

MASSACHUSETTS

Current Condition:

- 11% of state's major urban roads are in poor condition¹
 - \$2.3B a year in cost to motorists from driving on roads in need of repair, which is \$478 per year for motorists²
 - A total of 1,660 people died on highways from 2009 through 2013³
- Massachusetts's population grew by 10% between 1990 and 2013⁴
- Vehicle travel on state highways increased by 22% from 1990 to 2013⁵
- 38% of state's urban highways are congested⁶
 - 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 congestion⁷

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 Program⁹
- 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 bridges¹¹
 - 52% of bridges are structurally deficient or functionally obsolete¹²

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 investment¹³
- 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 2016¹⁴
 - 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 widened¹⁵
- FAST delivers 5 years of certainty. 36 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, FAST 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.

¹³ AASHTO

¹⁴ <http://www.massdot.state.ma.us/highway/HighlightedProjects/Route2I95BridgeReplacementProject.aspx>

¹⁵ <http://www.massdot.state.ma.us/highway/HighlightedProjects/cantoninterchange.aspx>