

**Transportation Improvement  
Program and  
Air Quality Conformity  
Determination  
Federal Fiscal Years 2011–14**

**Endorsed by the Boston Region  
Metropolitan Planning Organization**

**August 19, 2010**

**Amended on Uer vgo dgt 44, 2011**

**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**

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*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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Jeffrey B. Mullan  
MassDOT Secretary and CEO  
and MPO Chairman

Arnold J. Soolman  
Director, MPO Staff

The Boston Region MPO,  
the federally designated  
entity responsible for  
transportation decision-  
making for the 101 cities  
and towns in the MPO  
region, is composed of:

- MassDOT Office of Planning and Programming
- City of Boston
- City of Newton
- City of Somerville
- Town of Bedford
- Town of Braintree
- Town of Framingham
- Town of Hopkinton
- Metropolitan Area Planning Council
- Massachusetts Bay Transportation Authority Advisory Board
- Massachusetts Bay Transportation Authority
- MassDOT Highway Division
- Massachusetts Port Authority
- Regional Transportation Advisory Council (nonvoting)
- Federal Highway Administration (nonvoting)
- Federal Transit Administration (nonvoting)

## Boston Region Metropolitan Planning Organization August 2010 Endorsement of the FFYs 2011–2014 Transportation Improvement Program and Air Quality Conformity Determination

Whereas, the 1990 Clean Air Act Amendments (CAAA) require Metropolitan Planning Organizations within non-attainment areas and/or attainment areas with maintenance plans to perform air quality conformity determinations prior to the approval of transportation plans and transportation improvement programs, and at such other times as required by regulation;

Whereas, the air quality conformity analysis prepared for the FFYs 2011–2014 Transportation Improvement Program also demonstrates that volatile organic compound and nitrogen oxide emissions from all action scenarios are less than the applicable emissions budgets, and that all regionally significant transportation projects in the FFYs 2011–2014 Transportation Improvement Program are contained in the 2009 JOURNEY TO 2030 Regional Transportation Plan Amendment, and that all regionally significant projects in the 2014-to-2030 time frame of the Regional Transportation Plan are modeled in the FFYs 2011–2014 Transportation Improvement Program’s air quality conformity analyses;

Whereas, the Boston Region MPO has completed its review in accordance with Section 176(c) (4) of the Clean Air Act as amended in 1990 [42 U.S.C. 7251 (a)], and hereby certifies that the FFYs 2011–2014 TIP is financially constrained and that the implementation of the Boston Region’s 2009 JOURNEY TO 2030 Regional Transportation Plan Amendment satisfies the conformity criteria specified in both 40 CFR Part 51 and 93 (8/15/1997) and 310 CMR 60.03 (12/30/1994). Based on the results of the conformity analyses, the Boston Region 2009 JOURNEY TO 2030 Regional Transportation Plan Amendment and FFYs 2011–2014 TIP are consistent with the air quality goals of, and in conformity with, the Massachusetts State Implementation Plan;

Therefore, in accordance with 23 CFR Part 450 Section 322 (Development and content of the Metropolitan Transportation Plan) of the March 16, 2007, Final Rules for Statewide and Metropolitan Planning, the MPO hereby endorses the FFYs 2011–2014 Transportation Improvement Program.

### Endorsement of the Boston Region MPO’s FFYs 2011–2014 Transportation Improvement Program and Air Quality Conformity Determination

I hereby certify that on August 19, 2010, the Boston Region MPO voted to:

Endorse the Boston Region MPO’s FFYs 2011–2014 Transportation Improvement Program and Air Quality Conformity Determination

Not endorse the Boston Region MPO’s FFYs 2011–2014 Transportation Improvement Program and Air Quality Conformity Determination

David J. Mohler on behalf of  
Jeffrey B. Mullan, MPO Chairman



## 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.

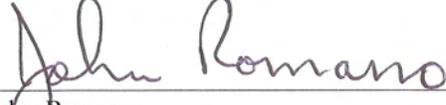
1. 23 USC 134, 49 USC 5303, and this subpart.
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d) and 40 CFR Part 93.
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR Part 21.
4. 49 USC 5332, prohibiting discrimination 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.

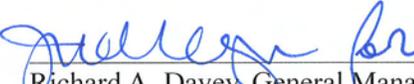
August 19, 2010

  
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Jeffrey B. Mullan, Secretary and Chief Executive Officer  
Massachusetts Department of Transportation  
Chair, Boston Region MPO

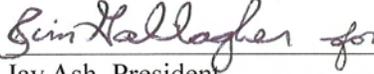
*The signatures of the other MPO members may be found overleaf.*

*for*   
Luisa M. Paiewonsky, Administrator  
Massachusetts Department of Transportation  
Highway Division

  
John Romano  
Massachusetts Department of Transportation

  
Richard A. Davey, General Manager  
Massachusetts Bay Transportation Authority

  
Paul Regan, Executive Director  
Advisory Board to the MBTA

  
Jay Ash, President  
Metropolitan Area Planning Council

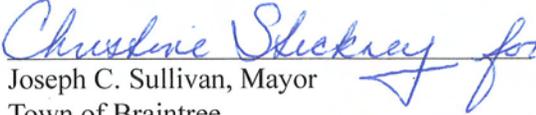
  
Thomas J. Kinton, Jr., CEO & Executive Director  
Massachusetts Port Authority

*for*   
Thomas M. Menino, Mayor  
City of Boston

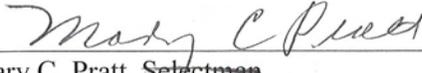
  
Setti D. Warren, Mayor  
City of Newton

*for*   
Joseph A. Curtatone, Mayor  
City of Somerville

  
Richard T. Reed, Town Manager  
Town of Bedford

  
Joseph C. Sullivan, Mayor  
Town of Braintree

  
Agnes C. Esty, Selectman  
Town of Framingham

  
Mary C. Pratt, ~~Selectman~~  
Town of Hopkinton

## **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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# Chapter One

## The 3C Process

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.<sup>1</sup>

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 in the map on the back side of the cover of this document. Its 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.

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

- 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.

- 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 efforts

### ***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 May 2003, 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. The 2010 Program for Mass Transportation adopted earlier this year.

### **youMove 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.

### ***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 January 2006, continued in the LRTP amendment approved in the fall of 2009, and are the basis for the TIP evaluation process:

### **System Preservation, Modernization, and Efficiency**

To emphasize the preservation, modernization, and efficiency of the existing transportation system, the MPO will:

- A. Put priority on projects that maintain, repair, and modernize existing infrastructure
- B. Set funding goals for maintaining the system
- C. Make investments that maximize the efficiency, effectiveness, reliability, and flexibility of the existing transportation system
- D. Encourage and support, through planning and programming, projects and programs that improve the operation of the existing transportation system through the use of intelligent transportation systems (ITS), new technologies, and transportation systems management (TSM)

### **Mobility**

To improve mobility for people and freight, the MPO will:

- A. Put a priority on projects and programs that increase the availability of transportation options for people and freight by improving connections, access to and within the system, services, and infrastructure to meet needs.
- B. Support projects and programs that improve public transportation service by making it faster, more reliable, and more affordable.
- C. Consider how an improvement to a single mode can make the entire system work better.
- D. Fund projects that expand the existing transportation system's ability to move people and goods in areas identified in the Boston Region Congestion Management Process, the MBTA Program for Mass Transportation, the MPO's Regional Equity Program, MPO and MassDOT freight studies, and through public comment. This includes encouraging options that manage demand. Adding highway capacity by building general-purpose lanes should be considered only when no better solution can be found and should be accompanied by proponent commitments, developed in the environmental review process, to implement transportation demand management (TDM) measures.
- E. Assist agencies and communities in planning and implementing projects that provide bicycle and pedestrian routes, networks, and facilities.
- F. Support programs that meet public transportation needs in suburban communities, including improving access to existing public transportation and partnering with others to initiate new intrasuburban services linking important destinations.

# Chapter Two

## The TIP Process

### *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. The steps taken by the MPO to create the document are:

#### **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.

#### **Project Evaluation**

The Boston Region MPO solicits local communities for projects to be included in the TIP and funded with federal highway funds, while 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. The MPO works closely with the municipal TIP contacts to gather data on the projects and then evaluates the projects. A detailed description of these evaluations is included in Appendices A and B of this document.

#### **Draft Transportation Improvement Program Review**

Significant public outreach is conducted prior to the development of the draft TIP. MAPC subregional groups are asked for their priorities and Municipal TIP Input Days are held. 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.

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.

### *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.<sup>1</sup> 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.

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<sup>1</sup> 23 Code of Federal Regulations (CFR) 450.324(e).

