

Transportation Improvement
Program and Air Quality
Conformity Determination
Federal Fiscal Years 2012–15



BOSTON REGION
METROPOLITAN
PLANNING
ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM AND
AIR QUALITY CONFORMITY DETERMINATION
FEDERAL FISCAL YEARS 2012-15

**ENDORSED BY THE BOSTON REGION METROPOLITAN PLANNING
ORGANIZATION**

Boston Region Metropolitan Planning Organization Staff

Directed by the Boston Region Metropolitan Planning Organization, which is composed of the:

MassDOT Office of Planning and Programming

Massachusetts Bay Transportation Authority

Massachusetts Bay Transportation Authority Advisory Board

MassDOT Highway Department

Massachusetts Port Authority

Metropolitan Area Planning Council

City of Boston

City of Newton

City of Somerville

Town of Bedford

Town of Braintree

Town of Framingham

Town of Hopkinton

Federal Highway Administration (nonvoting)

Federal Transit Administration (nonvoting)

Regional Transportation Advisory Council (nonvoting)



Boston Region Metropolitan Planning Organization Municipalities

The MPO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. The MPO does not discriminate on the basis of race, color, national origin, English proficiency, income, religious creed, ancestry, disability, age, gender, sexual orientation, or military service. Any person who believes herself/himself or any specific class of persons to have been subjected to discrimination prohibited by Title VI or related statutes or regulations may, herself/himself or via a representative, file a written complaint with the MPO. A complaint must be filed no later than 30 calendar days after the date on which the person believes the discrimination occurred.

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Certification of the Boston Region MPO Transportation Planning Process

The Boston Region Metropolitan Planning Organization certifies that its conduct of the metropolitan transportation planning process complies with all applicable requirements, which are listed below, and that this process includes activities to support the development and implementation of the Regional Transportation Plan and Air Quality Conformity Determination, the Transportation Improvement Program and Air Quality Conformity Determination, and the Unified Planning Work Program.

1. 23 USC 134, 49 USC 5303, and this subpart.
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d) and 40 CFR Part 93.
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR Part 21.
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.
5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT-funded projects.
6. The provisions of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR Parts 27, 37, and 38.
7. The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance.
8. Section 324 of title 23 USC regarding the prohibition of discrimination based on gender.
9. Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.
10. Anti-lobbying restrictions found in 49 USC Part 20. No appropriated funds may be expended by a recipient to influence or attempt to influence an officer or employee of any agency, or a member of Congress, in connection with the awarding of any federal contract.

September 8, 2011

Richard A. Davey, Secretary and Chief Executive Officer
Massachusetts Department of Transportation
Chair, Boston Region MPO

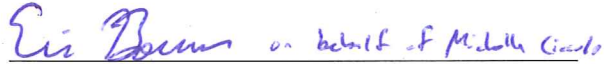
The signatures of the other MPO members may be found overleaf.

Certification of the Boston Region MPO Transportation Planning Process, p. 2



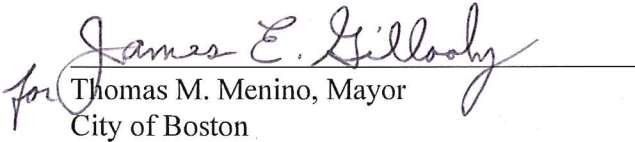
Jonathan Davis, Acting General Manager
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Advisory Board to the MBTA



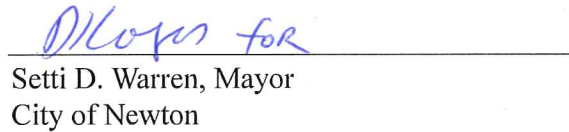
Michelle Ciccolo, President
Metropolitan Area Planning Council

Thomas J. Kinton, Jr., CEO & Executive Director
Massachusetts Port Authority



for

Thomas M. Menino, Mayor
City of Boston



for

Setti D. Warren, Mayor
City of Newton



for

Joseph A. Curtatone, Mayor
City of Somerville



Richard T. Reed, Town Manager
Town of Bedford

Joseph C. Sullivan, Mayor
Town of Braintree



Dennis L. Giombetti, Selectman
Town of Framingham



John K. Westerling, Director of Public Works
Town of Hopkinton

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In order to be eligible for federal funds, urbanized areas are required to maintain a continuing, cooperative, and comprehensive (3C) transportation planning process that results in plans and programs consistent with the planning objectives of the metropolitan area.¹

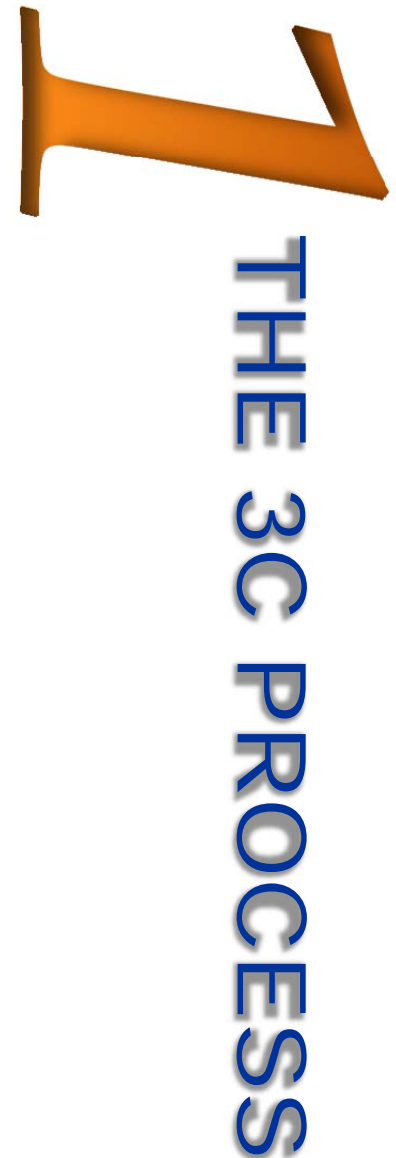
The 3C transportation planning process in the Boston region is the responsibility of the Boston Region Metropolitan Planning Organization (MPO), which has established the following objectives for the process:

- To identify transportation problems and develop possible solutions to them.
- To strike a balance between short-range and long-range considerations so that beneficial incremental actions undertaken now reflect an adequate understanding of probable future consequences and possible future options.
- To take into account, in the analysis of project issues, both regional and local considerations and both transportation and non-transportation objectives and impacts.
- To assist implementing agencies in putting policy and project decisions into effect in a timely fashion, with adequate consideration of environmental, land – use, social, fiscal, and economic impacts, and with adequate opportunity for participation by other agencies, local governments, and private citizens.
- To assist implementing agencies in assigning priorities to transportation activities in a manner consistent with the region’s needs and resources.
- To maintain compliance with the requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Transportation Equity Act for the 21st Century (TEA-21), the Americans with Disabilities Act (ADA), the Clean Air Act, Title VI of the Civil Rights Act of 1964, and Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.

THE BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

The Boston Region MPO area consists of the 101 cities and towns shown on the map that follows the title page of this document. This Transportation Improvement Program (TIP) was developed and approved by the MPO members described below. However, on July 7,

¹Section 134 of the Federal-Aid Highway Act and Section 5303 of the Federal Transit Act, as amended.



2011, the MPO endorsed a Memorandum of Understanding that expands its membership from 14 entities to 22; the new organizational chart is shown on page 1-5. An MPO election to fill the new positions and those whose occupant's terms will be expiring will be held in October 2011.

The current MPO members are the commonwealth's Massachusetts Department of Transportation (MassDOT) Office of Transportation Planning; the MassDOT Highway Division; the cities of Boston, Braintree, Newton, and Somerville; the towns of Bedford, Framingham, and Hopkinton; the Massachusetts Bay Transportation Authority; the Massachusetts Bay Transportation Authority Advisory Board; the Massachusetts Port Authority; and the Metropolitan Area Planning Council. In addition, the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Regional Transportation Advisory Council participate in the MPO as advisory (nonvoting) members.

- The *Massachusetts Department of Transportation (MassDOT)* was established on November 1, 2009 under Chapter 25 ("An Act Modernizing the Transportation Systems of the Commonwealth of Massachusetts") of the Acts of 2009, which was signed by Governor Deval Patrick in June 2009. Accordingly, MassDOT is a merger of the former Executive Office of Transportation and Public Works (EOT) and its divisions with the former Massachusetts Turnpike Authority, the Massachusetts Highway Department, the Registry of Motor Vehicles, and the Massachusetts Aeronautics Commission. The legislation also established MassDOT oversight of the Massachusetts Bay Transportation Authority (MBTA) and the Commonwealth's regional transit authorities (RTAs). In addition, it authorized the transfer of ownership of Tobin Bridge from the Massachusetts Port Authority to MassDOT and the assumption of responsibility for many of the bridges and parkways formerly operated by the Department of Conservation and Recreation (DCR) to the MassDOT Highway Division.
- The *MassDOT Highway Division* includes the roadways, bridges, and tunnels of the former Massachusetts Highway Department, the Massachusetts Turnpike Authority, and the Tobin Bridge. The Division also has jurisdiction over the former DCR bridges and parkways mentioned above. The Highway Division is responsible for the design, construction, and maintenance of the commonwealth's state highways and bridges. The Division is responsible for overseeing traffic safety and engineering activities, including the Highway Operations Control Center, to ensure safe road and travel conditions.
- The *Massachusetts Bay Transportation Authority (MBTA)* has the statutory responsibility within its district, under the provisions of Chapter 161A of the Massachusetts General

Laws (MGL), of preparing the engineering and architectural designs for transit development projects, constructing and operating transit development projects, and operating the public transportation system. The MBTA district comprises 175 communities, including all of the 101 cities and towns of the Boston Region MPO area. The MBTA board of directors consists of a chairman and eight other directors, appointed by the governor.

- The *Massachusetts Bay Transportation Authority Advisory Board* was created by the Legislature in 1964 through the same legislation that created the MBTA; this legislation was updated as part of Chapter 127 of the Acts of 1999. The Advisory Board consists of representatives of the 175 cities and towns that compose the MBTA district. Cities are represented by either the city manager or mayor, and towns by the chairperson of the board of selectmen. Specific responsibilities of the Advisory Board include review of and comment on the Program for Mass Transportation (PMT), proposed fare increases, and the annual MBTA Capital Investment Program; review of the MBTA's documentation of its net operating investment per passenger; and review of the MBTA's operating budget
- The *Massachusetts Port Authority (Massport)* has the statutory responsibility under Chapter 465 of the Acts of 1956, as amended, of planning, constructing, owning, and operating such transportation and related facilities as may be necessary for the development and improvement of commerce in Boston and the surrounding metropolitan area. Massport owns and operates the seaport, Logan International Airport, and Hanscom Field.
- The *Metropolitan Area Planning Council (MAPC)* is the regional planning agency for the 101 cities and towns in the MAPC/MPO district. It is composed of the chief executive (or her/his designee) of each of the 101 cities and towns in the MAPC district, 21 gubernatorial appointees, and 12 ex officio members. It has statutory responsibility for comprehensive regional planning in the district under Chapter 40B of the MGL. It is the Boston Metropolitan Clearinghouse under Section 204 of the Demonstration Cities and Metropolitan Development Act of 1966 and Title VI of the Intergovernmental Cooperation Act of 1968. Also, its district has been designated an economic development district under Title IV of the Public Works and Economic Development Act of 1965, as amended. MAPC's responsibilities for comprehensive planning include responsibilities in the areas of technical assistance to communities, transportation planning, and the development of zoning, land use, demographic, and environmental studies.

- The *City of Boston, three elected cities (currently Braintree, Newton, and Somerville), and three elected towns (currently Bedford, Framingham and Hopkinton)* represent the region's 101 municipalities in the Boston Region MPO. The City of Boston is a permanent MPO member; the six elected municipalities serve staggered three-year terms as established in the MPO's Memorandum of Understanding, endorsed in December 2001.

Three other members participate in the Boston Region MPO in an advisory (nonvoting) capacity, reviewing the Long-Range Regional Transportation Plan (LRTP), the Transportation Improvement Program (TIP), and the Unified Planning Work Program (UPWP) to ensure compliance with federal planning and programming requirements:

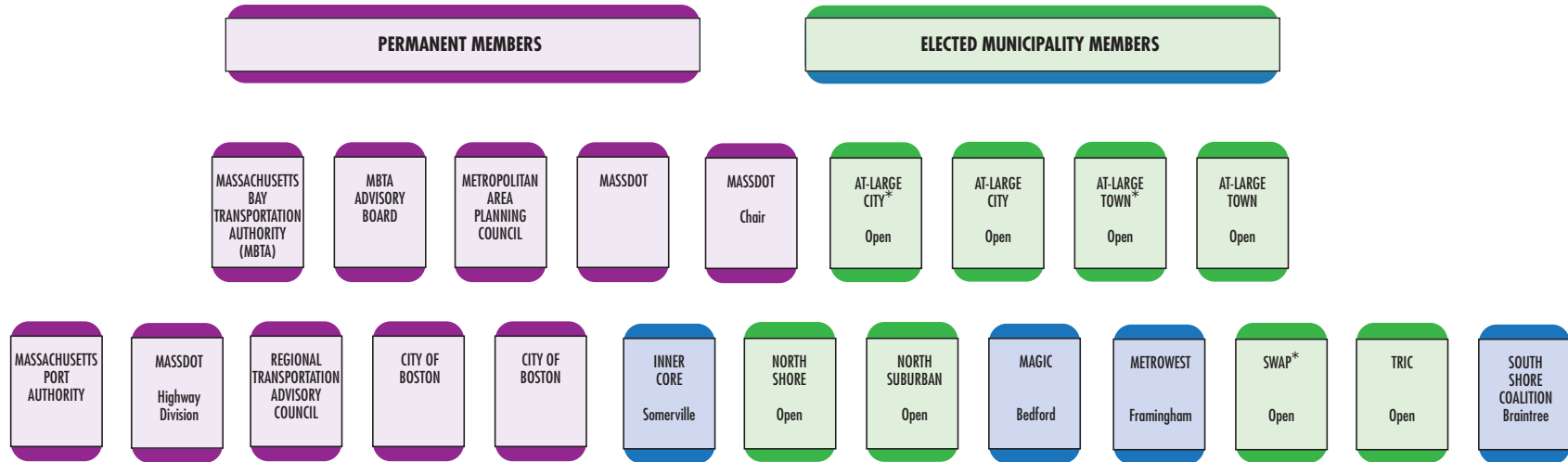
- The *Federal Highway Administration* and *Federal Transit Administration* oversee the highway and transit programs of the U.S. Department of Transportation under pertinent legislation and the provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).
- The *Regional Transportation Advisory Council*, the MPO's citizen advisory group, provides the opportunity for organizations and municipal representatives to become actively involved in the decision-making processes of the agencies that plan and program transportation services in the region. The Advisory Council reviews, comments on, and makes recommendations regarding certification documents. It also serves as a forum for identifying issues and alternatives, advocates solutions to the region's transportation needs, and generates interest and knowledge among the general public.

Three other entities assist MPO members in carrying out the responsibilities of the MPO's 3C planning process through policy implementation, technical support, and public participation:

- The *Transportation Planning and Programming Committee*, acting on behalf of the MPO members, meets regularly to provide ongoing coordination of planning activities taking place within the region. It consists of a representative from each MPO member, with the Secretary of Transportation's representative serving as chairperson. The committee is responsible for managing the certification process, making recommendations to the MPO, and supervising MPO operations by providing direction to the Central Transportation Planning Staff (CTPS). This includes overseeing the work involved in developing the TIP. The Advisory Council is a voting member of this committee.

STATUS OF MEMBERSHIP OF THE BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

As approved in the July 7, 2011, Memorandum of Understanding for implementation on November 1, 2011.
Election for open seats will be held in October 2011.



- PERMANENT MEMBER
- FILLED ELECTED-MUNICIPALITY MEMBER
- OPEN ELECTED-MUNICIPALITY MEMBER

* The City of Newton and Town of Hopkinton are currently members; their terms end with the October 2011 election. They may choose to pursue election to an open seat to be filled at that time.

- The *Central Transportation Planning Staff (CTPS)* was created by the MPO to carry out general and 3C transportation planning activities behalf of the MPO and to provide agencies with analyses required for the work described in this document.
- The MAPC *subregional groups (SRGs)* bring together representatives (usually appointed or elected officials or their staff) of the communities within a subregion of the MAPC district to address shared concerns regarding transportation and land use. MAPC has promoted and supported the formation of SRGs in order to foster better communication and cooperation among communities. They have played an important role in the MPO's participatory process, including the development of TIP and UPWP project priorities.

CERTIFICATION DOCUMENTS

As part of its 3C process, the Boston Region MPO annually produces the Transportation Improvement Program (TIP). The TIP is one of three documents the MPO must produce in order for its process to be certified as meeting federal requirements; this certification is a prerequisite to the receipt of federal transportation funds. The following is a brief description of each of these documents:

- The *Long-Range Transportation Plan and Air Quality Conformity Determination (LRTP)* states the MPO's transportation goals and policies, describes the public participation process for transportation planning, assesses the current state of the region's transportation system, estimates future needs and resources, and lays out a program for preserving and expanding the system for the upcoming 20-year period. In the Boston Region MPO, the LRTP is produced every four years.
- The *Transportation Improvement Program and Air Quality Conformity Determination (TIP)* is a staged, multiyear, intermodal program of transportation improvements that is consistent with the Long-Range Transportation Plan. It describes and prioritizes transportation projects expected to be implemented during a four-year period. The TIP contains a financial plan showing the revenue source or sources, current or proposed, for each project. One function of the TIP is to serve as a tool for monitoring progress in implementing the Long-Range Transportation Plan. The Boston Region MPO produces a TIP annually. An MPO-endorsed TIP is incorporated into the State Transportation Improvement Program (STIP) for its submission to FHWA, FTA, and the Environmental Protection Agency (EPA) for approval.

- The *Unified Planning Work Program (UPWP)* describes a fiscal year’s transportation-related planning activities and sets forth budgets for projects using Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) planning funds. The UPWP identifies the funding used to carry out each component of the transportation planning process in the region, including production of the Long-Range Transportation Plan, the Transportation Improvement Program, and their Air Quality Conformity Determinations. The UPWP has a one-year scope and is produced annually.

CONSISTENCY WITH FEDERAL PLANNING REGULATIONS

THE SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS (SAFETEA-LU)

This legislation requires all MPOs to carry out the 3C process (see page 1-1). Activities the MPOs must perform to meet this requirement are:

- Production of the LRTP, the TIP, and the UPWP
- Establishment and oversight of the public participation process
- Maintenance of transportation models and data resources to support air quality conformity determinations as well as long-range and short-range planning work

CONSISTENCY WITH OTHER FEDERAL LEGISLATIVE REQUIREMENTS

TITLE VI OF THE 1964 CIVIL RIGHTS ACT, EXECUTIVE ORDER 12898, EXECUTIVE ORDER 13166, AND EXECUTIVE ORDER 13330

Title VI of the 1964 Civil Rights Act forbids federal agencies to discriminate on the basis of race, color, national origin, age, sex, disability, or religion. This act and subsequent legislation and implementing regulations provide that persons may not be excluded, denied benefits, or discriminated against on these bases. This applies to all U.S. Department of Transportation programs, policies, and activities. It is the foundation of current environmental-justice policies and regulations.

Executive Order 12898, dated February 11, 1994, expands upon Title VI, requiring each federal agency to achieve environmental justice by identifying and addressing any

disproportionately high adverse human health or environmental effects, including interrelated social and economic effects, of its programs, policies, and activities on minority or low-income populations.

On April 15, 1997, the U.S. Department of Transportation issued its Final Order to Address Environmental Justice in Minority Populations and Low-Income Populations. Among other provisions, this order requires programming and planning activities to:

- Explicitly consider the effects of transportation decisions on minority and low-income populations
- Provide meaningful opportunities for public involvement by members of minority and low-income populations
- Gather (where relevant, appropriate, and practical) demographic information such as the race, color, national origin, and income level of the populations affected by transportation decisions
- Minimize or mitigate any adverse impact on minority or low-income populations

Executive Order 13166, of August 11, 2000, is intended to ensure compliance with Title VI of the Civil Rights Act of 1964 by specifically calling for improved access to federally conducted and federally assisted programs and activities for persons who, as a result of national origin, have limited English proficiency (LEP). To comply with the order, MPOs are required to develop and implement a system by which LEP persons can meaningfully participate in the transportation planning process.

Executive Order 13330, of February 26, 2004, calls for the establishment of the Interagency Transportation Coordinating Council on Access and Mobility (the Council) under the aegis of the Secretary of Transportation. This order charges the Council with developing policies and methods for improving access for persons with disabilities, low-income persons, and older adults.

THE 1990 CLEAN AIR ACT

Conformity determinations must be performed for capital improvement projects that receive federal funding and for those that are considered regionally significant, regardless of the funding source. These determinations must show that the MPO's LRTP and TIP will not cause or contribute to any new air quality violations, will not increase the frequency or severity of any existing air quality violations in any area, and will not delay the timely attainment of the air quality standards in any area.

Transportation control measures (TCMs) identified in the State Implementation Plan (SIP) for the attainment of air quality standards are federally enforceable and must be given first priority when using federal funds. Such projects include parking freeze programs in Boston and Cambridge, statewide rideshare regulations, rapid transit and commuter rail extension programs, park-and-ride facilities, residential parking sticker programs, and the operation of high-occupancy-vehicle lanes.

THE AMERICANS WITH DISABILITIES ACT

Title III of the Americans with Disabilities Act requires all transportation projects, plans, and programs to be accessible to people with disabilities. At the MPO level, this means that public meetings must be held in accessible buildings and MPO materials must be made available in accessible formats.

COORDINATION WITH OTHER PLANNING ACTIVITIES

LONG-RANGE TRANSPORTATION PLAN (LRTP)

The MPO considered the degree to which a proposed TIP project would forward the policies that guided the development of its LRTP. The MPO also reviewed TIP projects within the context of the recommended projects included in the LRTP.

CONGESTION MANAGEMENT PROCESS (CMP)

The purpose of the CMP is to monitor transit, roadway, and park-and-ride facilities in the MPO region and identify “problem” locations. Projects that help address problems identified in the most recent CMP monitoring were considered for inclusion in this TIP.

THE MBTA PROGRAM FOR MASS TRANSPORTATION (PMT)

In 2009, the MBTA adopted its current PMT, which is the MBTA’s long-range capital plan. The PMT was developed with extensive public involvement and approved by the MBTA Advisory Board. The PMT includes projects currently under design for inclusion in the TIP.

YOU MOVE MASSACHUSETTS

youMove Massachusetts, a statewide initiative designed as a bottom-up approach to transportation planning, developed 10 core themes derived from a broad-based public participation process that articulated the expressed concerns, needs, and aspirations of Massachusetts residents related to their transportation network. These themes formed the basis for the youMove Massachusetts Interim Report, and were considered in the

development of this TIP. MassDOT will also soon begin a new multimodal strategic plan that will build on the work for youMove Massachusetts.

HEALTHY TRANSPORTATION COMPACT

The Healthy Transportation Compact (HTC) is a key requirement of the Massachusetts landmark transportation reform legislation that took effect on November 1, 2009. It is an interagency initiative that will help ensure that the transportation decisions the Commonwealth makes balance the needs of all transportation users, expand mobility, improve public health, support a cleaner environment, and create stronger communities.

The agencies work together to achieve positive health outcomes through the coordination of land use, transportation, and public health policy. HTC membership is made up of the Secretary of Transportation or designee (co-chair), the Secretary of Health and Human Services or designee (co-chair), the Secretary of Energy and Environmental Affairs or designee, the Administrator of Transportation for Highways or designee, the Administrator of Transportation for Mass Transit or designee, and the Commissioner of Public Health or designee.

The HTC also promotes improved coordination among the public sector, private sector, and advocacy groups, as well as among transportation, land use, and public health stakeholders. As part of the framework for the HTC, MassDOT established a Healthy Transportation Advisory

Group comprising of advocates and leaders in the fields of land-use, transportation, and public health policy.

ACCELERATED BRIDGE PROGRAM

The historic \$3 billion Patrick-Murray Accelerated Bridge Program represents a monumental investment in Massachusetts bridges. This program will greatly reduce the number of structurally deficient bridges in the state system, while creating thousands of construction jobs on bridge projects.

To complete this program MassDOT and the Department of Conservation and Recreation (DCR) have relied on the use of innovative and accelerated project development and construction techniques. As a result, projects have been completed on-time, on-budget and with minimum disruption to people and to commerce.

Since 2008, the number of former structurally deficient bridges has dropped from 543 to 457, a decline of almost 16% percent. As of May 2, 2011 the ABP Program has completed 51 bridge projects, with another 76 bridge projects currently in construction, and an additional 47 bridge projects scheduled to start construction within the next year. Over the course of the eight year program, more than 200 bridges are planned to be replaced or repaired.

CONSISTENCY WITH MPO POLICIES

In choosing projects for inclusion in the TIP, the Transportation Planning and Programming Committee considers the degree to which a project forwards the following MPO policies, which were adopted in April 2010, and are the basis for the TIP evaluation process:

SYSTEM PRESERVATION, MODERNIZATION, AND EFFICIENCY

Maximizing efficiency, reliability, mobility, and accessibility with our existing infrastructure and within current and ongoing fiscal constraints will require following a program of strategic, needs-based investments. To accomplish this, the MPO will put a priority on programs, services, and projects that:

- Develop low-cost strategies; pursue alternative funding sources and mechanisms
- Use ITS, new technologies, transportation systems management, and management and operations; turn to technology before expansion
- Bring the transportation network – particularly the transit, bicycle, and pedestrian systems – into a state of good repair and maintain them at that level; set funding levels to make this possible
- Maintain bridges and roads
- Support the increase of Chapter 90 (the grant program to fund municipalities' highway capital improvements) funding so that local road maintenance can remain focused on that program

LIVABILITY

To make livability a hallmark of communities in the MPO region and to achieve mobility, foster sustainable communities, and expand economic opportunities and prosperity, the MPO will put a priority on programs, services, and projects that:

- Are consistent with MetroFuture land use planning; this means supporting transportation projects serving: already-developed locations of residential or commercial/industrial activity; locations with adequate sewer and water infrastructure; areas identified for economic development by state, regional, and local planning; and areas with a relatively high density of development
- Support health-promoting transportation options, such as bicycle and pedestrian modes, and activities that reduce single-occupant-vehicle use and overall vehicle-miles traveled
- Expand, and close gaps in, the bicycle and pedestrian network; promote a “complete streets” philosophy
- Support transportation design and reasonably priced enhancements that protect community cohesiveness, identity, and quality of life

MOBILITY

To improve mobility for people and freight, the MPO will put a priority on programs, services, and projects that:

- Strengthen existing and create new connections within and between modes
- Improve access to transit by all persons and the accessibility of transit for persons with disabilities
- Improve the frequency, span, and reliability of transit services
- Expand the transit, bicycle, and pedestrian networks while focusing bicycle investments (lanes and paths) on moving people between activity centers and linking with transit
- Integrate payment methods for fares and parking across modes

- Support transportation demand management, Transportation Management Associations, shuttles, and carpooling
- Address capacity constraints and bottlenecks in the existing roadway system using low-cost approaches (transportation system management strategies, management and operations strategies, ITS, and new technologies) before expansion

ENVIRONMENT

To protect the environment and minimize impacts from transportation, the MPO will put a priority on programs, services, and projects that:

- Improve transportation in areas of existing development, which will reduce pressure to develop greenfields and possibly support development that will clean up brownfields for productive use
- Promote energy conservation, fleet management and modernization, and high-occupancy travel options to reduce fuel consumption and emissions of pollutants
- Protect community character and cultural resources
- Protect natural resources by planning early to avoid or mitigate impacts on stormwater or groundwater and on other resources
- Protect public health by reducing air pollutants, including fine particulates; avoid funding projects that increase exposure of at-risk populations to ultrafine particulates
- Lower lifecycle costs from construction to operation
- Increase mode share for transit and nonmotorized modes
- Promote energy conservation and use of alternative energy sources
- Promote a context-sensitive design philosophy, consistent with the MassDOT Highway Division design guidelines

TRANSPORTATION EQUITY

To provide for the equitable sharing of the benefits and burdens of transportation investments among all residents of the region, the MPO will put a priority on programs, services, and projects that:

- Continue outreach to low-income and minority residents and expand data collection and analysis that include the elderly, youth, and ESL populations in order to identify these residents' transportation needs
- Continue to monitor system performance
- Address identified transportation equity issues and needs related to service and to removing or minimizing burdens (air pollution, unsafe conditions, community impacts)
- Track implementing agencies' actions responding to transportation needs identified in MPO outreach and analysis related to transportation equity; encourage action to address needs
- Strengthen avenues for involvement of low-income and minority persons in decision making
- Reduce trip times for low-income and minority neighborhood residents and increase transit service capacity
- Give priority to heavily used transit services over new, yet-to-be-proven services

CLIMATE CHANGE

To meet the targets for reducing GHG emissions, the MPO will put a priority on programs, services, and projects that:

- Implement action to meet defined targets for reducing vehicle-miles traveled (VMT); tie transportation funding to VMT reduction
- Support stronger land use and smart growth strategies
- Increase transit, bicycle, and pedestrian options

- Invest in adaptations that protect critical infrastructure from effects resulting from climate change
- Encourage strategies that utilize transportation demand management
- Promote fleet management and modernization, idling reduction, and alternative fuel use
- Contribute to reduced energy use in the region; energy use will be part of the environmental impact analysis of all projects

SAFETY AND SECURITY

To provide for maximum transportation safety and to support security in the region, the MPO will put a priority on programs, services, and projects that:

- Implement actions stemming from all-hazards planning
- Maintain the transportation system in a state of good repair
- Use state-of-the-practice safety elements; address roadway safety deficiencies (after safety audits) in order to reduce crashes; and address transit safety (this will include following federal mandates)
- Support incident management programs and ITS
- Protect critical transportation infrastructure from both natural hazards and human threats; address transit security vulnerabilities; upgrade key transportation infrastructure to a “hardened” design standard
- Improve safety for pedestrians and cyclists; ensure that safety provisions are incorporated into shared-use corridors
- Reduce the severity of crashes, especially via measures that improve safety for all
- Promote safety through supporting the reduction of base speed limits (in municipalities) to 25 miles per hour and through education about and enforcement of rules of the road, for all modes that use the roadways
- Improve the transportation infrastructure to better support emergency response and evacuations

OVERVIEW OF THE TRANSPORTATION IMPROVEMENT PROGRAM PROCESS

The Transportation Improvement Program (TIP) is an agreed-upon scheduled list of specific, prioritized transportation projects in the Boston region.

INTRODUCTION TO THE PROGRAM

FISCAL CONSTRAINT

The Massachusetts Department of Transportation (MassDOT) consults with the Federal Highway Administration (FHWA) about the amount of expected Obligation Authority (OA) to be made available to Massachusetts. MassDOT then provides to the MPOs via the Massachusetts Association of Regional Planning Agencies (MARPA) a listing of the federal aid sufficient for funding the needs of the Central Artery/Tunnel Project and statewide transportation programs. The remaining federal aid is allocated to the 13 Massachusetts MPOs based on population.

