



Everything you want to know about STIP

MMA Annual Meeting | January 24, 2015

Statewide Transportation Improvement Program (STIP) and Process

Trey Joseph Wadsworth, MRP
Manager of MPO Activities
Office of Transportation Planning

Overview

MPOs

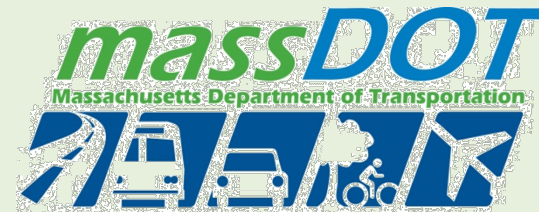
TIPs

STIP

Funding

Process

What is an MPO?



USDOT

- Funding
- Federal regulations
- Financial guidance
- National policy goals
- Oversight
- MAP-21 Performance Management



MassDOT

- Funding match for federal-aid
- State regulations
- State policies / priorities
- Financial guidance
- Oversight
- State Performance Management

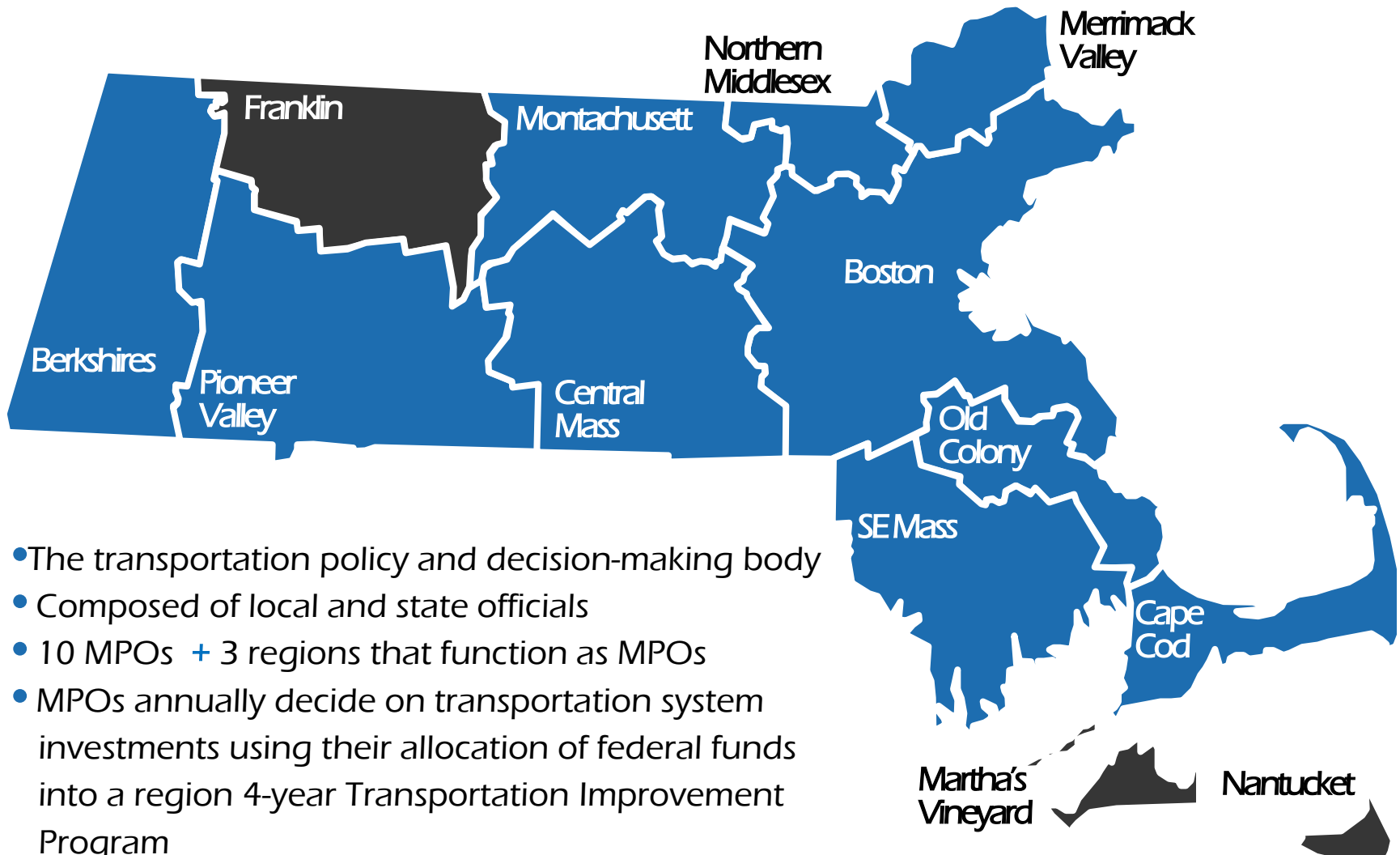
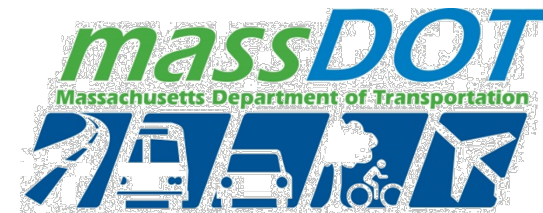
MPOs are federally required in areas with urbanized populations of 50,000 or more