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-Artery highway funds, both federal and state, programmed in the four years of the FFYs 2011–14 Boston Region MPO TIP is approximately \$988.2 million, including approximately \$55.5 million in funds earmarked for specific projects by Congress. Approximately \$678.4 million in federal aid is programmed for the Central Artery/Tunnel Project.

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 2011–14 TIP is approximately \$1.14 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.

### **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 2011–14 TIP are listed in the following two tables.

Table 2-1

Federal-Aid Highway Programs

Abbreviation	Program	Eligible Uses	Examples
Bridge	Bridge Replacement and Rehabilitation	Replacement and rehabilitation of any public bridge.	Houghton Street over the Assabet (Hudson) – 2011 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.	Somerville Community Path, Phase I (Somerville) – 2011 Element
IM	Interstate Maintenance	Resurfacing, restoring, and rehabilitating routes on the interstate highway system.	Interstate 95 (Burlington) – 2011 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) – 2011 Element
STP	Surface Transportation Program	Broad range of surface transportation capital needs, including many roads; transit, sea, and airport access; and vanpool, bicycle, and pedestrian facilities.	Route 85 Improvements (Hudson) – 2011 Element
HPP	High-Priority (Demonstration) Projects	Funds identified for a specific project.	Kendall Square Streetscape (Cambridge) – 2011 Element
Various	Discretionary Funding	Funds identified for specific projects in annual appropriations (e.g., Enhancements).	North Green Improvements (Ipswich) – 2011 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 – 2011 Element
Section 5307	Urbanized Areas	Capital and preventive maintenance; 1% must go to transit enhancements.	MBTA Track Upgrades – 2011 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.	

***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. There are threshold, evaluation, and readiness criteria; each type of criterion is used in one of the three steps of the project selection process.

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, mobility 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 criteria that were used as inputs into TIP development. Other inputs include project readiness and municipal support. Additional background information on the TIP project evaluation process is provided in Appendices A and B of this document and on the MPO’s website, [www.bostonmpo.org](http://www.bostonmpo.org). The MPO reviews the effectiveness of this evaluation method and makes alterations to the process as appropriate.

**Outreach on Projects and Contacts (January 2010)**

On January 25, 2010, the MPO notified each municipality by U.S. mail and alerted them to the new Interactive TIP Database was available online. Member municipalities were each given a login and password to allow them to update their TIP Contact information and review and update all projects known to the MPO. The member municipalities were asked to identify which projects the MPO should consider for the federal fiscal years 2011–14 TIP by RSVPing to the MPO in order to present those

projects at Municipal TIP Input Day. If a municipality RSVPed for a project not known to the MPO it was added to the database.

### **Data Collection (January–June 2010)**

In January of 2010, information on over 147 projects and/or a request for funding was received by MPO Staff via the Interactive TIP Database. The proponents were sent, via e-mail, a login and password for logging on to the database to review and update their project information and identify their priorities. TIP Contacts were given until early April to update this information. Information sought in these forms includes: project need, infrastructure condition needs, safety-related needs and conditions, how the project addresses mobility needs, land use, environmental-justice information for municipalities that are in an MPO-identified environmental-justice area (related to low-income and minority populations), and project development status. More information on the Proponent Provided Information Forms can be found in Appendix A of this document.

On May 5 and 6, the MPO held Municipal TIP Input Days, giving municipalities an opportunity to present their top-priority projects. At the May 5 and 6 meetings, which were dedicated to gathering project information, representatives of 55 municipalities discussed over 147 projects with members of the Transportation Planning and Programming Committee.

### **Evaluation of Projects (April–June 2010)**

The MPO's evaluation system accounts for all of the information gathered and distills it into ratings in transportation categories (condition need/effectiveness, safety need/effectiveness, and mobility and operations need/effectiveness) and other categories (environmental-justice, land use, economic development, and environment). The cost-effectiveness of projects is not rated, but is noted.

Projects are rated in subcategories, with scores from zero to three (except for municipality impact subcategories and environmental subcategories, which are scored from negative three to positive three). Then a project's scores for each subcategory are averaged, yielding an average score for each category. For land use projects, scores range from -1 to 8, and for economic development projects, the scores range from -1 to 4 depending on the answers given to questions in that portion of the project-information forms.

For more details on the rating method, including each project's evaluation rating, see Appendix A or visit the Interactive TIP Database at [www.bostonmpo.org/tip](http://www.bostonmpo.org/tip).

Where no information is available, the category or subcategory score remains blank. Blank category scores count against the average. This year municipalities were given the opportunity to update their forms throughout the month of April and give feedback to the MPO on their projects' evaluations. Scores were adjusted accordingly.

### **Summary and Application of Results (May–June 2010)**

The Transportation Planning and Programming Committee considered the results of the evaluation. The committee examined both detailed and summary formats that showed each project's overall rating and its composite ratings for the transportation and other-impacts categories. The Transportation Planning and Programming Committee then used the ratings as a tool for guidance in formulating the draft TIP.

### ***Draft Transportation Improvement Program Review***

On June 24, 2010, the Transportation Planning and Programming Committee voted to release the draft federal fiscal years 2011–14 TIP for a 30-day public review period to begin July 6, 2010. 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 are provided in Appendix E of the TIP. In addition, several TIP outreach sessions were held during the public comment period to solicit comments on the draft federal fiscal years 2011–14 TIP.

### ***Transportation Improvement Program Approval***

The MPO voted on the draft FFYs 2011–2014 TIP on August 19, 2010.

### ***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 is placed in the region's major newspaper and also on the MPO's website. Notice of a pending amendment is posted 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 during the public comment period. The subscribers to the MPOinfo listserv are notified and provided with a schedule of meetings that address the consideration of potential amendments. 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 that occur throughout the year. The MPO's website ([www.bostonmpo.org](http://www.bostonmpo.org)) is the best place to find current information about the TIP.

***TIP Information on the Web***

All draft and 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](http://www.bostonmpo.org/tip). Comments or questions on draft materials may be submitted directly through the website.

# Chapter Three

## Project Information: Federal Fiscal Years 2011-14

### KEY

This chapter lists information about the projects by fiscal-year element. For each element, the roadway projects are listed first and transit projects follow.

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

Municipality	Project	ID number
Description		
Funding Program Air Quality Status TIP Category		<div style="border: 1px solid black; padding: 10px; width: fit-content; margin: 0 auto;">Project cost</div>

*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 six-digit number; those projects not in the project tracking system, including all transit projects, have no number. Transit projects are identified by regional transit agency.

*Description:* The description of the project.

*Funding program:* The funding program of the project. Projects funded in multiple funding programs have a separate listing for each funding program. A description of the various funding programs is found in Chapter 2.

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

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

*Project cost:* The total cost of the project.

Information regarding TIP projects changes periodically. For more information on all projects, please visit the Interactive TIP Database [www.bostonmpo.org/tip](http://www.bostonmpo.org/tip)

The Boston Region MPO adjusts the available target funding by 4 percent per year in FFYs 2012-14 to account for year of expenditure inflation.



# Chapter Three

## Project Table Index

### ***FEDERAL-AID TARGET PROJECTS***

<b><i>Municipality</i></b>	<b><i>ID #</i></b>	<b><i>Project Name</i></b>	<b><i>Year</i></b>	<b><i>Page(s)</i></b>
Arlington	604687	Massachusetts Avenue	2012	23
Boston	604761	South Bay Harbor Trail	2014	29
Boston Region	456661	Clean Air and Mobility Program	2011, 2012, 2013, 2014	20, 23, 26, 29
Cambridge	605188	Cambridge Common (Construction)	2014	29
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	2011, 2012, 2013, 2014	20, 23, 26, 29
Canton, Randolph, & Westwood	87800	Route 128 Improvement Program, Contract 3, Year Five of Six	2011, 2012	20, 23
Dedham, Needham, & Westwood	603206	Route 128 Improvement Program, Contract 4, Year Three of Six	2011, 2012, 2013, 2014	20, 23, 26, 29
Hudson	604812	Route 85	2011	20
Ipswich	604945	North Green Improvements (Construction)	2011	20
Marshfield	604915	Route 139	2011	20
Milford	606142	Route 16 Intersection Improvements	2011	20
Needham & Wellesley	603711	Route 128 Improvement Program, Contract 5, Year One of Six	2012, 2013, 2014	23, 26, 29
Somerville	601820	Beacon Street	2013	23
Somerville	604331	Somerville Community Path, Phase I	2011	20
Weymouth	601630	Route 18	2012, 2013	23, 26