DRAFT TRANSPORTATION IMPROVEMENT PROGRAM DEVELOPMENT

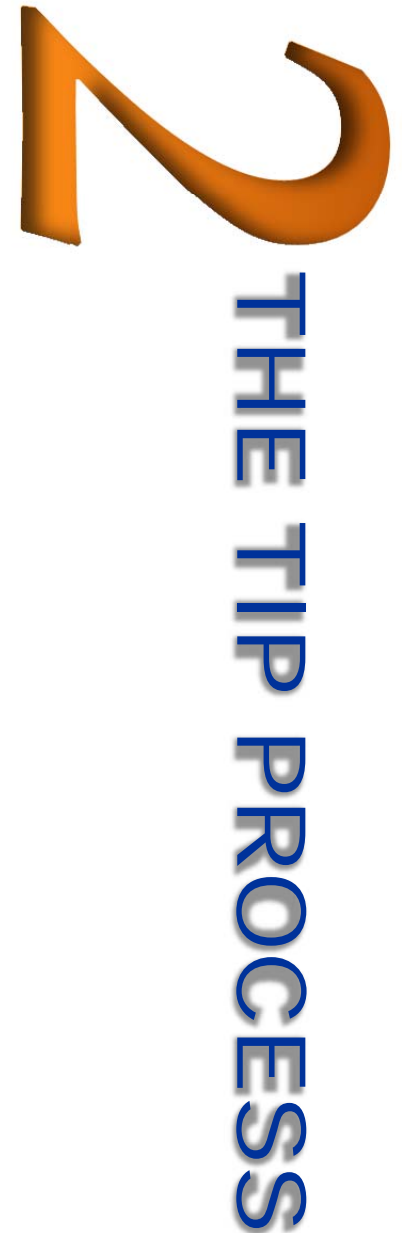
Significant public outreach is conducted in order to develop the draft TIP. The Boston Region MPO solicits local communities for projects to be included in the TIP and funded with federal highway funds. The MPO conducts seminars, workshops and open houses on the TIP and its development process. MAPC subregional groups are asked for their priorities. The regional transit authorities, the MBTA, the MetroWest Regional Transit Authority, and the Cape Ann Transportation Authority, submit projects to be funded with federal transit funds.

PROJECT EVALUATION

The MPO works closely with the municipal TIP contacts to gather data on their priority projects. MPO Staff provides information from ongoing studies and analysis, and various databases. The MPO then evaluates the projects. A detailed description of these evaluations is included in Appendix B of this document.

DRAFT TRANSPORTATION IMPROVEMENT PROGRAM REVIEW

Taking into consideration all of this information, the MPO develops a financially constrained draft TIP that conforms to air quality requirements. The MPO circulates the draft document for public review and comment.



TRANSPORTATION IMPROVEMENT PROGRAM APPROVAL

After the MPO considers all public comments and makes any necessary changes in response, the TIP is endorsed at a public MPO meeting.

MODIFICATIONS AND AMENDMENTS

Because project schedules and costs and the financial constraints of the TIP may change during the course of the fiscal year, the TIP may be modified after it has been adopted. The details of these actions are discussed below.

DETAILS ON THE PROGRAM

FISCAL CONSTRAINT

Federal Framework

Unlike most federal funding, highway funding is not committed to a program or project on the basis of the annual appropriations act. The first step in the process of allocating federal highway funds is for a multiyear transportation authorization act to establish a maximum level of federal transportation funding per federal fiscal year. The establishment of this level of funding is referred to as an *authorization*.

Once the authorization level has been established, the United States Department of Transportation annually allocates funding among the states, based upon various federal formulas. This allocation is referred to as an *apportionment*. The annual apportionment rarely represents the actual amount of federal funds that can be committed by a state, due to federally imposed limitations on spending in a given fiscal year called *obligation authority*.

Obligation authority may be imposed in a multiyear authorization act, in the annual appropriations act, or in both. Obligation authority is typically less than a state's apportionment. In Massachusetts, TIPs are developed based on the estimated obligation authority.

Two of the most important distinctions between apportionment and obligation authority are: (1) apportionment is allocated on a per-program basis, while obligation authority is generally allocated as a lump sum; and (2) unused apportionment carries forward into successive federal fiscal years (FFYs), but unused obligation authority does not. Unused apportionment that is carried forward is referred to as an *unobligated balance*. Although a state's unobligated balance can be used to increase the federal aid programmed within a

particular funding category in a given FFY, it cannot be used to increase the total amount of the state’s highway apportionment.

In Massachusetts

Federal regulations require states to “provide MPOs with estimates of Federal and State funds which the MPOs shall utilize in developing financial plans” for TIPs.¹ In Massachusetts, several allocations, such as the Central Artery/Tunnel Project, the Statewide Infrastructure Program, Statewide and Regional Planning, and change orders for existing contracts, occur prior to the establishment of regional programming targets for federal highway funds. After these needs are satisfied, the remaining federal apportionment is allocated for programming among the state’s MPOs based upon formulas used to determine target figures for programming. The Massachusetts Association of Regional Planning Agencies develops these targets.

In addition, the Commonwealth authorizes the Boston Region MPO to program non-federal-aid funds (projects funded with 100 percent state funds). The total amount of non-Central Artery/Tunnel highway funds, both federal and state, programmed in the four years of the FFYs 2012–15 Boston Region MPO TIP is approximately \$1.25 billion, including approximately \$52.7 million in funds earmarked for specific projects by the U.S. Congress. Approximately \$519.1 million in federal aid is programmed for the Central Artery/Tunnel Project and \$150 million in federal aid is programmed for the Accelerated Bridge Program.

Federal transit funds may be allocated to the MPOs or directly to the appropriate transit agency. In the Boston region, the designated recipient of the preponderance of federal transit funds is the Massachusetts Bay Transportation Authority (MBTA). The MBTA receives funding annually under two transit formula programs, Section 5307 (transit capital) and Section 5309 (rail modernization and bus discretionary funding). The TIP programs transit formula funds in each federal fiscal year based upon the MBTA’s best estimate of funding availability. The total amount of the federal formula funding for transit, plus the required match, programmed in the four years of the FFYs 2012–15 TIP is approximately \$1.15 billion.

In addition, the MBTA qualifies for discretionary funding under the Section 5309 New Starts program. Unlike formula funding, Section 5309 discretionary funding is generally prohibited by federal regulations from being included in the first year of a TIP, unless and until such funding is actually committed.

¹ From the 23 Code of Federal Regulations (CFR) 450.324(e).

Funding Programs

Many federal-aid transportation programs support transportation activities in metropolitan areas, each having different requirements and program characteristics. Non-federal aid (state funds) for the Statewide Road and Bridge Program and the Central Artery/Tunnel Project, is derived from various sources, including the Commonwealth’s Transportation Bond Bill.

Federal programs that fund projects in the federal fiscal years 2012–15 TIP are listed in the following two tables.

**TABLE 2-1
Federal-Aid Highway Program**

Abbreviation	Program	Eligible Uses	Examples
Bridge	Bridge Replacement and Rehabilitation	Replacement and rehabilitation of any public bridge.	Central Street over the Sudbury River (Framingham) – 2012 Element
CMAQ	Congestion Mitigation and Air Quality Improvement	A wide range of projects in air quality nonattainment and maintenance areas for ozone, carbon monoxide, and small particulate matter that reduce transportation-related emissions.	South Bay Harbor Trail (Boston) – 2014 Element
IM	Interstate Maintenance	Resurfacing, restoring, and rehabilitating routes on the interstate highway system.	Interstate 95 (Wakefield to Lynnfield) – 2013 Element
NHS	National Highway System	Interstate routes, major urban and rural arterials, connectors to major intermodal facilities, and the national defense network.	Route 128 Improvement Program (Dedham, Needham, Westwood) – 2012 Element
STP	Surface Transportation Program	A broad range of surface transportation capital needs, including many roads; transit, sea, and airport access; and vanpool, bicycle, and pedestrian facilities.	Trapelo Road (Belmont) – 2012 Element
HPP	High-Priority (Demonstration) Projects	Funds identified for a specific project.	Route 140 Improvements (Franklin) – 2013 Element
Various	Discretionary Funding	Funds identified for specific projects in annual appropriations (e.g., Enhancements).	Massachusetts Avenue (Arlington) – 2013 Element

**TABLE 2-2
Federal Transit Administration Programs**

Program Designation		Eligible Uses	Examples
Section 5309	Capital Investment	New starts or extensions to existing fixed-guideway systems, fixed-guideway modernization, and bus and related facilities.	MBTA Blue Line Modernization – 2012 Element
Section 5307	Urbanized Areas	Capital and preventive maintenance; 1% must go to transit enhancements.	MBTA Accessibility Program – 2012 Element
Section 3037	Job Access and Reverse Commute (JARC) and New Freedoms Programs	Capital and operating costs of job-access and additional transportation services.	MetroWest Regional Transit Authority Shuttle Buses – 2010 Element
Various	Discretionary Funding	Funds identified for specific projects in annual appropriations.	Boston Bike Share Program (Hubway) – 2011 Element (Urban Circulator Grant Program Award)

PROJECT EVALUATION

Overview

The MPO uses evaluation criteria to make the process of selecting projects for programming in the TIP both more logical and more transparent. The criteria are based on the MPO’s visions and policies that were adopted for its Long-Range Transportation Plan, Paths to a Sustainable Region.

All projects are required to show consistency with the Long-Range Transportation Plan and other statewide and regional plans (for example, the Program for Mass Transportation and the Massachusetts Statewide Bicycle Transportation Plan). The evaluation process assesses factors such as the condition of infrastructure, safety, management and operations, and issues of regional and local concern (environmental justice, land use, economic development, and the environment). For evaluation purposes, projects are segregated by type. For example, arterial highway projects are compared to each other, but are not compared to enhancement projects.

MPO staff evaluate each project that is considered for inclusion in the TIP based upon the specific criteria that have been developed by the MPO. Other inputs include project readiness and municipal support. Additional background information on the TIP project

evaluation process is provided in Appendix B of this document and on the MPO's website, www.bostonmpo.org/tip. The MPO reviews the effectiveness of this evaluation method and makes alterations to the process as appropriate.

Outreach on Projects and Contacts (January 2011)

In January 2011, the MPO issued its annual notification to municipalities of the start of the TIP development process. Municipal chief elected officials were asked to appoint (or reappoint) their TIP Contact, identify the projects the MPO should consider for the federal fiscal years 2012–15 TIP, and review and update their projects in the TIP project universe.

Data Collection (January–June 2011)

Municipal TIP Contacts provide updated information on their municipalities' projects through the MPO's Interactive TIP Database, available online. If a municipality identified a new project, it was added to the database. Information on projects and/or requests for funding are received by MPO Staff via the Interactive TIP Database.

Information sought by the MPO in these forms includes background, infrastructure condition and needs, project development status, and how well each project addresses the following policies:

- Maintenance, Modernization and Efficiency
- Livability and Economic Benefit
- Mobility
- Environment and Climate Change
- Environmental Justice
- Safety and Security

The cost-effectiveness of projects is not rated, but is noted. More information on the Proponent Provided Information Forms can be found in Appendix B of this document.

The MPO updated its TIP development process in 2011 and instead of holding the annual Municipal TIP Input Days, giving municipalities an opportunity to present their top-priority projects, the MPO asked staff to use the updated information provided through the Interactive TIP Database to: (1) conduct project evaluations, (2) prepare a First Tier list of projects that evaluated well and could be made ready for advertising in the TIP's first annual element, and (3) prepare a staff recommendation for the four years of the TIP. This staff recommendation was submitted to the MPO and discussed in June, 2011. The First Tier List of Projects is included in Appendix A.

Evaluation of Projects (April–June 2011)

The MPO's evaluation system accounts for all of the information gathered and distills it into ratings in transportation categories that reflect the MPO's policies.

Each category includes criteria related to that topic, with varying points available for each criterion and each category. Then a project's scores for each category are totaled, yielding the score for each category.

For more details on the rating method, including each project's evaluation rating, see Appendix B or visit the TIP Evaluation Interactive Table at www.bostonmpo.org/tip.

A project with an incomplete evaluation or no evaluation may be in the conceptual stage of development. Staff requires a Functional Design Report (FDR) to conduct a complete evaluation. The project evaluations are available on the MPO website so that municipalities and members of the public can view them and submit comments or requests for revisions they think are needed. Some scores can be adjusted by MPO staff, accordingly; however, scores based on information in state-maintained databases are not adjusted.

Summary and Application of Results (June–July 2011)

The Transportation Planning and Programming Committee considered the results of the evaluation, the First Tier List of Projects, and the staff recommendations. The MPO's Transportation Planning and Programming Committee then used this information as a tool for guidance in formulating the draft TIP.

DRAFT TRANSPORTATION IMPROVEMENT PROGRAM REVIEW

On August 4, 2011, the Transportation Planning and Programming Committee voted to release the draft federal fiscal years 2012–15 TIP for a 30-day public review period to begin August 15, 2011. The MPO invited members of the public and officials from the Boston region to review the proposed program. Summaries of comments received on the draft TIP will be provided in Appendix E of the TIP. In addition, several TIP outreach sessions will be held during the public comment period to solicit comments on the draft federal fiscal years 2012–15 TIP.

TRANSPORTATION IMPROVEMENT PROGRAM APPROVAL

The MPO voted on the draft FFYs 2012–2015 TIP on September 22, 2011.

MODIFICATIONS AND AMENDMENTS

The TIP is a dynamic program that is amended and adjusted throughout the year. Projects or programs may be deferred; this is usually due to project delays or financial constraints.

Affected municipalities and constituencies are notified of pending amendments. Legal notice of amendments are placed in the region's major newspaper, and its most widely read minority newspaper and Spanish-speaking newspaper, and also on the MPO's website. Notice of a pending amendment is distributed to the MPO's email list serve, MPOinfo, and, along with the actual amendment, is posted on its website so that a 30-day public comment period can be accommodated in advance of MPO action. The Regional Transportation Advisory Council is notified and briefed during this period, and provides its comments. Municipal representatives and members of the public may attend the Transportation Planning and Programming Committee and MPO meetings at which amendments are discussed, and may submit written or oral testimony.

The Transportation Planning and Programming Committee may also adjust the TIP. Consistent with federal guidelines, if a project is valued at \$5 million dollars or less, an amendment is necessary if the change is \$500,000 or more. The threshold for a project to require an amendment is a value greater than \$5 million dollars or a change of 10 percent or greater of the total project value. Changes below these thresholds may be considered administrative modifications. The Transportation Planning and Programming Committee acts on administrative modifications, and, although no public review period is required, one may be provided at the Committee's discretion.

Because the print version of the TIP is prepared prior to the start of each federal fiscal year, it may not reflect all of the changes to the program and projects that occur throughout the year. The MPO's website (www.bostonmpo.org) is the best place to find current information about the TIP.

TIP INFORMATION ON THE WEB

All actions on the draft TIP and the approved actions on the TIP are available in the right-hand column of the TIP webpage on the MPO's website, www.bostonmpo.org/tip. Comments or questions on draft materials may be submitted directly through the website.

PROJECT INFORMATION KEY

This chapter lists information about the transportation investments by project or program.

The information for each project is presented in the following format:

ID Number		Project Name		
Air Quality Status		Municipality (ies)		
TIP Category		Project Description		
Year	Funding Program	Federal Funds	State Funds	Total Funds
2012	Funding Program #1	\$	\$	\$
2012	Funding Program #2	\$	\$	\$
Total Funding Programmed		\$	\$	\$

ID Number: Projects in MassDOT’s project tracking system are given a number; those projects not in the project tracking system, including all transit projects, have no number. Transit projects are identified by regional transit agency.

Project Name: The location or name of the project.

Air Quality Status: The air quality status of the project in the MPO’s regional transportation model.

Municipality (ies): The community (or communities) in which a project is located.

TIP Category: The category of the project for purposes of applying criteria for project evaluation.

Project Description: The description of the project, if available.

Year: The programming year(s) of the project.

Funding Program: The funding program(s) of the project. A description of the various funding programs is found in Chapter 2.

Total Funding Programmed: The total funding programmed for the project based on the year of expenditure.

Information regarding TIP projects changes periodically. For more information on all projects please visit the Interactive TIP Database at www.bostonmpo.org/tip

Final FFYs 2012-15 TIP Project Tables
to be included upon approval of the MPO.
Draft TIP Project Tables are available at
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HIGHWAY ELEMENT

604531	Assabet River Rail Trail			
Exempt	Acton, Stow			
Bicycle and Pedestrian	These funds are for the acquisition, engineering, design and construction of the Assabet River Rail Trail in the Towns of Acton, Hudson Maynard, and Stow.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2012	Earmark - HPP 1761 (SAFETEA-LU)	\$615,451	\$153,863	\$769,314
Total Funding Programmed		\$615,451	\$153,863	\$769,314

604472	Route 2			
Exempt	Acton to Littleton			
Major Highway	This project consists of resurfacing Route 2 in Acton, Boxborough and Littleton. The western limit is the Route 2 bridge over the B&M Railroad in Littleton. The eastern limit is the Acton/Concord town line.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2012	NHS Pavement Preservation	\$4,870,051	\$1,217,513	\$6,087,564
Total Funding Programmed		\$4,870,051	\$1,217,513	\$6,087,564

604687	Massachusetts Avenue			
Exempt	Arlington			
Bicycle and Pedestrian	This project will reconstruct Massachusetts Avenue from Pond Street to the Cambridge city line.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Surface Transportation Program	\$2,382,672	\$595,668	\$2,978,340
2013	STP/Enhancement	\$569,600	\$142,400	\$712,000
2013	Earmark - HPP 1761 (SAFETEA-LU)	\$1,157,597	\$289,399	\$1,446,996

604687	Massachusetts Avenue (continued)			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Earmark - Section 129	\$750,000	\$0	\$750,000
Total Funding Programmed		\$4,859,869	\$1,027,467	\$5,887,336

604688	Trapelo Road			
Exempt	Belmont			
Arterial and Intersection	This project will provide new traffic signals, sidewalks, landscaping and streetscape items. The roadway will be cold planed and resurfaced and will provide bicycle accommodations.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2012	Surface Transportation Program	\$11,673,342	\$2,918,336	\$14,591,678
Total Funding Programmed		\$11,673,342	\$2,918,336	\$14,591,678

604761	South Bay Harbor Trail			
Exempt	Boston			
Bicycle and Pedestrian	The South Bay Harbor Trail Project provides a trail system including a multi-use trail and a pedestrian trail originating at Ruggles Station and connecting to the Fan Pier. The project will: reconstruct existing trails, improve dimensioning and placement of the trails; improve accessibility with expanded ramps add safety features and bicycle mode amenities; mark trails with the use of appropriate travel signage, striping and markings.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2012	CMAQ	\$3,317,397	\$829,349	\$4,146,746
Total Funding Programmed		\$3,317,397	\$829,349	\$4,146,746

N/A	Improvements to Gainsborough and St. Botolph Streets			
Exempt	Boston			
Arterial and Intersection	The earmark (HPP 2012) will be used for design in 2012 and construction in 2013 of improvements to Gainsborough and St. Botolph Streets.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2012	Earmark - HPP 2012 (SAFETEA-LU)	\$400,000	\$100,000	\$500,000
2013	Earmark - HPP 2012 (SAFETEA-LU)	\$377,834	\$94,459	\$472,293
2013	Earmark - HPP 2012 (SAFETEA-LU)	\$1,732,520	\$433,130	\$2,165,650
Total Funding Programmed		\$2,510,354	\$627,589	\$3,137,943

603654	Morton Street over the MBTA/CSX			
Exempt	Boston			
Bridge	The work under this project consists of the replacement of the Morton Street Bridge over the MBTA and CSX Railroad. The work will include complete replacement of the superstructure and construction of new abutments in front of the existing abutments and behind the existing piers. The existing piers will be demolished. The new bridge will be a single span continuous steel stringer superstructure composite with a concrete deck. The substructure will consist of full height abutments with spread footings founded on bedrock. The approach roadways will be reconstructed approximately 200 feet on either side.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2012	Accelerated Bridge Program (GANS)	\$0	\$0	\$10,574,787
Total Funding Programmed		\$0	\$0	\$10,574,787

604517	Chelsea Street Bridge			
Exempt	Boston			
Bridge	The proposed vertical lift bridge will be a truss type structure that spans 450 feet from bank to bank and will provide 175 feet of vertical clearance in the raised position. The bridge and approach roadway match the footprint of the existing bridge and will provide for four lanes of traffic (two in each direction) and two pedestrian sidewalks. Approach roadways will be reconstructed as needed to meet the existing local streets. A complete warning signal and gate system will be provided at the approach roadways. The warning gate and bridge traffic signal operations will be interconnected with the Central Avenue/Marginal Street/Eastern Avenue intersection in Chelsea to provide for continuous traffic operations in the intersection during bridge openings.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2012 (Year 5 of 7)	Bridge	\$9,600,000	\$2,400,000	\$12,000,000
2013 (Year 6 of 7)	Bridge	\$9,600,000	\$2,400,000	\$12,000,000
2014 (Year 7 of 7)	Bridge	\$10,400,000	\$2,600,000	\$13,000,000
Total Funding Programmed		\$29,600,000	\$7,400,000	\$37,000,000

603370	Route 99 (Alford Street) over Mystic River			
Exempt	Boston			
Bridge	The work under this project consists of rehabilitation of the structural, mechanical & electrical systems for the moveable span, replacement of the power and communication cables, new bridge signal equipment, pavement markings and signage, approach span structural repairs, approach roadway reconstruction and all incidental work.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2012 (Year 4 of 6)	Bridge	\$11,200,000	\$2,800,000	\$14,000,000
2013 (Year 5 of 6)	Bridge	\$6,400,000	\$1,600,000	\$8,000,000
2014 (Year 6 of 6)	Bridge	\$2,400,000	\$600,000	\$3,000,000
Total Funding Programmed		\$20,000,000	\$5,000,000	\$25,000,000

604462	West Second Street over Haul Road and CSX			
Exempt	Boston			
Bridge	This project will replace the West Second Street Bridge over Haul Road and CSX Railroad in the City of Boston. The proposed bridge will be raised to accommodate the rail service minimum vertical clearance requirements and will slightly widen the bridge and sidewalks. Work on the roadway will include full depth reconstruction of 500 feet beyond the bridge on both approaches.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2014	Bridge	\$1,095,552	\$273,888	\$1,369,440
Total Funding Programmed		\$1,095,552	\$273,888	\$1,369,440

600867	Massachusetts Ave over Commonwealth Ave			
Exempt	Boston			
Bridge	This project will replace the Massachusetts Avenue Bridge that spans Commonwealth Avenue with a new bridge.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2015	Bridge	\$18,547,200	\$4,636,800	\$23,184,000
Total Funding Programmed		\$18,547,200	\$4,636,800	\$23,184,000

606134	Warren Street/Blue Hill Avenue			
Exempt	Boston			
Arterial and Intersection	The project provides for the upgrade of traffic signal control equipment at multiple locations along Blue Hill Ave. and Warren St. as well as the installation of a traffic signal system at one location. In addition to replacing outdated equipment that limits functionality the project will connect signals along the project area to the BTD traffic control center. The earmark (HPP 2129) will be used for construction.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2014	Earmark - HPP 2129 (SAFETEA-LU)	\$1,913,997	\$478,499	\$2,392,496
Total Funding Programmed		\$1,913,997	\$478,499	\$2,392,496

605789	Melnea Cass Boulevard			
Exempt	Boston			
Arterial and Intersection	The earmarks (HPP 756) and (HPP 4284) will be used for reconstruction of Melnea Cass Boulevard in Boston.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2014	Earmark - HPP 756 (SAFETEA-LU)	\$1,938,598	\$484,650	\$2,423,248
2014	Earmark - HPP 4284 (SAFETEA-LU)	\$4,005,900	\$1,001,475	\$5,007,375
Total Funding Programmed		\$5,944,498	\$1,486,125	\$7,430,623

604361	Longfellow Bridge			
Exempt	Boston/Cambridge			
Bridge	MassDOT's Highway Division is overseeing the design and construction of this rehabilitation/restoration project. The Longfellow Bridge is a major transportation link between the City of Cambridge and the City of Boston and serves 28,600 vehicles daily, as well as bicycle and pedestrian traffic. An additional estimated 90,000 commuters use the MBTA's Red Line Transit Service to cross this bridge on a reservation in the center of this structure.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2012	Accelerated Bridge Program (GANS)	\$0	\$0	\$262,100,812
Total Funding Programmed		\$0	\$0	\$262,100,812

606167	Interstate 93			
Exempt	Boston/Somerville			
Major Highway	This interstate maintenance work consists of resurfacing of the bridge decks (upper and lower decks), mainline and ramp pavements. The proposed resurfacing and related work shall be a pavement preservation and safety improvement.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2012	Interstate Maintenance	\$9,664,200	\$1,073,800	\$10,738,000
Total Funding Programmed		\$9,664,200	\$1,073,800	\$10,738,000

606521	Ross Elementary School			
Exempt	Braintree			
Bicycle and Pedestrian	This project will provide bicycle and pedestrian improvements around Ross Elementary School in Braintree.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Safe Routes To School	\$553,000	\$0	\$553,000
Total Funding Programmed		\$553,000	\$0	\$553,000

606449	First Street and Land Boulevard			
Exempt	Cambridge			
Bridge	This project involves the bridge substructure repair, superstructure repairs and painting of the following bridges: First Street Bridge C-01-008(4DM) and Land Blvd/Broad Canal C-01-040(4DL).			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2014	Bridge	\$3,110,400	\$777,600	\$3,888,000
Total Funding Programmed		\$3,110,400	\$777,600	\$3,888,000

606116	Longfellow Bridge Gateway Improvements			
Exempt	Cambridge			
Bridge	This linear open space, Gateway to Cambridge, project will provide a special sculptural element, landscaping, lighting, street furniture, and other features and amenities.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2012	Transportation Community and System Preservation	\$1,111,500	\$0	\$1,111,500
Total Funding Programmed		\$1,111,500	\$0	\$1,111,500

605188	Cambridge Common			
Exempt	Cambridge			
Enhancement	This project will improve bicycle and pedestrian conditions in and around the Common, reconstruct the pathway system and implement much needed landscape improvements. Pedestrian access to the Common will be improved at entryways. Signage and lighting improvements will be made to aid pedestrians. Landscape work is included. A new multi-use path will be constructed through Flagstaff Park to make the connection from Harvard Square to Mass. Avenue northbound. The earmark (HPP 3536) will be used for construction.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	STP/Enhancement	\$832,000	\$208,000	\$1,040,000
2013	Earmark - HPP 3536 (SAFETEA-LU)	\$899,889	\$224,975	\$1,124,874
Total Funding Programmed		\$1,731,889	\$432,975	\$2,164,874

604428	Washington Ave over the MBTA			
Exempt	Chelsea			
Bridge	This project will replace the Washington Avenue bridge (C-09-001) over the MBTA and B&M Railroad.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Bridge	\$2,975,232	\$743,808	\$3,719,040
Total Funding Programmed		\$2,975,232	\$743,808	\$3,719,040

605287	Route 1 over Arlington and 5th Streets			
Exempt	Chelsea			
Bridge	Route 1 bridge betterment (C-09-007) over Arlington and 5th Streets (MBTA).			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Bridge	\$1,792,000	\$448,000	\$2,240,000
Total Funding Programmed		\$1,792,000	\$448,000	\$2,240,000

602984	Route 2 (Crosby's Corner)			
Model	Concord & Lincoln			
Arterial and Intersection	This project will provide safety improvements at Crosby's Corner (intersection of Route 2, Cambridge Turnpike, and Route 2A/Concord Turnpike). This will be accomplished by constructing neighborhood service roads that will be parallel to Route 2, and by constructing a bridge to carry Route 2 over the other routes. The project starts at the Bedford Road intersection in the Town of Lincoln and extends to 300 feet west of Sandy Pond Road in the Town of Concord.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2012 (Year 2 of 5)	Surface Transportation Program	\$5,288,258	\$1,322,065	\$6,610,323
2012 (Year 2 of 5)	HSIP	\$3,867,039	\$429,671	\$4,296,710
2013 (Year 3 of 5)	Surface Transportation Program	\$8,848,947	\$2,212,237	\$11,061,184
2013 (Year 3 of 5)	HSIP	\$3,867,039	\$429,671	\$4,296,710
2013 (Year 3 of 5)	Statewide HSIP	\$900,000	\$100,000	\$1,000,000
2014 (Year 4 of 5)	Surface Transportation Program	\$7,421,899	\$1,855,475	\$9,277,374
2014 (Year 4 of 5)	HSIP	\$3,867,039	\$429,671	\$4,296,710
2015 (Year 5 of 5)	Surface Transportation Program	\$10,850,632	\$2,712,658	\$13,563,290
2015 (Year 5 of 5)	HSIP	\$3,867,039	\$429,671	\$4,296,710
Total Funding Programmed		\$48,777,893	\$9,921,118	\$58,699,011

603206	Interstate 95			
Model	Danvers to Middleton			
Major Highway	This project involves interstate maintenance and related work on I-95 from Danvers to Middleton.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2015	Interstate Maintenance	\$19,483,027	\$2,164,781	\$21,647,808
Total Funding Programmed		\$19,483,027	\$2,164,781	\$21,647,808

603206	Route 128 Improvement Program			
Model	Dedham, Needham & Westwood			
Major Highway	The work consists of the replacement of the Route 109, Route 135, Charles River, and Great Plain Avenue bridges. The roadway work will consist of adding a new travel lane and 10- foot shoulder toward the median in both directions. The limits will begin just south of Route 109 structures in Dedham and extend to just north of the Needham railroad line in Needham. The total length of the project is approximately 4.0 miles of I-95/Route 128 roadway. A noise barrier will be constructed along Roberts Road. The work will also include retaining wall construction and drainage improvements addressing the latest storm water standards.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2012 (Year 3 of 3)	National Highway System	\$18,664,000	\$4,666,000	\$23,330,000
Total Funding Programmed		\$18,664,000	\$4,666,000	\$23,330,000

604660	Revere Beach Parkway (Route 16) over the Malden River			
Exempt	Everett & Medford			
Bridge	This project will replace the existing non-operating draw bridge with a new fixed bridge.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2012	Accelerated Bridge Program (GANS)	\$0	\$0	\$41,319,200
Total Funding Programmed		\$0	\$0	\$41,319,200

605414	I-95 over Green Street			
Exempt	Foxborough			
Bridge	This project will preserve the I-95 Bridge (F-06-015) over Green Street.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2012	Bridge	\$1,920,000	\$480,000	\$2,400,000
Total Funding Programmed		\$1,920,000	\$480,000	\$2,400,000

605596	Interstate 95			
Exempt	Foxborough			
Major Highway	This project includes resurfacing and related work on I-95 in the Towns of Foxborough from milemarker 12.5 to 16.5. Also included in this project will be upgrades to existing guardrail and drainage.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Interstate Maintenance	\$7,775,539	\$863,949	\$8,639,488
Total Funding Programmed		\$7,775,539	\$863,949	\$8,639,488

606176	Interstate 495			
Exempt	Foxborough to Franklin			
Major Highway	This project involves interstate maintenance and related work on I-495 Northbound in 2014 and I-495 Southbound in 2015 from Foxborough to Franklin.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2014	Interstate Maintenance	\$9,591,644	\$1,065,738	\$10,657,382
2015	Interstate Maintenance	\$11,928,384	\$1,325,376	\$13,253,760
Total Funding Programmed		\$21,520,028	\$2,391,114	\$23,911,142

