

**Listing of Federal Funding
Obligations for Transportation Projects in the
Merrimack Valley Region**

**Federal Fiscal Year 2022
(October 1, 2021 – September 30, 2022)**

Prepared by the

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on behalf of the

Merrimack Valley Metropolitan Planning Organization

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Introduction

The Safe, Accountable, Flexible, Efficient, Transportation Equity Act, A Legacy for Users (SAFETEA LU) that was enacted by Congress in August 2005 was the first federal transportation funding authorization legislation that contained a provision requiring that Metropolitan Planning Organizations (MPOs) publish:

“...an Annual Listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review. The listing shall be consistent with the funding categories identified in each metropolitan transportation improvement program (TIP).”

This provision in federal law has appeared in subsequent federal transportation funding authorization acts, including the Infrastructure Investment and Jobs Act that was signed into law on November 15, 2021. It is intended to increase the transparency of government spending on transportation projects and strategies in metropolitan areas to state and local officials, and to the public.

23 CFR 450.334, the federal regulation which defines how the above requirement is to be met, stipulates that at a minimum this Listing must contain the following information for each project:

- The amount of funds requested in the TIP;
- Federal funding obligated during the preceding year;
- Federal funding remaining and available for subsequent years;
- Sufficient description to identify the project or phase; and
- Identification of the agencies responsible for carrying out the project or phase.

Transportation Planning in the Merrimack Valley Region

The Merrimack Valley Planning Commission (MVPC) is the transportation planning staff for the Merrimack Valley Metropolitan Planning Organization (MVMPO). In this capacity, MVPC provides technical support and assistance to the MVMPO in fulfilling its transportation planning responsibilities as defined by federal regulations, to have a Continuing, Comprehensive and Coordinated (3C) transportation planning process that considers all transportation modes and supports metropolitan community development and social goals.

Key responsibilities of the MPO include the preparation of regional transportation plans and programs of projects for the 15 cities and towns that comprise the Merrimack Valley region:

Amesbury	Haverhill	Newburyport
Andover	Lawrence	North Andover
Boxford	Merrimac	Rowley
Georgetown	Methuen	Salisbury
Groveland	Newbury	West Newbury

Sources of Obligation Information

Data on the obligation of FFY 2022 federal transportation funds for roadway and bridge projects was provided by the MassDOT Office of Transportation Planning. Information on the obligation of federal transit funds in the region in FFY 2022 was provided by Merrimack Valley Transit (MeVa), formerly known as the Merrimack Valley Regional Transit Authority.

Summary of Federally Funded Projects in the Merrimack Valley Region

The term *obligation* refers to the United States Department of Transportation (USDOT) legal commitment to pay the federal share of the cost of a project and an obligated project is one that has received such a commitment. It should be noted that projects for which funds have been obligated are *not* necessarily initiated or completed in the program year.

For FHWA projects, obligation takes place when a project agreement is executed and the state/grantee requests that the funds be obligated. For FTA projects, obligation occurs when FTA approves a grant application it has received from a recipient, which in the case of the Merrimack Valley MPO region is usually the MeVa.

Agencies Responsible for Implementing Project

MassDOT is responsible for implementing the roadway and bridge projects that received federal funding obligations in FFY 2022, while MeVa is responsible for implementing the transit projects and services that received obligations.

Roadway, Pedestrian and Bridge Project Obligations

Almost \$17.2 million in federal transportation funds were obligated for three intersection, roadway, and bridge projects in the Merrimack Valley during FFY 2022 (see Table 1 on Page 6).

FFY 2022 saw the obligation of \$2,700,969.61 of federal funds for the replacement of Bridge H-12-039 that carries I-495 over the Merrimack River in the Ward Hill area of Haverhill (Project #605306). This was the fifth and final year of federal expenditures for this project, which ultimately cost \$108,833,832 (see definition of

Advance Construction on the following page). A significantly larger amount of funding (\$10,395,386.40) had been programmed for this project in the MVMPO's FFY 2022-2026 TIP, but this amount was not needed as MassDOT was able to apply additional funding for the project as a result of the passage of the BIL.

One intersection improvement project in the region received funding obligations in FFY 2022. \$1,218,708.05 was obligated for improving the Route 1/ Central Street/ Glen Street intersection in Rowley. This amount is slightly less than the \$1,337,740 in federal funds that were programmed for this project in the MVMPO's FFYs 2022-2026 TIP.