### ***FEDERAL-AID BRIDGE PROJECTS***

<b><i>Municipality</i></b>	<b><i>ID #</i></b>	<b><i>Project Name</i></b>	<b><i>Year</i></b>	<b><i>Page(s)</i></b>
Boston	603370	Route 99 (Alford Street) over Mystic River	2011, 2012, 2013	21, 24, 27
Boston	604517	Chelsea Street Bridge	2011, 2012, 2013	21, 24, 27
Boston & Cambridge	604361	Longfellow Bridge (Cambridge Street over the Charles River)	2011	21
Chelsea	604428	Washington Avenue over the MBTA	2011, 2012	21, 24
Dedham, Needham, & Westwood	603206	Route 128 Improvement Program, Contract 4	2011, 2012, 2013	21, 24, 27
Framingham	603710	Winter Street over MBTA	2011	21
Hudson	604006	Houghton Street over the Assabet River	2011	21
Lynn & Saugus	26710	Route 107 (Fox Hill) Bridge, Year Five	2011	21
Needham & Wellesley	603711	Route 128 Improvement Program	2011, 2012	21, 24
Newton	605106	Hammond Street over the MBTA	2011	21
Peabody	603531	Howley Street over the North River	2013	27
Quincy & Weymouth	604382	Fore River Bridge (Route 3A over the Fore River)	2011	27

**FEDERAL-AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES**

<b>Municipality</b>	<b>ID #</b>	<b>Project Name</b>	<b>Year</b>	<b>Page(s)</b>
Acton to Littleton	604472	Route 2	2012	24
Boston & Somerville	606167	Interstate 93	2011	21
Burlington	605589	Interstate 95	2011	21
Canton	606166	Interstate 95	2011	21
Danvers	606163	Interstate 95	2011	21
Foxborough	606171	Interstate 95	2013	27
Foxborough & Sharon	605596	Interstate 95	2012	24
Foxborough to Franklin	606176	Interstate 195	2014	30
Franklin to Milford	606169	Interstate 495	2013	27
Lexington/Burlington	606170	Interstate 95	2013	27
Randolph to Canton	605607	Route 24	2014	30
Wakefield to Lynnfield	605597	Interstate 95	2013	27
Walpole to Canton	605590	Interstate 95	2011	21
Weymouth	605602	Route 3	2013	27
Wilmington to Woburn	604879	Interstate 93	2013	27

**FEDERALLY LEGISLATED PROJECTS**

<b>Municipality</b>	<b>ID #</b>	<b>Project Name</b>	<b>Year</b>	<b>Page(s)</b>
Arlington	604687	Massachusetts Avenue Construction (HPP 47)	2012	23
Arlington	604687	Massachusetts Avenue Construction	2012	23
Boston	604871	Huntington/Symphony Area Streetscape Construction (HPP 447)	2011	20
Boston	604871	Huntington/Symphony Area Streetscape Construction (HPP 1811)	2011	20
Boston	605790	East Boston Haul Road Design (HPP 2032 )	2011	20
Boston	605790	East Boston Haul Road Design/Construction (HPP 2032 )	2012	23
Boston	605791	Warren Street/Blue Hill Avenue Construction (HPP 2129)	2012	23
Boston	605789	Melnea Cass Blvd. Construction (HPP 756)	2012	23
Boston	605789	Melnea Cass Blvd. Construction (HPP 4284)	2012	23
Cambridge	605684	Kendall Square/Broadway Streetscape Construction	2011	20
Cambridge	605188	Cambridge Common (Construction HPP 3536)	2014	29
Franklin	604988	Route 140 Improvements Construction (HPP 4279)	2012	23
Malden	605173	Pleasant Avenue Construction (HPP 589)	2012	23
Malden	605173	Pleasant Avenue Construction	2012	23
Somerville	604331	Somerville Community Path Design and Construction (HPP 2782)	2011	20
Somerville	605219	Improvements to Broadway in Somerville Construction (HPP 431)	2011	20
Somerville	601820	Beacon Street Construction (HPP 248)	2013	26
Weymouth	601630	Route 18 Construction (HPP 1236)	2012	23

**REGIONAL TRANSIT PROGRAM**

<i>Municipality</i>	<i>ID #</i>	<i>Project Name</i>	<i>Year</i>	<i>Page(s)</i>
Blue Line		Blue Line Modernization	2011	22
Bus		CNG Bus Overhaul Program	2011	22
Bus		Everett Maintenance Facility	2011, 2012, 2013, 2014	22, 25, 28, 31
Cape Ann		Cape Ann Transportation Authority	2011, 2012, 2013, 2014	22, 25, 28, 31
Commuter Rail		Commuter Rail Systems Upgrades	2011, 2012, 2013, 2014	22, 25, 28, 31
Commuter Rail		Commuter Rail Accessibility Program	2011, 2012, 2013, 2014	22, 25, 28, 31
Commuter Rail		Coach Rehabilitation and Safety Program (CRASP)	2011, 2012, 2013, 2014	22, 25, 28, 31
Green Line		MBTA Accessibility Program (LRAP)	2011, 2012, 2013, 2014	22, 25, 28, 31
Green Line		Positive Train Control	2011	22
MetroWest		MetroWest Transportation Authority	2011, 2012, 2013, 2014	22, 25, 28, 31
Red Line		Power System Improvements	2011, 2012, 2013, 2014	22, 25, 28, 31
Red Line		Red Line Number 2 Car	2011	22
Red Line		Columbia Junction	2011, 2012, 2013, 2014	22, 25, 28, 31
Subway		Station Platform Program	2011, 2012	22, 5
Subway		Vehicle Programs	2011, 2012, 2013, 2014	22, 25, 28, 31
Systemwide		Locomotive and Coach Procurement	2011, 2012, 2013, 2014	22, 25, 28, 31
Systemwide		ITS Initiatives	2011, 2012, 2013, 2014	22, 25, 28, 31
Systemwide		Station Rehabilitation Program	2011, 2012, 2013, 2014	22, 25, 28, 31
Systemwide		Elevator Reduncancy Program	2011, 2012, 2013, 2014	22, 25, 28, 31
Systemwide		Grant Application Notes (GANs) Program	2011, 2012, 2013, 2014	22, 25, 28, 31
Systemwide		Preventative Maintenance	2011, 2012, 2013, 2014	22, 25, 28, 31
Systemwide		Maintenance Facilities	2011, 2012, 2013, 2014	22, 25, 28, 31
Systemwide		Specialized Non-Revenue Vehicles	2011, 2012, 2013, 2014	22, 25, 28, 31
Systemwide		Parking Program	2011, 2012, 2013, 2014	22, 25, 28, 31
Systemwide		Station Accessibility Program	2011, 2012, 2013, 2014	22, 25, 28, 31
Systemwide		Environmental Program	2011, 2012, 2013, 2014	22, 25, 28, 31
Systemwide		Bridge and Tunnel Program	2011, 2012, 2013, 2014	22, 25, 28, 31
Systemwide		Track Upgrades	2011, 2012, 2013, 2014	22, 25, 28, 31