602839	Central Street over the Sudbury River			
Exempt	Framingham			
Bridge	The proposed project consists of replacing the existing Central Street bridge over the Sudbury River in its present location with minor improvements to the approach roadways.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2012	Bridge	\$2,426,400	\$606,600	\$3,033,000
Total Funding Programmed		\$2,426,400	\$606,600	\$3,033,000

606209	Reconstruction of Route 126 (Concord Street)			
Exempt	Framingham			
Arterial and Intersection	The work under this project will rehabilitate Route 126, add turn lanes, improve sidewalks and curbing, upgrade the existing traffic signal system and replace the roundabout at Concord Street at Union Avenue with a new traffic signal. The earmarks (HPP 684) and (Section 129) will both be used for construction.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Earmark - HPP 684 (TEA-21)	\$3,326,276	\$831,569	\$4,157,845
2013	Earmark - Section 129	\$490,000	\$0	\$490,000
Total Funding Programmed		\$3,816,276	\$831,569	4,647,845

604988	Route 140 Improvements			
Exempt	Franklin			
Arterial and Intersection	The project involves resurfacing and related work in Franklin Center on Route 140, Main and Emmons Streets. The work limits extend along Route 140 for a total project length of approximately 7,150 linear feet (1.35 miles). The project includes resurfacing, sidewalk reconstruction, lighting systems, installation of interconnected traffic signals, with emergency preemption system, traffic calming devices and streetscape/landscape improvements. The earmark (HPP 4279) will be used for construction.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Earmark - HPP 4279 (SAFETEA-LU)	\$4,607,375	\$1,151,844	\$5,759,219
Total Funding Programmed		\$4,607,375	\$1,151,844	\$5,759,219

606169	Interstate 495			
Exempt	Franklin to Milford			
Major Highway	This project is interstate maintenance and related work on I-495.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2012	Interstate Maintenance	\$13,593,600	\$1,510,400	\$15,104,000
Total Funding Programmed		\$13,593,600	\$1,510,400	\$15,104,000

605744	I-90 Ramp over I-495			
Exempt	Hopkinton			
Bridge	This project involves the bridge repairs to the I-90 ramp over I-495 in Hopkinton.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2014	Bridge	\$4,615,454	\$1,153,863	\$5,769,317
Total Funding Programmed		\$4,615,454	\$1,153,863	\$5,769,317

603722	Route 2A over I-95			
Exempt	Lexington			
Bridge	The existing bridge will be replaced in the same alignment with improvements made to the approach roadways and the interchange ramps. The proposed bridge will maintain the width to include four travel lanes, two speed change lanes, a median and a northerly sidewalk.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2012 (Year 1 of 3)	Bridge	\$1,600,000	\$400,000	\$2,000,000
2013 (Year 2 of 3)	Bridge	\$8,000,000	\$2,000,000	\$10,000,000
2014 (Year 3 of 3)	Bridge	\$8,000,000	\$2,000,000	\$10,000,000
Total Funding Programmed		\$17,600,000	\$4,400,000	\$22,000,000

N/A	Interstate 95			
Exempt	Lexington/Burlington			
Major Highway	This project includes resurfacing and related work on I-95 in the towns of Lexington and Burlington.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Interstate Maintenance	\$27,750,060	\$3,083,340	\$30,833,400
Total Funding Programmed		\$27,750,060	\$3,083,340	\$30,833,400

602094	Route 129 (Broadway)			
Exempt	Lynn			
Arterial and Intersection	This project will resurface Route 129 and reconstruct sidewalks from Wyoma Square to Boston Street.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Surface Transportation Program	\$4,510,738	\$1,127,684	\$5,638,422
Total Funding Programmed		\$4,510,738	\$1,127,684	\$5,638,422

604952	Route 107 over the Saugus River			
Exempt	Lynn/Saugus			
Bridge	This project consists of the construction of the Route 107 (Fox Hill bridge) which spans the Saugus River. The new bridge will serve as the permanent replacement for the proposed Temporary drawbridge. The new bridge (AKA Belden G. Bly bridge) will be a single leaf bascule drawbridge.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2015	Bridge	\$1,792,000	\$448,000	\$2,240,000
Total Funding Programmed		\$1,792,000	\$448,000	\$2,240,000

	Beebe School			
Exempt	Malden			
Bicycle and Pedestrian	This project will provide bicycle and pedestrian improvements around Beebe School in Malden.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2015	Safe Routes To School	\$462,000	\$0	\$462,000
Total Funding Programmed		\$462,000	\$0	\$462,000

605173	Pleasant Street			
Exempt	Malden			
Arterial and Intersection	The project includes concrete pavement restoration and/or rehabilitation of Pleasant Street from Malden City Hall to Main Street. The work includes installation or repair of brick sidewalk; concrete sidewalk; ornamental lighting, flowering trees and other streetscape amenities; pedestrian ramps; crosswalks; signals and pavement markings. An open parking lot will also be installed in the vicinity of the former Linden Avenue with access from Pleasant Street. The earmarks (HPP 589) and (Section 117) will both be used for construction.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2012	Earmark - HPP 589 (SAFETEA-LU)	\$1,367,848	\$341,962	\$1,709,810
2012	Earmark - Section 117	\$1,657,656	\$0	\$1,657,656
Total Funding Programmed		\$3,025,504	\$341,962	\$3,367,466

	Memorial Elementary			
Exempt	Manchester			
Bicycle and Pedestrian	This project will provide bicycle and pedestrian improvements around Memorial Elementary School in Manchester.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2014	Safe Routes To School	\$400,000	\$0	\$400,000
Total Funding Programmed		\$400,000	\$0	\$400,000

605510	Revere Beach Parkway (Route 16) over the MBTA			
Exempt	Medford			
Bridge	This project will replace the existing non-operating draw bridge with a new fixed bridge.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2012	Accelerated Bridge Program (GANS)	\$0	\$0	\$8,840,000
Total Funding Programmed		\$0	\$0	\$8,840,000

606126	Route 114			
Exempt	Middleton			
Major Highway	This project includes resurfacing and related work on Route 114.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	NHS Pavement Preservation	\$1,332,627	\$333,157	\$1,665,784
Total Funding Programmed		\$1,332,627	\$333,157	\$1,665,784

N/A	Grover Elementary			
Exempt	Milton			
Bicycle and Pedestrian	This project will provide bicycle and pedestrian improvements around Grover Elementary School in Milton.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2015	Safe Routes To School	\$556,000	\$0	\$556,000
Total Funding Programmed		\$556,000	\$0	\$556,000

601586	Route 9/Oak Street			
Exempt	Natick			
Arterial and Intersection	The project consists of improvements to the existing signalized intersections at Route 9/Oak Street in Natick and Route 9/Overbrook Drive in Wellesley. Work also includes interconnection, sidewalk construction, pavement resurfacing and reconstruction. The earmark (Section 112) will be used for construction.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2012	Surface Transportation Program	\$3,595,738	\$898,934	\$4,494,672
2012	Earmark - Section 112	\$1,386,000	\$0	\$1,386,000
Total Funding Programmed		\$4,981,738	\$898,934	\$5,880,672

603711	Route 128 Improvement Program			
Model	Needham & Wellesley			
Major Highway	This project is the final bridge contract (Bridge V) for the I-95/93 (Route 128) Transportation Improvement Project. The work includes five bridge locations and approximately 3.25 miles of I-95 roadway reconstruction. The roadway work on I-95, from just south of Kendrick Street to just north of Route 9, includes the installation of an additional 12 foot travel lane and 10 foot shoulder in each direction toward the median, along with new collector/distributor roads between Highland Avenue and Kendrick Street. The collector roads will provide safer weaving movements between the interchanges and provide safer traffic movements to and from the adjacent business park. The bridge locations include the following: Kendrick Street over I-95 (Route 128) in Needham; Highland Avenue over I-95 (Route 128) in Needham; MBTA RR (Newton Upper Falls Branch) over I-95 (Route 128) in Needham; I-95 (Route 128) over Central Street in Needham; and, I-95 (Route 128) over Route 9 in Wellesley.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013 (Year 1 of 4)	National Highway System	\$20,800,000	\$5,200,000	\$26,000,000
2013 (Year 1 of 4)	Bridge	\$1,600,000	\$400,000	\$2,000,000
2014 (Year 2 of 4)	National Highway System	\$24,000,000	\$6,000,000	\$30,000,000
2014 (Year 2 of 4)	Bridge	\$5,200,000	\$1,300,000	\$6,500,000

603711	Route 128 Improvement Program (continued)			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2015 (Year 3 of 4)	National Highway System	\$24,000,000	\$6,000,000	\$30,000,000
2015 (Year 3 of 4)	Bridge	\$1,600,000	\$400,000	\$2,000,000
Total Funding Programmed		\$77,200,000	\$19,300,000	\$96,500,000

606520	Bowen School			
Exempt	Newton			
Bicycle and Pedestrian	This project will provide bicycle and pedestrian improvements around Bowen School in Newton.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2012	Safe Routes To School	\$450,000	\$0	\$450,000
Total Funding Programmed		\$450,000	\$0	\$450,000

603473	Route 29 (Main Street) over the Ipswich River			
Exempt	North Reading			
Bridge	The Route 29 (Main Street) bridge over the Ipswich River at the North Reading/Reading town line will be replaced with a new structure.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Bridge	\$1,249,839	\$312,460	\$1,562,299
Total Funding Programmed		\$1,249,839	\$312,460	\$1,562,299

604382	Fore River Bridge			
Exempt	Quincy			
Bridge	The proposed project includes the replacement of the Washington Street Bridge (State Route 3A) over the Fore River in Quincy and Weymouth. The new bridge will be a double leaf bascule or vertical lift bridge. The project also includes approach roadway work and possible intersection improvements/improved geometrics.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2012	Accelerated Bridge Program (GANS)	\$0	\$0	\$285,854,891
Total Funding Programmed		\$0	\$0	\$285,854,891

605607	Route 24			
Exempt	Randolph/Canton			
Major Highway	The project will resurface Route 24 in Randolph from milemarker 39 just north of the Canton/Randolph town line and milemarker 41 at the I-93 Route 24 interchange.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2012	NHS Pavement Preservation	\$4,712,332	\$1,178,083	\$5,890,415
Total Funding Programmed		\$4,712,332	\$1,178,083	\$5,890,415

N/A	Clean Air and Mobility Program			
Exempt	Regionwide			
Clean Air and Mobility	The MPO's Clean Air and Mobility Program funds a variety of projects that improve air quality and mobility and that reduce congestion in the region. Projects funded in FFY 2012 include: Acton - Rail Shuttle, year 3, CATA - State Fort Shuttle, year 3, Boston - Bike Share, year 3, Brookline - Bike Share, year 2, Cambridge - Bike Share year 2, and Somerville - Community Path Cedar to Lowell. Projects expected to be funded in FFY 2013 include: Arlington - Intersection of Routes 3 and 60, Brookline and Cambridge - Bike Share, year 3 and Framingham - Cochituate Rail Trail.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2012	CMAQ	\$1,659,713	\$414,928	\$2,074,641
2013	CMAQ	\$877,914	\$219,479	\$1,097,393
Total Funding Programmed		\$2,537,627	\$634,407	\$3,172,034

606171	Interstate 95			
Exempt	Sharon			
Major Highway	This project involves interstate maintenance and related work on I-95 in Sharon.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2015	Interstate Maintenance	\$8,392,689	\$932,521	\$9,325,210
Total Funding Programmed		\$8,392,689	\$932,521	\$9,325,210

601820	Beacon Street			
Exempt	Somerville			
Arterial and Intersection	This project consists of reconstructing Beacon Street from the Cambridge city line to Oxford Street. New sidewalks, curbing, drainage and signal improvements are included in the project. The earmark (HPP 431) will be used for construction.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Surface Transportation Program	\$1,257,002	\$314,250	\$1,571,252
2013	Earmark - HPP 431 (SAFETEA-LU)	\$1,987,798	\$496,950	\$2,484,748
Total Funding Programmed		\$3,244,800	\$811,200	\$4,056,000

604331	Somerville Community Path			
Exempt	Somerville			
Bicycle and Pedestrian	The proposed project will construct a bike path along the existing MBTA Lowell Commuter Rail Line between Central Street and Lowell Street and on a spur line connect to Cedar Street. The earmark (HPP 2782) will be used for construction.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2012	Earmark - HPP 2782 (SAFETEA-LU)	\$809,911	\$202,478	\$1,012,389
2012	CMAQ (Listed in Clean Air and Mobility)	\$752,201	\$150,440	\$902,641
Total Funding Programmed		\$1,562,112	\$352,918	\$1,915,030

605872	Stanley School			
Exempt	Swampscott			
Bicycle and Pedestrian	This project will provide bicycle and pedestrian improvements around Stanley School in Swampscott.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2012	Safe Routes To School	\$425,000	\$0	\$425,000
Total Funding Programmed		\$425,000	\$0	\$425,000

606516	Dolbeare School			
Exempt	Wakefield			
Bicycle and Pedestrian	This project will provide bicycle and pedestrian improvements around Dolbeare School in Wakefield.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Safe Routes To School	\$513,000	\$0	\$513,000
Total Funding Programmed		\$513,000	\$0	\$513,000

605597	Interstate 95			
Exempt	Wakefield to Lynnfield			
Major Highway	This project includes resurfacing and related work on I-95 in the towns of Wakefield and Lynnfield.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Interstate Maintenance	\$12,348,086	\$1,372,010	\$13,720,096
Total Funding Programmed		\$12,348,086	\$1,372,010	\$13,720,096

601630	Route 18			
Model	Weymouth			
Arterial and Intersection	This project will add a lane in each direction on Route 18 (Main Street) from Highland Place to Route 139 (4.0 miles), includes rehabilitation of bridge (W-32-013) over the Old Colony Railroad (MBTA). The earmark (HPP 1236) will be used for construction.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013 (Year 1 of 3)	Surface Transportation Program	\$687,000	\$171,750	\$858,750
2013 (Year 1 of 3)	Earmark - HPP 1236 (TEA-21)	\$6,196,184	\$1,549,046	\$7,745,230
2014 (Year 2 of 3)	Surface Transportation Program	\$4,872,000	\$1,218,000	\$6,090,000
2014 (Year 2 of 3)	Earmark - HPP 1236 (TEA-21)	\$4,728,000	\$1,182,000	\$5,910,000
2015 (Year 3 of 3)	Surface Transportation Program	\$8,577,000	\$2,144,250	\$10,721,250
2015 (Year 3 of 3)	Earmark - HPP 1236 (TEA-21)	\$1,023,000	\$255,750	\$1,278,750
Total Funding Programmed		\$26,083,184	\$6,520,796	\$32,603,980

605602	Route 3			
Exempt	Weymouth			
Major Highway	This project will provide resurfacing and related work on Route 3.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	NHS Pavement Preservation	\$2,842,112	\$710,528	\$3,552,640
Total Funding Programmed		\$2,842,112	\$710,528	\$3,552,640

42603	Route 38 over the B and M Railroad			
Exempt	Wilmington			
Bridge	This project consists of replacing the Route 38 (Main Street) Bridge over the MBTA tracks, with improvements of the approach roadway.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2015	Bridge	\$3,870,720	\$967,680	\$4,838,400
Total Funding Programmed		\$3,870,720	\$967,680	\$4,838,400

604879	Interstate 93			
Exempt	Wilmington to Woburn			
Major Highway	The project will resurface I-93 in Wilmington and Woburn for a length of 5.90 miles.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Interstate Maintenance	\$11,468,921	\$1,274,325	\$12,743,245
Total Funding Programmed		\$11,468,921	\$1,274,325	\$12,743,245

603008	Salem Street over MBTA			
Exempt	Woburn			
Bridge	This project will replace the existing bridge carrying Salem Street over the MBTA railroad tracks on a new alignment to allow for staged construction.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2014	Bridge	\$1,451,520	\$362,880	\$1,814,400
Total Funding Programmed		\$1,451,520	\$362,880	\$1,814,400

TRANSIT ELEMENT

MBTA	Vehicles – Commuter Rail			
Exempt	Systemwide			
Transit State of Good Repair	This program will fund commuter rail locomotive and coach procurement.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2012	Section 5307	\$12,012,172	\$3,003,043	\$15,015,215
2013	Section 5307	\$20,012,172	\$5,003,043	\$25,015,215
2014	Section 5307	\$42,012,172	\$10,503,043	\$52,515,215
2015	Section 5307	\$42,012,172	\$10,503,043	\$52,515,215
Total Funding Programmed		\$116,048,688	\$29,012,172	\$145,060,860

MBTA	Vehicles – Bus/THE RIDE/Ferry/Non-Revenue			
Exempt	Systemwide			
Transit State of Good Repair	This program will fund compressed natural gas (CNG) bus overhaul in FFY 2012 and specialized non-revenue vehicles in FFY 2013.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2012	Section 5307	\$23,000,000	\$5,750,000	\$28,750,000
2013	Section 5307	\$15,000,000	\$3,750,000	\$18,750,000
2014	Section 5307	\$15,000,000	\$3,750,000	\$18,750,000
2015	Section 5307	\$15,000,000	\$3,750,000	\$18,750,000
Total Funding Programmed		\$68,000,000	\$17,000,000	\$85,000,000

MBTA	Vehicles – Subway			
Exempt	Systemwide			
Transit State of Good Repair	N/A			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2012	Section 5307	\$25,000,000	\$6,250,000	\$31,250,000
2013	Section 5307	\$40,000,000	\$10,000,000	\$50,000,000
2014	Section 5307	\$20,000,000	\$5,000,000	\$25,000,000
2015	Section 5307	\$20,000,000	\$5,000,000	\$25,000,000
Total Funding Programmed		\$105,000,000	\$26,250,000	\$131,250,000

MBTA	Station Upgrades (all modes)			
Exempt	Systemwide			
Transit State of Good Repair	N/A			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2012	Section 5307	\$26,000,000	\$6,500,000	\$32,250,000
2013	Section 5307	\$12,000,000	\$3,000,000	\$15,000,000
2014	Section 5307	\$12,000,000	\$3,000,000	\$15,000,000
2015	Section 5307	\$12,000,000	\$3,000,000	\$15,000,000
Total Funding Programmed		\$62,000,000	\$15,500,000	\$77,500,000

MBTA	Accessibility Program			
Exempt	Systemwide			
Transit State of Good Repair	This program will fund improvements at Government Center, and elevator replacement and rehabilitation, the MBTA accessibility program (LRAP), the commuter rail accessibility program, and the station accessibility program.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2012	Section 5307	\$25,000,000	\$6,250,000	\$31,250,000
2013	Section 5307	\$25,000,000	\$6,250,000	\$31,250,000
2014	Section 5307	\$25,000,000	\$6,250,000	\$31,250,000
2015	Section 5307	\$25,000,000	\$6,250,000	\$31,250,000
Total Funding Programmed		\$100,000,000	\$25,000,000	\$125,000,000

MBTA	Facilities Upgrades			
Exempt	Systemwide			
Transit State of Good Repair	This program will fund the parking program, the Everett Maintenance Facility and maintenance facilities equipment.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2012	Section 5307	\$5,000,000	\$1,250,000	\$6,250,000
2013	Section 5307	\$5,000,000	\$1,250,000	\$6,250,000
2014	Section 5307	\$5,000,000	\$1,250,000	\$6,250,000
2015	Section 5307	\$5,000,000	\$1,250,000	\$6,250,000
Total Funding Programmed		\$20,000,000	\$5,000,000	\$25,000,000

MBTA	Environmental Program			
Exempt	Systemwide			
Transit State of Good Repair	N/A			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2012	Section 5307	\$5,000,000	\$1,250,000	\$6,250,000
2013	Section 5307	\$4,000,000	\$1,000,000	\$5,000,000
2014	Section 5307	\$2,000,000	\$500,000	\$2,500,000
2015	Section 5307	\$2,000,000	\$500,000	\$2,500,000
Total Funding Programmed		\$13,000,000	\$3,250,000	\$16,250,000

MBTA	Preventative Maintenance			
Exempt	Systemwide			
Transit State of Good Repair	N/A			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2012	Section 5307	\$12,000,000	\$3,000,000	\$15,000,000
2013	Section 5307	\$12,000,000	\$3,000,000	\$15,000,000
2014	Section 5307	\$12,000,000	\$3,000,000	\$15,000,000
2015	Section 5307	\$12,000,000	\$3,000,000	\$15,000,000
Total Funding Programmed		\$48,000,000	\$12,000,000	\$60,000,000

CATA	Cape Ann Transportation Authority			
Exempt	Cape Ann			
Transit State of Good Repair	The Section 5307 funds will be used for preventative maintenance, two 30' buses, support vehicles, tires, facility maintenance, and support equipment in 2012. The Section 5309 earmark will be used for a bus in 2012. The Section 5307 funds will be used for preventative maintenance, bus replacement, and support equipment in 2013, 2014, and 2015.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2012	Section 5307	\$509,548	\$204,637	\$714,185
2012	Section 5309 Earmark	\$276,000	\$89,000	\$365,000
2013	Section 5307	\$524,835	\$131,209	\$656,044
2014	Section 5307	\$540,580	\$135,145	\$675,725
2015	Section 5307	\$556,797	\$139,199	\$695,996
Total Funding Programmed		\$2,407,760	\$699,190	3,106,950

MWRTA	MetroWest Transit Authority			
Exempt	MetroWest			
Transit State of Good Repair	The funds will be used for ADA paratransit, facilities/parking lot paving, bus accessories, and IT equipment in 2012; ADA paratransit, computer hardware/software, and shop equipment in 2013, 2014 and 2015.			
Year	Funding Program	Federal Funds	State/RTA Funds	Total Funds
2012	Section 5307	\$1,668,698	\$417,175	\$2,085,873
2013	Section 5307	\$1,718,759	\$429,690	\$2,148,449
2014	Section 5307	\$1,770,322	\$442,581	\$2,212,903
2015	Section 5307	\$1,823,431	\$455,858	\$2,279,289
Total Funding Programmed		\$6,981,210	\$1,745,303	\$8,726,513

MBTA	Blue Line Modernization			
Exempt	Systemwide			
Transit Service Enhancement	The funds will be used for modernization of Government Center Station in 2012 and 2013.			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2012	Section 5309	\$10,000,000	\$2,500,000	\$12,500,000
2013	Section 5309	\$25,000,000	\$6,250,000	\$31,250,000
2014	Section 5309	\$15,000,000	\$3,750,000	\$18,750,000
2015	Section 5309	\$10,000,000	\$2,500,000	\$12,500,000
Total Funding Programmed		\$60,000,000	\$15,000,000	\$75,000,000

MBTA	Vehicles – Subway			
Exempt	Systemwide			
Transit Service Enhancement	N/A			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2015	Section 5309	\$10,000,000	\$2,250,000	\$12,250,000
Total Funding Programmed		\$10,000,000	\$2,250,000	\$12,250,000

MBTA	System Upgrades			
Exempt	Systemwide			
Transit Service Enhancement	N/A			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2012	Section 5309	\$6,981,902	\$1,745,476	\$8,727,378
2013	Section 5309	\$3,981,902	\$995,476	\$4,977,378
2014	Section 5309	\$13,981,902	\$3,495,476	\$17,477,378
2015	Section 5309	\$8,981,902	\$2,245,476	\$11,227,378
Total Funding Programmed		\$33,927,608	\$8,481,904	\$42,409,512

MBTA	Signal System Upgrades			
Exempt	Systemwide			
Transit Service Enhancement	N/A			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2012	Section 5309	\$15,000,000	\$3,750,000	\$18,750,000
Total Funding Programmed		\$15,000,000	\$3,750,000	\$18,750,000

MBTA	Power Program			
Exempt	Systemwide			
Transit Service Enhancement	N/A			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2012	Section 5309	\$37,000,000	\$9,250,000	\$46,250,000
2013	Section 5309	\$35,000,000	\$8,750,000	\$43,750,000
2014	Section 5309	\$35,000,000	\$8,750,000	\$43,750,000
2015	Section 5309	\$35,000,000	\$8,750,000	\$43,750,000
Total Funding Programmed		\$142,000,000	\$35,500,000	\$177,500,000

MBTA	Bridge and Tunnel Program			
Exempt	Systemwide			
Transit Service Enhancement	N/A			
Year	Funding Program	Federal Funds	State Funds	Total Funds
2012	Section 5309	\$25,000,000	\$6,250,000	\$31,250,000
2013	Section 5309	\$30,000,000	\$7,500,000	\$37,500,000
2014	Section 5309	\$30,000,000	\$7,500,000	\$37,500,000
2015	Section 5309	\$30,000,000	\$7,500,000	\$37,500,000
Total Funding Programmed		\$115,000,000	\$28,750,000	\$143,750,000

BACKGROUND

The Commonwealth of Massachusetts is classified as moderate nonattainment for the 8-hour ozone standard and is divided into two nonattainment areas. The eastern Massachusetts ozone nonattainment area includes Barnstable, Bristol, Dukes, Essex, Middlesex, Nantucket, Norfolk, Suffolk, and Worcester Counties. Berkshire, Franklin, Hampden, and Hampshire Counties comprise the western Massachusetts ozone nonattainment area. With these classifications, the 1990 Clean Air Act Amendments (CAAA) required the Commonwealth to reduce its emissions of volatile organic compounds (VOCs) and nitrogen oxides (NO_x), the two major precursors to ozone formation, to achieve attainment of the ozone standard.

The Boston area carbon monoxide (CO) maintenance area¹ must also maintain reduced emission levels of CO. An air quality conformity analysis must still be completed in these communities, as they have a carbon monoxide maintenance plan approved and included in the State Implementation Plan (SIP). In April 2002, Waltham was redesignated as in attainment for carbon monoxide with a United States Environmental Protection Agency (EPA)-approved limited maintenance plan (see the Boston Region MPO's Paths to a Sustainable Region Long-Range Transportation Plan (LRTP) for more details).

The CAAA also required metropolitan planning organizations (MPOs) within nonattainment areas to perform conformity determinations prior to the approval of their LRTPs and Transportation Improvement Programs (TIP). The most recent prior conformity determination occurred in the summer of 2010, when the Federal Highway Administration (FHWA), in consultation with US Environmental Protection Agency (EPA) and the Massachusetts Department of Environmental Protection (DEP), confirmed that all 13 of the 2011-2014 TIPs were in conformity with the SIP.

The Boston Region MPO and the other 12 MPOs have certified that all activities outlined in their LRTPs and TIPs:

- will not cause or contribute to any new violation of any standard in any area,
- will not increase the frequency or severity of any existing violation of any standard in any area, and
- will not delay the timely attainment of any standard or any required interim emission reductions or other milestones in any area.

¹ The Boston area carbon monoxide maintenance area includes Boston, Cambridge, Chelsea, Everett, Malden, Medford, Quincy, Revere, and Somerville.

Key elements of this FY 2012–2015 TIP related to air quality conformity are as follows:

- This TIP is financially constrained, and all projects in the TIP come from the conforming Paths to a Sustainable Region Long-Range Transportation Plan of the Boston Region MPO.
- All regionally significant projects included in the TIP have been included in the air quality analysis for the conforming LRTP. These projects are of the same design and concept as presented in the LRTP.
- Because projects in the TIP come from the conforming LRTP, and all regionally significant LRTP projects for 2012 through 2015 (both Federal and Non-Federal Aid) are programmed in the TIP, the same air quality analysis used for the LRTP can be used for the TIP.
- Therefore, this TIP, in combination with the TIPs from the other MPOs in the nonattainment area, demonstrates air quality conformity.

TIMELY IMPLEMENTATION OF TRANSPORTATION CONTROL MEASURES

Transportation control measures (TCMs) were required in the SIP in revisions submitted to the EPA in 1979 and 1982 and in those submitted as part of the Central Artery/Tunnel project. The TCMs included in the 1979 and 1982 submissions were accomplished through construction or through implementation of ongoing programs. The only exceptions are the bus immersion-heater program, the Newton Rider bus service, the private bus insurance discount concept, and the pedestrian malls in Lynn, Cambridge, and Needham. Other services have been substituted for these TCMs. These projects were all included in past Boston Region MPO LRTPs and TIPs.

TCMs were also submitted as a SIP commitment as part of the Central Artery/Tunnel project mitigation. The status of these projects has been updated using the Administrative Consent Order (ACO) signed by the Executive Office of Transportation and the Executive Office of Environmental Affairs (EOEA) in September 2000 and January 2005, and the SIP – Transit Commitments Status Report, which was submitted by MassDOT to DEP in July

2011. All of the projects are included in the LRTP as recommended or completed projects. They include:

- Southeast Expressway High-Occupancy-Vehicle (HOV) Lane
- HOV Lane on I-93 to Mystic Avenue
- 20,000 New Park-and-Ride Spaces
- Ipswich Commuter Rail Extension to Newburyport
- Old Colony Commuter Rail Extension
- Framingham Commuter Rail Extension to Worcester
- South Boston Piers Transitway

REEVALUATION PROCESS OF SIP TCMs

MassDOT and DEP went through an extensive process for reevaluating TCMs that had been included in the original Central Artery SIP that had not been completed on schedule—the Green Line Arborway Restoration, the Red Line–Blue Line Connector, and the Green Line Extension to Ball Square/Tufts University. This process began in 2004 and was completed in 2008. The outcome included DEP’s agreeing to the following alternative commitments:

- Fairmount Line Improvements.
- 1,000 Additional Park-and-Ride Parking Spaces in the Boston Region.
- Complete a final design of the Red Line–Blue Line Connector from the Blue Line at Government Center to the Red Line at Charles Station.
- Enhanced Green Line extended beyond Lechmere to Medford Hillside and Union Square.

MassDOT recently announced through its State Implementation Plan – Transit Commitments 2011 Status Report submitted to DEP on July 27, 2011 that they are proposing delays or changes to these projects. In that submission, MassDOT included a Petition to Delay for the Fairmount Line Improvement Project and the 1,000 New Park and Ride Spaces. They also made a formal request to remove the Red Line-Blue Line project

and have informed DEP that the Green Line Extension to College Avenue will be delayed. MassDOT will work with DEP to set up a process for addressing these changes over the next several months and will continue to keep the Boston Region MPO informed of this process through its monthly reports at their regularly scheduled meetings. The Boston Region MPO will continue to include these projects in the LRTP until the process has been completed, assuming that any interim projects or programs will provide equal or better emission benefits. When the process has been completed, the MPO will amend the LRTP and its conformity determination to include any changes (including any interim projects or programs). A status of each of these projects as reported in the status report is provided below.

A Status Report of the Uncompleted SIP Projects

A more detailed description of the status of these projects can be found at <http://www.eot.state.ma.us/default.asp?pgid=content/transitCommitment&sid=about>.

Fairmount Line Improvement Project – SIP Requires Completion by December 2011

Project Status

MassDOT/MBTA anticipate that the Four Corners, Talbot Avenue, and Newmarket Stations will be incrementally completed in 2012-2013. A station at Blue Hill Avenue, which had provoked controversy among abutters, is now moving forward. The station is tentatively scheduled for construction advertisement in February 2012, with anticipated construction to start in May 2012. MassDOT/MBTA have also begun the formal Petition to Delay process for the Fairmount Line Improvement project and have prepared a list of potential interim reduction offset measures. The proposed measures were developed with the input and assistance of Fairmount Line stakeholders and MassDOT believes that the potential offset measures meet the standard of being within the transit ridership area required in the SIP. The measures include shuttle bus service from Andrew Square to Boston Medical Center and increased bus service on bus routes 29 and 31 servicing Roxbury, Dorchester, and Mattapan.

