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LIEUTENANT GOVERNOR

March 19, 2009

The Honorable Raymond H. LaHood, Secretary  
United States Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, DC 20590

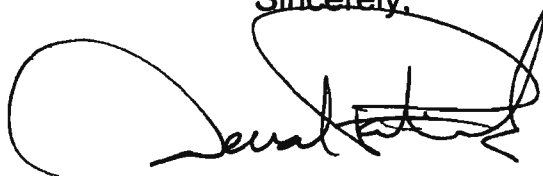
Dear Secretary LaHood:

Pursuant to Title XII, section 1201 of the American Recovery and Reinvestment Act of 2009 (Pub. L. 111-5 [February 17, 2009] ) ("ARRA"), I hereby certify that the Commonwealth of Massachusetts will maintain its efforts with regard to state funding for the types of projects in DOT "covered programs" funded under ARRA. The attached statement identifies the amount of funds the state plans to expend from state sources from February 17, 2009 to September 30, 2010 for the types of projects under the DOT "covered programs" funded by the ARRA appropriation.

I understand that if the Commonwealth of Massachusetts is unable to maintain the level of funding identified in the attached statement, the Commonwealth of Massachusetts will thereafter be prohibited by the Secretary of Transportation from receiving additional limitation on obligations for Federal-aid highway and highway safety construction projects that occur after August 1 for fiscal year 2011.

This certification will be available on the Commonwealth's website for purposes of transparency and accountability. Should you have any questions please contact Jeffrey Simon, our Director of Infrastructure Investment, at (617) 727-2081.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeffrey A. Simon". The signature is stylized with a large loop on the left and a series of horizontal strokes on the right.

Secretary James A. Aloisi, Jr.  
Secretary Leslie A. Kirwan  
Lucy Garliauskas, FHWA Division Administrator  
Richard Doyle, FTA Regional Administrator  
Mr. Jeffrey A. Simon  
Michael Pineault, Esquire  
TigerTeam@dot.gov

**Massachusetts ARRA Maintenance of Effort Statement (See note 1)**

<b>Supplemental Discretionary Grants for a National Surface Transportation System (DOT)</b>	<b>\$0</b>
<p>The Commonwealth has not yet determined which projects it will be seeking funding for under this program. To the extent that projects under this program are currently planned to utilize non-ARRA funds, the maintenance of effort is reported under that particular heading (e.g., Highway Infrastructure Investment).</p>	
<b>Supplemental Funding for Facilities and Equipment (FAA)</b>	<b>\$0</b>
<p>The Commonwealth typically makes no contribution to this funding category.</p>	
<b>Grants-in-Aid for Airports (FAA)</b>	<b>\$1,462,500</b>
<p>The Commonwealth provides a portion (typically 2.5%) of the necessary match for federal-aid received under this program.</p>	
<b>Highway Infrastructure Investment (FHWA)</b>	<b>\$616,616,994</b>
<p>The Commonwealth provides the necessary match for federal highway funding and funds 100% of the construction costs of certain bridge projects under the Accelerated Bridge Program. The Commonwealth also has an annual roadway maintenance program that is not included in this report, since the projects funded under the program are typically not eligible for federal-aid and would not be considered a "covered program" under ARRA.</p>	
<b>Capital Assistance for High Speed Rail Corridors and Intercity Passenger Rail Service (FRA)</b>	<b>\$0</b>
<p>The Commonwealth has not yet determined which projects it will be seeking funding for under this program. Currently no state capital funds are budgeted for this use.</p>	
<b>Capital Grants to the Railroad Passenger Administration (FRA)</b>	<b>\$0</b>
<p>The Commonwealth makes no allocation for the capital needs of AMTRAK.</p>	
<b>Transit Capital Assistance (FTA)</b>	<b>\$20,287,500</b>
<p>The Commonwealth provides the necessary match for federal transit capital funds that are provided to its Regional Transit Authorities, with the exception of the Massachusetts Bay Transportation Authority (MBTA) which provides its own match. Also included in this line item is the state's Intermodal Center Program and its Mobility Assistance Program.</p>	
<b>Fixed Guideway Infrastructure Investment (FTA)</b>	<b>\$0</b>
<p>The MBTA operates the fixed guideway system and provides its own match for federal funding received under the program.</p>	
<b>Capital Investment Grants (MBTA)</b>	<b>\$101,638,628</b>
<p>The Commonwealth is responsible for funding transit capital expansion projects, including the projects under the State Implementation Plan, Southcoast Commuter Rail, and the Fitchburg Line Improvements.</p>	
<b>Supplemental grants for Assistance to Small Shipyards (Maritime)</b>	<b>\$0</b>
<b>Commonwealth of Massachusetts Total Maintenance of Effort</b>	<b>\$740,005,622</b>

**Note 1:** The amounts stated in this certificate are based on the Commonwealth's five-year capital investment plan published in December 2008 and are expected to be funded by the issuance of Commonwealth bonds. The amounts budgeted in the capital plan are based on a debt affordability analysis and a debt affordability policy, which are also published as Appendix A of the capital plan, available at [mass.gov](http://mass.gov). The Commonwealth periodically reviews debt affordability under its policy and updates its capital plan accordingly to adjust for changes in the level of debt the Commonwealth can afford to issue. In light of economic conditions and current projections of budgetary revenues, it is possible that the Commonwealth will have to make downward adjustments to the size of its capital investment plan to comply with our existing debt affordability policy. To the extent any such adjustments are made during the period covered by this certification that affect any of the amounts stated above, an updated certification will be provided. It is important to note that we would view any such adjustments as being consistent with the maintenance of effort requirements as they would be made in order to comply with existing debt affordability and capital planning processes and would happen irrespective of the receipt of federal funds under the American Recovery and Reinvestment Act of 2009.