# Amendment Five FFY 2011 Element

## Regional Highway Program

### FEDERAL-AID TARGET PROJECTS

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
<b>Congestion Mitigation and Air Quality Improvement Program</b>					
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$784,000	\$196,000	\$980,000
Milford	606142	Route 16 Intersection Improvements	\$2,800,000	\$700,000	\$3,500,000
Somerville		Assembly Square Flex to Transit	\$10,000,000	\$2,500,000	\$12,500,000
			<i>State/Local Funds/In-</i>		
			<i>Federal Funds</i>	<i>Kind</i>	<i>Total Funds</i>
Boston Region	456661	Clean Air and Mobility Program	\$1,600,000	\$400,000	\$2,000,000
		<i>MWRTA - Route 7 Saturday Service, year 3</i>	<i>\$38,050</i>	<i>\$7,610</i>	<i>\$45,660</i>
		<i>Acton - Rail Shuttle, year 2</i>	<i>\$64,579</i>	<i>\$12,916</i>	<i>\$77,495</i>
		<i>CATA - Stage Fort Shuttle, year 2</i>	<i>\$5,947</i>	<i>\$1,189</i>	<i>\$7,136</i>
		<i>MBTA - Three Head End Power Unit Retrofits</i>	<i>\$296,484</i>	<i>\$59,297</i>	<i>\$355,781</i>
		<i>128 Business Council - Smart Bus Application</i>	<i>\$250,000</i>	<i>\$50,000</i>	<i>\$300,000</i>
		<i>Boston - Bike Share, year 2</i>	<i>\$675,000</i>	<i>\$135,000</i>	<i>\$810,000</i>
		<i>Brookline - Bike Share, year 1</i>	<i>\$98,308</i>	<i>\$19,662</i>	<i>\$117,970</i>
		<i>Cambridge - Bike Share, year 1</i>	<i>\$228,384</i>	<i>\$45,677</i>	<i>\$274,061</i>
<b>Congestion Mitigation and Air Quality Improvement Program Total</b>			<b>\$15,184,000</b>	<b>\$3,796,000</b>	<b>\$18,980,000</b>
			<i>Minimum CMAQ Regional Target</i>		
			<i>\$0</i>		
<b>National Highway System</b>					
			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Canton, Randolph & Westwood	087800	Route 128 Improvement Program Contract 3, Year Five of Six	\$4,800,000	\$1,200,000	\$6,000,000
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year Three of Six	\$9,600,000	\$2,400,000	\$12,000,000
<b>National Highway System Total</b>			<b>\$14,400,000</b>	<b>\$3,600,000</b>	<b>\$18,000,000</b>
<b>Surface Transportation Program</b>					
			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$831,590	\$207,897	\$1,039,487
Hudson	604812	Route 85	\$8,651,584	\$2,162,896	\$10,814,480
Marshfield	604915	Route 139	\$4,546,128	\$1,136,532	\$5,682,660
<b>Surface Transportation Program Total</b>			<b>\$14,029,302</b>	<b>\$3,507,325</b>	<b>\$17,536,627</b>
<b>Highway Safety Improvement Program (HSIP) Project</b>					
			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$3,867,039	\$429,671	\$4,296,710
<b>Highway Safety Improvement Program Total</b>			<b>\$3,867,039</b>	<b>\$429,671</b>	<b>\$4,296,710</b>
			<i>Minimum HSIP Regional Target</i>		
			<i>\$4,296,710</i>		
<b>Surface Transportation Program/Enhancement</b>					
			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Ipswich	604945	North Green Improvements (Construction)	\$860,988	\$215,247	\$1,076,235
<b>Surface Transportation Program/Enhancement Total</b>			<b>\$860,988</b>	<b>\$215,247</b>	<b>\$1,076,235</b>
<b>Total Regional Target Programming</b>					<b>\$59,889,572</b>
			<i>Boston Region MPO Regional Target with State Match</i>		<i>\$59,897,183</i>

### FEDERAL AID NON-TARGET PROJECTS

			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
<b>High-Priority Projects (TEA-21)</b>					
Boston	604871	Huntington Ave/Symphony Area Streetscape Construction (HPP 447)	\$2,979,778	\$744,945	\$3,724,723
Boston	604871	Huntington Ave/Symphony Area Streetscape Construction (HPP 1811)	\$1,025,100	\$256,275	\$1,281,375
Canton	87000	Construct I-95/I-93 Interchange in Canton (HPP 864) (MA040)	\$3,844,123	\$961,031	\$4,805,154
Framingham	606209	Reconstruction of Route 126 (Concord Street) (HPP 684)	\$431,200	\$107,800	\$539,000
Somerville	605219	Improvements to Broadway in Somerville Construction (HPP 248)	\$2,306,474	\$576,619	\$2,883,093
<b>High-Priority Projects (SAFETEA-LU)</b>					
			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Boston	606134	Warren St/Blue Hill Ave Design (HPP 2129)	\$240,000	\$60,000	\$300,000
Boston		Northern Avenue Bridge Design (HPP 4271)	\$800,000	\$200,000	\$1,000,000
Boston		Rutherford Ave Design (HPP TI 174)	\$2,400,000	\$600,000	\$3,000,000
Boston		Sullivan Square, Phase 1 Design (HPP 3568)	\$897,498	\$224,375	\$1,121,873
Boston		North Washington St Bridge Design (HPP 2586)	\$1,760,000	\$440,000	\$2,200,000
Boston		Commonwealth Ave Reservation CAP1A Transit Improvements (Flex to MBTA)	\$2,708,000	\$677,000	\$3,385,000
Chelsea		Roadway Improvements (HPP 3536)	\$1,794,997	\$448,749	\$2,243,746

# Amendment Five FFY 2011 Element

## High-Priority Projects (SAFETEA-LU) cont.

			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Franklin	604988	Route 140 Design (HPP 4279)	\$50,000	\$12,500	\$62,500
Quincy	606235	Adams Green Design (HPP 4272)	\$640,000	\$160,000	\$800,000
Somerville		Assembly Square Multimodal Access Improvements (flex to transit) (HPP 4281)	\$5,007,375	\$1,251,844	\$6,259,219
Somerville		I-93 Mystic Avenue Interchange Study (HPP 792)	\$359,000	\$89,750	\$448,750
Somerville	604778	Union Square Improvements Study (HPP 999)	\$73,961	\$18,490	\$92,451
Walpole	605187	Washington St Construction (HPP 2431)	\$1,259,860	\$314,965	\$1,574,825
Weymouth	601630	Route 18 Design (HPP 1236)	\$1,336,000	\$334,000	\$1,670,000

## Section 117

Cambridge	605684	Kendall Square/Broadway Streetscape Construction (MA094)	\$750,000	<i>Other Funds</i>	<i>Total Funds</i> \$750,000
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## PLHD Awards (2003)

Boston		Long Island Pier Improvements	\$198,700	<i>Other Funds</i>	<i>Total Funds</i> \$198,700
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## 2004 Ferry Boat Discretionary Commuter Ferry

Winthrop		Winthrop Ferry Improvements Construction	\$264,232	\$66,058	\$330,290
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## 2005 Ferry Boat Discretionary Ferry Infrastructure

Winthrop		Winthrop Ferry Improvements Construction	\$208,167	\$52,042	\$260,209
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## 2010 Surface Transportation Priority Project Earmark(s)

Belmont	604688	Trapelo Road Design (MA269)	\$329,943		\$329,943
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<b>High-Priority Projects Total</b>	<b>\$31,664,409</b>	<b>\$7,596,441</b>	<b>\$39,260,850</b>
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\*Additional money to be provided from outside sources

## FEDERAL-AID BRIDGE PROJECTS

### Bridge

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Hudson	604006	Houghton St over the Assabet River	\$3,316,162	\$829,041	\$4,145,203
Newton	605106	Hammond St over the MBTA	\$739,912	\$184,978	\$924,890
Wayland	602723	Pelham Island Road over the Sudbury River	\$3,811,018	\$952,754	\$4,763,772
<b>Bridge Total</b>			<b>\$7,867,092</b>	<b>\$1,966,773</b>	<b>\$9,833,865</b>

### Advance Construction Bridge

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Boston	604517	Chelsea Street Bridge	\$8,000,000	\$2,000,000	\$10,000,000
Boston	603370	Route 99 (Alford Street) over Mystic River	\$9,600,000	\$2,400,000	\$12,000,000
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4	\$1,600,000	\$400,000	\$2,000,000
Lynn & Saugus	26710	Route 107 (Fox Hill) Bridge, Year Five	\$400,000	\$100,000	\$500,000
<b>Advance Construction Bridge Total</b>			<b>\$19,600,000</b>	<b>\$4,900,000</b>	<b>\$24,500,000</b>

### Accelerated Bridge Program - Federal Aid GANs Projects\*\*

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Medford	602255	Interstate 93 Superstructure Replacement and Related Work			\$100,751,980
<b>Accelerated Bridge Program Total</b>					<b>\$100,751,980</b>
<b>Federal-Aid Bridge Total</b>					<b>\$135,085,845</b>

\*\*GANs conversion to federal aid to begin in 2015

## FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES

### Interstate Maintenance

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Burlington	605589	Interstate 95	\$13,021,704	\$1,446,856	\$14,468,560
Danvers	606163	Interstate 95	\$4,085,464	\$453,940	\$4,539,404
Walpole/Norwood/Sharon/Canton	605590	Interstate 95	\$10,411,723	\$1,156,858	\$11,568,581
<b>Interstate Maintenance Total</b>			<b>\$27,518,891</b>	<b>\$3,057,655</b>	<b>\$30,576,545</b>

### Statewide Highway Safety Improvement Program

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Danvers	606163	I-95 Cable Barrier	\$900,000	\$100,000	\$1,000,000
<b>Interstate Maintenance Total</b>			<b>\$900,000</b>	<b>\$100,000</b>	<b>\$1,000,000</b>

### Safe Routes To School Program

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Canton	605874	Hansen School	\$551,000		\$551,000
Chelsea	606259	Wright and Browne Schools	\$501,000		\$501,000
Reading	606222	Parker Middle School	\$350,000		\$350,000
Scituate	606216	Heatherly Elementary School	\$515,000		\$515,000
<b>Safe Routes To School Program Total</b>			<b>\$1,917,000</b>		<b>\$1,917,000</b>

<b>Total Highway Program</b>	<b>\$267,729,812</b>
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# Amendment Five FFY 2011 Element

<i><b>CENTRAL ARTERY/TUNNEL PROJECT</b></i>	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
National Highway System (NHS)	\$70,000,000		\$70,000,000
Bridge	\$25,000,000		\$25,000,000
State Transportation Program (STP)/ Flex	\$44,365,000		\$44,365,000
State Transportation Program (STP)	\$20,000,000		\$20,000,000
<b>Federal-Aid Subtotal</b>	<b>\$159,365,000</b>		
<b>Federal-Aid Matching Funds Subtotal</b>			<b>\$159,365,000</b>
<b>Total Federal Fiscal Year 2011 Central Artery/Tunnel Funds</b>			<b>\$159,365,000</b>

## ***Commonwealth Funding Commitments***

<i><b>STATE IMPLEMENTATION PLAN</b></i>	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Green Line Extension Project***	\$100,000,000	\$38,300,000	\$138,300,000
Fairmount Improvements		\$48,700,000	\$48,700,000
Red Line-Blue Line Connector Design		\$18,000,000	\$18,000,000
1,000 Parking Spaces		\$34,500,000	\$34,500,000
<b>State Implementation Plan Total</b>			<b>\$239,500,000</b>

\*\*\*Green Line cash flows assume FTA New Starts funding. Should New Starts funding not be awarded, the Commonwealth will assume financing of the project. Green Line Extension Project is defined as extension to College Avenue with the Union Square Spur.