Funding Source: the Commonwealth

1,000 New Park-and-Ride Spaces – SIP Requires Completion by December 2011

Project Status

MassDOT/MBTA will not meet the SIP deadline for this project because construction of the Wonderland garage, which will provide 612 of the required spaces, has fallen behind schedule. MassDOT/MBTA currently anticipate that the Wonderland project will be completed in April 2012. MassDOT/MBTA are requesting that DEP not require any interim reduction offset measures because of the brevity of the delay and the low level of short-term air quality benefits. The remaining 388 required spaces are being provided through other, smaller parking projects throughout the MBTA system.

Funding Source: the Commonwealth

Red Line/Blue Line Connector – Final Design – SIP Requires Completion by December 2011

Project Status

MassDOT/MBTA are proposing to nullify the commitment to perform final design of the Red Line/Blue Line Connector, due to the unaffordability of the eventual construction of the project. MassDOT is initiating a process to amend the SIP to permanently and completely remove the obligation to perform final design of the Red Line/Blue Line Connector. To this end, MassDOT will work with DEP and with the general public on the amendment process. MassDOT is not proposing to substitute any new projects in place of the Red Line/Blue Line Connector commitment, given the absence of any air quality benefits associated with the current Red Line/Blue Line commitment (final design only).

Funding Source: MassDOT is proposing to nullify this commitment

Green Line Extension Project – SIP Requires Completion by December 2014

Project Status

MassDOT/MBTA has performed an in-depth risk assessment for the project, which is now trending for completion in 2018-2020. MassDOT/MBTA is beginning the process of formally petitioning DEP on the delay and MassDOT/MBTA will be developing a list of potential interim reduction offset measures, to be informed by public input.

MassDOT, which has committed substantial resources to the Green Line Extension project, a top transportation priority of the Commonwealth and the largest expansion of the MBTA rapid transit system in decades, is now transitioning the project from the planning and environmental review phases to design, engineering, and eventual construction, coupled with the tasks associated with applying for New Starts funding. As part of this transition, the MBTA has assumed lead project management responsibility for the ongoing

development of the Green Line Extension project, with MassDOT continuing to support the MBTA on an as-needed basis. This transition to design, engineering, and construction represents the achievement of a crucial and exciting milestone for the Green Line Extension project, which has now progressed farther and closer to implementation, with the support and advocacy of elected leaders, municipal officials, organized advocates, and hundreds of individual members of the public, than at any time in the past.

Together, MassDOT and the MBTA have also managed an extensive community and public participation effort for the Green Line Extension project, which enjoys widespread support from local officials and the public in general. This community participation effort, while time-consuming, has made the project better and more responsive to public concerns, and is appropriate for a project of this magnitude and importance to the surrounding community and to the region as a whole.

The Green Line Extension is an enormously complex capital project, with many tasks and sub-tasks that must be completed, some in sequence and some in parallel, in order for the first rider to travel from a relocated Lechmere Station toward Union Square and College Avenue. In the 2010 SIP Status Report, MassDOT indicated that the Green Line Extension project was tracking for completion at the end of October 2015, ten months past the legal deadline of December 31, 2014. Over the past four months, the Green Line Extension project team has performed a cost/schedule/risk analysis. As a result, the 2010 schedule projections for the Green Line Extension project have been further refined. MassDOT and the MBTA now have a much deeper and more nuanced understanding of the constraints and limitations that must be managed in order to implement the Green Line Extension project.

Based upon those continuing analyses, MassDOT is now projecting a timeframe, rather than a specific month or day, for the introduction of revenue service on the Green Line Extension. The points within the timeframe are associated with different probabilities, as shown below:

- 10% Probability of Not Exceeding – September 2018
- 50% Probability of Not Exceeding – June 2019
- 90% Probability of Not Exceeding – July 2020

It is important to note that this schedule scenario assumes the issuance of a notice to proceed to a Design/Build contractor only after the MBTA has taken full ownership of all private property of any substantial size required for the construction of the Green Line

Extension. This allows the Green Line Extension project to benefit from lessons learned on the Greenbush Commuter Rail project, in which the MBTA did not take ownership of needed properties until after the issuance of a notice to proceed to the Design/Build contractor, costing the MBTA both time and money and slowing the overall completion of the project. It also assumes that the federal National Environmental Policy Act (NEPA) process for the Green Line Extension will be complete in November of 2011 and that necessary property acquisition can begin at that time.

The work that has gone into developing the detailed risk analyses and to quantifying the statistically-based schedule ranges is significant and the most detailed done to date for the Green Line Extension project. However, MassDOT and the MBTA are not satisfied with the schedule ranges shown here, and are actively considering strategies that could mitigate schedule risks and improve upon the probable delivery dates for passenger service on the Green Line Extension. Some of the strategies under consideration are identified below:

- The development of a 'phasing' scenario that could have segments of the Green Line Extension in revenue service earlier than projected, thereby mitigating at least some of the delay described above. In this scenario, opening of the Green Line Extension project would be phased, allowing some stations to open for public use while others are still being constructed.
- The possibility of awarding a Design/Build contract prior to completion of all major property acquisitions. While this would run counter to the lessons of the Greenbush project, it could potentially expedite completion of the project.
- The possibility of using a project delivery method other than Design/Build, specifically Construction Manager - General Contractor. Although this method is relatively new, it could potentially expedite final design and construction.
- In order to better and more frequently share with project stakeholders and the general public the status and progress of the Green Line Extension project, the MBTA proposes to convene a GLX Steering Group. The Group, which will be chaired by the MBTA, will include representatives of MassDOT Planning; MassDOT Highway Division; the Cities of Cambridge, Somerville, and Medford; and the Federal Transit Administration. The first task for the Group will be to review the anticipated Green Line Extension project schedule, including phasing options, to try to lessen the projected delay. The Group will, therefore, meet on at least a bi-weekly basis, at least in the short term. The MBTA and its technical team will report to the Group on the schedule and status of the Green Line Extension project, and will bring any other pertinent issues to the Group. The Group will follow all Open Meeting guidelines.

In addition, the MBTA plans to request a 'Letter of No Prejudice' from the FTA, which could allow the Green Line Extension project to move forward more quickly while still preserving the future potential to seek federal reimbursement for state monies expended.

The timeline listed above represents a substantial delay beyond the current SIP deadline of December 31, 2014, triggering the need to provide interim emission reduction offset projects and measures for the period of the delay (beginning January 1, 2015). Working with the Central Transportation Planning Staff, MassDOT and the MBTA are currently initiating the process of calculating the reductions of non-methane hydrocarbons (NMHC), CO, and NO_x, reductions equal to or greater than the reductions projected for the Green Line Extension itself, as specified in the SIP regulation that will be required for the period of the delay. Once that process is complete, MassDOT and the MBTA will develop a portfolio of interim projects and/or measures that can meet the requirement, and will seek input from both DEP and the general public on the portfolio. MassDOT and the MBTA are aware of the strong public interest in potential interim emission reduction offsets, having already received many suggestions and recommendations; they will strive to make use of ideas presented to them by the public whenever possible. However, MassDOT and the MBTA are acutely aware of the need for any selected interim emission reduction offsets to quantitatively and demonstrably meet the emission reduction threshold established in the SIP regulation, and will be subjecting potential interim emission reduction offsets to necessary rigorous analysis by the Central Transportation Planning Staff. MassDOT and the MBTA are also sensitive to the constrained fiscal environment in which all of the Massachusetts transportation agencies currently operate, and will weigh fiscal concerns when selecting appropriate interim emission reduction offsets.

MassDOT will keep DEP apprised of the progress made by the Central Transportation Planning Staff as it develops the emission reduction targets for the portfolio of interim emission reduction offset projects and measures.

Funding Source: the Commonwealth

Russia Wharf Ferry Terminal

Project Status

Building of the Russia Wharf Ferry Terminal was the responsibility of the Central Artery/Tunnel (CA/T) Project. Actual ferry service to the wharf was not included in the SIP requirement, and the CA/T Project is not responsible for providing that service. In May 2006, the CA/T Project requested a deferral of the construction of the facility from DEP and the Boston Conservation Commission (BCC) pending the availability of ferry service and

resolution of the status of the Old Northern Avenue Bridge, which is too low to provide clearance to vessels of a size or configuration suited to regularly scheduled passenger service. In June 2008, the Boston Conservation Commission approved an extension of this facility's Order of Conditions to June 2011. The Massachusetts Turnpike Authority completed a marketing demand study in October 2009 to determine the potential demand for service in this area, the type of service that could be provided, and the physical, operational, and financial constraints of this project. In February 2010, this information was forwarded to the Massachusetts Department of Transportation as part of the ongoing evaluation of this facility. This study will be sent to the Department of Environmental Protection Waterways Program and BCC in the second half of 2011. The only water transportation service currently available at this location is on-call water taxi. There is no regularly scheduled passenger water transportation service, and there is no party with a plan or proposal to provide such service. The City of Boston is moving forward to evaluate design/engineering alternatives to the Old Northern Avenue Bridge that would address the vessel clearance issue, which currently makes operation of regularly scheduled ferry service difficult and inefficient.

Funding Source: the Commonwealth

AIR QUALITY CONFORMITY ANALYSIS

On April 2, 2008, EPA found that the 2008 and 2009 motor vehicle emissions budgets in the January 31, 2008 Massachusetts 8-hour ozone State Implementation Plan revision were adequate for transportation conformity purposes. The submittal included 2008 and 2009 motor vehicle emission budgets for the Boston-Lawrence-Worcester (Eastern Massachusetts) and Springfield (Western Massachusetts) 8-hour ozone nonattainment areas. Massachusetts submitted these budgets as part of the 8-hour ozone attainment demonstration and reasonable further progress plan for both nonattainment areas, and as a result of EPA's adequacy finding, these budgets are required to be used for this and future conformity determinations. In 2010, EPA later determined that only the most recent motor vehicle emissions budget (2009) be used for future conformity determinations.

In 2010, air quality analyses were conducted on behalf of all the 2011-2014 Transportation Improvement Programs (TIPs), the purposes of which were to evaluate the TIPs' air quality impacts on the SIP. Conformity determinations were performed to ensure that all regionally significant projects were included in the TIPs. The Massachusetts Department of Transportation found the emission levels from the 2011-2014 TIPs to be in conformance with the SIP. On November 15, 2010, EPA confirmed that both the Eastern and Western Massachusetts Non-Attainment areas collectively demonstrated transportation conformity, with concurrence from Massachusetts DEP on November 23, 2010. On December 22, 2010,

FHWA and FTA determined that the TIPs were in conformity with the Clean Air Act and the EPA conformity regulations (40 CFR Part 51).

The conformity test is to show consistency with the emissions budgets set forth in the SIP. Specific information regarding the analysis methods, latest planning assumptions, and consultation procedures are all detailed in the Paths to a Sustainable Region LRTP. The estimated emissions for the eastern Massachusetts nonattainment area include all of the following MPOs:

- Cape Cod MPO
- Central Massachusetts MPO
- Merrimack Valley MPO
- Boston Region MPO
- Montachusett Region MPO
- Northern Middlesex MPO
- Old Colony MPO
- Southeastern Region MPO
- Martha’s Vineyard Commission*
- Nantucket Planning and Economic Development Commission*

* These organizations are considered to be MPOs for planning purposes.

TABLE 4-1
Regionally Significant Projects Included in the Regional Transportation Models for the Eastern Massachusetts Ozone Nonattainment Area

Analysis Year	Community	Description of Projects Under Construction
Boston Region MPO		
2016	Bedford, Burlington	Middlesex Turnpike Improvements, Phases 1 and 2
2016	Bellingham	Pulaski Boulevard
2016	Boston	Fairmount Line Improvements, including new stations
2016	Boston	East Boston Haul Road/Chelsea Truck Route (new grade separated roadway)
2016	Concord, Lincoln	Route 2/Crosby’s Corner (grade separation)
2016	Danvers	Route 128/Route 35 and Route 62
2016	Hudson	Route 85 (capacity improvements from Marlborough TL to Route 62)
2016	Marshfield	Route 139 Widening (to 4 lanes between School St. and Furnace St.)
2016	Quincy	Quincy Center Concourse, Phase 2 (new roadway: Parking Way to Hancock St.)

Analysis Year	Community	Description of Projects Under Construction (continued)
Boston Region MPO (continued)		
2016	Randolph to Wellesley	Route 128 Additional Lanes
2016	Somerville	Assembly Square Orange Line Station
2016	Somerville	Assembly Square Roadways (new and reconfigured)
2016	Weymouth, Hingham, Rockland	South Weymouth Naval Air Station Access Improvements
2016	Regionwide	1000 Additional Park-and-Ride Spaces
Analysis Year	Community	Description of Recommended Plan Projects
Boston Region MPO		
2016	Beverly	Beverly Station Commuter Rail Parking Garage
2016	Boston	Conley Haul Road
2016	Salem	Salem Station Commuter Rail Parking Garage Expansion
2016	Somerville, Cambridge, Medford	Green Line Extension to Medford Hillside/Union Square
2016	Weymouth	Route 18 Capacity Improvements
2020	Bedford, Burlington, Billerica	Middlesex Turnpike Improvements, Phase 3 – widening Plank St. to Manning Rd.
2020	Boston	Sullivan Square/Rutherford Avenue Improvements
2020	Hanover	Route 53, Final Phase (widening to 4 lanes between Route 3 and Route 123)
2020	Salem	Bridge Street (widening to 4 lanes between Flint and Washington St.)
2020	Somerville, Medford	Green Line Extension to Mystic Valley Parkway (Route 16)
2025	Canton	I-95 (NB)/Dedham Street Ramp/Dedham Street Corridor (new ramp with widening on Dedham St. from I-95 to University Ave.)
2025	Canton	Interstate 95/Interstate 93 Interchange (new direct connect ramps)
2025	Newton, Needham	Needham Street/Highland Avenue (includes widening Charles River Bridge)
2025	Woburn	Montvale Avenue (widening from Central St. to east of Washington St.)
2025	Woburn	New Boston Street Bridge (reestablish connection over MBTA Lowell line)
2035	Braintree	Braintree Split - I-93/Route 3 Interchange
2035	Framingham	Route 126/135 Grade Separation
2035	Reading, Woburn, Stoneham	I-93/I-95 Interchange (new direct connect ramps)
2035	Revere, Malden, Saugus	Route 1 (widening from 4 to 6 lanes between Copeland Circle and Route 99)
2035	Wilmington	Tri-Town Interchange (new “Lowell Junction” interchange on I-93 between Route 125 and Dascomb Rd.)

Analysis Year	Community	Description of Recommended Plan Projects (continued)
Cape Cod Region		
2020	Barnstable	Yarmouth Rd. /Route 28 (widening to 4 lanes) with Hyannis Access Improvements
2025	Bourne	Route 6 Exit 1 WB on-ramp changes and interchange improvements
2035	Bourne	Route 25 Access Ramp widening, Belmont Circle two-way travel
2035	Capewide	Daily Passenger Rail Service: Hyannis to Buzzard's Bay, Middleborough
2035	Mashpee	Mashpee Rotary Ring Roads (connectors, Great Neck Rd., Routes 28 and 151)
Central Massachusetts Region		
2016	Northborough	Route 20, Church St. to South St., signal coordination in corridor
2016	Shrewsbury/Worcester	Route 9 Bridge over Lake Quinsigamond: widening, additional lane each direction
2016	Auburn	Route 12/20 to Auburn TL capacity improvements and raised median
2016	Worcester	Lincoln/Highland/Pleasant Streets intersection corridor improvements, minor widening, select signal coordination
2016	Worcester	Route 20 Widening to a consistent 4 lanes
2020	Charlton, Oxford	Route 20 Widening to a consistent 4 lanes
2025	Westborough, Hopkinton	I-90/I-495 and I-495/Route 9 Interchange Improvements (CD or frontage) roads)
2035	Worcester	Route 122/122A Madison St./Chandler St. Kelley Square to Pleasant St.: various improvements and signal coordination
2035	Worcester	I-290 Hope Ave. (to full interchange and roundabout at Webster St. and Hope Ave.)
2035	Millbury, Sutton	Route 146 Improvements: Route 122A to Central Turnpike
Martha's Vineyard Region		
n/a	n/a	None
Merrimack Valley Region		
2016	Amesbury	Route 110 from I-495 to I-95 (widen from 2 lanes to 4)
2020	Newburyport, Amesbury	I-95 over Merrimack River (Whittier Bridge widening from 6 to 8 lanes)
2020	Methuen	Route 110/113 (Methuen Rotary – new interchange ramps at I-93)
2025	Lawrence, North Andover	Route 114 (widening from I-495 to Waverly Road)
2035	Andover	Tri-Town Interchange (new "Lowell Junction" interchange on I-93 between Route 125 and Dascomb Rd.) and I-93 widening to 4 lanes in each direction from new interchange/current "lane drop" area to I-495
Montachusett Region		
2016	Fitchburg/Westminster	New Wachusett Commuter Rail Station
2016	Ayer to South Acton	Fitchburg Line Commuter Rail Improvements (double track)
2020	Leominster	Route 13 Hawes St. to Prospect St. (some widening, new signals, etc.)
2025	Athol	New Interchange on Route 2 at South Athol Road

Analysis Year	Community	Description of Recommended Plan Projects (continued)
Nantucket Region		
n/a	n/a	None
Northern Middlesex Region		
2016	Westford	Route 110 Minot's Corner to Nixon Rd., widen to 4 lanes
2020	Billerica	Middlesex Turnpike Improvements, Phase 3 – widening Plank St. to Manning Rd. Rd.
2035	Tewksbury	Tri-Town Interchange (new "Lowell Junction" interchange on I-93 between Route 125 and Dascomb Rd.) and I-93 widening to 4 lanes in each direction from new interchange/current "lane drop" area to I-495.
Northern Middlesex Region (continued)		
2035	Westford	I-495 at Boston Road (Exit 32) widening of on- and off-ramps
2035	Lowell, Tewksbury, Chelmsford, and Westford	I-495 Additional travel lane each direction between Exits 32 and 35 and between Exits 37 and 40
2035	Lowell	Wood Street, Rourke Bridge: new bridge, widening and corridor improvements
Old Colony Region		
2016	Abington	Route 18 –Widening to 4 Lanes from Route 139 to Highland Rd.
2020	Brockton	Route 123 –Widen from Route 24 to Angus Beaton Drive
2020	Bridgewater	Route 24 –Add Northbound Slip Ramp from Route 104 WB to Route 24 NB Northbound
2020	Plymouth	Route 3 –Add Northbound on-Ramp at Long Pond Road (Exit 5)
2020	Plymouth	Long Pond Road Bridge widening (Exit 5)
2025	Brockton	Main Street, Warren Avenue, Spring Street, West Elm Street, Belmont Street - Reestablish Two-Way Circulation
2025	West Bridgewater	Route 106 –Widening from 2 to 4 Lanes between Route 24 and Route 28
2035	Plymouth	Route 3 – Add NB Off-ramp to Plimouth Plantation Hwy (Exit 4)
2035	Plymouth	Route 25 –Add New Interchange Before Exit 1 and connect to Bourne Road
2035	West Bridgewater	Route 28, Route 106, Central Square Signal and intersection coordination
Southeastern Massachusetts Region		
2016	Fall River, Somerset	New Brightman Street Bridge –capacity improvements to 4 lane divided facility
2016	Fall River	Route 79/Davol Street (interchange improvements and new traffic circulation)
2016	Freetown	Route 24 – New Interchange (Exit 8 ½)
2016	Mansfield	Route 140/I-495 New Southbound On-Ramp
2020	Dartmouth	Route 6 (Fauce Corner Rd)/I-195 Interchange –Bridge Widening to 5 Lanes
2035	Taunton	Route 24/140 –Interchange Reconstruction

Using the latest planning assumptions, the Massachusetts Department of Transportation, Office of Transportation Planning, in coordination with MPO staff, estimated the emissions

for VOC and NOx for all MPOs in Eastern Massachusetts through a combination of the statewide and the Boston Region MPO travel demand models. The VOC mobile source emission budget for 2009 and beyond for the Eastern Massachusetts Nonattainment Area has been set at 63.50 tons per summer day and the 2009 (and beyond) mobile source budget for NOx is 174.96 tons per summer day. As shown in Tables 4-2 and 4-3, the results of the air quality analysis demonstrate that the VOC and NOx emissions from all action scenarios are less than the VOC and NOx emissions budgets for the Eastern Massachusetts Nonattainment Area. A 2010 CO motor vehicle emission budget was established for the Boston CO maintenance area and was set at 228.33 tons of CO per winter day. Emissions calculated for this CO maintenance area are included in Table 4-4 and are less than the budget.

TABLE 4-2
VOC Emissions Estimates for the Eastern Massachusetts
Ozone Nonattainment Area
(All emissions expressed in tons per summer day)

Year	Boston Region Action Emissions	Eastern MA Action Emissions	Emission Budget	Difference (Action – Budget)
2010	n/a	64.974	n/a	n/a
2016	17.664	36.232	63.50	-27.268
2020	15.645	32.386	63.50	-31.114
2025	15.316	30.988	63.50	-32.512
2035	14.657	31.063	63.50	-32.437

TABLE 4-3
NOx Emissions Estimates for the Eastern Massachusetts
Ozone Nonattainment Area
(All emissions expressed in tons per summer day)

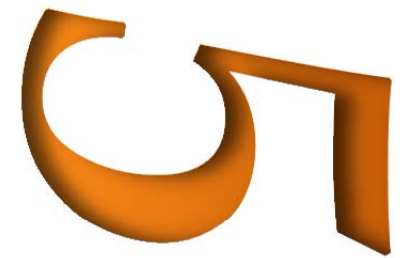
Year	Boston Region Action Emissions	Eastern MA Action Emissions	Emission Budget	Difference (Action – Budget)
2010	n/a	178.925	n/a	n/a
2016	30.307	66.219	174.96	-108.741
2020	19.531	45.188	174.96	-129.772
2025	17.092	36.521	174.96	-138.439
2035	12.214	29.038	174.96	-145.922

TABLE 4-4
Winter Carbon Monoxide (CO) Emissions Estimates for the CO Maintenance Area for
the Nine Cities in the Boston Area
(All emissions expressed in tons per winter day)

Year	Boston Build Emissions	Emission Budget	Difference (Action – Budget)
2010	180.57	228.33	-47.76
2016	112.64	228.33	-115.69
2020	107.98	228.33	-120.35
2025	107.54	228.33	-120.79
2035	106.67	228.33	-121.66

In summary, this TIP is derived from the conforming Paths to a Sustainable Region LRTP, and the conformity determination analysis has been prepared in accordance with EPA’s final conformity regulations. The air quality analyses outlined in this document demonstrate that the implementation of the TIP satisfies the conformity criteria where applicable and is consistent with the air quality goals in the Massachusetts SIP.

Specifically, the Boston Region MPO has found the emission levels from this FY 2012-2015 TIP, in combination with the emission levels from the other MPOs in its nonattainment area, demonstrate conformity with the SIP, the Clean Air Act, and the EPA conformity regulations (40 CFR part 51).



**FINANCIAL
CONSTRAINT**

The financial constraint of the Transportation Improvement Program (TIP) must satisfy two requirements:

- The transit and highway programs must be financially constrained to projections of available federal aid.
- The Central Artery/Tunnel Project must be constrained to 50 percent of the federal aid available statewide.

As shown in the tables below, the federal fiscal years 2012–15 TIP complies with both of these requirements.

**TABLE 5-1
The Federal-Aid Program**

	FFY 2012	FFY 2013	FFY 2014	FFY 2015	FFYs 2012-15
Transit Program					
Section 5307 Authorization	\$133,012,172	\$133,012,172	\$133,012,172	\$133,012,172	\$532,048,688
Section 5307 Program	\$133,012,172	\$133,012,172	\$133,012,172	\$133,012,172	\$532,048,688
Section 5309 Authorization	\$93,981,902	\$93,981,902	\$93,981,902	\$93,981,902	\$375,927,608
Section 5309 Program	\$93,981,902	\$93,981,902	\$93,981,902	\$93,981,902	\$375,927,608
Non-Artery Highway Target Program (including state matching funds, but exclusive of earmarked funds)					
Highway Obligation Authority	\$55,398,024	\$55,254,051	\$53,814,653	\$58,589,372	\$223,056,100
Highway Program	\$55,398,024	\$55,254,051	\$53,810,830	\$58,581,250	\$223,044,155
<i>STP</i>	\$25,696,673	\$23,859,948	\$15,367,374	\$24,284,540	\$89,208,535
<i>NHS*</i>	\$23,330,000	\$26,000,000	\$30,000,000	\$30,000,000	\$109,330,000
<i>HSIP</i>	\$4,296,710	\$4,296,710	\$4,296,710	\$4,296,710	\$17,186,840
<i>CMAQ</i>	\$2,074,641	\$1,097,393	\$4,146,746	\$0	\$7,318,780
Bridges					
Federal-Aid Bridges**	\$642,122,690	\$37,281,339	\$45,341,157	\$65,002,400	\$789,747,586
<i>Accelerated Bridge Program</i>	\$608,689,690	\$0	\$0	\$0	\$608,689,690

*National Highway System (NHS) funds are from Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) target amounts.

** This amount includes Boston Region Accelerated Bridge Program projects that leverage federal aid.

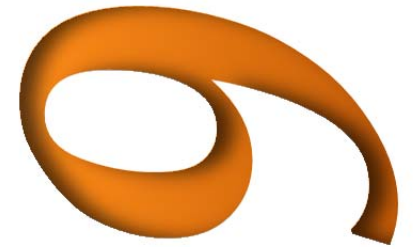
**TABLE 5-2
The Non-Federal Aid-Highway Program**

	FFY 2012	FFY 2013	FFY 2014	FFY 2015	FFYs 2012-15
Bridge Target	N/A	N/A	N/A	N/A	N/A
Bridge Program	\$0	\$0	\$0	\$0	\$0

**TABLE 5-3
The Central Artery/Tunnel Project
(federal funds only)**

	FFY 2012	FFY 2013	FFY 2014	FFY 2015	FFYs 2012-15
Obligation Authority	\$560,000,000	\$560,000,000	\$560,000,000	\$560,000,000	\$2,240,000,000
Central Artery/ Tunnel Project Share	\$165,960,000	\$176,555,000	\$176,555,000	\$0	\$519,070,000
Accelerated Bridge Program	\$0	\$0	\$0	\$150,000,000	\$150,000,000

One requirement of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) is the assessment of the operation and maintenance of the transportation system in the Boston region. State and regional agencies develop estimates of transit and highway operating and maintenance costs through their budgeting process. The information on projects and funding sources presented in Chapter 3 represents operations and maintenance estimates and are based on projections from the Cape Ann Transit Authority (CATA), the Metrowest Regional Transit Authority (MWRTA), the Massachusetts Bay Transportation Authority (MBTA), and the MassDOT – Highway Division. The following tables on 6-2 and 6-3 present the the operations and maintenance estimates for the period of SFYs 2012 to 2015 for MassDOT projects. Tables on 6-4 through 6-6 present operations and maintenance estimates for the period of state fiscal years (SFYs) 2012 to 2015 for the MBTA, CATA, and the MWRTA.