MPOs

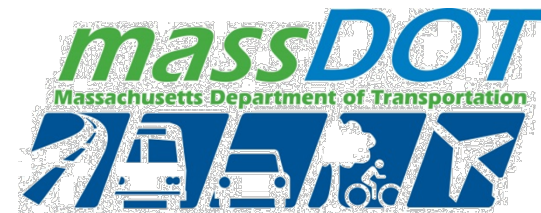
- Planning and programming
- Long Range Transportation Plan
- Transportation Improvement Program
- Unified Planning Work Program

What is an MPO?

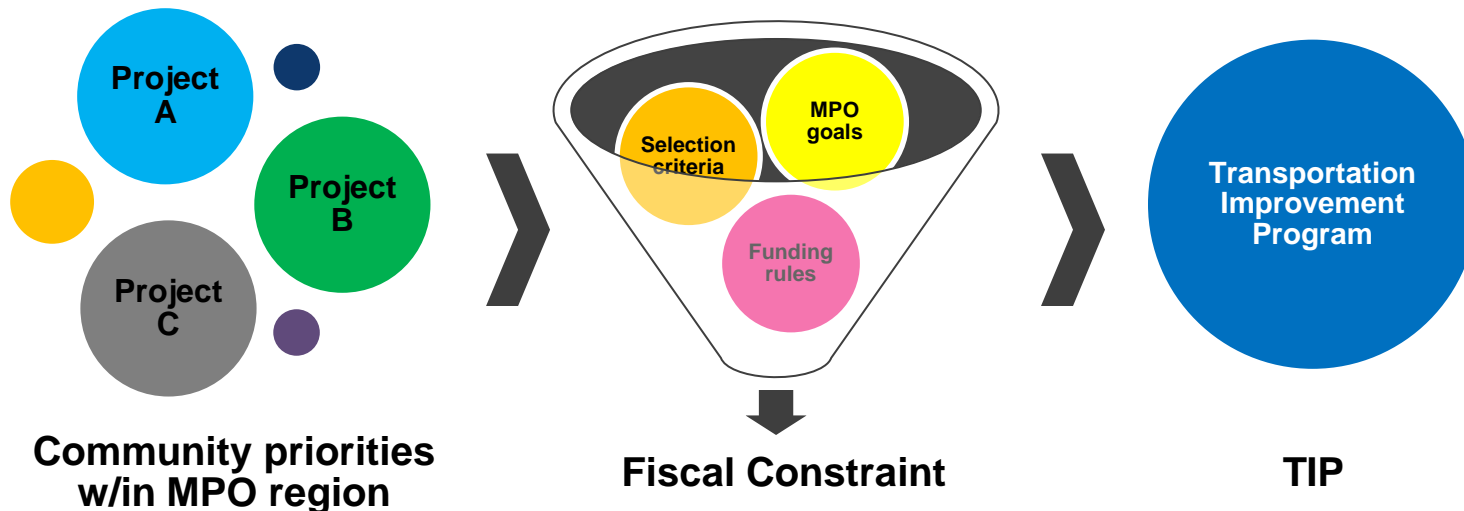


- The transportation policy and decision-making body
- Composed of local and state officials
- 10 MPOs + 3 regions that function as MPOs
- MPOs annually decide on transportation system investments using their allocation of federal funds into a region 4-year Transportation Improvement Program

What is a TIP?



- Federally required investment program spanning 4-years and listing all federally funded projects within an MPO
- TIPs are multi-modal including roadway, bicycle, pedestrian, and transit projects
- Funding is limited; communities must advance projects for consideration
- Developed in each Spring (April – June generally)

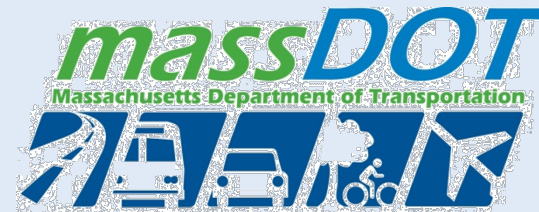


What is a STIP?

- Federally required investment program spanning 4-years and listing all federally funded projects in the Commonwealth
- STIP is the combination of all 13 MPO prioritized investment programs and MassDOT prioritized investments

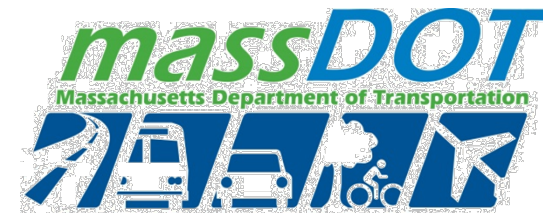


What funding is available?



- **Planning – *Unified Planning Work Program***
 - PL – *Metropolitan Planning (or SPR – State Planning & Research)*
 - FHWA funds for MPO planning activities
 - 5303 – *Metropolitan Planning*
 - FTA funds for MPO transit planning activities
 - Discretionary sources (mostly federally sourced such as planning for South Station expansion)
- **Capital – *Transportation Improvement Program***
 - NHPP – *National Highway Performance Program*
 - Restricted to the National Highway System
 - STP - *Surface Transportation Program*
 - Flexible and broadly applied to multi-modal uses
 - HSIP – *Highway Safety Improvement Program*
 - Restricted to investments around proven safety areas
 - CMAQ – *Congestion Mitigation Air Quality*
 - Restricted to investments that benefit air quality
 - TAP – *Transportation Alternatives Program*
 - Competitive investment program for non-auto
 - Discretionary sources (mostly federally sourced such as TIGER)

What is the process / roles?



Project proponent

MPOs

District receives Project Need Form

District can provide guidance for project planning

District receives Project Initiation Form – Project Review Committee determines funding eligibility

Highway Division oversees project design and permitting

MassDOT provides state match for federal funds approved by MPO

MassDOT advertises construction after design is completed and all permits and ROW is secured