## ***Regional Transit Program***

### ***Section 5307***

	<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Systemwide                      Vehicles - Commuter Rail	\$40,000,000	\$10,000,000	\$50,000,000
			<i>Locomotive and Coach Procurement</i>
Systemwide                      System Upgrades	\$7,000,000	\$1,750,000	\$8,750,000
			<i>ITS Initiatives</i>
			<i>Commuter Rail Systems Upgrades</i>
Systemwide                      Power Program	\$11,000,000	\$2,750,000	\$13,750,000
			<i>Power System Improvements - Red Line</i>
Systemwide                      Station Rehab Program	\$10,000,000	\$2,500,000	\$12,500,000
Systemwide                      Accessibility Program	\$29,000,000	\$7,250,000	\$36,250,000
			<i>MBTA Accessibility Program (LRAP) - Green Line</i>
			<i>Elevator Replacement/Rehabilitation</i>
			<i>Station Accessibility Program</i>
			<i>Commuter Rail Accessibility Program</i>
Systemwide                      Vehicles - Bus/THE RIDE/Ferry/Non-Revenue	\$7,000,000	\$1,750,000	\$8,750,000
			<i>CNG Bus Overhaul Program</i>
			<i>Specialized Non-Revenue Vehicles</i>
Systemwide                      Facilities Upgrades	\$9,000,000	\$2,250,000	\$11,250,000
			<i>Everett Maintenance Facility-Bus</i>
			<i>Maintenance Facilities - Equipment</i>
			<i>Parking Program</i>

### ***Regional Transit Program cont.***

Systemwide                      Grant Application Notes (GANs) Program	\$7,000,000	\$1,750,000	\$8,750,000
Systemwide                      Preventative Maintenance	\$12,000,000	\$3,000,000	\$15,000,000
Systemwide                      Environmental Program	\$2,000,000	\$500,000	\$2,500,000
<b>Section 5307 MBTA Match Total</b>			<b>\$134,000,000      \$33,500,000      \$167,500,000</b>

	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Cape Ann                              Cape Ann Transportation Authority	\$501,362	\$125,341	\$626,703
	\$71,200	\$17,800	\$89,000
MetroWest                              MetroWest Transportation Authority	\$1,446,082	\$361,521	\$1,807,603
	\$233,706	\$58,427	\$292,133
<b>Section 5307 State Match Total</b>			<b>\$2,018,644      \$504,662      \$2,523,306</b>

# Amendment Five FFY 2011 Element

<b>Section 5309 Infrastructure Program</b>		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Blue Line	Blue Line Modernization	\$7,000,000	\$1,750,000	\$8,750,000
Systemwide	Vehicles - Subway	\$19,000,000	\$4,750,000	\$23,750,000
	<i>Red Line Number 2 Car Vehicle Programs</i>			
Systemwide	Vehicles - Commuter Rail	\$13,000,000	\$3,250,000	\$16,250,000
	<i>Locomotive and Coach Procurement Coach Rehabilitation and Safety Program (CRASP)</i>			
Systemwide	System Upgrades	\$2,000,000	\$500,000	\$2,500,000
	<i>Positive Train Control - Green Line</i>			
Systemwide	Station Upgrades (all modes)	\$3,000,000	\$750,000	\$3,750,000
	<i>Station Platform Program - Subway</i>			
Systemwide	Signal System Upgrades	\$9,000,000	\$2,250,000	\$11,250,000
	<i>Columbia Junction - Red Line</i>			
Systemwide	Bridge and Tunnel Program	\$8,000,000	\$2,000,000	\$10,000,000
Systemwide	Track Upgrades	\$33,000,000	\$8,250,000	\$41,250,000
	<b>Section 5309 MBTA Match Total</b>	<b>\$94,000,000</b>	<b>\$23,500,000</b>	<b>\$117,500,000</b>
<b>Section 5309 Earmarks</b>		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Green Line	Green Line Extension - Lechmere Upgrades	\$1,000,000		\$1,000,000
Green Line	Green Line Extension	\$240,000	\$60,000	\$300,000
	<b>Section 5309 State Match Total</b>	<b>\$1,240,000</b>	<b>\$60,000</b>	<b>\$1,300,000</b>
<b>Section 5310 Awards</b>		<i>Federal Funds</i>	<i>RTA CAP</i>	<i>Total Funds</i>
Cape Ann	MAP Vehicles (3)	\$140,185	\$11,448	\$151,633
			<i>Toll Credit</i>	<i>Total Funds</i>
Cape Ann	MAP Vehicles (3)		\$23,598	\$23,598
	<b>Section 5310 Toll Credit Match Total</b>	<b>\$140,185</b>	<b>\$35,046</b>	<b>\$175,231</b>
<b>Urban Circulator Grant Program Award</b>		<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Boston	Boston Bike Share Program	\$3,003,051	\$750,763	\$3,753,814
	<b>Urban Circulator Grant Program Award Total</b>	<b>\$3,003,051</b>	<b>\$750,763</b>	<b>\$3,753,814</b>
<b>Section 5316 Job Access and Reverse Commute</b>		<i>Federal Funds</i>	<i>Local Funds</i>	<i>Total Funds</i>
Cape Ann	IVR Telephone Upgrades	\$76,500	\$19,125	\$95,625
	<b>Section 5316 Local Match Total</b>	<b>\$76,500</b>	<b>\$19,125</b>	<b>\$95,625</b>
<b>Section 5311(f) Program</b>		<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Statewide	Intercity Bus Study	\$134,400	\$33,600	\$168,000
	<b>Section 5311(f) Program Total</b>	<b>\$134,400</b>	<b>\$33,600</b>	<b>\$168,000</b>
<b>Section 5309 (carryover)</b>		<i>Federal Funds</i>	<i>State/Local/MBTAFunds</i>	<i>Total Funds</i>
Quincy	High Speed Catamaran for Quincy Harbor Express (FFY09)	\$451,440	\$112,860	\$564,300
Commuter Rail	Chelsea Intermodal Parking Garage (FFY09)	\$855,000	\$213,750	\$1,068,750
Blue Line	Wonderland Intermodal Improvements (FFY09)	\$406,296	\$101,574	\$507,870
Blue Line	Wonderland Intermodal Improvements (FFY09)	\$950,000	\$237,500	\$1,187,500
Belmont	Belmont Station Consolidation Study (FFY09)	\$142,500	\$35,625	\$178,125
Commuter Ferry	Hingham Marine Intermodal	\$2,031,480	\$507,870	\$2,539,350
Commuter Rail	Newton Rapid Transit Accessibility (FFY09)	\$380,000	\$95,000	\$475,000
Commuter Rail	Salem Intermodal (FFY09)	\$451,440	\$112,860	\$564,300
Commuter Rail	Salem/Beverly Intermodal (FFY09)	\$391,875	\$97,969	\$489,844
Commuter Ferry	MBTA Ferry System (FFY09)	\$2,200,000	\$550,000	\$2,750,000
Bus	Woburn Park & Ride/Magazine Hill (FFY09)	\$406,296	\$101,574	\$507,870