OPERATION AND MAINTENANCE

Massachusetts Department of Transportation - Highway Division
 Summary of Operating and Maintenance Expenditures
 Boston Region - Part 1: Non-Federal Aid

Section I - Non Federal Aid Maintenance Projects - State Bondfunds

7/12/2011

Program Group/Sub Group	SFY 2009 NFA Expenditures	SFY 2010 NFA Expenditures	SFY 2011 NFA Expenditures
01 - Bridge Repair & Replacement			
New Bridge (Excluded)	n/a	n/a	n/a
Bridge Replacement (Excluded)	n/a	n/a	n/a
Bridge Reconstruction/Rehab	\$4,474,363	\$9,292,147	\$36,924,880
Drawbridge Maintenance	\$2,106,547	\$1,552,870	\$167,917
Structure Maintenance	\$12,769,694	\$38,862,880	\$5,324,400
02 - Bridge Painting			
Painting - Structural	\$552,049	\$0	\$0
03 - Roadway Reconstruction			
Hwy Relocation (Excluded)	n/a	n/a	n/a
Hwy Recon. - Added Capacity (Excluded)	n/a	n/a	n/a
New Construction (Excluded)	n/a	n/a	n/a
Hwy Reconstr - Restr and Rehab	\$711,180	\$127,603	\$42,980
Hwy Reconstr - No Added Capacity	\$8,572,830	\$1,163,720	\$748,590
Hwy Reconstr - Minor Widening	\$288,952	\$0	\$10,458
Hwy Reconstr - Major Widening	\$0	\$0	\$17,791
04 - Roadway Resurfacing			
Resurfacing	\$5,621,821	\$7,824,136	\$575,916
05 - Intersection & Safety			
Impact Attenuators			\$12,922
Safety Improvements	\$78,468	\$0	\$0
Traffic Signals	\$856,933	\$553,809	\$31,365
06 - Signs & Lighting			
Lighting and Electrical	\$509,605	\$612,077	\$26,904
Sign Installation / Upgrading	\$243,674	\$695,274	\$138,515
Structural Signing	\$250,980	\$0	\$143
07 - Guardrail			
Guard Rail and Fencing	\$859,113	\$1,203,848	\$139,858
08 - Maintenance			
Catch Basin Cleaning	\$1,679,365	\$2,895,555	\$218,846
Crack Sealing	\$169,428	\$0	\$19,578
Landscape and Roadside Develop	\$977,104	\$0	\$121,075
Mowing and Spraying	\$28,787	\$0	\$5,598
Pavement Marking	\$1,577,258	\$1,563,546	\$127,544
Sewer and Water	\$350,773	\$0	\$18,532
Process/Recycle/Trnsprt Soils	\$0	\$0	\$0
Contract Hwy Maint.	\$0	\$0	\$206,033
09 - Facilities			
Chemical Storage Sheds	\$137,973	\$0	\$9,343
Vertical Construction	\$991	\$1,403,882	\$121,602
10 - Bikeways (Excluded)	n/a	n/a	n/a
11 - Other			
Miscellaneous / No Prequal	\$510,809	\$704,182	\$55,955
Asbestos Removal	\$0	\$0	\$0
Demolition	\$0	\$0	\$0
Drilling and Boring	\$0	\$0	\$4,660
Hazardous Waste Remediation	\$0	\$0	\$1,286
Utilities	\$0	\$0	\$0
Change in Project Value	\$0	\$0	\$0
Highway Sweeping	\$0	\$0	\$0
Intelligent Transportation Sys	\$0	\$0	\$0
Unknown	\$0	\$0	\$12,079
Underground Tank Removal Replace	\$0	\$0	\$0
Section I Total:	\$43,328,698	\$68,455,529	\$45,084,770

Section II - Non Federal Aid Highway Operations - State Operating Budget Funding

12 - Snow and Ice Operations & Materials	\$33,688,808	\$31,936,677	\$44,990,518
13 - District Maintenance (Mowing, Litter Management, Sight Distance Clearing, Etc.)	\$7,594,228	\$7,734,078	\$7,628,213
Section II Total:	\$41,283,035	\$39,670,755	\$52,618,731

Grand Total NFA: **\$84,611,733** **\$108,126,284** **\$97,703,501**

Massachusetts Department of Transportation - Highway Division
 Summary of Operating and Maintenance Expenditures
 Boston Region - Part 2: Federal Aid

Section I - Federal Aid Maintenance Projects

7/12/2011

Program Group/Sub Group	SFY 2009 Federal Aid Expenditures	SFY 2010 Federal Aid Expenditures	SFY 2011 Federal Aid Expenditures
01 - Bridge Repair & Replacement			
New Bridge (Excluded)	n/a	n/a	n/a
Bridge Replacement (Excluded)	n/a	n/a	n/a
Bridge Reconstruction/Rehab	\$10,231,156	\$16,637,440	\$54,547,266
Structure Maintenance	\$546,504	\$8,412,796	\$2,045,023
02 - Bridge Painting			
Painting - Structural	\$0	\$0	
03 - Roadway Reconstruction			
Hwy Relocation (Excluded)	n/a	n/a	n/a
Hwy Recon. - Added Capacity (Excluded)	n/a	n/a	n/a
New Construction (Excluded)	n/a	n/a	n/a
Hwy Reconstr - Restr and Rehab	\$5,970,759	\$8,717,429	\$7,954,804
Hwy Reconstr - No Added Capacity	\$13,322,707	\$38,210,918	\$41,160,028
Hwy Reconstr - Minor Widening	\$10,276,969	\$4,996,612	\$11,810,393
Hwy Reconstr - Major Widening	\$1,192,714	\$34,095	\$6,551
04 - Roadway Resurfacing			
Resurfacing	\$19,035,126	\$50,573,274	\$40,631,115
05 - Intersection & Safety			
Impact Attenuators	\$16,746	\$0	
Safety Improvements	\$5,323,800	\$1,603,549	\$125,455
Traffic Signals	\$5,704,236	\$1,955,537	\$1,660,110
06 - Signs & Lighting			
Lighting and Electrical	\$504,438	\$166,330	\$2,521,304
Sign Installation / Upgrading	\$763,140	\$227,139	\$1,760,901
Structural Signing	\$0	\$0	\$1,056,775
07 - Guardrail			
Guard Rail and Fencing	\$502,622	\$0	\$2,684
08 - Maintenance			
Contract Highway Maintenance	\$77,447	\$0	\$59,742
Landscape and Roadside Develop	\$58,759	\$0	\$0
Pavement Marking	\$384	\$0	\$0
Catch Basin Cleaning			
09 - Facilities			
Vertical Construction	\$206,019	\$0	\$0
	\$35,910	\$9,000	\$17,988
10 - Bikeways (Excluded)	n/a	n/a	n/a
11 - Other			
Intelligent Transportation Sys	\$866,130	\$749,955	\$5,670,292
Miscellaneous / No prequal	\$2,201,632	\$172,804	\$634,124
Reclamation	\$503	\$0	\$0
Drilling & Boring	\$0	\$0	\$12,362
Unknown	\$0	\$0	\$340,127
Demolition	\$0	\$0	\$475,582
Utilities	\$0	\$0	\$0
Marine Construction	\$0	\$0	\$68,018
Section I Total	\$76,837,700	\$132,466,878	\$172,560,644

Section II - Federal Aid Highway Operations

11 - Other			
ITS Operations - I-93 HOV Lane Operation and Towing	\$500,000	\$550,000	\$550,000
ITS Operations - Traffic Operations Center (South Boston)	\$600,000	\$600,000	\$600,000
Section II Total	\$1,100,000	\$1,150,000	\$1,150,000

Grand Total Federal Aid:	\$77,937,700	\$133,616,878	\$173,710,644
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**Table 6-3
Boston MPO
Operations and Maintenance Summary Table
for the Massachusetts Bay Transportation Authority
State Fiscal Year 2011**

Operating Revenue	<i>Previous</i>	<i>Current</i>	<i>Year Two</i>	<i>Year Three</i>	<i>Year Four</i>
	2010	2011	2012	2013	2014
Farebox	\$469,600,850	\$485,990,602	\$470,586,117	\$477,392,704	\$482,885,044
Section 5307	\$28,836,501	\$12,000,000	\$12,000,000	\$10,000,000	\$8,000,000
Section 5311					
CMAQ/TDM					
Fully Funded *					
Job Access/Reverse Commute					
Advertising	\$11,709,593	\$10,658,804	\$14,665,704	\$13,879,847	\$14,594,343
Interest Income	\$1,506,708	\$1,490,190	\$1,506,708	\$1,521,775	\$1,536,993
Rental Income	\$18,193,064	\$21,924,561	\$19,506,782	\$16,914,463	\$17,416,399
State Contract Assistance**	\$927,056,680	\$927,019,551	\$937,028,421	\$952,568,989	\$976,346,059
Local Assessment	\$150,148,212	\$150,148,212	\$152,100,139	\$155,142,142	\$159,020,695
Other: Land Sales/Utility Reimb	\$5,620,786	\$12,468,786	\$48,749,333	\$3,770,327	\$3,791,529
TOTAL	\$1,612,672,394	\$1,621,700,706	\$1,656,143,204	\$1,631,190,247	\$1,663,591,062
Operating Expenses***	<i>Previous</i>	<i>Current</i>	<i>Year Two</i>	<i>Year Three</i>	<i>Year Four</i>
	2010	2011	2012	2013	2014
TOTAL	\$1,176,964,204	\$1,216,875,487	\$1,293,958,393	\$1,340,186,055	\$1,393,601,889

source: Budget Office FY13-FY16 proforma (7/25/11) lines:

Fare plus parking
Funds from Federal line (FY10 has AARA) not necessarily Section 5307

Advertising Line
Interest income line
Other real estate operations line
Dedicated Sales tax + Contract assistance
Local Assessments
Property sales, Utility reimbursements, other rebates (FY12 has No Station)

Footnotes:

* Fully Funded refers to contract work often to Human Service Agencies

**Operating assistance provided by the State (Sales Tax Revenues)

***Description of Operating Expenses: Salaries and wages; Fringe Benefits; Legal, Accounting and Professional Services; Promotion/Marketing; Insurance; Equipment Leases and Rentals; Real Property Leases and Rentals; Non-capitalized Maintenance/Repair; Fuel costs; Tire costs; Office Supplies and Equipment; Interest Expense; Utilities; Management Fees; Travel and Training; and Other miscellaneous expenses.

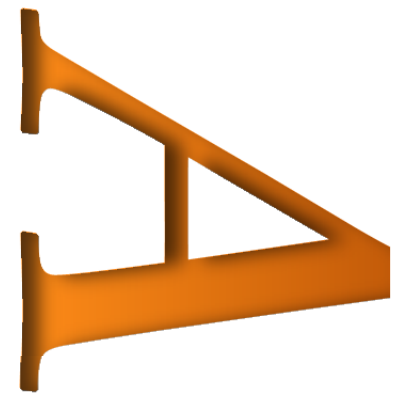
Source: MBTA Budget Department, 8/25/11

APPENDIX A

UNIVERSE OF ROADWAY PROJECTS FOR DISCRETIONARY FUNDING

This chapter lists information about roadway and bridge projects that have been identified through the MPO evaluation processes for use of the MPO discretionary (target) funding. This list does not contain projects identified for programming by MassDOT, the MBTA, CATA, or MWRTA using the funding programs under their discretion.

The roadway evaluation system was used for the development of the fiscal years 2012 – 2015 TIP. This process includes the development of the Top Tier list of projects, the staff recommendation, and MPO selection of projects using its target funds. The Top Tier list of projects includes those that effectively address MPO policies and that can also be made ready in the first annual element of a TIP. This list serves as a pool of projects the MPO would like to consider first, should funding be available. Projects programmed in the fiscal years 2012-15 TIP are in bold type. The projects on the Top Tier list are italicized. Projects on the Top Tier list that are programmed in the FFYs 2012-15 TIP are in bold italics.



Municipality	Project #	Project Name
Acton, Carlisle, Westford	604532	Bruce Freeman Memorial Bicycle Path, phase 2A
Acton, Maynard	604531	Assabet River Rail Trail
Arlington	604687	Massachusetts Avenue
Bedford, Billerica, Burlington	029492	Middlesex Turnpike Improvement Project, Phase Three
Belmont, Watertown	604688	Trapelo Road
Beverly	600220	Route 1A (Rantoul Street)
Beverly	604369	Route 128 Brimbal Avenue Overpass / Interchange Reconstruction
Boston	883	Boylston Street
Boston	1162	Melnea Cass Blvd
Boston	053001	Northern Ave. Connector Rds., Phase 1
Boston	606117	Traffic Signal Improvements at 18 Locations
Boston	606134	Signal Improvements at Blue Hill Ave and Warren St
Boston	606226	RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN
Boston	606284	IMPROVEMENTS TO COMMONWEALTH AVENUE, FROM ARMORY STREET TO ALCORN STREET
Boston	606320	RECONSTRUCTION OF CAUSEWAY STREET (PEDESTRIAN & BICYCLE IMPROVEMENTS)
Boston	604761	South Bay Harbor Trail
Brookline	605110	Gateway East
Brookline	606316	Footbridge Rehabilitaiton over MBTA off Carlton Street
Cambridge	605188	Cambridge Common and Flagstaff Park
Canton	603883	Route 138
Canton	605807	Route 138 Improvements
Chelsea	953	Spruce Street
Chelsea	1063	Beacham and Williams Street
Chelsea	1160	Washington Ave
Chelsea	1443	Broadway Reconstruction
Concord	1441	Concord – Route 62 (Main St) Phase 3
Concord	1450	Route 117 (Fitchburg Turnpike)
Concord	602091	Concord Rotary (Routes 2/2A/119)
Concord	605189	Bruce Freeman Rail Trail, phase 2C
Concord, Acton	606223	ACTON- CONCORD- BRUCE FREEMAN RAIL TRAIL CONSTRUCTION (PHASE II-B)
Concord, Lincoln	602984	Route 2 (Crosby's Corner)
Danvers	601825	Liberty Street
Danvers	602310	Collins Street
Duxbury	942	Route 3A-Route 139
Duxbury	600650	Route 3A (Tremont St.) Bridge
Duxbury	603455	Route 3A/Chestnut Street & Tobey Garden Street
Duxbury	603462	Route 53/Winter Street
Duxbury	606002	SIGNAL INSTALLATION @ ROUTE 3 (NB & SB) RAMPS & ROUTE 3A (TREMONT STREET)
Everett	1313	Bike to the Sea/ Northern Strand Community Trail
Everett, Malden	649	TeleCom Boulevard, Phase 2
Framingham	955	Route 126 (Route 9 to Lincoln Street)
Framingham	1316	Downtown Corridor Traffic and Streetscape Improvements
Framingham, Natick	1066	Cochituate Rail Trail
Franklin	601359	Pleasant Street
Gloucester	604377	Washington St and Railroad Avenue
Hanover	602602	Route 53 South - Route 3
Hanover, Marshfield, Duxbury, Pembroke	604870	RESURFACING & RELATED WORK AT VARIOUS LOCATIONS ON ROUTES 53 & 139
Holliston	602929	Upper Charles Trail

Municipality	Project #	Project Name
Hopkinton	1006	School Street/W. Main Street Intersections
Hopkinton	606043	Route 135 at Route 85
Hudson	601906	Cox Street Bridge
Hudson	604732	Washington Street Bridge
Hull	601607	Atlantic Avenue
Ipswich	605743	Reconstruction of Central and South Main Streets
Lexington	1157	East Mass Ave Intersections
Littleton	1460	Harvard Street
Lynn	943	Broad Street/Lewis Street /Route 129
Lynn	944	Boston Street -Hamilton Street
Lynn	1319	Route 129 (Boston St./Washington St.)
Lynn	1320	Route 1 (Copeland Circle spur Fox Hill Bridge)
Lynn	1321	Route 1A Lynnway at Blossom Street
Lynn	1322	Route 1A Lynnway intersection at Market St.
Lynn	1323	Route 1A Lynn (GE Bridge Nahant Rotary)
Lynn	1324	Blue Line Extension (Wonderland connection)
Lynn	602077	Route 129 (Lynnfield Street)
Lynn	602094	Route 129 (Broadway)
Lynn	604651	INTERSECTION IMPROVEMENTS AT LYNNFIELD STREET (ROUTE 129) MILLARD AVENUE
Lynn	605670	Blossom Street Ferry Terminal
Lynn, Malden, Revere, Saugus	351	Bike to the Sea, Phase 2
Malden	605173	Pleasant Street
Malden, Revere, Saugus	604670	Route 1 Improvements
Malden, Revere, Saugus	605012	Route 1
Marlborough	604231	Traffic Signal Improvements, Intersection Of Route 20 (East Main Street/Boston Post Road) At Concord Road
Marlborough	604697	Farm Road
Marlborough	604810	Route 85 South (Maple Street)
Marlborough	604811	East Main Street
Marshfield	604915	Route 139 Corridor Improvements
Medford	1146	Medford Square Parking
Medford	1455	Medford Square Phase 2 Improvements
Medford	1456	Medford Square Water Taxi Landing and related Park Improvements
Medford	1457	Medford Square Transit Center
Medford	1458	Mystic River Linear Park
Medway	360	Route 109 (Main Street)
Medway	602134	Village Street
Melrose	601551	Main Street Intersections with Emerson, Essex, and Grove Streets
Melrose	601553	Lebanon & Main Streets
Milford	606142	Route 16 Traffic Signal Improvements
Millis	602364	Village Street
Natick	1130	Route 9/Route 27 Intersection
Natick	605034	Route 27 (North Main Street)
Natick, Wellesley	601586	Route 9 at Oak St
Newton	1067	Washington St., Phase 2
Newton	600932	Route 30 (Commonwealth Avenue) Phase 5
Newton	601704	Walnut Street
Newton	604344	Needham Street

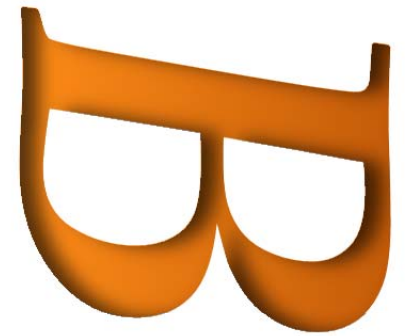
Municipality	Project #	Project Name
Norwood	605857	Route One and University Avenue
Norwood	606130	INTERSECTION IMPROVEMENTS @ ROUTE 1A & UPLAND ROAD/WASHINGTON STREET & PROSPECT STREET/FULTON STREET
Pembroke	604957	Route 14 Corridor
Quincy	1325	Intersection Improvements at Quincy Ave. / East Howard Street
Quincy	1451	Quincy Center Multimodal MBTA Station
Quincy	1452	Clivendon Extension Bridge
Quincy	605729	Hancock Street at East and West Squantum Streets.
Quincy	606235	ADAMS GREEN TRANSPORTATION IMPROVEMENTS
Reading	601705	West Street
Rockland	602530	Salem Street
Salem	1311	Salem - Canal St Bikeway
Salem	600986	Boston Street
<i>Salem</i>	<i>605146</i>	<i>Canal Street</i>
Somerville	1056	Orange Line Station at Assembly Square
Somerville	1065	Union Square Roadway and Streetscape Improvements
Somerville	1461	Somerville Community Path - Phase 2
Somerville	600831	I-93 Mystic Avenue Interchange (Design and Study)
Somerville	601820	Beacon Street
Somerville	601821	Temple Street
Somerville	604331	Somerville-Multi Use Path
Somerville	605219	Broadway Streetscape Improvements
Southborough	1064	Cordaville Road/Route 85 Rehabilitation
Southborough	604989	Route 30/Main Street Rehabilitation
Stoneham, Winchester, Woburn	604652	Tri-Community Bikeway
Sudbury	971	Old Sudbury Road (Route 27)
Sudbury	1015	Route 20/Landham Road Intersection
Sudbury	1037	Route 20/Horsepond Road
Sudbury	1069	Route 20/Wayside Inn Road
Sudbury	1305	Bruce Freeman Rail Trail, Phase 2E
Swampscott	604923	Humphrey Street and Salem Street
Wakefield, Melrose	601552	Main Street -Green Street
Wayland	601579	Route 27 (Main Street)/Route 30 (Commonwealth Road)
Weston	602000	Route 30 (South Avenue)/Wellesley Street
Weymouth	605721	Middle Street/Libbey Industrial Parkway/Tara Drive
Weymouth	601630	Route 18
Winchester	989	Mt. Vernon Street Bridge
Winchester	993	North Main Street (Route 38)
Winchester	601019	Signal Upgrades at 4 Locations
Woburn	1153	Woburn Loop Bikeway Project
Woburn	1449	Route 38 (Main St.) Traffic Lights
Woburn	604935	Montvale Avenue
Woburn	604996	New Boston Street Bridge
Woburn	606304	MIDDLESEX CANAL PARK FROM ALFRED STREET TO SCHOOL STREET, PHASE 2 SEGMENT 5
Wrentham	1163	Taunton St

APPENDIX B

ROADWAY PROJECT INFORMATION FORMS & EVALUATIONS

There is a project information form for roadway projects that is used to understand requests for funding and to evaluate projects for possible programming. MPO staff and project proponents update these project information forms when new information becomes available. The forms are used to evaluate projects using criteria that reflect MPO policies. Some information is provided specifically by the project proponent and other information is provided by MPO staff or by various state-provided data.

Project information forms exist on the MPO website, www.bostonmpo.org/tip. Proponents enter the project information on-line. Other information is input by staff or automatically updated through links to other databases.



PROJECT INFORMATION FORMS & EVALUATIONS

ROADWAY PROJECT INFORMATION FORMS

OVERVIEW TAB

Project Background Information

- 1 **ID Number** – The MassDOT Project Information System (PROJIS) number assigned to the project. If the project does not have a PROJIS number, an identification number will be assigned to the project by the MPO for internal tracking purposes. (Source: MassDOT, MPO database)
- 2 **Municipality(ies)** – The municipality(ies) in which the project is located. (Source: MPO database)
- 3 **Project Name** – The name of the project. (Source: MPO database, MassDOT)
- 4 **Project Category** (determined by MPO staff):
 - Arterial and Intersection – Arterial roadway and intersection projects
 - Major Highway – Limited access roadway projects
 - Bridge – Bridge projects
 - Bicycle/Pedestrian – Such projects as walkways, paths, and trails
 - Enhancement – Streetscape and other types of enhancements
 - Regional Mobility – Transportation demand management programs, including the MPO’s Suburban Mobility Program, and park and ride facilities
- 5 **MassDOT District** – The MassDOT district in which the project is located. (Source: MPO database).
- 6 **MAPC Subregion** – The MAPC subregion in which the project is located (Source: MPO database)
- 7 **Estimated Cost** – The estimated total cost of the project. (Source: MPO database, MassDOT)

- 8 **Earmark Funds** – The estimated total available federally earmarked funds for the project. (Source: MPO database)
- 9 **Description**– A description of the project, including its major elements and its geographic limits. Maps, diagrams, and pictures will be provided by MPO agencies or staff when available, but may be provided by the proponent (electronic formats are preferred). A project type is assigned by MPO staff. (Source: MPO database, MassDOT).

In addition, if a project adds user capacity to the system (for example, by adding a travel

- 10 **Project Length (Miles)** – Length of project in miles.
- 11 **Project Lane Miles**– Lane miles of project.
- 12 **Additional Lane Miles by Project** – Additional lane miles to be constructed by project.

Project Background Information

- P1 **Community Priority** – The priority of the project as determined by the community. (Source: Proponent)

Additional Status

- 13 **Additional Status**– Indicates if the project has additional conditions or approvals (source: MPO database):
- ITS Conformity – Conforms with the Regional Intelligent Transportation Systems
 - Approved CMAQ – Approved by the Congestion Management and Air Quality
 - Approved Enhancement – Approved by the Regional Enhancement Committee or Statewide Enhancement Steering Committee

READINESS TAB

“Readiness” is a determination of the appropriate year of programming for a project. In order to make this determination, the MPO tracks project development milestones and estimates when a project will be ready for advertising.

All **non-transit** projects programmed in the first year of the Transportation Improvement Program (TIP) must be advertised before the end of the federal fiscal year (September 30). That funding authorization is not transferred to the next federal fiscal year: any “leftover” funds are effectively “lost” to the region. If a project in the first year of the Transportation Improvement Program (TIP) is determined as “not ready to be advertised before September 30,” it will be removed from the Transportation Improvement Program (TIP) and replaced with another project by amendment.

For projects in the first year of the Transportation Improvement Program (TIP), it is important to communicate any perceived problems to the Boston Region MPO, as soon as possible.

Project Background Information

14 Transportation Improvement Program (TIP) Status – Programmed, Pre- (TIP), or Conceptual (source: MPO database):

- **Programmed** projects are those identified for funding in the current MPO approved TIP.
- **Pre-TIP** projects that have received Project Review Committee (PRC) approval from MassDOT Highway Division and have an “active” PROJIS number, but do not have funds identified in the Transportation Improvement Program (TIP).
- **Conceptual** projects are project concepts or ideas that are not yet under design.

15 Design Status – The project’s design status. Dates are provided where available (Source: MassDOT Project Info)

16 Right-of-Way Requirement (Source: MassDOT Project Info):
Required – Right-of-way action is required for completion of the project

Not Required – No Right-of-way action required for completion of the project

17 Right-of-Way Responsibility (Source: MassDOT Project Info):

MassDOT Responsibility – Providing the required right-of-way is the responsibility of MassDOT.

Municipal Responsibility – Providing the required right-of-way is the responsibility of the municipality.

Municipal Approval – Municipal approval has been given to the right-of-way plan (with date of approval)

18 Right-of-Way Certification (Source: MassDOT Project Info):

Expected – Expected date of right-of-way plan and order of taking

Recorded – Date the right-of-way plan and order of taking were recorded at the Registry of Deeds

Expires – Expiration date of the rights of entry, easements, or order of taking

19 Required Permits – Permits required by the Massachusetts Environmental Policy Act. (Source: MPO database and MassDOT Project Info.) Possible required permits include:

- Environmental Impact Statement
- Construction Engineering Checklist
- Clean Water Act Section 404 Permit
- Rivers and Harbors Act of 1899 Section 10 Permit
- MEPA Environmental Notification Form
- MEPA Environmental Impact Report
- Massachusetts Historical Commission Approval
- M.G.L. Ch. 131 Wetlands Order of Conditions
- Conservation Commission Order of Conditions

MAINTENANCE, MODERNIZATION, AND EFFICIENCY TAB

Maintenance, Modernization, and Efficiency of our roadway is important to the vitality of our region. The evaluation criteria below serve as a way to measure the MPO's efforts to

emphasize the preservation, modernization and efficiency of the existing transportation system. The MPO has expressed these measures in the following policies:

- Adapt to fiscal constraints by developing needs-based, low-cost strategies for addressing mobility, access, and accessibility and by pursuing alternative funding sources and mechanisms
- Put a priority on programs, services, and projects that maximize efficiency through ITS, technology, TSM, and M&O; turn ton technology before expansion
- Bring and keep the network (particularly bike and pedestrian facilities) into a state of good repair (SGR); set funding objectives for this
- For roadway investments, give priority to maintaining the regional network of bridges and roads

Project Background Information

20 Existing Pavement Condition

Pavement Roughness (IRI) – Value reflects calibrated value in inches of roughness per mile. Ranges of 0- 190 are classified as “good,” ranges of 191- 320 are classified as “fair,” and any number above 320 is classified as poor. (Source: MassDOT Roadway Inventory File)

21 Degree of Bicycle and Pedestrian Provisions (Source: MassDOT Roadway Inventory File and MPO bicycle GIS coverage)

- Sidewalks – Indicates if sidewalks are present on one side or on both sides of the roadway

On Road Bicycle Accommodation:

- Striped Bicycle Lane – A striped bicycle lane greater than or equal to 4 feet
- Four Foot Shoulder – Identifies if the shoulder can accommodate bicycling by providing at least a four foot shoulder and is designated for bicycle use in the project
- Signed Bicycle Route – Roadway is designated and signed as a bicycle route
- Bicycle Trail – Identifies the presence of a trail near or alongside a roadway

Proponent Provided Information

- P2** **What are the infrastructure condition needs or issues of the project area?** What are the existing or anticipated conditions or problems the project is designed to address? Please include additional pavement information from municipal pavement management programs. In addition, qualitative descriptions of problems or anticipated needs can be provided. Please see the Explanation of Project Evaluation section of this document for an explanation of how these existing conditions are evaluated. (When applicable, this information should be consistent with project need information provided in the MassDOT Project Need Form.) (Source: Proponent)
- P3** **How does this project address the infrastructure condition needs or issues in the project area?** Please see The Explanation of Project Evaluation section of this document for specific examples and an explanation of project evaluation. For all projects, provide details of any pavement- management system the community or agency employs and of how this system will maximize the useful life of any pavement repaired or replaced by the project. (Source: Proponent)

Evaluation

Modernization and Efficiency Evaluation and Score (36 total points possible):

Improves substandard pavement (up to 6 points)

+6 IRI rating greater than 320: Poor and pavement improvements are included in the project

+4 IRI rating between 320 and 191: Fair and pavement improvements are included in the project

0 IRI rating less than 190: Good or better

Improves substandard signal equipment condition (up to 6 points)

+6 Poor condition and all equipment will be replaced

+4 Mediocre condition, replacement of majority of equipment will occur

+2 Fair condition, partial replacement will occur

0 All other values

Improves traffic signal operations (signal equipment upgrades, including for adaptive signal controls and coordination with adjacent signals (ITS) (up to 6 points)

+6 Meets or addresses criteria to a high degree

+4 Meets or addresses criteria to a medium degree

+2 Meets or address criteria to a low degree

0 Does not meet or address criteria

In a Congestion Management Process Identified Area (up to 6 points)

+6 CMP data indicates project area is in one of the most highly congested project areas monitored

+4 CMP data indicates project area is in one of the most congested project areas monitored

+2 CMP data indicates project area is in a congested project areas monitored

0 CMP data indicates project area is in the top 80 to 51 % of the most congested project areas monitored

Improves intermodal accommodations/connections to transit (up to 6 points)

+6 Meets or addresses criteria to a high degree

+4 Meets or addresses criteria to a medium degree

+2 Meets or address criteria to a low degree

0 Does not meet or address criteria

Implements ITS strategies other than traffic signal operations (improve traffic flow as identified by an identified ITS strategy for the municipality or state (e.g. variable message signs) (up to 6 points)

+6 Meets or addresses criteria to a high degree

+4 Meets or addresses criteria to a medium degree

+2 Meets or address criteria to a low degree

0 Does not meet or address criteria

LIVABILITY AND ECONOMIC BENEFIT TAB

The livability and economic benefit of our roadway is important to the vitality of our region. The evaluation criteria below serve as a way to measure the MPO's efforts to

emphasize and implement their livability policies. The MPO has expressed these measures in the following policies:

- Invest in projects and programs that are consistent with MetroFuture land use planning (serving already-developed areas; locations with adequate sewer and water, areas identified for economic development by state, regional, and local planning agencies; and density)
- Support health-promoting transportation options; expand and close gaps in the bicycle and pedestrian networks; promote a complete-streets philosophy
- Support urban and context-sensitive design to protect cultural, historic, and scenic resources, community cohesiveness, quality of life; fund enhancements at a reasonable cost
- Support state-of-the-practice parking policies
- Use economic impacts (local and regional) as a criteria for evaluating projects and programs; recognize that economic vitality plays a role in community livability

Project Background Information

Using the current available zoning coverage, the following calculations will be made by MAPC:

- 22 Residential Density Threshold (7 Dwelling Units (DU)/acre (suburban) to 15 DU/acre (urban)]** – Residential areas are zoned for at least 7 dwelling units (DU)/acre (suburban) 15 DU/acre (urban). as an average for the entire developable residentially zoned area within ½ mile of the project. For all residential-zoned, developable land within the 1- mile corridor (for all land that is either currently used or currently undeveloped), the average density, in dwelling units per acre allowed by the current zoning, will be calculated. In existing built-out areas, where there are no plans for largescale redevelopment, actual developed densities can be substituted for zoned density.
- 23 Commercial FAR threshold [50 employees/acre (suburban) or 150 employees/acre (urban)]** – A Commercial floor-area-ratio (FAR) that results in an estimated 50 employees/acre (suburban) or 150 employees/acre (urban) as an average for the entire developable commercially zoned area within ½ mile of the project. For all commercially zoned, developable land within the 1-mile corridor (for all land that is either currently used or currently undeveloped), the average density, in building

square-feet-per-acre allowed by the current zoning, will be calculated. In existing built-out areas, where there are no plans for large-scale redevelopment, actual developed densities can be substituted for zoned densities. The square feet will be converted to employees-per-acre using factors developed by MAPC. Floor-area-ratio is the gross floor area of all buildings or structures on a lot divided by the total lot area.

- 24 A future zoned population/employment ratio between 2.0 and 0.75 in the project area** – Dwelling units will be converted to population based on the average population per household for the community from the 2000 census. The total population within the 1 mile corridor will be divided by the total employment calculated within the 1 mile corridor to produce a population/employment ratio. If a project allows a community to move towards the ratio range or mixed use zoning (allowing both residential and Commercial development) has been adopted in a substantial portion of the corridor, MAPC may exercise professional judgment in allocating points.

More information on the Commonwealth Capital Development program is available at the Commonwealth Capital website, www.mass.gov/commcap/

- 25 Mix of Uses Is Allowed within the Area** – Mixed-use zoning districts embody the traditional compact development of land, buildings, and structures by integrating a variety of complementary uses, such as residential, retail, office, civic, and entertainment. This criterion is intended to encourage communities to redevelop first and to give priority to transportation projects that support the concentration of development in new or existing mixed-use districts that include residential, commercial, and civic uses. For the purpose of this criterion, mixed-use zoning must allow a combination of significantly different uses within the same district. Eligible mixed-use districts will typically occur in city, town, or village centers; around transit locations; or in other appropriate locations. Large zoning districts that are predominantly residential but allow limited non-residential uses, such as churches, schools, agriculture, and/or home occupations, are not eligible. At least

part of these districts must be within the 1-mile corridor around the transportation project being evaluated.

A transit-oriented development (TOD) district is considered a mixed-use district under this criterion. TOD is compact, walkable development centered around transit stations. In general, TODs include a mix of uses, such as housing, shopping, employment, and recreational facilities, within a design that puts a high priority on serving transit and pedestrians. Key features of TOD include a mix of uses, moderate to high density, pedestrian orientation/connectivity, transportation choice, reduced parking, and high-quality design. Projects serving areas designated by the Commonwealth as TOD districts should be considered to have met the Mixed Use criteria.

More information on the Commonwealth Capital Development program is available at the Commonwealth Capital website, www.mass.gov/commcap/

- 26 Maximum Parking Requirements** – ≤ 3 per 1000 square feet of commercial in suburban communities; ≤ 1.0 in urban communities.
- 27 TDM Program Required for All New Developments** – For all new development, a TDM program is required that implements at least four of the following typical components:
- Ridesharing program
 - Parking restrictions or pricing policies
 - Alternative work hours
 - Telecommuting options
 - Subsidized transit use and other financial incentives
 - Areawide strategies such as membership in Transportation Management Associations
 - Subsidies for local transit service
 - Multi-occupant vehicle access – Provide access to site and turnaround space for multi-occupant vehicles up to 25 feet in length

In addition, if the community is taking steps as part of this project or in the project area to significantly reduce single-occupant travel then this criteria will be met. Please provide this information in your answer to question P14.

28 Serves a Targeted Redevelopment Site – The redevelopment of brownfield sites, downtown districts, abandoned shopping centers, historic mill buildings, or otherwise decadent, substandard, or blighted areas serves as a critical strategy in expanding economic development, creating new housing opportunities, and building livable, vibrant communities. By redeveloping such areas, sites, and buildings, fewer “greenfield” sites are developed, compact and often historic centers are revitalized, and underutilized properties are returned to productive use. By cleaning up brownfield sites, environmental contamination is mitigated, improving ecological and human health as well as economic opportunity. This criterion rewards planning actions in the project corridor that contribute to successful redevelopment.