project planning

design/permitting

construction

project need

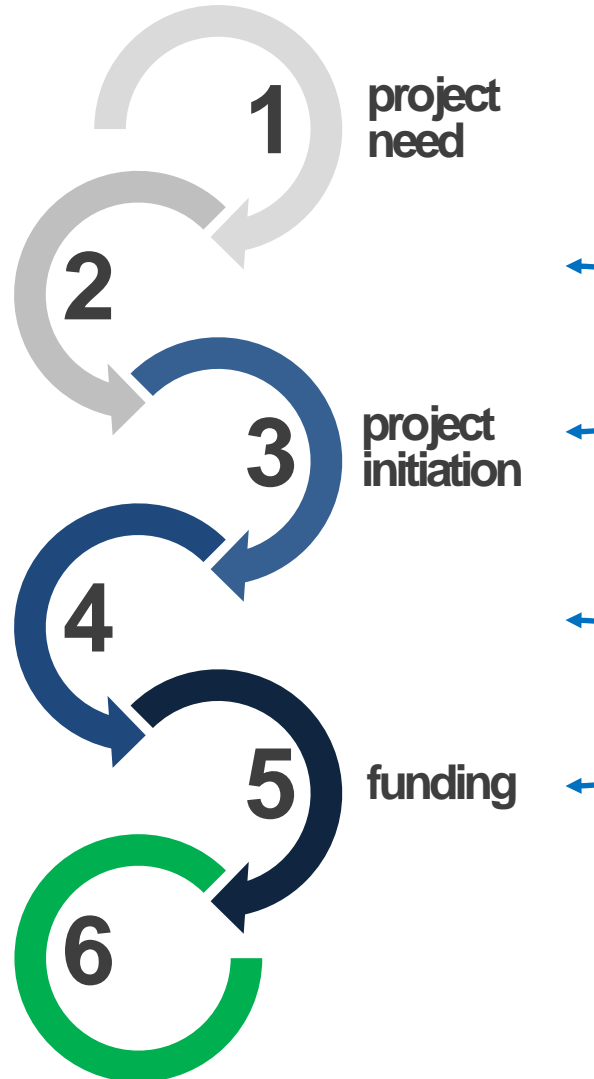
project initiation

funding

Could be identified from an MPO planning study in the Unified Planning Work Program

MPO could provide technical assistance through Unified Planning Work Program

MPO decides project investment priorities in TIP in Steps 4-5



Project Development

Dave Anderson
Deputy Chief Engineer for Design
MassDOT – Highway Division

Project Development Process Partnership



Municipality

Project Proponent

Consultant Engineering Firm

Responsible for Design

MassDOT's Highway Division

Responsible for
administering the Design
Process and providing
Resident Engineering
Services