The largest highway-related funding obligation in FFY 2022 was for resurfacing and related improvements along Route 1 in Newbury, Newburyport, and Salisbury. This project includes such key elements as the reconfiguration of the Route 1 Rotary to slow vehicular traffic and to provide a controlled pedestrian crossing of Route 1 near the Newburyport Commuter Rail Station, and the resurfacing of a section of the roadway in Salisbury that was disturbed as part of a recent project to replace a water line. The \$13,376,309.23 obligated for this project is slightly more than the \$12,588,617.60 that was programmed in the MVMPO's FFYs 2022-2026 TIP.

As was the case in FFY 2021, FFY 2022 also saw the obligation of MVMPO Target Funding for transit projects. \$5,417,564 in funds were flexed to FTA for and provided to MeVa for six transit projects. Most significant of these was \$3,507,520 for the purchase of six diesel and two diesel/electric hybrid buses to replace eight Model Year 2011 vehicles (Projects #S12107 and #S12108).

\$514,196 in MVMPO Target Funding was also flexed to FTA for MeVa to repower 10 Model Year 2015 transit buses (Projects #S12109 and #S12110). The two other transit projects receiving MVMPO Target Funds in FFY 2022 were \$756,968 for the purchase of upgrades to the MeVa's CAD/AVL and Automated Vehicle Announcement systems (Project #S12111), and \$638,880 to complete MeVa's Riverbank Stabilization Project (#S12113).

Transit Project Obligations

In addition to the MVMPO Target Funding that was obligated to replace eight MeVa Model Year 2011 buses and the other transit projects described above, there were seven MeVa projects that received funding obligations from the FTA during FFY 2022. Data on these project obligations may be found in Table 2 on Page 7. It should be noted that the \$514,196 for the rebuild of 10 transit buses and \$756,968 for the purchase of the communications shown in this table used funds that were flexed from the MVMPO to FTA as described earlier.

Other significant MeVa project funding obligations in FFY 2022 include \$3,269,223 for the purchase of nine 2007 and 2009 transit buses, \$2,046,800 for the Riverbank

Stabilization project, \$2,889,070 for preventive maintenance, and \$1,441,305 to operate non fixed route ADA paratransit service. Lower cost project obligations included \$39,095 for the purchase of a supervisory vehicle, \$80,000 for short range transit planning services, and \$545,600 renovate shop equipment at MeVa's Maintenance Facility. Of these projects, the only significant difference between the amount obligated and the amount programmed in the MVMPO's FFYs 2022-2026 TIP was the for the purchase of the nine replacement buses (\$3,566,424 programmed vs. \$3,269,223 obligated).

Definitions of Terms Referred to in this Report

Advance Construction is a method of programming and funding larger scale roadway and bridge projects using a combination of federal and state funds. Under this method, MassDOT uses state transportation funds to pay for the entire cost of a federal aid eligible project. Then, over time, federal transportation funds are programmed in a regional TIP and the STIP to repay the state for its upfront expenditure. To be eligible for this method a project must take more than one year to complete, and its construction cost must be greater than the regional combined Surface Transportation Block Grant Program (STBG)/Highway Safety Improvement Program (HSIP)/Congestion Mitigation/Air Quality (CMAQ)/Transportation Alternatives Program (TAP) funding target.

GrantsPlus is the system used by MassDOT to track the status of transit projects for the Regional Transit Authorities around the Commonwealth.

ProjectInfo is the system used by MassDOT to track the status of its approved roadway, trail, pedestrian and bridge projects.

Flexing is the process by which federal highway funds are transferred from FHWA to FTA so that they can be distributed to a regional transit authority for use on transit projects.