If your community has applied to the Commonwealth Capital Development program, most of this information will be available under Question 15 in the community’s application. This same information can be provided to the Boston Region MPO to demonstrate that this criterion has been met.

More information on the Commonwealth Capital Development program is available at the Commonwealth Capital website, www.mass.gov/commcap/

29 Municipality Provides Financial or Regulatory Support for Targeted Redevelopment – The proponent should provide information that the community has developed regulatory or financial incentives for redevelopment of the sites served by the project under question 52 above. Incentives can include:

- **43D Priority Development Site:** Approval by the Interagency Permitting Board of a locally designated Priority Development Site pursuant to Chapter 43D. The Executive Office of Housing and Economic Development maintains a list of 43D communities on its Chapter 43D Expedited Permitting web page, along with information on the approval process. Go to www.mass.gov/eohed/ then click on

Start, Grow, & Relocate Your Business in the middle gray box, then Licensing and Permitting, and then Chapter 43D Expedited Permitting or click here.

- **Financial Incentive:** Funding incentives must be at a meaningful level and have been used since July 1, 2006. Tax incentives must be currently active. Incentives can be provided through a variety of means including the creation of a revolving loan fund or brownfields cleanup program; approval of a bond authorization; local tax incentives or investments such as: Tax Increment Financing (TIF), District Improvement Financing (DIF), Urban Center Housing TIF, or Special Tax Assessment (STA) or creation of Business Improvement Districts (BIDs).
- **Regulatory Incentive:** Substantive (non-procedural; permitting process enhancements are rewarded under the “Implementation of Best Permitting Practices” criterion) modifications to the community’s land use regulations (zoning, subdivision, etc.) since July 1, 2006 that encourage the redevelopment of brownfield, greyfield, infill, or other sites.

At least one of these incentives must be in place by the end of 2007 to qualify.

If your community has applied to the Commonwealth Capital Development program, most of this information will be available under Question 15 in the community’s application. This same information can be provided to the Boston Region MPO to demonstrate that this criterion has been met.

More information on the Commonwealth Capital Development program is available at the Commonwealth Capital website, www.mass.gov/commcap/

30 Supports Regional Freight Infrastructure

- Supports infrastructure improvements on a designated or known truck route
- Supports infrastructure improvement to a known or proposed industrial center
- Supports infrastructure improvement to a major port or airport or intermodal transfer facility

Proponent Provided Information

- P4** **How does the project improve access for pedestrians, bicyclists, and public transportation?** Describe what improvements are in the project for pedestrians, bicyclists, and public transportation, and what level of improvement will be achieved over existing conditions (Source: Proponent)
- P5** **How is the project consistent with local land use policies?** Explain how this project will support existing or proposed local land use policies (Source: Proponent)
- P6** **How does the zoning of the area within ½ mile of this project support transit-oriented development and preserve any new roadway capacity?** Will the project have an impact on adjacent land uses? Please review the land use information if the project is expected to have an impact on land use. Provide any information you have that is different from that reported on this form. Is there a local project currently under development that would provide a better balance between housing and jobs in this corridor? If so, please provide details on the project status. (Source: Proponent)
- P7** **How is the project consistent with state, regional, and local economic development priorities?** Explain how this project will support economic development in the community or in the project area (Source: Proponent)

Evaluation

Livability and Economic Benefit Evaluation and Score (28 total points possible):

Design is consistent with complete streets policies (up to 4 points)

+1 *Project is a “complete street”*

+1 *Project provides for transit service*

+1 *Project provides for bicycle facilities*

+1 *Project provides for pedestrian facilities*

0 *Does not provide any complete streets components*

Provides multimodal access to an activity center (up to 3 points)

- +1 Project provides transit access (within a quarter mile) to an activity center*
- +1 Project provides bicycle access to an activity center*
- +1 Project provides pedestrian access to an activity center*
- 0 Does not provide multimodal access*

Reduces auto dependency (up to 7 points)

- +3 Project provides for a new transit service*
- +1 Project completes a known gap in the bicycle or pedestrian network*
- +1 Project provides for a new bicycle facility*
- +1 Project provides for a new pedestrian facility*
- +1 Project implements a transportation demand management strategy*
- 0 Does not provide for any of the above measures*

Project serves a targeted redevelopment site (43D sites as documented by Mass Housing and Economic Development) (up to 6 points)

- +2 Project provides new transit access to a 43D site*
- +1 Project improves transit access to a 43D site*
- +1 Project provides for bicycle access to a 43D site*
- +1 Project provides for pedestrian access to a 43D site*
- +1 Project provides for improved road access to a 43D site*

Provides for development consistent with the compact growth strategies of MetroFuture (up to 5 points)

- +2 Plan for compact growth to serve community needs*
- +1 Plan for good design and access*
- +1 Encourage market response to district plans*
- +1 Increases vitality of existing centers*
- 0 Does not provide for any of the above measures*

Project improves Quality of Life (up to 3 points)

- +1 Reduces cut through within the project area*
- +1 Implements traffic calming measures*
- +1 Improves the character of the project area*

MOBILITY TAB

Increased travel choices and improved access for and across all modes—pedestrian, bicycle, public transportation, and vehicular—is a key mobility issue. Mobility is not merely about moving motor vehicles more quickly through an intersection or along a roadway segment, but includes increasing access and promoting use of all modes. The evaluation criteria below serve as a way to measure the MPO’s efforts to emphasize and implement their mobility policies. The MPO has expressed these measures in the following policies:

- Strengthen conditions between modes; close gaps in the existing network
- Improve access and accessibility to transit
- Expand transit bicycle, and pedestrian networks; focus bicycle investment (lanes and paths) on moving people between activity centers (and access to transit)
- Integrate payment methods for fares and parking across modes
- Support TDM, TMAs, shuttles, and carpooling
- Address low cost capacity constraints and bottlenecks in the existing system before expansion

Project Background Information

31 LOS – Peak- hour level of service. (Source: Boston Region MPO’s Mobility Management System (MMS) data, calculations from Functional Design Reports, Environmental Impact Reports, and/or staff field work)

32 Transit Vehicles Use of Roadway – Identifies the fixed route transit vehicles using the roadway

33 MMS Congested Area – Identifies a project that is located within a Boston Region MPO Mobility Management System (MMS) area. For more information on these areas, please visit the MPO website at:
http://www.bostonmpo.org/bostonmpo/3_programs/6_mms/mms.html

Information provided in items 30, 31 and 32 are determined using the Boston Region MPO’s Mobility Management System (MMS). The MMS is the MPO’s ongoing program for

monitoring and evaluating the performance of the regional transportation system. One element of the MMS is the gathering of information on travel speeds and delay on all limited access highways and most arterial roadways (mainly state numbered routes) in the region. These data are used to calculate two performance measures: average AM/PM peak period speed and average AM/PM peak period speed index.

If a Project Information Form (PIF) does not have any MMS data listed, this does not mean that the roadway or intersection does not experience congestion problems—this simply means that data from the MMS are not available. In such cases, the project proponent should provide any congestion related information (speed, delay, level of service, etc.) available for the project. Please indicate whether the information is for the peak period or the peak hour and the source of the information.

34 Average A.M./P.M. Peak Period Speed – The average peak period, through vehicle travel speed along a corridor, for both directions of travel.

35 Average A.M./P.M. Peak Period Speed Index – The level of service (LOS) based on the average peak period, through vehicle travel speed index along a corridor, for both directions of travel. The speed index is the ratio of the average observed peak period travel speed to the posted speed limit. The LOS associated with the speed index is loosely based on the definition provided by the Highway Capacity Manual (HCM) 2000 for urban streets:

LOS A > 0.9

LOS B > 0.7

LOS C > 0.5

LOS D > 0.4

LOS E > 0.33

LOS F < 0.33

LOS A indicates traffic conditions at primarily free flow or speed limit values, and LOS F indicates the worst traffic conditions, characterized by extremely low speeds and likely congestion at critical signalized locations.

36 Equipment Condition– Existing signal equipment condition. (source: MMS, Massachusetts permitted signal information, municipal signal information, referencing submitted design).

Proponent Provided Information

- P8** **What is the primary mobility need for this project and how does it address that need?** Describe the need for the project from a local and a regional perspective. What are the existing or anticipated mobility needs the project is designed to address? Please be as specific as possible. Please include information on how the project improves level of service and reduces congestion, provides multimodal elements (for example, access to transit stations or parking, access to bicycle or pedestrian connections), enhances freight mobility, and closes gaps in the existing transportation system. For roadway projects, it is MPO and MassHighway policy that auto congestion reductions not occur at the expense of pedestrians, bicyclists, or transit users. Please explain the mobility benefits of the project for all modes. (Source: Proponent Provided Information Form) (When applicable, this information should be consistent with project need information provided in the MassDOT Project Need Form.) (Source: Proponent)
- P9** **What intelligent transportation systems (ITS) elements does this project include?** Examples are new signal systems or emergency vehicle override applications. (Source: Proponent)

Evaluation

Mobility Evaluation and Score (25 total points possible):

Existing peak hour level of service (LOS) (up to 3 points)

- +3 *Source data indicates project area has an LOS value of F at peak travel times*
- +2 *Source data indicates project area has an LOS value of E at peak travel times*
- +1 *Source data indicates project area has an LOS value of D at peak travel times*
- 0 *All other values*

Improves or completes an MPO or State identified freight movement issue (Identified in MPO or State published freight plan) (up to 3 points)

- +3 Project implements a solution to an MPO or State identified freight movement issue*
- +2 Project supports significant improvements or removes barriers to an existing MPO or State identified freight movement issue*
- +1 Project supports improvements to an existing MPO or State identified freight movement issue*
- 0 All other results*

Address proponent identified primary mobility need (Project design will address the primary mobility need identified by the proponent in the question P7 and evaluated by staff) (up to 3 points)

- +3 Meets or addresses criteria to a high degree*
- +2 Meets or addresses criteria to a medium degree*
- +1 Meets or address criteria to a low degree*
- 0 Does not meet or address criteria*

Address MPO identified primary mobility need (Project design will address the primary mobility need identified by MPO staff) (up to 3 points)

- +3 Meets or addresses criteria to a high degree*
- +2 Meets or addresses criteria to a medium degree*
- +1 Meets or address criteria to a low degree*
- 0 Does not meet or address criteria*

Project reduces congestion (up to 6 points)

- +6 Meets or addresses criteria to a high degree*
- +4 Meets or addresses criteria to a medium degree*
- +2 Meets or address criteria to a low degree*
- 0 Does not meet or address criteria*

Improves transit reliability (up to 7 points)

- +2 Implements queue jumping ability for transit*
- +2 Project prioritizes signals for transit vehicles (ITS)*

+2 *Project provides for a dedicated busway*

+1 *Project provides for a bus bump out*

ENVIRONMENT AND CLIMATE CHANGE TAB

The evaluation criteria below serve as a way to measure the MPO's efforts to emphasize and implement their environmental policies. The MPO has expressed these measures in the following:

- Avoid investments that increase pressure on developing greenfields; support investments that facilitate clean-up of brownfields
- Promote fleet management and modernization
- Support high-occupancy-vehicle travel options
- Protect natural and cultural resources and public health; plan early to avoid and mitigate impacts, such as stormwater and groundwater impacts; and air quality impacts, including introduction of additional fine particulates
- Promote energy conservation and use of alternative energy sources
- Avoid funding projects that increase exposure of at-risk populations to ultra-fine particulates
- Promote investments and give priority to projects and programs with lower life-cycle costs and emissions
- Invest so as to increase mode share of transit and non-motorized modes
- Work with environmental and cultural resource agencies to reach environmental objectives

Project Background Information

37 Located in an Area of Critical Environmental Concern – Areas designated as Areas of Critical Environmental Concern by the Massachusetts Secretary of Environmental Affairs. (Source: data from MassGIS)

38 Located adjacent to (within 200 feet of) a waterway – Hydrographic (water related) features, including surface water (lakes, ponds, reservoirs), flats, rivers, streams, and others from MassGIS. Two hundred feet from the hydrographic

feature is the distance protected by the Massachusetts Rivers Protection Act.
(Source: data from MassGIS)

Proponent Provided Information

- P10 How does the project relate to community character?** Is the project located in an existing community or neighborhood center or other pedestrian oriented area? Explain the community context (cultural, historical, other) in which the project will occur and indicate the positive or negative effect this project will have on community character. (Source: Proponent)
- P11 What are the environmental impacts of the project?** How will this project improve air quality, improve water quality, or reduce noise levels in the project area and in the region? Air quality improvements can come from reductions in the number or length of vehicle trips or from reductions in vehicle cold starts. Water quality improvements can result from reductions in runoff from impervious surfaces, water supply protection, and habitat protection. Noise barriers can reduce noise impacts. (Source: Proponent)

Evaluation

Environment and Climate Change Evaluation and Score (25 total points possible):

Air Quality (improves or degrades) (up to 5 points)

- +5 *Project significant improves air quality*
- +3 *Project includes major elements improving air quality*
- +1 *Project includes minor elements improving air quality*
- 0 *Project has no significant air quality impacts*

CO2 reduction (up to 5 points)

- +5 *Project will provide for significant movement towards the goals of the Global Warming Solutions act*
- +3 *Project will provide for movement towards the goals of the Global Warming Solutions Act*
- +1 *Project will provide a minor air quality benefit*

0 Project will no additional benefit to air quality

Project is in an Executive Office of Energy and Environmental Affairs (EOEEA) certified “Green Community” (up to 4 points)

+4 Project is in a “Green Community”

0 Project is not in a “Green Community”

Project reduces VMT/VHT (up to 7 points)

+3 Project provides for a new transit service

+1 Project provides for improved transit access

+1 Project provides for a new bicycle facility

+1 Project provides for a new pedestrian facility

+1 Project implements a transportation demand management strategy

0 Does not provide for any of the above measures

Addresses identified environmental impacts (Project design will address the environmental impacts identified by the proponent in the question P9 and/or identified by MPO staff) (up to 4 points)

+4 Meets or addresses criteria to a high degree

+2 Meets or addresses criteria to a medium degree

+1 Meets or address criteria to a low degree

0 Does not meet or address criteria

ENVIRONMENT JUSTICE TAB

The MPO developed its Regional Equity Program to provide a systematic method of considering environmental justice in all of its transportation planning work. There are Twenty-eight environmental justice (EJ) areas identified by the MPO based on percentage of minority residents and percentages of households with low incomes. If you do not know if the project area for which you are seeking funding is in an EJ area please visit the Transportation Equity section of the MPO website for more information.

The evaluation criteria below serve as a way to measure the MPO's efforts to emphasize and implement their environmental justice policies. The MPO has expressed these measures in the following policies:

- Continue outreach and analysis to identify equity needs; continue to monitor system performance
- Address identified equity needs related to service and removing or minimizing burdens (air pollution, unsafe conditions, community impacts)
- Track implementing agencies' actions responding to transportation need identified in MPO outreach and analysis; encourage action to address needs
- Strengthen avenues for involvement of low-income and minority persons in decision making
- Reduce trip times for low-income and minority persons in decision making
- Give priority to heavily used transit services over new, yet-to-be proven services

Project Background Information

- 39 Located within ¼ mile of an Environmental Justice Area** – Twenty-eight areas were identified by the MPO based on percentage of minority residents and percentages of households with low incomes (see Figure 1 on next page). The following thresholds were determined by the MPO for low-income and minority environmental justice areas (Source: 2000 U.S. Census):
- Low Income – The MPO median household income in 2000 was approximately \$55,800. A low-income TAZ was defined as having a median household income at or below 60% of this level (\$33,480).
 - Minority – A minority TAZ was defined as having a percentage of minority population greater than 50% and a minimum minority population of 200 people.
- 40 Located within ¼ mile of an Environmental Justice Population Zone** – The MPO's thresholds for low-income and minority population zones are less restrictive, and therefore include many more TAZs:
- Low Income – The MPO median household income in 2000 was approximately \$55,800. A low-income TAZ was defined as having a median household income at or below 80% of this level (\$44,640). (Source: 2000 U.S. Census)
 - Minority – A minority TAZ was defined as having a percentage of minority population greater than 21.4%. Title VI guidelines suggest that a minority

community be defined as one with a minority population which is greater than the regional percentage of minority residents. (Source: 2000 U.S. Census)

- 41 If this project is located in an MPO-defined environmental justice area or environmental justice population zone, how would it improve access to an existing transit facility?** Explain how this project would provide needed or additional access to a transit facility. Please see the Explanation of Project Evaluation section of this document for explication of scoring criteria. (Source: Proponent-Provided-Information Form)
- 42 If this project is located in an MPO-defined environmental justice area or environmental justice population zone, how would it improve safety for users of the transportation facility?** Explain how this project would provide needed or additional safety improvements to the facility identified. Please see the Explanation of Project Evaluation section of this document for explication of scoring criteria. (Source: Proponent-Provided-Information Form)
- 43 If this project is located in an MPO-defined environmental justice area or environmental justice population zone, how would it improve air quality?** Explain how this project would provide needed or additional air quality improvements to the area. Please see the Explanation of Project Evaluation section of this document for explication of scoring criteria. (Source: Proponent-Provided-Information Form)
- 44 If this project is located in an MPO-defined environmental justice area or environmental justice population zone, does it address an MPO-identified EJ community need?** The MPO conducts outreach to the EJ communities and compiles a list of identified needs. Is this project addressing one of these needs? Please refer to the MPO website for a listing of these needs. Please see the Explanation of Project Evaluation section of this document for explication of scoring criteria. (Source: Proponent)

Proponent Provided Information

P12 Are any other Environmental Justice issues addressed by this project? This answer should only be addressed by those projects in an Environmental Justice area or population zone that address an environmental justice need. Please be specific.
(Source: Proponent)

Evaluation

Environmental Justice Evaluation and Score (10 total points possible):

Improves transit for an EJ population (up to 3 points)

- +3 *Project located in an MPO environmental justice area or population zone and will provide new transit access*
- +1 *Project located in an MPO environmental justice area or population zone and will provide improved access*
- 0 *Project provides no improvement in transit access or is not in an MPO environmental justice area or population zone*

Design is consistent with complete streets policies in an EJ area (up to 4 points)

- +1 *Project is located in an MPO environmental justice area or population zone and is a "complete street"*
- +1 *Project is located in an MPO environmental justice area or population zone and provides for transit service*
- +1 *Project is located in an MPO environmental justice area or population zone and provides for bicycle facilities*
- +1 *Project is located in an MPO environmental justice area or population zone and provides for pedestrian facilities*
- 0 *Does not provide any complete streets components*

Addresses an MPO identified EJ transportation issue (up to 3 points)

- +3 *Project located in an MPO environmental justice area or population zone and the project will provide for substantial improvement to an MPO identified EJ transportation issue*
- +2 *Project located in an MPO environmental justice area or population zone and the project will provide for improvement to an MPO identified EJ transportation issue*
- 0 *Project provides no additional benefit and/or is not in an MPO environmental justice*

area or population zone

-10 Creates a burden in an EJ area

SAFETY AND SECURITY TAB

The evaluation criteria below serve as a way to measure the MPO's efforts to emphasize and implement their safety and security policies. The MPO has expressed these measures in the following policies:

- Implement actions stemming from all-hazards planning
- Maintain the transportation system in an SGR
- Use state-of-the-practice safety elements; address roadway safety deficiencies (after safety audits) and transit safety (including federal mandates)
- Support incident management programs and ITS
- Protect critical infrastructure; address transit security vulnerabilities; upgrade key transportation infrastructure to a "hardened" design standard
- Improve safety for pedestrians and cyclist; ensure that safety provisions are incorporated into shared-use corridors
- Give priority to safety projects that reduce the severity of crashes, especially those that improve safety for all
- Promote safety through supporting the reduction of base speed limit (municipalities) to 25 miles per hour and education and enforcement on rules of the road, all modes

Project Background Information

45 Top 200 Rank – Ranks of highest crash intersection clusters in the project area that are included in MassDOT's listing of top- 200 crash sites.

46 EPDO/Injury Value – An estimated value of property damage. Please see the Explanation of Project Evaluation section for an explanation of project scoring.

47 Crash Rate/Crashes per Mile – Intersection projects will have the project intersection's crash rate. Arterial projects will have crashes per mile.

48 Bicycle Involved Crashes – Total bicycle involved crashes.

49 Pedestrian Involved Crashes – Total pedestrian involved crashes.

Proponent Provided Information

P13 What is the primary safety need associated with this project and how does it address that need?

Describe the need for the project from a local and a regional perspective. What are the existing safety needs/improvements the project is designed to address? How will this design accomplish those needed improvements? Please be as specific as possible. (Source: Proponent Provided Information Form, Functional Design Report) (When applicable, this information should be consistent with project need information provided in the MassHighway Project Need Form.) (Source: Proponent)

Evaluation

Safety and Security Evaluation and Score (29 total points possible):

Improves emergency response (up to 2 points)

- +1 *Project improves an evacuation route, diversion route, or alternate diversion route*
- +1 *Project improves an access route to or in proximity to an emergency support location*

Design effect ability to respond to extreme conditions (up to 6 points)

- +2 *Project addresses flooding problem and/or sea level rise and enables facility to function in such a condition*
- +1 *Project addresses facility that serves as a route out of a hurricane zone*
- +1 *Project brings facility up to current seismic design standards*
- +1 *Project improves access to an emergency support location*
- +1 *Project addresses critical transportation infrastructure*

EPDO/Injury Value Using the Commonwealth’s listing for Estimated Property Damage Only (EPCO) or Injury Value information (up to 3 points)

- +3 *If the value is in the top 20% of most assessed value*
- +2 *If the value is in the top 49 to 21% of most assessed value*
- +1 *If the value is in the top 50 to 1% of the most assessed value*
- 0 *If there is no loss*

Design addresses proponent identified primary safety need (Project design will address the primary safety need identified by the proponent in the question P4) (up to 3 points)

- +3 *Meets or addresses criteria to a high degree*
- +2 *Meets or addresses criteria to a medium degree*
- +1 *Meets or address criteria to a low degree*
- 1 *Does not meet or address criteria*

Design addresses MPO identified primary safety need (Project design will address the primary MPO identified safety need) (up to 3 points)

- +3 *Meets or addresses criteria to a high degree*
- +2 *Meets or addresses criteria to a medium degree*
- +1 *Meets or address criteria to a low degree*
- 0 *Does not meet or address criteria*

Improves freight related safety issue (Project design will be effective at improving freight related safety issues including truck crashes) (up to 3 points)

- +3 *Meets or addresses criteria to a high degree*
- +2 *Meets or addresses criteria to a medium degree*
- +1 *Meets or address criteria to a low degree*
- 0 *Does not meet or address criteria*

Improves bicycle safety (Project design will be effective at improving bicycle related safety issues including crashes) (up to 3 points)

- +3 *Meets or addresses criteria to a high degree*
- +2 *Meets or addresses criteria to a medium degree*
- +1 *Meets or address criteria to a low degree*
- 0 *Does not meet or address criteria*

Improves pedestrian safety (Project design will be effective at improving pedestrian related safety issues including crashes) (up to 3 points)

- +3 *Meets or addresses criteria to a high degree*
- +2 *Meets or addresses criteria to a medium degree*

- +1 *Meets or address criteria to a low degree*
- 0 *Does not meet or address criteria*

Improves safety or removes an at grade railroad crossing (up to 3 points)

- +3 *Project removes an at grade railroad crossing*
- +2 *Project significantly improves safety at an at grade railroad crossing*
- +1 *Project improves safety at an at grade railroad crossing*
- 0 *Project does not include a railroad crossing*

OTHER TAB

Cost per Unit

These two measures of cost per unit are derived by dividing project cost by quantified data in the MPO database. They will only be used to compare similar types of projects.

50 \$ per User – (ADT for roadway projects or other user estimate) minus Cost (question 7) divided by ADT (question 28 or other user estimate)

51 \$ per Lane Mile – Cost (question 7) divided by project proposed total lane miles (questions 10 & 11)

APPENDIX C

STATUS OF FISCAL YEAR 2011 TARGET PROJECTS

This chapter lists information about the status of target projects in the federal fiscal year 2011 element of the fiscal years 2011–14 TIP.

The information included is presented in the following format:

Municipality	Project	ID number
Description		
Current Status		

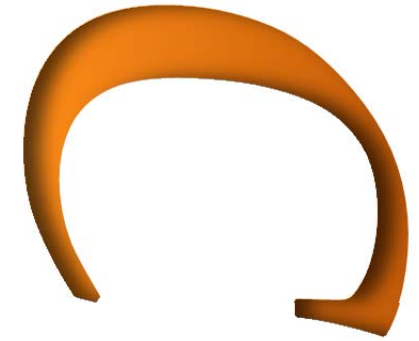
Municipality (ies): The community (or communities) in which a project is located.

Project: The location or name of the project.

ID number: Projects in MassDOT’s project tracking system are given a number; those projects not in the project tracking system, including all transit projects, have no number.

Description: The description of the project.

Current Status: States the current status of a project: removed by amendment, reprogrammed, obligated, advertised for construction, or expected to be advertised for construction.



STATUS OF FISCAL YEAR
2011 TARGET PROJECTS

Boston Region	Clean Air and Mobility Program	605188
Provide funds for the Boston Region MPO's Clean Air and Mobility Program.		
Current Status: Expected to be obligated prior to the close of federal fiscal year 2011.		
Canton, Randolph & Westwood	Route 128 Improvement Program Contract 3, Year Five of Five	87000
Improvements associated with the 128 add-a-lane project.		
Current Status: Project has been advertised.		
Concord & Lincoln	Route 2 (Crosby's Corner), Year One of Five	602984
Limited access highway improvements at Route 2 & 2A, between Crosby's Corner and Bedford Road.		
Current Status: Expected to be obligated prior to the close of federal fiscal year 2011.		
Dedham, Needham & Westwood	Route 128 Improvement Program Contract 4, Year Three of Six	603206
Improvements associated with the 128 add-a-lane project.		
Current Status: Project has been advertised.		
Hudson	Route 85	604812
Reconstruction of Route 85 (Washington Street).		
Current Status: Expected to be obligated prior to the close of federal fiscal year 2011.		
Ipswich	North Green Improvements	604945
Reconstruction of North Main Street, from Central Street to High Street and Meetinghouse Green.		
Current Status: Project has been advertised.		

Marshfield	Route 139	604915
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Corridor improvements on Route 139 (Plain Street).

Current Status: Project has been advertised.

Milford	Route 16 Intersection Improvements	606142
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Signal and intersection improvements on Route 16 (Main Street and East Main Street) at six locations.

Current Status: Project has been advertised.

Somerville	Assembly Square Flex to Transit	MBTA
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Current Status: Project has been advertised.

