://www.massdot.state.ma.us/highway/HighlightedProjects/Route2I95BridgeReplacementProject.aspx

[15] http://www.massdot.state.ma.us/highway/HighlightedProjects/cantoninterchange.aspx