**TABLE 1: FFY 2022 ANNUAL LISTING OF OBLIGATED ROAD, BRIDGE, AND BICYCLE/PEDESTRIAN PROJECTS
IN THE MERRIMACK VALLEY MPO REGION PER 23 CFR 450.334**

Agency	ProjInfo_ID	MassDOT_Project Description	Advertis./ Obligation Date	FFY 2022 Programmed Federal Fund	FFY 2022 Obligated Federal Fund	Remaining Advance Construction Fund
REGION : MERRIMACK VALLEY						
MassDOT Highway	605306	HAVERHILL BRIDGE REPLACEMENT, H 12 039, I-495 (NB & SB) OVER MERRIMACK RIVER	13-Jan-18	\$10,395,386.40	\$2,700,969.61	
MassDOT Highway	608494	NEWBURY - NEWBURYPORT - SALISBURY - RESURFACING AND RELATED WORK ON ROUTE 1	13-Aug-22	\$12,588,617.60	\$13,376,309.23	
MassDOT Highway	609392	ROWLEY - SAFETY IMPROVEMETNS AT ROUTE 1, CENTRAL AND GLEN STREETS	20-Aug-22	\$1,337,740.00	\$1,218,709.05	
MassDOT Highway	S12107	MVRTA FLEX TO FTA TO REPLACE MODEL YR 2011 BUSES WITH NEW CLEAN DIESEL BUSES ORDER 1/2022 DELIVERY 6/2023 (6 OF 8)	11-Feb-22	\$2,386,560.00	\$2,386,560.00	
MassDOT Highway	S12108	MVRTA FLEX TO FTA TO REPLACE MODEL YR 2011 BUSES WITH NEW HYBRID BUSES ORDER 1/2022 DELIVERY 6/2023 (2 OF 8)	11-Feb-22	\$1,120,960.00	\$1,120,960.00	
MassDOT Highway	S12109	MVRTA FLEX TO FTA TO REPOWER FIVE (5) MODEL YR 2015 TRANSIT BUSES	11-Feb-22	\$251,348.00	\$251,348.00	
MassDOT Highway	S12110	MVRTA FLEX TO FTA TO REPOWER FIVE (5) MODEL YR 2016 TRANSIT BUSES	11-Feb-22	\$328,560.00	\$262,848.00	
MassDOT Highway	S12111	MVRTA FLEX TO FTA TO UPGRADE CAD/AVL AND AUTOMATED VEHICLE ANNOUNCEMENT (AVA)	14-Dec-21	\$756,968.00	\$756,968.00	
MassDOT Highway	S12724	MVRTA FLEX TO FTA - RIVERBANK STABILIZATION PROJECT (PHASE 2)	26-Jul-22	\$665,500.00	\$638,880.00	
MERRIMACK VALLEY REGION TOTAL :				\$29,831,640.00	\$22,713,551.89	\$0.00

**TABLE 2: FFY 2022 ANNUAL LISTING OF OBLIGATED TRANSIT PROJECTS
IN THE MERRIMACK VALLEY MPO REGION PER 23 CFR 450.334**

Agency	GrantsPlus Project Number	MVMPO TIP_Project Description	Obligation Date	FFY 2022 Programmed Federal Fund	FFY 2022 Obligated Federal Fund
REGION : MERRIMACK VALLEY					
MVRTA (TRANSIT)		BUY REPLACEMENT 35-FT BUSES (9) 2007 & 2009	3/22/2022	\$3,566,424.00	\$3,269,223.00
MVRTA (TRANSIT)		ACQUIRE SUPPORT VEHICLES	3/22/2022	\$39,096.00	\$39,095.00
MVRTA (TRANSIT)		CONSTRUCTION AT ADMIN/MAINTENANCE FACILITY	3/22/2022	\$2,036,800.00	\$2,036,800.00
MVRTA (TRANSIT)		RENOVATE SHOP EQUIPMENT	3/22/2022	\$545,600.00	\$545,600.00
MVRTA (TRANSIT)		PREVENTIVE MAINTENANCE	3/22/2022	\$2,889,068.00	\$2,889,070.00
MVRTA (TRANSIT)		NON FIXED ROUTE ADA PARATRANSIT SERVICE	3/22/2022	\$1,441,304.00	\$1,441,305.00
MVRTA (TRANSIT)		SHORT RANGE TRANSIT PLANNING	3/22/2022	\$80,000.00	\$80,000.00
MVRTA (TRANSIT)		REBUILD 10 35-FT BUSES	7/29/2022	\$514,196.00	\$514,196.00
MVRTA (TRANSIT)		PURCHASE COMMUNICATIONS SYSTEM	7/29/2022	\$756,970.00	\$756,968.00
MERRIMACK VALLEY REGION TOTAL :				11,869,458.00	11,572,257.00

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