# Amendment Five FFY 2011 Element

**Section 5309 (carryover) cont.**

Commuter Rail	Rockport Station Improvements (FY09)	\$620,730	\$155,183	\$775,913
Bus	Medford Downtown Revit., Park & Ride (FFY09)	\$451,440	\$112,860	\$564,300
Commuter Rail	Salem/Beverly Intermodal (FFY10)	\$700,000	\$175,000	\$875,000
Commuter Rail	Auburndale Station Newton RT Accessibility (FFY10)	\$1,000,000	\$250,000	\$1,250,000
Blue Line	Wonderland Intermodal Improvements (FFY10)	\$750,000	\$187,500	\$937,500
		<i>Federal Funds</i>	<i>RTACAP</i>	<i>Total Funds</i>
Cape Ann	Fare Boxes (FFY10 )	\$224,000	\$56,000	\$280,000
Cape Ann	30' Bus (FFY10 )	\$276,000	\$69,000	\$345,000
MetroWest RTA	MetroWest RTA Capital Assistance Program (FFY09)	\$24,273	\$6,068	\$30,341
		<i>Federal Funds</i>	<i>Toll Credit</i>	<i>Total Funds</i>
Cape Ann	30' Bus (FFY10 )		\$89,000	\$89,000
	<b>Section 5309 Carryover Total</b>	<b>\$12,712,770</b>	<b>\$3,267,193</b>	<b>\$15,979,963</b>

**Section 5309 Small/New Starts (carryover)**

		<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Commuter Rail	Fitchburg Line Improvements Small Starts (FFY09)	\$29,700,000	\$7,425,000	\$37,125,000
Orange Line	Assembly Square Exempt New Starts (FFY10)	\$1,000,000	\$250,000	\$1,250,000
Commuter Rail	Fitchburg Line Improvements Small Starts (FFY10)	\$37,452,000	\$9,363,000	\$46,815,000
	<b>Section 5309 Small/New Starts Carryover Total</b>	<b>\$68,152,000</b>	<b>\$17,038,000</b>	<b>\$85,190,000</b>

**Section 5320 Transit in Parks (TRIPS) Program**

		<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Boston	Boston Harbor Islands Bicycle and Pedestrian Facilities	\$459,000		\$459,000
Salem	Ferry Boat Service between Salem and Baker Island	\$250,000		\$250,000
	<b>FTA Transit in Parks (TRIPS) Total</b>	<b>\$709,000</b>		<b>\$709,000</b>

**Federal-Aid Subtotal**

**\$316,186,550**

**Federal-Aid State Matching Funds Subtotal**

**\$17,636,262**

**Federal-Aid Local Matching Funds Subtotal**

**\$769,888**

**Federal-Aid MBTA Matching Funds Subtotal**

**\$60,267,193**

**Total FFY 2011 Regional Transit Funds \$394,894,938**

**Total FFY 2011 TIP Total \$1,061,489,750**

# FFYs 2011-14 TIP

## FFY 2012

### Regional Highway Program

#### FEDERAL-AID TARGET PROJECTS

##### Congestion Mitigation and Air Quality Improvement Program

	<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Boston Region			
Clean Air and Mobility Program	\$1,600,000	\$400,000	\$2,000,000
<i>Arlington</i> Intersection of Route 3 and Route 60			
<i>Framingham</i> Cochituate Rail Trail			
<i>Hopkinton</i> Crosswalk Beacon at Church and Main Sts.			
<i>Scituate</i> Scituate Sidewalk Installation and Improvements			
<i>Westwood</i> Crosswalk Improvements on Washington St.			
<b>Congestion Mitigation and Air Quality Improvement Program Total</b>	<b>\$1,600,000</b>	<b>\$400,000</b>	<b>\$2,000,000</b>
	<i>Minimum CMAQ Regional Target</i>		<i>\$0</i>

Clean Air and Mobility Awards listed above will be funded in either 2012 or 2013 depending on readiness. Project estimates are not finalized at this time.

##### National Highway System

	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Canton, Randolph & Westwood	\$4,800,000	\$1,200,000	\$6,000,000
Dedham, Needham & Westwood	\$9,600,000	\$2,400,000	\$12,000,000
Needham & Wellesley	\$9,600,000	\$2,400,000	\$12,000,000
<b>National Highway System Total</b>	<b>\$24,000,000</b>	<b>\$6,000,000</b>	<b>\$30,000,000</b>

##### Surface Transportation Program

	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Arlington	\$2,838,723	\$709,681	\$3,548,404
Concord & Lincoln	\$8,400,000	\$2,100,000	\$10,500,000
Weymouth	\$3,760,000	\$940,000	\$4,700,000
<b>Surface Transportation Program Total</b>	<b>\$8,400,000</b>	<b>\$2,100,000</b>	<b>\$18,748,404</b>

##### Highway Safety Improvement Program (HSIP) Project

	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Concord & Lincoln	\$3,867,039	\$429,671	\$4,296,710
<b>Highway Safety Improvement Program Total</b>	<b>\$3,867,039</b>	<b>\$429,671</b>	<b>\$4,296,710</b>
	<i>Minimum HSIP Regional Target</i>		<i>\$4,296,710</i>

**Total Regional Target Programming** **\$55,045,114**

*\*Boston Region MPO Regional Target with State Match* *\$55,044,658*

\*Boston Region MPO Target minus AC projects and ongoing programs is then actualized by 4% for 2011 and 2012

state target	\$55,388,323 less AC/programs	\$8,591,613
less AC/programs multiplied by 1.04 for 2012	\$8,935,278 difference	\$343,665
state target less difference (new target)	\$55,044,658	

Discussions regarding the distribution of the additional \$31M obligation authority (OA) provided to the Commonwealth are ongoing. The Massachusetts Association of Regional Planning Agencies (MARPA) and MassDOT will provide information regarding the additional OA prior to the final publication of the Boston Region MPO TIP.

#### FEDERAL AID NON-TARGET PROJECTS

##### High-Priority Projects (TEA-21)

	<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Weymouth	\$10,065,631	\$2,516,408	\$12,582,039

##### High-Priority Projects (SAFETEA-LU)

Arlington	\$1,157,597	\$289,399	\$1,446,996
Boston	\$1,913,997	\$478,499	\$2,392,496
Boston	\$1,938,598	\$484,650	\$2,423,248
Boston	\$4,005,900	\$1,001,475	\$5,007,375
Franklin	\$4,607,375	\$1,151,844	\$5,759,219
Malden	\$1,367,848	\$341,962	\$1,709,810

##### Section 117

Malden	\$1,657,656	\$0	\$1,657,656
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##### Section 129

	<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>
Arlington	\$750,000		\$750,000

**High-Priority Projects Total** **\$27,464,602** **\$6,264,237** **\$33,728,839**

# FFYs 2011-14 TIP FFY 2012

## FEDERAL-AID BRIDGE PROJECTS

Bridge	Federal Funds	State Funds	Total Funds
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### Bridge Total

#### Advance Construction Bridge

	Federal Funds	State Funds	Total Funds
Boston 604517 Chelsea Street Bridge	\$8,800,000	\$2,200,000	\$11,000,000
Boston 603370 Route 99 (Alford Street) over Mystic River	\$12,000,000	\$3,000,000	\$15,000,000
Dedham, Needham & Westwood 603206 Route 128 Improvement Program Contract 4	\$8,000,000	\$2,000,000	\$10,000,000
Needham, Wellesley 603711 Route 128 Improvement Program	\$1,600,000	\$400,000	\$2,000,000
<b>Advance Construction Bridge Total</b>	<b>\$30,400,000</b>	<b>\$7,600,000</b>	<b>\$38,000,000</b>
	<b>Federal-Aid Bridge Total</b>		<b>\$38,000,000</b>

#### Accelerated Bridge Program - Federal Aid GANs Projects\*\*

	Federal Funds	State Funds	Total Funds
Everett & Medford 604660 Revere Beach Parkway (Route 16) over the Malden River			\$41,319,200
Medford 605510 Revere Beach Parkway (Route 16) over the MBTA			\$8,840,000
<b>Accelerated Bridge Program Total</b>			<b>\$50,159,200</b>
			<b>Federal-Aid Bridge Total</b>
			<b>\$88,159,200</b>

## FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES

### Interstate Maintenance

	Federal Funds	State Funds	Total Funds
Foxborough/Sharon 605596 Interstate 95	\$7,554,240	\$839,360	\$8,393,600
<b>Interstate Maintenance Total</b>	<b>\$7,554,240</b>	<b>\$839,360</b>	<b>\$8,393,600</b>

### National Highway System Pavement Preservation

	Federal Funds	State Funds	Total Funds
Acton to Littleton 604472 Route 2	\$3,269,112	\$934,032	\$4,670,160
<b>National Highway System Pavement Preservation Total</b>	<b>\$3,736,128</b>	<b>\$934,032</b>	<b>\$4,670,160</b>

**Total Highway Program \$189,996,913**

## CENTRAL ARTERY/TUNNEL PROJECT

	Federal Funds	State Funds	Total Funds
National Highway System (NHS) Bridge	\$70,000,000		\$70,000,000
State Transportation Program (STP)/ Flex	\$75,960,000		\$75,960,000
State Transportation Program (STP)	\$20,000,000		\$20,000,000
<b>Federal-Aid Subtotal</b>	<b>\$165,960,000</b>		
<b>Federal-Aid Matching Funds Subtotal</b>			<b>\$165,960,000</b>

**Total Federal Fiscal Year 2012 Central Artery/Tunnel Funds \$165,960,000**

## Commonwealth Funding Commitments

### STATE IMPLEMENTATION PLAN

	Federal Funds	State Funds	Total Funds
Green Line Extension Project**	\$100,000,000	\$134,300,000	\$234,300,000
Fairmount Improvements		\$18,000,000	\$18,000,000
Red Line-Blue Line Connector Design		\$5,000,000	\$5,000,000
1,000 Parking Spaces		\$30,500,000	\$30,500,000
<b>State Implementation Plan Total</b>			<b>\$287,800,000</b>

\*\*Green Line cash flows assume FTA New Starts funding. Should New Starts funding not be awarded, the Commonwealth will assume financing of the project. Green Line Extension Project is defined as extension to College Avenue with the Union Square Spur.