Federal Highway Administration

Responsible for Oversight

Project Initiation





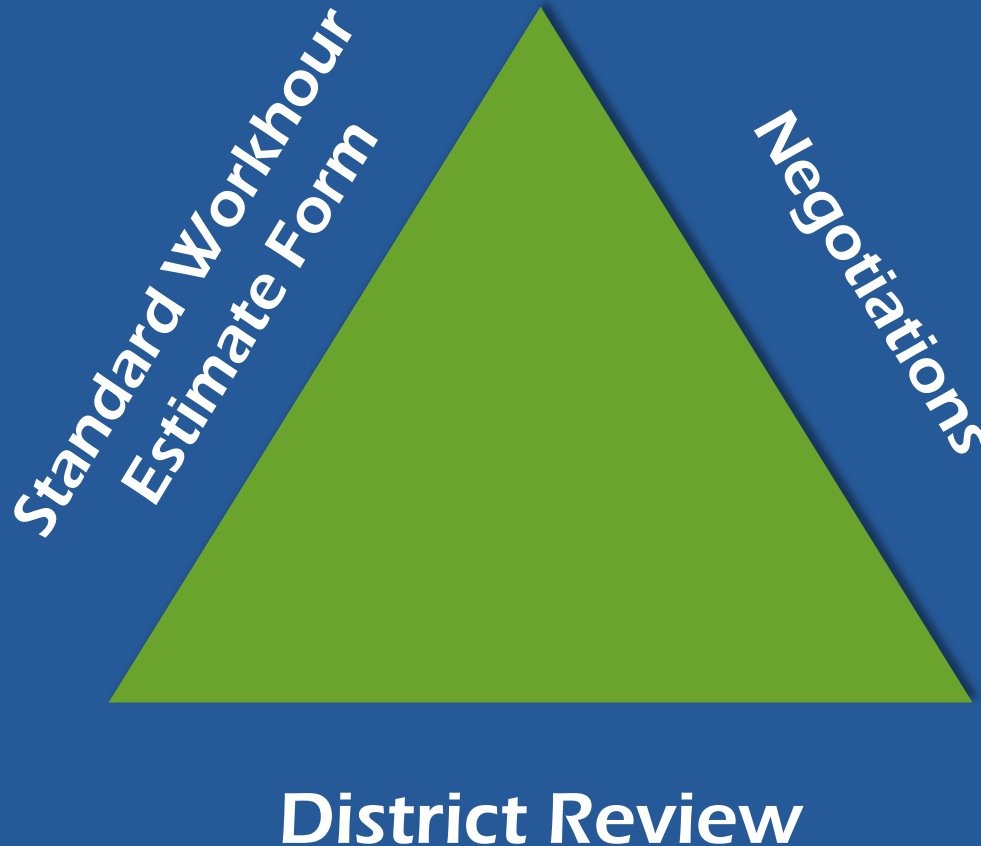
Consultant Procurement

Qualifications Based Selection

Pre-Qualified Firms

Municipal Project Guide – 2011

Scope of Services



Plans Specifications and Estimate



**Project Development and
Design Guide**

Submittal Requirements

Design Exceptions

Right of Way

Right-of-Way Process

Helping Communities Move Projects Forward

Pam Marquis
Right of Way Compliance Administrator
MassDOT – Right-of-Way

The Right-of-Way Bureau

Responsible for acquiring and managing property necessary for state highway transportation projects

The Uniform Act applies to all projects receiving federal or state funds or federal or state financial assistance where real property is acquired or persons are displaced as a result of acquisition, demolition, or rehabilitation
www.fhwa.dot.gov/realestate



Community Compliance

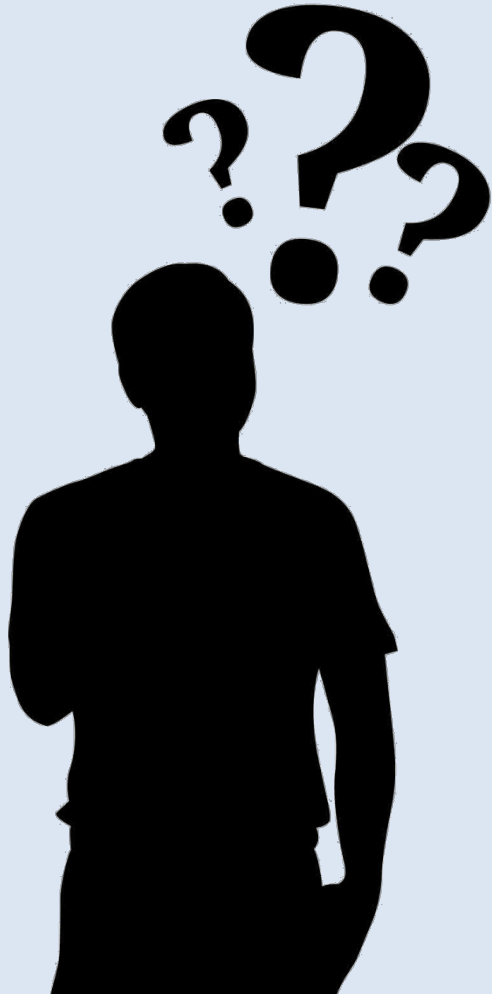
The Community Compliance Section expedites ROW on project delivery for LPA (Local Public Agency) projects by providing a Community Compliance Section

Municipal Training Program

A project can not be advertised for construction bids until the ROW Bureau issues a ROW certificate



Why follow the ROW Process?



1. Avoid jeopardizing Transportation Improvement Program funding or deobligation of federal funding.
2. Avoid delays in advertising and construction.
3. Failure to comply with the provisions of the Uniform Act will result in denial of federal participation in project cost, including construction.