2012

Boston MPO Transportation Improvement Program

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MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
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► Section 1A / Federal Aid Target Projects

► STP - Surface Transportation Program

604688	BELMONT- WATERTOWN- RECONSTRUCTION ON TRAPELO ROAD & BELMONT STREET	4	STP	\$ 14,591,678	\$ 11,673,342	\$ 2,918,336	
602984	CONCORD- LINCOLN- LIMITED ACCESS HIGHWAY IMPROVEMENTS AT ROUTE 2 & 2A, BETWEEN CROSBY'S CORNER & BEDFORD ROAD, INCLUDES C-19-024	4	STP	\$ 6,610,323	\$ 5,288,258	\$ 1,322,065	AC Yr 2 of 5; STP+CMAQ+HSIP+Statewide HSIP Total Cost = \$65,015,208
601586	NATICK- WELLESLEY- INTERSECTION IMPROVEMENTS @ ROUTE 9 (WORCESTER STREET) & OAK STREET, FROM 1500' WEST OF OAK STREET TO 300' EAST OF OVERBROOK DRIVE	3	STP	\$ 4,494,672	\$ 3,595,738	\$ 898,934	STP+Earmark Total Cost = \$5,880,672
STP Subtotal ►				\$ 25,696,673	\$ 20,557,338	\$ 5,139,335	◀ 80% Federal + 20% Non-Federal

► NHS - National Highway System

603206	DEDHAM- NEEDHAM- BRIDGE REPLACEMENT ON ROUTE 128 (ADD-A-LANE BRIDGES) D-05-042, D-05-043, D-05-040, D-05-041, D-05-038=N-04-030, D-05-039, N-04-029 (BRIDGE IV)	4	NHS-AC	\$ 23,330,000	\$ 18,664,000	\$ 4,666,000	AC Yr 4 of 4
No Projects Programmed				\$ -	\$ -	\$ -	
NHS Subtotal ►				\$ 23,330,000	\$ 18,664,000	\$ 4,666,000	◀ Funding Split Varies by Project Specifications

► HSIP - Highway Safety Improvement Program

602984	CONCORD- LINCOLN- LIMITED ACCESS HIGHWAY IMPROVEMENTS AT ROUTE 2 & 2A, BETWEEN CROSBY'S CORNER & BEDFORD ROAD, INCLUDES C-19-024	4	HSIP-AC	\$ 4,296,710	\$ 3,867,039	\$ 429,671	AC Yr 2 of 5; STP+CMAQ+HSIP+Statewide HSIP Total Cost = 65,015,208
No Projects Programmed				\$ -	\$ -	\$ -	
HSIP Subtotal ►				\$ 4,296,710	\$ 3,867,039	\$ 429,671	◀ Funding Split Varies by Project Specifications

2012 Boston MPO Transportation Improvement Program

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MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
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► CMAQ - Congestion Mitigation and Air Quality Improvement Program

N/A	CLEAN AIR AND MOBILITY	N/A	CMAQ	\$ 2,074,641	\$ 1,659,713	\$ 414,928	
	Acton- Rail Shuttle, Year 3			\$ 66,392	\$ 55,327	\$ 11,065	
	Boston- Bike Share, Year 3			\$ 720,000	\$ 600,000	\$ 120,000	
	Brookline- Bike Share, Year 2			\$ 108,000	\$ 90,000	\$ 18,000	
	Cambridge- Bike Share, Year 2			\$ 150,986	\$ 125,822	\$ 25,164	
	CATA- Stage Fort Shuttle, Year 3			\$ 6,000	\$ 5,000	\$ 1,000	
604331	SOMERVILLE- MULTI-USE PATH CONSTRUCTION, FROM CEDAR STREET TO LOWELL STREET (PHASE I)			\$ 902,641	\$ 752,201	\$ 150,440	
CMAQ Subtotal ►				\$ 2,074,641	\$ 1,659,713	\$ 414,928	◀ 80% Federal + 20% Non-Federal

► Section 1A / Fiscal Constraint Analysis

Total Federal Aid Target Funds Programmed ►	\$ 55,398,024	\$ 55,398,024	◀ Total Target	\$ -	Target Funds Available
Total STP Programmed ►	\$ 25,696,673	\$ 51,101,314	◀ Max. STP	\$ 25,404,641	STP Available
Total NHS Programmed ►	\$ 23,330,000	\$ -	◀ Min. NHS	\$ (23,330,000)	NHS funds are from STP target
Total HSIP Programmed ►	\$ 4,296,710	\$ 4,296,710	◀ Min. HSIP	\$ -	HSIP Minimum Met
Total CMAQ Programmed ►	\$ 2,074,641	\$ -	◀ Min. CMAQ	\$ (2,074,641)	

► Section 1B / Federal Aid Bridge Projects

605414	FOXBOROUGH- BRIDGE PRESERVATION, F-06-015, I-95 OVER	5	BR	\$ 2,400,000	\$ 1,920,000	\$ 480,000	
602839	FRAMINGHAM- BRIDGE REPLACEMENT, F-07-009, CENTRAL STREET OVER SUDBURY RIVER	3	BR	\$ 3,033,000	\$ 2,426,400	\$ 606,600	
603722	LEXINGTON- BRIDGE REPLACEMENT, L-10-010, ROUTE 2A (MARRETT ROAD) OVER I-95/ROUTE 128	4	BR	\$ 2,000,000	\$ 1,600,000	\$ 400,000	
604517	BOSTON- BRIDGE REPLACEMENT, B-16-020=C-09-004, CHELSEA STREET OVER THE CHELSEA RIVER	4	BR-AC	\$ 12,000,000	\$ 9,600,000	\$ 2,400,000	AC Yr 2 of 4
603370	BOSTON- BRIDGE REHABILITATION, B-16-029, ROUTE 99 (ALFORD STREET) OVER MYSTIC RIVER	6	BR-AC	\$ 14,000,000	\$ 11,200,000	\$ 2,800,000	AC Yr 2 of 4
BR Subtotal ►				\$ 33,433,000	\$ 26,746,400	\$ 6,686,600	◀ 80% Federal + 20% Non-Federal

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Boston MPO Transportation Improvement Program

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MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
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► Section 1C / Federal Aid Non-Target Projects

► Earmarks

604531	ACTON- MAYNARD- ASSABET RIVER RAIL TRAIL CONSTRUCTION, INCLUDES 4 BRIDGES	3	HPP (2005)	\$ 769,314	\$ 615,451	\$ 153,863	Design; HPP 1761; Local Match
N/A	IMPROVEMENTS TO GAINSBOROUGH AND ST. BOTOLPH STS.	6	HPP (2005)	\$ 500,000	\$ 400,000	\$ 100,000	Design; HPP 2012; Local Match
606134	BOSTON- TRAFFIC SIGNAL IMPROVEMENTS ON BLUE HILL AVENUE AND WARREN STREET	6	HPP (2005)	\$ 300,000	\$ 240,000	\$ 60,000	Design; HPP 2129; Local Match
605173	MALDEN- REHABILITATION ON PLEASANT STREET, FROM MALDEN CITY HALL TO MAIN STREET	4	HPP (2005)	\$ 1,709,810	\$ 1,367,848	\$ 341,962	Construction; HPP 589
604331	SOMERVILLE- MULTI-USE PATH CONSTRUCTION, FROM CEDAR STREET TO LOWELL STREET (PHASE I)	4	HPP (2005)	\$ 1,012,389	\$ 809,911	\$ 202,478	Construction; HPP 2782; Clean Air and Mobility Program+Earmark Total Cost = \$1,915,030
601586	NATICK- WELLESLEY- INTERSECTION IMPROVEMENTS @ ROUTE 9 (WORCESTER STREET) & OAK STREET, FROM 1500' WEST OF OAK STREET TO 300' EAST OF OVERBROOK DRIVE	3	§ 112 (2006)	\$ 1,386,000	\$ 1,386,000	\$ -	Construction; STP+Earmark Total Cost = \$5,880,672
605173	MALDEN- REHABILITATION ON PLEASANT STREET, FROM MALDEN CITY HALL TO MAIN STREET	4	§ 117 (2005)	\$ 1,657,656	\$ 1,657,656	\$ -	Construction
N/A	ADAPTIVE REUSE AND STREETScape IMPROVEMENTS	4	§ 117 (2005)	\$ 593,928	\$ 593,928	\$ -	Study
606116	CAMBRIDGE- STREETScape IMPROVEMENTS ON BROADWAY/MAIN STREET, FROM THIRD STREET TO THE LONGFELLOW BRIDGE (TCSP)	6	TCSP	\$ 1,111,500	\$ 889,200	\$ 222,300	Construction

Earmarks Subtotal ► \$ 9,040,597 \$ 7,959,994 \$ 1,080,603 ◀ Funding Split Varies by Earmark

► Other

606520	NEWTON- SAFE ROUTES TO SCHOOL (BOWEN SCHOOL)	6	SRTS	\$ 450,000	\$ 450,000	\$ -	
605872	SWAMPSCOTT- SAFE ROUTES TO SCHOOL (STANLEY SCHOOL)	4	SRTS	\$ 425,000	\$ 425,000	\$ -	

Other Subtotal ► \$ 875,000 \$ 875,000 \$ - ◀ Funding Split Varies by Funding Source

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MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
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► Section 1D / Federal Aid Major & State Category Projects

► IM - Interstate Maintenance

606167	BOSTON- SOMERVILLE- INTERSTATE MAINTENANCE & RELATED WORK ON I-93, INCLUDES WORK ON S-17-029, S-17-031 & B-16-281	4	IM	\$ 10,738,000	\$ 9,664,200	\$ 1,073,800	
606169	FRANKLIN- BELLINGHAM- MEDWAY- MILFORD- INTERSTATE MAINTENANCE & RELATED WORK ON I-495	3	IM	\$ 15,104,000	\$ 13,593,600	\$ 1,510,400	
IM Subtotal ►				\$ 25,842,000	\$ 23,257,800	\$ 2,584,200	◀ 90% Federal + 10% Non-Federal

► NHS - National Highway System Pavement Preservation

604472	ACTON- BOXBOROUGH- LITTLETON- RESURFACING & RELATED WORK ON ROUTE 2	3	NHS	\$ 6,087,564	4,870,051.2	1,217,512.8	
605607	RANDOLPH- CANTON- RESURFACING & RELATED WORK ON ROUTE 24	6	NHS	\$ 5,890,415	4,712,332.0	1,178,083.0	
NHS Subtotal ►				\$ 11,977,979	\$ 9,582,383	\$ 2,395,596	◀ 80% Federal + 20% Non-Federal

► Other

Other Subtotal ►				\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
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► Section 2A / Non-Federal Projects

No Projects Programmed				\$ -		\$ -	
No Projects Programmed				\$ -		\$ -	
Non-Federal Projects Subtotal ►				\$ -		\$ -	◀ 100% Non-Federal

2012 Boston MPO Transportation Improvement Program

08/15/2011 Draft Released
xx/xx/xxxx Endorsed

MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
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► Section 2B / Non-Federal Bridge Projects

604361	BOSTON- CAMBRIDGE- BRIDGE REHABILITATION, B-16-009=C-01-002, CAMBRIDGE STREET OVER THE CHARLES RIVER (MEMORIAL DRIVE & STORROW DRIVE) (AKA - LONGFELLOW BRIDGE)	6	ABP-GANS	\$ 262,100,812		\$ 262,100,812	
603654	BOSTON- BRIDGE REPLACEMENT, B-16-163, MORTON STREET OVER THE MBTA & CSX RAILROAD	6	ABP-GANS	\$ 10,574,787		\$ 10,574,787	
604660	EVERETT- MEDFORD- BRIDGE REPLACEMENT, E-12-004=M-12-018, REVERE BEACH PARKWAY (ROUTE 16) OVER THE MALDEN RIVER (AKA - WOODS MEMORIAL DRAW BRIDGE)	4	ABP-GANS	\$ 41,319,200		\$ 41,319,200	
605510	MEDFORD- BRIDGE RECONSTRUCTION, M-12-017, REVERE BEACH PARKWAY OVER MBTA AND CORPORATION WAY	4	ABP-GANS	\$ 8,840,000		\$ 8,840,000	
604382	QUINCY- WEYMOUTH- BRIDGE REPLACEMENT, Q-01-001=W-32-001, STATE ROUTE 3A (WASHINGTON STREET) OVER THE FORE RIVER	6	ABP-GANS	\$ 285,854,891		\$ 285,854,891	
Non-Federal Bridge Projects Subtotal►				\$ 608,689,690		\$ 608,689,690	◀100% Non-Federal

2012 Boston MPO TIP Summary

	TIP Section 1: ▼	TIP Section 2: ▼	Total of All Projects ▼	
Total ►	\$ 136,566,600	\$ 608,689,690	\$ 745,256,290	◀ Total Spending in Region
Federal Funds ►	\$ 113,169,668		\$ 113,169,668	◀ Total Federal Spending in Region
Non-Federal Funds ►	\$ 23,396,932	\$ 608,689,690	\$ 632,086,622	◀ Total Non-Federal Spending in Region

701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Projects / 701 CMR 7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public works Project that is performed within the limits of, or that impact traffic on, any Public Road. The Municipal Limitation referenced in this Regulation is applicable only to projects where the Municipality is the Awarding Authority. For all projects contained in the TIP, the Commonwealth is the Awarding Authority. Therefore, all projects must be considered and implemented in accordance with 701 CMR 7.00, and the Road Flagger and Police Detail Guidelines. By placing a project on the TIP, the Municipality acknowledges that 701 CMR 7.00 is applicable to its project and design and construction will be fully compliant with this Regulation. This information, and additional information relative to guidance and implementation of the Regulation can be found at the following link on the MassDOT Highway Division website: <http://www.massdot.state.ma.us/Highway/flaggers/main.aspx>

2012 Boston MPO Transportation Improvement Program

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Regional Transit Authority ▼	Project Description ▼	Federal Funds Source ▼	Federal Amount ▼	State Funds Source ▼	State Amount ▼	RTA Funds ▼	Total Cost ▼	Carryover and Year? ▼	Additional Information ▼ (if project split among funding categories or over multiple-years please input total project cost here)
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► Section 3 / Transit Operating

MBTA	VEHICLES- COMMUTER RAIL (LOCOMOTIVE AND COACH PROCUREMENT)	5307	\$ 12,012,172			\$ 3,003,043	\$ 15,015,215		
MBTA	VEHICLES-BUS/THE RIDE/FERRY/NON-REVENUE (123 CNG BUSES - OVERHAUL)	5307	\$ 23,000,000			\$ 5,750,000	\$ 28,750,000		
MBTA	VEHICLES- SUBWAY	5307	\$ 25,000,000			\$ 6,250,000	\$ 31,250,000		
MBTA	STATION UPGRADES (ALL MODES)	5307	\$ 26,000,000			\$ 6,500,000	\$ 32,500,000		
MBTA	ACCESSIBILITY PROGRAM (GOVERNMENT CENTER, ELEVATOR REPLACEMENT/REHABILITATION, MBTA ACCESSIBILITY PROGRAM, COMMUTER RAIL ACCESSIBILITY PROGRAM, STATION ACCESSIBILITY PROGRAM)	5307	\$ 25,000,000			\$ 6,250,000	\$ 31,250,000		
MBTA	FACILITIES UPGRADES (PARKING PROGRAM, EVERETT MAINTENANCE FACILITY, MAINTENANCE FACILITIES - EQUIPMENT)	5307	\$ 5,000,000			\$ 1,250,000	\$ 6,250,000		
MBTA	ENVIRONMENTAL PROGRAM	5307	\$ 5,000,000			\$ 1,250,000	\$ 6,250,000		
MBTA	PREVENTATIVE MAINTENANCE	5307	\$ 12,000,000			\$ 3,000,000	\$ 15,000,000		
CATA	PREVENTATIVE MAINTENANCE, 30' BUS, SUPPORT VEHICLES, TIRES, FACILITY MAINTENANCE, SUPPORT EQUIPMENT	5307	\$ 509,548		\$ 204,637		\$ 714,185		CATA overmatch of \$77,250
	Preventative Maintenance		\$ 300,000		\$ 75,000		\$ 375,000		
	Two 30' Buses		\$ 103,000		\$ 103,000		\$ 206,000		
	Support Vehicles		\$ 32,000		\$ 8,000		\$ 40,000		
	Tires		\$ 14,631		\$ 3,658		\$ 18,289		
	Facility Maintenance		\$ 8,000		\$ 2,000		\$ 10,000		
	Support Equipment		\$ 51,917		\$ 12,979		\$ 64,896		
MWRTA	ADA PARATRANSIT, FACILITIES/PARKING LOT PAVING, BUS ACCESSORIES, IT EQUIPMENT	5307	\$ 1,668,698		\$ 417,175		\$ 2,085,873	YES, 2011	
	ADA Paratransit		\$ 1,300,000		\$ 325,000		\$ 1,625,000		
	Facilities/Parking Lot Paving, Bus Accessories, IT Equipment		\$ 368,698		\$ 84,504	\$ 7,641	\$ 460,843		
Transit Operating Total ►			\$ 135,190,418		\$ 621,812	\$ 33,253,043	\$ 169,065,273		

2012 Boston MPO Transportation Improvement Program

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Regional Transit Authority ▼	Project Description ▼	Federal Funds Source ▼	Federal Amount ▼	State Funds Source ▼	State Amount ▼	RTA Funds ▼	Total Cost ▼	Carryover and Year? ▼	Additional Information ▼ <small>(if project split among funding categories or over multiple-years please input total project cost here)</small>
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► Section 4 / Transit Capital

MBTA	BLUE LINE MODERNIZATION (GOVERNMENT CENTER)	5309	\$ 10,000,000			\$ 2,500,000	\$ 12,500,000		
MBTA	SYSTEM UPGRADES	5309	\$ 6,981,902			\$ 1,745,476	\$ 8,727,378		
MBTA	SIGNAL SYSTEM UPGRADES	5309	\$ 15,000,000			\$ 3,750,000	\$ 18,750,000		
MBTA	POWER PROGRAM	5309	\$ 37,000,000			\$ 9,250,000	\$ 46,250,000		
MBTA	BRIDGE AND TUNNEL PROGRAM	5309	\$ 25,000,000			\$ 6,250,000	\$ 31,250,000		
CATA	BUS	5309	\$ 276,000		\$ 89,000	\$ -	\$ 365,000		Earmark; CATA overmatch of \$20,000
Transit Capital Total ►			\$ 94,257,902		\$ 89,000	\$ 23,495,476	\$ 117,842,378		

2012 Boston MPO TIP Summary

TIP Section 3: ▼ TIP Section 4: ▼ Total of All Projects ▼

\$ 169,065,273	\$ 117,842,378	\$286,907,651	◀ Total Spending in Region
\$ 135,190,418	\$ 94,257,902	\$229,448,320	◀ Total Federal Spending in
\$ 33,874,855	\$ 23,584,476	\$ 57,459,331	◀ Total Non-Federal Spending in

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Boston MPO Transportation Improvement Program

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MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
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► Section 1A / Federal Aid Target Projects

► STP - Surface Transportation Program

604687	ARLINGTON- RECONSTRUCTION OF MASSACHUSETTS AVENUE, FROM POND LANE TO THE CAMBRIDGE C.L.	4	STP	\$ 2,978,340	\$ 2,382,672	\$ 595,668	STP+TE+SAFETEA-LU Earmark+Section 129 Earmark Total Cost = \$5,887,336
601820	SOMERVILLE- RECONSTRUCTION OF BEACON STREET, FROM OXFORD STREET TO CAMBRIDGE C.L. (1.1 MILES)	4	STP	\$ 1,571,252	\$ 1,257,002	\$ 314,250	STP+Earmark Total Cost = \$4,056,000
602984	CONCORD- LINCOLN- LIMITED ACCESS HIGHWAY IMPROVEMENTS AT ROUTE 2 & 2A, BETWEEN CROSBY'S CORNER & BEDFORD ROAD, INCLUDES C-19-024	4	STP	\$ 11,061,184	\$ 8,848,947	\$ 2,212,237	AC Yr 3 of 5; STP+CMAQ+HSIP+Statewide HSIP Total Cost = \$65,015,208
602094	LYNN- RECONSTRUCTION OF ROUTE 129 (BROADWAY), FROM WYOMA SQUARE TO BOSTON STREET	4	STP	\$ 5,638,422	\$ 4,510,738	\$ 1,127,684	
601630	WEYMOUTH- ABINGTON- RECONSTRUCTION & WIDENING ON ROUTE 18 (MAIN STREET) FROM HIGHLAND PLACE TO ROUTE 139 (4.0 MILES) INCLUDES REHAB OF W-32-013, ROUTE 18 OVER THE OLD COLONY	6	STP	\$ 858,750	\$ 687,000	\$ 171,750	STP+Earmark Total Cost = \$32,603,980
605188	CAMBRIDGE- COMMON IMPROVEMENTS AT WATERHOUSE STREET, MASS AVE & GARDEN STREET	6	TE	\$ 1,040,000	\$ 832,000	\$ 208,000	TE+Earmark Total Cost = \$2,164,874
604687	ARLINGTON- RECONSTRUCTION OF MASSACHUSETTS AVENUE, FROM POND LANE TO THE CAMBRIDGE C.L.	4	TE	\$ 712,000	\$ 569,600	\$ 142,400	STP+TE+SAFETEA-LU Earmark+Section 129 Earmark Total Cost = \$5,887,336
STP Subtotal ►				\$ 23,859,948	\$ 19,087,958	\$ 4,771,990	◄ 80% Federal + 20% Non-Federal

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MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
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► NHS - National Highway System

603711	NEEDHAM- WELLESLEY- REHAB/REPLACEMENT OF 6 BRIDGES ON I-95/ROUTE 128: N-04-020, N-04-021, N-04-022, N-04-026, N-04-027 & W-13-023 (ADD-A-LANE - CONTRACT V)	6	NHS	\$ 26,000,000	\$ 20,800,000	\$ 5,200,000	AC Yr 1 of 4; NHS+BR Total Cost = \$86,000,000 (AC Yr 4 of 4 in 2016 is not within the lifespan of the FFYs 2012-15 TIP)
NHS Subtotal ►				\$ 26,000,000	\$ 20,800,000	\$ 5,200,000	◀ 80% Federal + 20% Non-Federal

► HSIP - Highway Safety Improvement Program

602984	CONCORD- LINCOLN- LIMITED ACCESS HIGHWAY IMPROVEMENTS AT ROUTE 2 & 2A, BETWEEN CROSBY'S CORNER & BEDFORD ROAD, INCLUDES C-19-024	4	HSIP-AC	\$ 4,296,710	\$ 3,867,039	\$ 429,671	AC Yr 3 of 5; STP+CMAQ+HSIP+Statewide HSIP Total Cost = 65,015,208
No Projects Programmed				\$ -	\$ -	\$ -	
HSIP Subtotal ►				\$ 4,296,710	\$ 3,867,039	\$ 429,671	◀ Funding Split Varies by Project Specifications

► CMAQ - Congestion Mitigation and Air Quality Improvement Program

N/A	CLEAN AIR AND MOBILITY	N/A	CMAQ	\$ 1,097,393	\$ 877,914	\$ 219,479	Clean Air and Mobility awards listed are expected to be funded in 2013 depending on readiness and cost. Project estimates are not finalized.
	Arlington- Intersection of Route 3 and Route 60				\$ -	\$ -	
	Brookline- Bike Share, Year 3						
	Cambridge- Bike Share, Year 3						
	Framingham- Cochituate Rail Trail						
CMAQ Subtotal ►				\$ 1,097,393	\$ 877,914	\$ 219,479	◀ 80% Federal + 20% Non-Federal

► Section 1A / Fiscal Constraint Analysis

Total Federal Aid Target Funds Programmed ►	\$ 55,254,051	\$ 55,254,051	◀ Total Target	\$ -	Target Funds Available
Total STP Programmed ►	\$ 23,859,948	\$ 42,363,920	◀ Max. STP	\$ 18,503,972	STP Available
Total NHS Programmed ►	\$ 26,000,000	\$ -	◀ Min. NHS	\$ (26,000,000)	NHS funds are from STP and CMAQ
Total HSIP Programmed ►	\$ 4,296,710	\$ 4,296,710	◀ Min. HSIP	\$ -	HSIP Minimum Met
Total CMAQ Programmed ►	\$ 1,097,393	\$ 8,593,421	◀ Min. CMAQ	\$ 7,496,028	CMAQ Minimum Not Met

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MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
► Section 1B / Federal Aid Bridge Projects							
604428	CHELSEA- BRIDGE REPLACEMENT, C-09-001, WASHINGTON AVENUE OVER THE MBTA AND B&M RAILROAD	6	BR	\$ 3,719,040	\$ 2,975,232	\$ 743,808	
603473	NORTH READING- READING- BRIDGE REPLACEMENT, N-18-008=R-03-003, ROUTE 28 (MAIN STREET) OVER THE IPSWICH RIVER	4	BR	\$ 1,562,299	\$ 1,249,839	\$ 312,460	
603711	NEEDHAM- WELLESLEY- REHAB/REPLACEMENT OF 6 BRIDGES ON I-95/ROUTE 128: N-04-020, N-04-021, N-04-022, N-04-026, N-04-027 & W-13-023 (ADD-A-LANE - CONTRACT V)	6	BR	\$ 2,000,000	\$ 1,600,000	\$ 400,000	AC Yr 1 of 4; NHS+BR Total Cost = \$86,000,000 (AC Yr 4 of 4 in 2016 is not within the lifespan of the FFYs 2012-15 TIP)
604517	BOSTON- BRIDGE REPLACEMENT, B-16-020=C-09-004, CHELSEA STREET OVER THE CHELSEA RIVER	4	BR-AC	\$ 12,000,000	\$ 9,600,000	\$ 2,400,000	AC Yr 3 of 4
603370	BOSTON- BRIDGE REHABILITATION, B-16-029, ROUTE 99 (ALFORD STREET) OVER MYSTIC RIVER	6	BR-AC	\$ 8,000,000	\$ 6,400,000	\$ 1,600,000	AC Yr 3 of 4
603722	LEXINGTON- BRIDGE REPLACEMENT, L-10-010, ROUTE 2A (MARRETT ROAD) OVER I-95/ROUTE 128	4	BR-AC	\$ 10,000,000	\$ 8,000,000	\$ 2,000,000	AC Yr 2 of 3
BR Subtotal ►				\$ 37,281,339	\$ 29,825,071	\$ 7,456,268	◄ 80% Federal + 20% Non-Federal

MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
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► Section 1C / Federal Aid Non-Target Projects

► Earmarks

606209	FRAMINGHAM- RECONSTRUCTION OF ROUTE 126 (CONCORD STREET)	3	HPP (1998)	\$ 4,157,845	\$ 3,326,276	\$ 831,569	Construction; HPP 684; TEA-21 Earmark+Section 129 Earmark+Local Funds Total Cost = \$8,347,738
601630	WEYMOUTH- ABINGTON- RECONSTRUCTION & WIDENING ON ROUTE 18 (MAIN STREET) FROM HIGHLAND PLACE TO ROUTE 139 (4.0 MILES) INCLUDES REHAB OF W-32-013, ROUTE 18 OVER THE OLD COLONY	6	HPP (1998)	\$ 7,745,230	\$ 6,196,184	\$ 1,549,046	Construction; HPP 1236; STP+Earmark Total Cost = \$32,603,980
604687	ARLINGTON- RECONSTRUCTION OF MASSACHUSETTS AVENUE, FROM POND LANE TO THE CAMBRIDGE C.L.	4	HPP (2005)	\$ 1,446,996	\$ 1,157,597	\$ 289,399	Construction; HPP 47; STP+TE+SAFETEA-LU Earmark+Section 129 Earmark Total Cost = \$5,887,336
N/A	IMPROVEMENTS TO GAINSBOROUGH AND ST. BOTOLPH STS.	6	HPP (2005)	\$ 472,293	\$ 377,834	\$ 94,459	Construction; HPP 2012
N/A	IMPROVEMENTS TO GAINSBOROUGH AND ST. BOTOLPH STS.	6	HPP (2005)	\$ 2,165,650	\$ 1,732,520	\$ 433,130	Construction; HPP 2012
605188	CAMBRIDGE- COMMON IMPROVEMENTS AT WATERHOUSE STREET, MASS AVE & GARDEN STREET	6	HPP (2005)	\$ 1,124,874	\$ 899,899	\$ 224,975	Construction; HPP 3536; TE+Earmark Total Cost = \$2,164,874
604988	FRANKLIN- RECONSTRUCTION OF ROUTE 140, MAIN STREET & EMMONS	3	HPP (2005)	\$ 5,759,219	\$ 4,607,375	\$ 1,151,844	Construction; HPP 4279
601820	SOMERVILLE- RECONSTRUCTION OF BEACON STREET, FROM OXFORD	4	HPP (2005)	\$ 2,484,748	\$ 1,987,798	\$ 496,950	Construction; HPP 431; STP+Earmark Total Cost = \$4,056,000
604687	ARLINGTON- RECONSTRUCTION OF MASSACHUSETTS AVENUE, FROM POND LANE TO THE CAMBRIDGE C.L.	4	§ 129 (2008)	\$ 750,000	\$ 750,000	\$ -	Construction; STP+TE+SAFETEA-LU Earmark+Section 129 Earmark Total Cost = \$5,887,336
606209	FRAMINGHAM- RECONSTRUCTION OF ROUTE 126 (CONCORD STREET)	3	§ 129 (2008)	\$ 490,000	\$ 490,000	\$ -	Construction; TEA-21 Earmark+Section 129 Earmark+Local Funds Total Cost = \$8,347,738
Earmarks Subtotal ►				\$ 26,596,855	\$ 21,525,483	\$ 5,071,372	◀ Funding Split Varies by Earmark

► Other

606521	BRAINTREE- SAFE ROUTES TO SCHOOL (ROSS ELEMENTARY SCHOOL)	6	SRTS	\$ 553,000	\$ 553,000	\$ -	
606516	WAKEFIELD- SAFE ROUTES TO SCHOOLS (DOLBEARE SCHOOL)	4	SRTS	\$ 513,000	\$ 513,000	\$ -	
Other Subtotal ►				\$ 1,066,000	\$ 1,066,000	\$ -	◀ Funding Split Varies by Funding Source

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MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
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► Section 1D / Federal Aid Major & State Category Projects

► IM - Interstate Maintenance

605596	FOXBOROUGH- INTERSTATE MAINTENANCE & RELATED WORK ON I-	5	IM	\$ 8,639,488	\$ 7,775,539	\$ 863,949	
606170	LEXINGTON- BURLINGTON- INTERSTATE MAINTENANCE & RELATED WORK ON I-	4	IM	\$ 30,833,400	\$ 27,750,060	\$ 3,083,340	
605597	LYNNFIELD- WAKEFIELD- INTERSTATE MAINTENANCE & RELATED WORK ON I-	4	IM	\$ 13,720,096	\$ 12,348,086	\$ 1,372,010	
604879	WILMINGTON- WOBURN- INTERSTATE MAINTENANCE & RELATED WORK ON ROUTE I-93	4	IM	\$ 12,743,245	\$ 11,468,921	\$ 1,274,325	
IM Subtotal ►				\$ 65,936,229	\$ 59,342,606	\$ 6,593,623	◀ 90% Federal + 10% Non-Federal

► NHS - National Highway System Pavement Preservation

605602	WEYMOUTH- RESURFACING & RELATED WORK ON ROUTE 3	6	NHS	\$ 3,552,640	2,842,112.0	710,528.0	
606126	MIDDLETON- RESURFACING & RELATED WORK ON ROUTE 114	4	NHS	\$ 1,665,784	1,332,627.2	333,156.8	
NHS Subtotal ►				\$ 5,218,424	\$ 4,174,739	\$ 1,043,685	◀ 80% Federal + 20% Non-Federal

► Other

602984	CONCORD- LINCOLN- LIMITED ACCESS HIGHWAY IMPROVEMENTS AT ROUTE 2 & 2A, BETWEEN CROSBY'S CORNER & BEDFORD ROAD, INCLUDES C-19-024	4	Other	\$ 1,000,000	800,000.0	200,000.0	AC Yr 3 of 5; STP+CMAQ+HSIP+Statewide HSIP Total Cost = \$65,015,208
No Projects Programmed				\$ -	-	-	
Other Subtotal ►				\$ 1,000,000	\$ 800,000	\$ 200,000	◀ Funding Split Varies by Funding Source

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MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
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► Section 2A / Non-Federal Projects

No Projects Programmed				\$ -		\$ -	
No Projects Programmed				\$ -		\$ -	
Non-Federal Projects Subtotal►				\$ -		\$ -	◀100% Non-Federal

► Section 2B / Non-Federal Bridge Projects

No Projects Programmed				\$ -		\$ -	
No Projects Programmed				\$ -		\$ -	
Non-Federal Bridge Projects Subtotal►				\$ -		\$ -	◀100% Non-Federal

2013 Boston MPO TIP Summary

TIP Section 1: ▼ TIP Section 2: ▼ Total of All Projects ▼

Total ►	\$192,352,898	\$ -	\$192,352,898	◀ Total Spending in Region
Federal Funds ►	\$161,366,811		\$161,366,811	◀ Total Federal Spending in Region
Non-Federal Funds ►	\$ 30,986,087	\$ -	\$ 30,986,087	◀ Total Non-Federal Spending in Region

701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Projects / 701 CMR 7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public works Project that is performed within the limits of, or that impact traffic on, any Public Road. The Municipal Limitation referenced in this Regulation is applicable only to projects where the Municipality is the Awarding Authority. For all projects contained in the TIP, the Commonwealth is the Awarding Authority. Therefore, all projects must be considered and implemented in accordance with 701 CMR 7.00, and the Road Flagger and Police Detail Guidelines. By placing a project on the TIP, the Municipality acknowledges that 701 CMR 7.00 is applicable to its project and design and construction will be fully compliant with this Regulation. This information, and additional information relative to guidance and implementation of the Regulation can be found at the following link on the MassDOT Highway Division website: <http://www.massdot.state.ma.us/Highway/flaggers/main.aspx>

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Regional Transit Authority ▼	Project Description ▼	Federal Funds Source ▼	Federal Amount ▼	State Funds Source ▼	State Amount ▼	RTA Funds ▼	Total Cost ▼	Carryover and Year? ▼	Additional Information ▼ (if project split among funding categories or over multiple-years please input total project cost here)
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► Section 3 / Transit Operating

MBTA	VEHICLES- COMMUTER RAIL (LOCOMOTIVE AND COACH PROCUREMENT)	5307	\$ 20,012,172			\$ 5,003,043	\$ 25,015,215		
MBTA	VEHICLES-BUS/THE RIDE/FERRY/NON-REVENUE (SPECIALIZED NON-REVENUE VEHICLES)	5307	\$ 15,000,000			\$ 3,750,000	\$ 18,750,000		
MBTA	VEHICLES- SUBWAY	5307	\$ 40,000,000			\$ 10,000,000	\$ 50,000,000		
MBTA	STATION UPGRADES (ALL MODES)	5307	\$ 12,000,000			\$ 3,000,000	\$ 15,000,000		
MBTA	ACCESSIBILITY PROGRAM (ELEVATOR REPLACEMENT/REHABILITATION, MBTA ACCESSIBILITY PROGRAM, COMMUTER RAIL ACCESSIBILITY PROGRAM, STATION ACCESSIBILITY PROGRAM)	5307	\$ 25,000,000			\$ 6,250,000	\$ 31,250,000		
MBTA	FACILITIES UPGRADES (PARKING PROGRAM, EVERETT MAINTENANCE FACILITY)	5307	\$ 5,000,000			\$ 1,250,000	\$ 6,250,000		
MBTA	ENVIRONMENTAL PROGRAM	5307	\$ 4,000,000			\$ 1,000,000	\$ 5,000,000		
MBTA	PREVENTATIVE MAINTENANCE	5307	\$ 12,000,000			\$ 3,000,000	\$ 15,000,000		
CATA	PREVENTATIVE MAINTENANCE, BUS REPLACEMENT, SUPPORT EQUIPMENT	5307	\$ 524,835		\$ 131,209		\$ 656,044		
	Preventative Maintenance		\$ 300,000		\$ 75,000		\$ 375,000		
	Bus Replacement		\$ 210,000		\$ 52,500		\$ 262,500		
	Support Equipment		\$ 14,835		\$ 3,709		\$ 18,544		
MWRTA	ADA PARATRANSIT, COMPUTER HARDWARE/SOFTWARE, SHOP EQUIPMENT	5307	\$ 1,718,759		\$ 429,690		\$ 2,148,449	YES, 2012	
	ADA Paratransit		\$ 1,300,000		\$ 325,000		\$ 1,625,000		
	Computer Hardware/Software, Shop Equipment		\$ 418,759		\$ 95,941		\$ 514,700		
Transit Operating Total ►			\$ 135,255,766		\$ 560,899	\$ 33,253,043	\$ 169,069,708		