# FFYs 2011-14 TIP FFY 2012

## *Regional Transit Program*

		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
<b>Section 5307</b>				
Systemwide	Locomotive and Coach Procurement	\$47,000,000	\$11,750,000	\$58,750,000
Systemwide	ITS Initiatives	\$3,000,000	\$750,000	\$3,750,000
Systemwide	Power Improvements	\$23,000,000	\$5,750,000	\$28,750,000
Systemwide	Station Rehab	\$8,000,000	\$2,000,000	\$10,000,000
Green Line	MBTA Accessibility Program (LRAP)	\$7,000,000	\$1,750,000	\$8,750,000
Bus	Everett Maintenance Facility	\$2,000,000	\$500,000	\$2,500,000
Systemwide	Elevator Replacement /Rehabilitation	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Preventive Maintenance	\$12,000,000	\$3,000,000	\$15,000,000
Systemwide	Maintenance Facilities - Equipment	\$2,000,000	\$500,000	\$2,500,000
Commuter Rail	Commuter Rail Systems Upgrades	\$3,000,000	\$750,000	\$3,750,000
Systemwide	Parking Program	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Station Accessibility Program	\$14,000,000	\$3,500,000	\$17,500,000
Commuter Rail	Commuter Rail Accessibility	\$3,000,000	\$750,000	\$3,750,000
Systemwide	Environmental Program	\$2,000,000	\$500,000	\$2,500,000
<b>Section 5307 MBTA Match Total</b>		<b>\$134,000,000</b>	<b>\$33,500,000</b>	<b>\$167,500,000</b>
		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Cape Ann	Cape Ann Transportation Authority	\$501,362	\$125,341	\$626,703
MetroWest	MetroWest Transportation Authority	\$1,446,082	\$361,521	\$1,807,603
<b>Section 5307 State Match Total</b>		<b>\$1,947,444</b>	<b>\$486,862</b>	<b>\$2,434,306</b>
		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
<b>Section 5309 Infrastructure Program</b>				
Systemwide	Kawasaki Coaches	\$6,000,000	\$1,500,000	\$7,500,000
Systemwide	Locomotive and Coach Procurement	\$5,000,000	\$1,250,000	\$6,250,000
Subway	Station Platform Program	\$4,000,000	\$1,000,000	\$5,000,000
Commuter Rail	Coach Rehabilitation and Safety Program (CRASP)	\$8,000,000	\$2,000,000	\$10,000,000
Subway	Vehicle Programs	\$22,000,000	\$5,500,000	\$27,500,000
Red Line	Columbia Junction	\$2,000,000	\$500,000	\$2,500,000
Systemwide	Bridge and Tunnel Program	\$9,000,000	\$2,250,000	\$11,250,000
Systemwide	Track Upgrades	\$33,000,000	\$8,250,000	\$41,250,000
Systemwide	Signal System Upgrades	\$5,000,000	\$1,250,000	\$6,250,000
<b>Section 5309 MBTA Match Total</b>		<b>\$94,000,000</b>	<b>\$23,500,000</b>	<b>\$117,500,000</b>
<b>Federal-Aid Subtotal</b>		<b>\$229,947,444</b>		
<b>Federal-Aid State Matching Funds Subtotal</b>			<b>\$486,862</b>	
<b>Federal-Aid MBTA Matching Funds Subtotal</b>				<b>\$57,000,000</b>
		<b>Total FFY 2012 Regional Transit Funds</b>		<b>\$287,434,306</b>
		<b>Total FFY 2012 TIP Total</b>		<b>\$931,191,219</b>

# FFYs 2011-14 TIP FFY 2013

## Regional Highway Program

### FEDERAL-AID TARGET PROJECTS

#### Congestion Mitigation and Air Quality Improvement Program

			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Boston Region		Clean Air and Mobility Program	\$1,600,000	\$400,000	\$2,000,000
	<i>Arlington</i>	<i>Intersection of Route 3 and Route 60</i>			
	<i>Frammingham</i>	<i>Cochituate Rail Trail</i>			
	<i>Hopkinton</i>	<i>Crosswalk Beacon at Church and Main Sts.</i>			
	<i>Scituate</i>	<i>Scituate Sidewalk Installation and Improvements</i>			
	<i>Westwood</i>	<i>Crosswalk Improvements on Washington St.</i>			
<b>Congestion Mitigation and Air Quality Improvement Program Total</b>			<b>\$1,600,000</b>	<b>\$400,000</b>	<b>\$2,000,000</b>
			<i>Minimum CMAQ Regional Target</i>		<i>\$8,593,420</i>

Clean Air and Mobility Awards listed above will be funded in either 2012 or 2013 depending on readiness. Project estimates are not finalized at this time.

#### National Highway System

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year Five of Six	\$9,600,000	\$2,400,000	\$12,000,000
Needham & Wellesley	603711	Route 128 Improvement Program Contract 5, Year Two of Six	\$12,000,000	\$3,000,000	\$15,000,000
<b>National Highway System Total</b>			<b>\$21,600,000</b>	<b>\$5,400,000</b>	<b>\$27,000,000</b>

#### Surface Transportation Program

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Somerville	601820	Beacon Street	\$1,055,752	\$263,938	\$1,319,690
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$11,200,000	\$2,800,000	\$14,000,000
Weymouth	601630	Route 18	\$7,056,000	\$1,764,000	\$8,820,000
<b>Surface Transportation Program Total</b>			<b>\$12,255,752</b>	<b>\$3,063,938</b>	<b>\$24,139,690</b>

### FEDERAL-AID TARGET PROJECTS cont.

#### Highway Safety Improvement Program (HSIP) Project

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$3,867,039	\$429,671	\$4,296,710
<b>Highway Safety Improvement Program Total</b>			<b>\$3,867,039</b>	<b>\$429,671</b>	<b>\$4,296,710</b>
			<i>Minimum HSIP Regional Target</i>		<i>\$4,296,710</i>

**Total Regional Target Programming** **\$57,436,400**

*\*Boston Region MPO Regional Target with State Match* *\$57,303,412*

\*Boston Region MPO Target minus AC projects and ongoing programs is then actualized by 4% for 2012, and 2013

	state target	\$57,408,851 less AC/programs	\$1,292,141
	less AC/programs multiplied by 1.04 for 2012 and 2013	\$1,397,580 difference	\$105,439
	state target less difference (new target)	\$57,303,412	

Discussions regarding the distribution of the additional \$31M obligation authority (OA) provided to the Commonwealth are ongoing. The Massachusetts Association of Regional Planning Agencies (MARPA) and MassDOT will provide information regarding the additional OA prior to the final publication of the Boston Region MPO TIP.