Expedite the ROW Process

- 1. Negotiate a comprehensive scope of design services including the need for ROW Plans at each design submittal stage.**
- 2. Identify Parkland and other publically owned open space areas-this early coordination will help expedite the design process (NEPA has to be approved prior to the onset of negotiations with property owners)**
- 3. Establish a municipal liaison to work with assigned Community Compliance Officer**



Expedite the ROW Process

4. Properly budget the ROW activities.
5. The design schedule that the Design Engineer prepares needs to take into account Town Meeting Approval dates; appraisal dates; Board of Selectmen or City Council vote and recording dates.
6. Follow up with the Design Engineer at each plan review stage to make certain that the plan review comments have been incorporated in the next design submittal.

Expedite the ROW Process

7. Towns are required to obtain Town Meeting approval to accept donations, exercise their right of eminent domain and purchases. This process is very time consuming, please work with your legal counsel and your Community Compliance Officer. Do not omit or limit the town's power to use eminent domain.

Town Meeting Approval, Eminent Domain & Donations

Most towns require town meeting approval to acquire land parcels for highway purposes.

The following is a suggested format that allows the Board of Selectmen to acquire the necessary land areas on behalf of the inhabitants of your municipality.

To authorize the Board of Selectmen to acquire the following land parcels and or rights in land parcels for the purpose of obtaining a secure and public right of way. This will allow for the construction and roadway safety improvements (Name of Project)

	Total # Parcel	Area (Square Feet)
In Fee	_____	_____
Permanent Easements	_____	_____
Temporary Easements	_____	_____

Further that the Selectmen may acquire these parcels, or modification of these parcels or other required parcels through all legal means. This includes donations, purchase or eminent domain. The subject parcels are currently identified on plans drafted by _____

Dated _____ Titled _____

Further, to raise and appropriate an amount of \$_____ to defray any associated right of way expenses connected with this project.

Your town counsel and other appropriate officials should review and draft the proposed article. It should be modified as necessary given current information. Chapter 90 funds may be used for right of way purposes. Contact the local Massachusetts Department of Transportation, Highway Division Office for information regarding use of your Chapter 90 Funds.

Town officials must estimate the Right of Way Cost. This may include appraiser fees, sign relocation's, award of damages, recording fees, Attorney fees, etc. Your assessor's office should be of assistance in estimating the required appropriation.

If you have any questions, please do not hesitate to contact the Community Compliance Section.

Community Compliance Section
(617) 973-7966
Massachusetts Department of Transportation/ Highway Division
Ten Park Plaza, Rm. 6160
Boston, Ma 02116-3973

The background of the slide features a light blue, isometric illustration of a multi-lane highway. Several white trucks are shown driving on the road. A large, dark blue arrow points from the left towards the right, passing behind the main title. Another large, light blue arrow points from the bottom left towards the bottom right, passing behind the list item.

Expedite the ROW Process

- 8. Make sure your Design Engineer submits a complete 25% submission with ROW Plans that match the construction plans.**

Well, why do I need a Right-of-Way Plan?

A Right-Of-Way Plan is a valuable visual tool for negotiators, appraisers, and attorneys involved in acquisition transactions. It also helps the property owners understand why and how their properties are being acquired.

A completed parcel summary sheet is required.



Applicable “Parkland” Regulations

Section 4(f) of the DOT Act, 49 U.S.C

Section 303 – Federal

- Use” of Section 4(f) Land

Article 97 of the Constitution – State

- Article 97 Land Disposition



Right-of-Way Certificate



Once the final Right-Of-Way Plan and all necessary documents have been submitted, reviewed, and accepted, MassDOT issues a Federal Right of Way Certificate

Environmental

Early Environmental Checklist
Section 106/NEPA
Wetlands Protection Act
Other



Project Schedules

**Highway Division Schedule Templates
Project Management Tool**





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