► Section 4 / Transit Capital

MBTA	BLUE LINE MODERNIZATION (GOVERNMENT CENTER)	5309	\$ 25,000,000			\$ 6,250,000	\$ 31,250,000		
MBTA	SYSTEM UPGRADES	5309	\$ 3,981,902			\$ 995,476	\$ 4,977,378		
MBTA	POWER PROGRAM	5309	\$ 35,000,000			\$ 8,750,000	\$ 43,750,000		
MBTA	BRIDGE AND TUNNEL PROGRAM	5309	\$ 30,000,000			\$ 7,500,000	\$ 37,500,000		
Transit Capital Total ►			\$ 93,981,902		\$ -	\$ 23,495,476	\$ 117,477,378		

2013 Boston MPO Transportation Improvement Program

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Regional Transit Authority ▼	Project Description ▼	Federal Funds Source ▼	Federal Amount ▼	State Funds Source ▼	State Amount ▼	RTA Funds ▼	Total Cost ▼	Carryover and Year? ▼	Additional Information ▼ <small>(if project split among funding categories or over multiple-years please input total project cost here)</small>
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2013 Boston MPO TIP Summary

TIP Section 3: ▼ TIP Section 4: ▼ Total of All Projects ▼

\$ 169,069,708	\$117,477,378	\$286,547,086	◀ Total Spending in Region
\$ 135,255,766	\$ 93,981,902	\$229,237,668	◀ Total Federal Spending in Region
\$ 33,813,942	\$ 23,495,476	\$ 57,309,418	◀ Total Non-Federal Spending in

2014 Boston MPO Transportation Improvement Program

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MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
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► Section 1A / Federal Aid Target Projects

► STP - Surface Transportation Program

602984	CONCORD- LINCOLN- LIMITED ACCESS HIGHWAY IMPROVEMENTS AT ROUTE 2 & 2A, BETWEEN CROSBY'S CORNER & BEDFORD ROAD, INCLUDES C-19-024	4	STP	\$ 9,277,374	\$ 7,421,899	\$ 1,855,475	AC Yr 4 of 5; STP+CMAQ+HSIP+Statewide HSIP Total Cost = \$65,015,208
601630	WEYMOUTH- ABINGTON- RECONSTRUCTION & WIDENING ON ROUTE 18 (MAIN STREET) FROM HIGHLAND PLACE TO ROUTE 139 (4.0 MILES) INCLUDES REHAB OF W-32-013, ROUTE 18 OVER THE OLD COLONY	6	STP	\$ 6,090,000	\$ 4,872,000	\$ 1,218,000	AC Yr 2 of 3; STP+Earmark Total Cost = \$32,603,980
STP Subtotal ►				\$ 15,367,374	\$ 12,293,899	\$ 3,073,475	◀ 80% Federal + 20% Non-Federal

► NHS - National Highway System

603711	NEEDHAM- WELLESLEY- REHAB/REPLACEMENT OF 6 BRIDGES ON I-95/ROUTE 128: N-04-020, N-04-021, N-04-022, N-04-026, N-04-027 & W-13-023 (ADD-A-LANE - CONTRACT V)	6	NHS	\$ 30,000,000	24,000,000.0	6,000,000.0	AC Yr 2 of 4; NHS+BR Total Cost = \$86,000,000 (AC Yr 4 of 4 in 2016 is not within the lifespan of the FFYs 2012-15 TIP)
No Projects Programmed				\$ -	-	-	
NHS Subtotal ►				\$ 30,000,000	\$ 24,000,000	\$ 6,000,000	◀ 80% Federal + 20% Non-Federal

► HSIP - Highway Safety Improvement Program

602984	CONCORD- LINCOLN- LIMITED ACCESS HIGHWAY IMPROVEMENTS AT ROUTE 2 & 2A, BETWEEN CROSBY'S CORNER & BEDFORD ROAD, INCLUDES C-19-024	4	HSIP	\$ 4,296,710	\$ 3,867,039	\$ 429,671	AC Yr 4 of 5; STP+CMAQ+HSIP+Statewide HSIP Total Cost = \$65,015,208
No Projects Programmed				\$ -	\$ -	\$ -	
HSIP Subtotal ►				\$ 4,296,710	\$ 3,867,039	\$ 429,671	◀ Funding Split Varies by Project Specifications

2014 Boston MPO Transportation Improvement Program

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MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
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► CMAQ - Congestion Mitigation and Air Quality Improvement Program

N/A	CLEAN AIR AND MOBILITY		CMAQ	\$ -	\$ -	\$ -	
604761	BOSTON- MULTI-USE TRAIL CONSTRUCTION (SOUTH BAY HARBOR) FROM RUGGLES STATION TO FAN PIER	6	CMAQ	\$ 4,146,746	\$ 3,317,397	\$ 829,349	Construction
CMAQ Subtotal ►				\$ 4,146,746	\$ 3,317,397	\$ 829,349	◀ 80% Federal + 20% Non-Federal

► Section 1A / Fiscal Constraint Analysis

Total Federal Aid Target Funds Programmed ►	\$ 53,810,830	\$ 53,814,653	◀ Total Target	\$ 3,823	Target Funds Available
Total STP Programmed ►	\$ 15,367,374	\$ 40,924,522	◀ Max. STP	\$ 25,557,148	STP Available
Total NHS Programmed ►	\$ 30,000,000	\$ -	◀ Min. NHS	\$ (30,000,000)	NHS funds are from STP and CMAQ
Total HSIP Programmed ►	\$ 4,296,710	\$ 4,296,710	◀ Min. HSIP	\$ -	HSIP Minimum Met
Total CMAQ Programmed ►	\$ 4,146,746	\$ 8,593,421	◀ Min. CMAQ	\$ 4,446,675	CMAQ Minimum Not Met

► Section 1B / Federal Aid Bridge Projects

604462	BOSTON- BRIDGE REPLACEMENT, B-16-209, WEST SECOND STREET OVER HAUL ROAD & CSX RR	6	BR	\$ 1,369,440	\$ 1,095,552	\$ 273,888	
606449	CAMBRIDGE- BRIDGE PRESERVATION, C-01-008, FIRST STREET BRIDGE & C-01-040, LAND BOULEVARD/BROAD CANAL	6	BR	\$ 3,888,000	\$ 3,110,400	\$ 777,600	
605774	HOPKINTON- BRIDGE BETTERMENT, H-23-012, I-90 RAMP OVER I-495	3	BR	\$ 5,769,317	\$ 4,615,454	\$ 1,153,863	
603008	WOBURN- BRIDGE REPLACEMENT, W-43-003, SALEM STREET OVER MBTA	4	BR	\$ 1,814,400	\$ 1,451,520	\$ 362,880	
604517	BOSTON- BRIDGE REPLACEMENT, B-16-020=C-09-004, CHELSEA STREET OVER THE CHELSEA RIVER	4	BR-AC	\$ 13,000,000	\$ 10,400,000	\$ 2,600,000	AC Yr 4 of 4
603370	BOSTON- BRIDGE REHABILITATION, B-16-029, ROUTE 99 (ALFORD STREET) OVER MYSTIC RIVER	6	BR-AC	\$ 3,000,000	\$ 2,400,000	\$ 600,000	AC Yr 4 of 4
603722	LEXINGTON- BRIDGE REPLACEMENT, L-10-010, ROUTE 2A (MARRETT ROAD) OVER I-95/ROUTE 128	4	BR-AC	\$ 10,000,000	\$ 8,000,000	\$ 2,000,000	AC Yr 3 of 3
603711	NEEDHAM- WELLESLEY- REHAB/REPLACEMENT OF 6 BRIDGES ON I-95/ROUTE 128: N-04-020, N-04-021, N-04-022, N-04-026, N-04-027 & W-13-023 (ADD-A-LANE - CONTRACT V)	6	BR-AC	\$ 6,500,000	\$ 5,200,000	\$ 1,300,000	AC Yr 2 of 4; NHS+BR Total Cost = \$86,000,000 (AC Yr 4 of 4 in 2016 is not within the lifespan of the FFYs 2012-15 TIP)
BR Subtotal ►				\$ 45,341,157	\$ 36,272,926	\$ 9,068,231	◀ 80% Federal + 20% Non-Federal

2014 Boston MPO Transportation Improvement Program

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MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
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► Section 1C / Federal Aid Non-Target Projects

► Earmarks

601630	WEYMOUTH- ABINGTON- RECONSTRUCTION & WIDENING ON ROUTE 18 (MAIN STREET) FROM HIGHLAND PLACE TO ROUTE 139 (4.0 MILES) INCLUDES REHAB OF W-32-013, ROUTE 18 OVER THE OLD COLONY	6	HPP (1998)	\$ 5,910,000	\$ 4,728,000	\$ 1,182,000	Construction; HPP 1236; AC Yr 2 of 3; STP+Earmark Total Cost = \$32,603,980
606134	BOSTON- TRAFFIC SIGNAL IMPROVEMENTS ON BLUE HILL AVENUE AND WARREN STREET	6	HPP (2005)	\$ 2,392,496	\$ 1,913,997	\$ 478,499	Construction; HPP 2129
605789	BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD (HPP 756 &	6	HPP (2005)	\$ 2,423,248	\$ 1,938,598	\$ 484,650	Construction; HPP 756
605789	BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD (HPP 756 &	6	HPP (2005)	\$ 5,007,375	\$ 4,005,900	\$ 1,001,475	Construction; HPP 4284
Earmarks Subtotal ►				\$ 15,733,119	\$ 12,586,495	\$ 3,146,624	◀ Funding Split Varies by Earmark

► Other

N/A	MANCHESTER- SAFE ROUTES TO SCHOOL (MEMORIAL ELEMENTARY	4	SRTS	\$ 400,000	\$ 400,000	\$ -	
	No Projects Programmed			\$ -	\$ -	\$ -	
Other Subtotal ►				\$ 400,000	\$ 400,000	\$ -	◀ Funding Split Varies by Funding Source

► Section 1D / Federal Aid Major & State Category Projects

► IM - Interstate Maintenance

606176	FOXBOROUGH- PLAINVILLE- WRENTHAM- INTERSTATE MAINTENANCE & RELATED WORK ON I-	5	IM	\$ 13,253,760	\$ 11,928,384	\$ 1,325,376	
	No Projects Programmed			\$ -	\$ -	\$ -	
IM Subtotal ►				\$ 13,253,760	\$ 11,928,384	\$ 1,325,376	◀ 90% Federal + 10% Non-Federal

► NHS - National Highway System

	No Projects Programmed			\$ -	\$ -	\$ -	
	No Projects Programmed			\$ -	\$ -	\$ -	
NHS Subtotal ►				\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

2014 Boston MPO Transportation Improvement Program

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MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
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► Other

	No Projects Programmed			\$ -	-	-	
	No Projects Programmed			\$ -	-	-	
Other Subtotal ►				\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Section 2A / Non-Federal Projects

	No Projects Programmed			\$ -		\$ -	
	No Projects Programmed			\$ -		\$ -	
Non-Federal Projects Subtotal ►				\$ -		\$ -	◀ 100% Non-Federal

► Section 2B / Non-Federal Bridge Projects

	No Projects Programmed			\$ -		\$ -	
	No Projects Programmed			\$ -		\$ -	
Non-Federal Bridge Projects Subtotal ►				\$ -		\$ -	◀ 100% Non-Federal

2014 Boston MPO TIP Summary

	TIP Section 1: ▼	TIP Section 2: ▼	Total of All Projects ▼	
Total ►	\$ 128,538,866	\$ -	\$ 128,538,866	◀ Total Spending in Region
Federal Funds ►	\$ 104,666,140		\$ 104,666,140	◀ Total Federal Spending in Region
Non-Federal Funds ►	\$ 23,872,726	\$ -	\$ 23,872,726	◀ Total Non-Federal Spending in Region

701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Projects / 701 CMR 7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public works Project that is performed within the limits of, or that impact traffic on, any Public Road. The Municipal Limitation referenced in this Regulation is applicable only to projects where the Municipality is the Awarding Authority. For all projects contained in the TIP, the Commonwealth is the Awarding Authority. Therefore, all projects must be considered and implemented in accordance with 701 CMR 7.00, and the Road Flagger and Police Detail Guidelines. By placing a project on the TIP, the Municipality acknowledges that 701 CMR 7.00 is applicable to its project and design and construction will be fully compliant with this Regulation. This information, and additional information relative to guidance and implementation of the Regulation can be found at the following link on the MassDOT Highway Division website: <http://www.massdot.state.ma.us/Highway/flaggers/main.aspx>

2014 Boston MPO Transportation Improvement Program

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Regional Transit Authority ▼	Project Description ▼	Federal Funds Source ▼	Federal Amount ▼	State Funds Source ▼	State Amount ▼	RTA Funds ▼	Total Cost ▼	Carryover and Year? ▼	Additional Information ▼ (if project split among funding categories or over multiple-years please input total project cost)
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► Section 3 / Transit Operating

MBTA	VEHICLES- COMMUTER RAIL (LOCOMOTIVE AND COACH PROCUREMENT)	5307	\$ 42,012,172			\$ 10,503,043	\$ 52,515,215		
MBTA	VEHICLES-BUS/THE RIDE/FERRY/NON-REVENUE	5307	\$ 15,000,000			\$ 3,750,000	\$ 18,750,000		
MBTA	VEHICLES- SUBWAY	5307	\$ 20,000,000			\$ 5,000,000	\$ 25,000,000		
MBTA	STATION UPGRADES (ALL MODES)	5307	\$ 12,000,000			\$ 3,000,000	\$ 15,000,000		
MBTA	ACCESSIBILITY PROGRAM (ELEVATOR REPLACEMENT/REHABILITATION, MBTA ACCESSIBILITY PROGRAM, COMMUTER RAIL ACCESSIBILITY PROGRAM, STATION ACCESSIBILITY PROGRAM)	5307	\$ 25,000,000			\$ 6,250,000	\$ 31,250,000		
MBTA	FACILITIES UPGRADES (PARKING PROGRAM, EVERETT MAINTENANCE FACILITY)	5307	\$ 5,000,000			\$ 1,250,000	\$ 6,250,000		
MBTA	ENVIRONMENTAL PROGRAM	5307	\$ 2,000,000			\$ 500,000	\$ 2,500,000		
MBTA	PREVENTATIVE MAINTENANCE	5307	\$ 12,000,000			\$ 3,000,000	\$ 15,000,000		
CATA	PREVENTATIVE MAINTENANCE, BUS REPLACEMENT, SUPPORT EQUIPMENT	5307	\$ 540,580		\$ 135,145		\$ 675,725		
	Preventative Maintenance		\$ 300,000		\$ 75,000		\$ 375,000		
	Bus Replacement		\$ 215,000		\$ 53,750		\$ 268,750		
	Support Equipment		\$ 25,580		\$ 6,395		\$ 31,975		
MWRTA	ADA PARATRANSIT, COMPUTER HARDWARE/SOFTWARE, SHOP EQUIPMENT	5307	\$ 1,770,322		\$ 442,581		\$ 2,212,903	YES, 2013	
	ADA Paratransit		\$ 1,300,000		\$ 325,000		\$ 1,625,000		
	Computer Hardware/Software, Shop Equipment		\$ 470,322		\$ 117,581		\$ 587,903		
Transit Operating Total ►			\$ 135,323,074		\$ 577,726	\$ 33,253,043	\$ 169,153,843		

► Section 4 / Transit Capital

MBTA	BLUE LINE MODERNIZATION	5309	\$ 15,000,000			\$ 3,750,000	\$ 18,750,000		
MBTA	SYSTEM UPGRADES	5309	\$ 13,981,902			\$ 3,495,476	\$ 17,477,378		
MBTA	POWER PROGRAM	5309	\$ 35,000,000			\$ 8,750,000	\$ 43,750,000		
MBTA	BRIDGE AND TUNNEL PROGRAM	5309	\$ 30,000,000			\$ 7,500,000	\$ 37,500,000		
Transit Capital Total ►			\$ 93,981,902		\$ -	\$ 23,495,476	\$ 117,477,378		

2014 Boston MPO TIP Summary

TIP Section 3: ▼	TIP Section 4: ▼	Total of All Projects ▼	
\$ 169,153,843	\$ 117,477,378	\$ 286,631,221	◀ Total Spending in Region
\$ 135,323,074	\$ 93,981,902	\$ 229,304,976	◀ Total Federal Spending in
\$ 33,830,769	\$ 23,495,476	\$ 57,326,245	◀ Total Non-Federal Spending in

2015 Boston MPO Transportation Improvement Program

08/15/2011 Draft Released
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MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
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► Section 1A / Federal Aid Target Projects

► STP - Surface Transportation Program

602984	CONCORD- LINCOLN- LIMITED ACCESS HIGHWAY IMPROVEMENTS AT ROUTE 2 & 2A, BETWEEN CROSBY'S CORNER & BEDFORD ROAD, INCLUDES C-19-024	4	STP	\$ 13,563,290	\$ 10,850,632	\$ 2,712,658	AC Yr 5 of 5; STP+CMAQ+HSIP+Statewide HSIP Total Cost = \$65,015,208
601630	WEYMOUTH- ABINGTON- RECONSTRUCTION & WIDENING ON ROUTE 18 (MAIN STREET) FROM HIGHLAND PLACE TO ROUTE 139 (4.0 MILES) INCLUDES REHAB OF W-32-013, ROUTE 18 OVER THE OLD COLONY RAILROAD (MBTA)	6	STP	\$ 10,721,250	\$ 8,577,000	\$ 2,144,250	AC Yr 3 of 3; STP+Earmark Total Cost = \$32,603,980
STP Subtotal ►				\$ 24,284,540	\$ 19,427,632	\$ 4,856,908	◀ 80% Federal + 20% Non-Federal

► NHS - National Highway System

603711	NEEDHAM- WELLESLEY- REHAB/REPLACEMENT OF 6 BRIDGES ON I-95/ROUTE 128: N-04-020, N-04-021, N-04-022, N-04-026, N-04-027 & W-13-023 (ADD-A-LANE - CONTRACT V)	6	NHS	\$ 30,000,000	24,000,000.0	6,000,000.0	AC Yr 3 of 4; NHS+BR Total Cost = \$86,000,000 (AC Yr 4 of 4 in 2016 is not within the lifespan of the FFYs 2012-15 TIP)
No Projects Programmed				\$ -	-	-	
NHS Subtotal ►				\$ 30,000,000	\$ 24,000,000	\$ 6,000,000	◀ 80% Federal + 20% Non-Federal

► HSIP - Highway Safety Improvement Program

602984	CONCORD- LINCOLN- LIMITED ACCESS HIGHWAY IMPROVEMENTS AT ROUTE 2 & 2A, BETWEEN CROSBY'S CORNER & BEDFORD ROAD, INCLUDES C-19-024	4	HSIP	\$ 4,296,710	\$ 3,867,039	\$ 429,671	AC Yr 5 of 5; STP+CMAQ+HSIP+Statewide HSIP Total Cost = \$65,015,208
No Projects Programmed				\$ -	\$ -	\$ -	
HSIP Subtotal ►				\$ 4,296,710	\$ 3,867,039	\$ 429,671	◀ Funding Split Varies by Project Specifications

2015 Boston MPO Transportation Improvement Program

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MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
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► CMAQ - Congestion Mitigation and Air Quality Improvement Program

N/A	CLEAN AIR AND MOBILITY		CMAQ	\$ -	\$ -	\$ -	
	No Projects Programmed			\$ -	\$ -	\$ -	
CMAQ Subtotal ►				\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Section 1A / Fiscal Constraint Analysis

Total Federal Aid Target Funds Programmed ►	\$ 58,581,250	\$ 58,589,372	◀ Total Target	\$ 8,122	Target Funds Available
Total STP Programmed ►	\$ 24,284,540	\$ 45,699,241	◀ Max. STP	\$ 21,414,701	STP Available
Total NHS Programmed ►	\$ 30,000,000	\$ -	◀ Min. NHS	\$ (30,000,000)	NHS funds are from STP and CMAQ
Total HSIP Programmed ►	\$ 4,296,710	\$ 4,296,710	◀ Min. HSIP	\$ -	HSIP Minimum Met
Total CMAQ Programmed ►	\$ -	\$ 8,593,421	◀ Min. CMAQ	\$ 8,593,421	CMAQ Minimum Not Met

► Section 1B / Federal Aid Bridge Projects

600867	BOSTON- BRIDGE REPLACEMENT, B-16-237, MASSACHUSETTS AVENUE (ROUTE 2A) OVER COMMONWEALTH AVENUE	6	BR	\$ 23,184,000	\$ 18,547,200	\$ 4,636,800	
604952	LYNN- SAUGUS- BRIDGE REPLACEMENT, L-18-016=S-05-008, ROUTE 107 OVER THE SAUGUS RIVER (AKA - BELDEN G. BLY BRIDGE)	4	BR	\$ 47,040,000	\$ 37,632,000	\$ 9,408,000	
42603	WILMINGTON- BRIDGE REPLACEMENT, W-38-002, ROUTE 38 (MAIN STREET) OVER THE B&M RAILROAD	4	BR	\$ 4,838,400	\$ 3,870,720	\$ 967,680	
603711	NEEDHAM- WELLESLEY- REHAB/REPLACEMENT OF 6 BRIDGES ON I-95/ROUTE 128: N-04-020, N-04-021, N-04-022, N-04-026, N-04-027 & W-13-023 (ADD-A-LANE - CONTRACT V)	6	BR-AC	\$ 2,000,000	\$ 1,600,000	\$ 400,000	AC Yr 3 of 4; NHS+BR Total Cost = \$86,000,000 (AC Yr 4 of 4 in 2016 is not within the lifespan of the FFYs 2012-15 TIP)
BR Subtotal ►				\$ 77,062,400	\$ 61,649,920	\$ 15,412,480	◀ 80% Federal + 20% Non-Federal

► Section 1C / Federal Aid Non-Target Projects

► Earmarks

601630	WEYMOUTH- ABINGTON- RECONSTRUCTION & WIDENING ON ROUTE 18 (MAIN STREET) FROM HIGHLAND PLACE TO ROUTE 139 (4.0 MILES) INCLUDES REHAB OF W-32-013, ROUTE 18 OVER THE OLD COLONY RAILROAD (MBTA)	6	HPP (1998)	\$ 1,278,750	\$ 1,023,000	\$ 255,750	Construction; HPP 1236; AC Yr 3 of 3; STP+Earmark Total Cost = \$32,603,980
	No Projects Programmed			\$ -	\$ -	\$ -	
Earmarks Subtotal ►				\$ 1,278,750	\$ 1,023,000	\$ 255,750	◀ Funding Split Varies by Earmark

2015 Boston MPO Transportation Improvement Program

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MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
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► Other

N/A	MALDEN- SAFE ROUTES TO SCHOOL (BEEBE SCHOOL)	4	SRTS	\$ 462,000	\$ 462,000	\$ -	
N/A	MILTON- SAFE ROUTES TO SCHOOL (GROVER ELEMENTARY SCHOOL)	4	SRTS	\$ 556,000	\$ 556,000	\$ -	
Other Subtotal ►				\$ 1,018,000	\$ 1,018,000	\$ -	◀ Funding Split Varies by Funding Source

► Section 1D / Federal Aid Major & State Category Projects

► IM - Interstate Maintenance

N/A	DANVERS MIDDLETON - INTERSTATE MAINTENANCE & RELATED WORK ON I-95	4	IM	\$ 21,647,808	\$ 19,483,027	\$ 2,164,781	
606176	FOXBOROUGH- PLAINVILLE- WRENTHAM- INTERSTATE MAINTENANCE & RELATED WORK ON I-495 (NB & SB)	5	IM	\$ 10,657,382	\$ 9,591,644	\$ 1,065,738	
606171	SHARON WALPOLE - INTERSTATE MAINTENANCE & RELATED WORK ON I-95	5	IM	\$ 9,325,210	\$ 8,392,689	\$ 932,521	
IM Subtotal ►				\$ 41,630,400	\$ 37,467,360	\$ 4,163,040	◀ 90% Federal + 10% Non-Federal

► NHS - National Highway System

	No Projects Programmed			\$ -	-	-	
	No Projects Programmed			\$ -	-	-	
NHS Subtotal ►				\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Other

	No Projects Programmed			\$ -	-	-	
	No Projects Programmed			\$ -	-	-	
Other Subtotal ►				\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

2015 Boston MPO Transportation Improvement Program

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MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
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► Section 2A / Non-Federal Projects

No Projects Programmed				\$ -		\$ -	
No Projects Programmed				\$ -		\$ -	
Non-Federal Projects Subtotal ►				\$ -		\$ -	◀100% Non-Federal

► Section 2B / Non-Federal Bridge Projects

No Projects Programmed				\$ -		\$ -	
No Projects Programmed				\$ -		\$ -	
Non-Federal Bridge Projects Subtotal ►				\$ -		\$ -	◀100% Non-Federal

2015 Boston MPO TIP Summary

	TIP Section 1: ▼	TIP Section 2: ▼	Total of All Projects ▼	
Total ►	\$ 179,570,800	\$ -	\$ 179,570,800	◀ Total Spending in Region
Federal Funds ►	\$ 148,452,951		\$ 148,452,951	◀ Total Federal Spending in Region
Non-Federal Funds ►	\$ 31,117,849	\$ -	\$ 31,117,849	◀ Total Non-Federal Spending in Region

701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Projects / 701 CMR 7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public works Project that is performed within the limits of, or that impact traffic on, any Public Road. The Municipal Limitation referenced in this Regulation is applicable only to projects where the Municipality is the Awarding Authority. For all projects contained in the TIP, the Commonwealth is the Awarding Authority. Therefore, all projects must be considered and implemented in accordance with 701 CMR 7.00, and the Road Flagger and Police Detail Guidelines. By placing a project on the TIP, the Municipality acknowledges that 701 CMR 7.00 is applicable to its project and design and construction will be fully compliant with this Regulation. This information, and additional information relative to guidance and implementation of the Regulation can be found at the following link on the MassDOT Highway Division website: <http://www.massdot.state.ma.us/Highway/flaggers/main.aspx>

2015 Boston MPO Transportation Improvement Program

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xx/xx/xxxx Endorsed

Regional Transit Authority ▼	Project Description ▼	Federal Funds Source ▼	Federal Amount ▼	State Funds Source ▼	State Amount ▼	RTA Funds ▼	Total Cost ▼	Carryover and Year? ▼	Additional Information ▼ (if project split among funding categories or over multiple-years please input total project cost here)
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► Section 3 / Transit Operating

MBTA	VEHICLES- COMMUTER RAIL (LOCOMOTIVE AND COACH PROCUREMENT)	5307	\$ 42,012,172			\$ 10,503,043	\$ 52,515,215		
MBTA	VEHICLES-BUS/THE RIDE/FERRY/NON-REVENUE	5307	\$ 15,000,000			\$ 3,750,000	\$ 18,750,000		
MBTA	VEHICLES- SUBWAY	5307	\$ 20,000,000			\$ 5,000,000	\$ 25,000,000		
MBTA	STATION UPGRADES (ALL MODES)	5307	\$ 12,000,000			\$ 3,000,000	\$ 15,000,000		
MBTA	ACCESSIBILITY PROGRAM (ELEVATOR REPLACEMENT/REHABILITATION, MBTA ACCESSIBILITY PROGRAM, COMMUTER RAIL ACCESSIBILITY PROGRAM, STATION ACCESSIBILITY PROGRAM)	5307	\$ 25,000,000			\$ 6,250,000	\$ 31,250,000		
MBTA	FACILITIES UPGRADES (PARKING PROGRAM, EVERETT MAINTENANCE FACILITY)	5307	\$ 5,000,000			\$ 1,250,000	\$ 6,250,000		
MBTA	ENVIRONMENTAL PROGRAM	5307	\$ 2,000,000			\$ 500,000	\$ 2,500,000		
MBTA	PREVENTATIVE MAINTENANCE	5307	\$ 12,000,000			\$ 3,000,000	\$ 15,000,000		
CATA	PREVENTATIVE MAINTENANCE, BUS REPLACEMENT, SUPPORT EQUIPMENT	5307	\$ 556,797		\$ 139,199		\$ 695,996		
	Preventative Maintenance		\$ 300,000		\$ 75,000		\$ 375,000		
	Bus Replacement		\$ 220,000		\$ 55,000		\$ 275,000		
	Support Equipment		\$ 36,797		\$ 9,199		\$ 45,996		
MWRTA	ADA PARATRANSIT, COMPUTER HARDWARE/SOFTWARE, SHOP EQUIPMENT	5307	\$ 1,823,431		\$ 455,858		\$ 2,279,289	YES, 2014	
	ADA Paratransit		\$ 1,300,000		\$ 325,000		\$ 1,625,000		
	Computer Hardware/Software, Shop Equipment		\$ 523,431		\$ 130,858		\$ 654,289		
Transit Operating Total ►			\$ 135,392,400		\$ 595,057	\$ 33,253,043	\$ 169,240,500		

► Section 4 / Transit Capital

MBTA	BLUE LINE MODERNIZATION	5309	\$ 10,000,000			\$ 2,500,000	\$ 12,500,000		
MBTA	VEHICLES- SUBWAY	5309	\$ 10,000,000			\$ 2,500,000	\$ 12,500,000		
MBTA	SYSTEM UPGRADES	5309	\$ 8,981,902			\$ 2,245,476	\$ 11,227,378		
MBTA	POWER PROGRAM	5309	\$ 35,000,000			\$ 8,750,000	\$ 43,750,000		
MBTA	BRIDGE AND TUNNEL PROGRAM	5309	\$ 30,000,000			\$ 7,500,000	\$ 37,500,000		
Transit Capital Total ►			\$ 93,981,902		\$ -	\$ 23,495,476	\$ 117,477,378		

2015 Boston MPO Transportation Improvement Program

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xx/xx/xxxx Endorsed

Regional Transit Authority ▼	Project Description ▼	Federal Funds Source ▼	Federal Amount ▼	State Funds Source ▼	State Amount ▼	RTA Funds ▼	Total Cost ▼	Carryover and Year? ▼	Additional Information ▼ <small>(if project split among funding categories or over multiple-years please input total project cost here)</small>
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2015 Boston MPO TIP Summary

TIP Section 3: ▼ TIP Section 4: ▼ Total of All Projects ▼

\$ 169,240,500	\$ 117,477,378	\$ 286,717,878	◀ Total Spending in Region
\$ 135,392,400	\$ 93,981,902	\$ 229,374,302	◀ Total Federal Spending in
\$ 33,848,100	\$ 23,495,476	\$ 57,343,576	◀ Total Non-Federal Spending in