### FEDERAL AID NON-TARGET PROJECTS

#### High-Priority Projects (TEA-21)

			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Somerville	601820	Beacon Street Construction (HPP 248)	\$2,064,248	\$516,062	\$2,580,310
<b>High-Priority Projects (SAFETEA-LU)</b>			<b>\$2,064,248</b>	<b>\$516,062</b>	<b>\$2,580,310</b>

# FFYs 2011-14 TIP FFY 2013

## **FEDERAL-AID BRIDGE PROJECTS**

<b>Bridge</b>			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Chelsea	604428	Washington Ave over the MBTA	\$2,952,584	\$738,146	\$3,690,730
<b>Bridge Total</b>			<b>\$2,952,584</b>	<b>\$738,146</b>	<b>\$3,690,730</b>

<b>Advance Construction Bridge</b>			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Boston	604517	Chelsea Street Bridge	\$11,200,000	\$2,800,000	\$14,000,000
Boston	603370	Route 99 (Alford Street) over Mystic River	\$8,000,000	\$2,000,000	\$10,000,000
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4	\$12,000,000	\$3,000,000	\$15,000,000
Needham, Wellesley	603711	Route 128 Improvement Program	\$10,400,000	\$2,600,000	\$13,000,000
<b>Advance Construction Bridge Total</b>			<b>\$41,600,000</b>	<b>\$10,400,000</b>	<b>\$52,000,000</b>
			<b>Federal-Aid Bridge Total</b>		<b>\$52,000,000</b>

<b>Accelerated Bridge Program - Federal Aid GANs Projects**</b>			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
<b>Accelerated Bridge Program Total</b>					<b>\$0</b>

\*\*GANs conversion to federal aid to begin in 2015

## **FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES**

<b>Interstate Maintenance</b>			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Franklin to Milford	606169	Interstate 495	\$14,394,240	\$1,599,360	\$15,993,600
Foxborough	606171	Interstate 95	\$8,276,688	\$919,632	\$9,196,320
Lexington/Burlington	606170	Interstate 95	\$9,328,410	\$1,036,490	\$10,364,900
Wakefield to Lynnfield	605597	Interstate 95	\$8,059,275	\$895,475	\$8,954,750
Wilmington to Woburn	604879	Interstate 93	\$11,121,264	\$1,235,696	\$12,356,960
<b>Interstate Maintenance Total</b>			<b>\$8,059,275</b>	<b>\$895,475</b>	<b>\$8,954,750</b>

<b>National Highway System Pavement Preservation</b>			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Weymouth	605602	Route 3	\$2,342,400	\$585,600	\$2,928,000
<b>National Highway System Pavement Preservation Total</b>			<b>\$2,342,400</b>	<b>\$585,600</b>	<b>\$2,928,000</b>
			<b>Total Highway Program</b>		<b>\$71,899,460</b>

<b>CENTRAL ARTERY/TUNNEL PROJECT</b>			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
National Highway System (NHS) Bridge			\$70,000,000		\$70,000,000
State Transportation Program (STP)/ Flex			\$86,555,000		\$86,555,000
State Transportation Program (STP)			\$20,000,000		\$20,000,000
<b>Federal-Aid Subtotal</b>			<b>\$176,555,000</b>		
<b>Federal-Aid Matching Funds Subtotal</b>					<b>\$176,555,000</b>
<b>Total Federal Fiscal Year 2013 Central Artery/Tunnel Funds</b>					<b>\$176,555,000</b>

## **Commonwealth Funding Commitments**

<b>STATE IMPLEMENTATION PLAN</b>			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Green Line Extension Project***			\$100,000,000	\$150,000,000	\$250,000,000
1,000 Parking Spaces					\$1,100,000
<b>State Implementation Plan Total</b>					<b>\$251,100,000</b>

\*\*\*Green Line cash flows assume FTA New Starts funding. Should New Starts funding not be awarded, the Commonwealth will assume financing of the project. Green Line Extension Project is defined as extension to College Avenue with the Union Square Spur.

# FFYs 2011-14 TIP FFY 2013

## *Regional Transit Program*

		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
<b>Section 5307</b>				
Systemwide	Locomotive and Coach Procurement	\$37,000,000	\$9,250,000	\$46,250,000
Systemwide	ITS Initiatives	\$2,000,000	\$500,000	\$2,500,000
Systemwide	Power Improvements	\$24,000,000	\$6,000,000	\$30,000,000
Systemwide	Station Rehab	\$6,000,000	\$1,500,000	\$7,500,000
Green Line	MBTA Accessibility Program	\$7,000,000	\$1,750,000	\$8,750,000
Systemwide	Station Management Program	\$13,000,000	\$3,250,000	\$16,250,000
Bus	Everett Maintenance Facility	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Elevator Replacement /Rehabilitation	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Preventive Maintenance	\$12,000,000	\$3,000,000	\$15,000,000
Systemwide	Specialized Non-Revenue Vehicles	\$2,000,000	\$500,000	\$2,500,000
Systemwide	Parking Program	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Station Accessibility Program	\$14,000,000	\$3,500,000	\$17,500,000
Commuter Rail	Commuter Rail Accessibility	\$3,000,000	\$750,000	\$3,750,000
Systemwide	Environmental Program	\$2,000,000	\$500,000	\$2,500,000
	<b>Section 5307 MBTA Match Total</b>	<b>\$134,000,000</b>	<b>\$33,500,000</b>	<b>\$167,500,000</b>
		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Cape Ann	Cape Ann Transportation Authority	\$501,362	\$125,341	\$626,703
MetroWest	MetroWest Transportation Authority	\$1,446,082	\$361,521	\$1,807,603
	<b>Section 5307 State Match Total</b>	<b>\$1,947,444</b>	<b>\$486,862</b>	<b>\$2,434,306</b>
<b>Section 5309 Infrastructure Program</b>		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Systemwide	Kawasaki Coaches	\$20,000,000	\$5,000,000	\$25,000,000
Systemwide	Locomotive and Coach Procurement	\$5,000,000	\$1,250,000	\$6,250,000
Commuter Rail	CRASP	\$8,000,000	\$2,000,000	\$10,000,000
Subway	Vehicle Programs	\$22,000,000	\$5,500,000	\$27,500,000
Red Line	Columbia Junction	\$7,000,000	\$1,750,000	\$8,750,000
Systemwide	Bridge and Tunnel Program	\$12,000,000	\$3,000,000	\$15,000,000
Systemwide	Track Upgrades	\$15,000,000	\$3,750,000	\$18,750,000
Systemwide	Signal Systems Upgrades	\$5,000,000	\$1,250,000	\$6,250,000
	<b>Section 5309 MBTA Match Total</b>	<b>\$94,000,000</b>	<b>\$23,500,000</b>	<b>\$117,500,000</b>
<b>Federal-Aid Subtotal</b>		<b>\$229,947,444</b>		
<b>Federal-Aid State Matching Funds Subtotal</b>			<b>\$486,862</b>	
<b>Federal-Aid MBTA Matching Funds Subtotal</b>				<b>\$57,000,000</b>
	<b>Total FFY 2013 Regional Transit Funds</b>			<b>\$287,434,306</b>
			<b>Total FFY 2013 TIP Total</b>	<b>\$786,988,766</b>

# FFYs 2011-14 TIP

## FFY 2014

### Regional Highway Program

#### FEDERAL-AID TARGET PROJECTS

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
<b>Congestion Mitigation and Air Quality Improvement Program</b>					
Boston	604761	South Bay Harbor Trail (construction)	\$3,080,000	\$770,000	\$3,850,000
			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Boston Region		Clean Air and Mobility Program	\$1,600,000	\$400,000	\$2,000,000
<b>Congestion Mitigation and Air Quality Improvement Program Total</b>			<b>\$1,600,000</b>	<b>\$400,000</b>	<b>\$5,850,000</b>
			<i>Minimum CMAQ Regional Target</i>		
			\$8,593,420		
 <b>National Highway System</b>					
			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year Six of Six	\$9,200,000	\$2,300,000	\$11,500,000
Needham & Wellesley	603711	Route 128 Improvement Program Contract 5, Year Three of Six	\$11,920,000	\$2,980,000	\$14,900,000
<b>National Highway System Total</b>			<b>\$21,120,000</b>	<b>\$5,280,000</b>	<b>\$26,400,000</b>
 <b>Surface Transportation Program</b>					
			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$15,374,126	\$3,843,532	\$19,217,658
<b>Surface Transportation Program Total</b>			<b>\$15,374,126</b>	<b>\$3,843,532</b>	<b>\$19,217,658</b>
 <b>Highway Safety Improvement Program (HSIP) Project</b>					
			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$3,867,039	\$429,671	\$4,296,710
<b>Highway Safety Improvement Program Total</b>			<b>\$3,867,039</b>	<b>\$429,671</b>	<b>\$4,296,710</b>
			<i>Minimum HSIP Regional Target</i>		
			\$4,296,710		

#### FEDERAL-AID TARGET PROJECTS cont.

<b>Surface Transportation Program/Enhancement</b>					
			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Cambridge	605188	Cambridge Common (Construction)	\$800,000	\$200,000	\$1,000,000
<b>Surface Transportation Program/Enhancement Total</b>			<b>\$800,000</b>	<b>\$200,000</b>	<b>\$1,000,000</b>
<b>Total Regional Target Programming</b>					<b>\$56,764,368</b>
<i>*Boston Region MPO Regional Target with State Match</i>					<i>\$56,722,788</i>

\*Boston Region MPO Target minus AC projects and ongoing programs is then actualized by 4% for 2011, 2012, and 2013

state target	\$57,408,851 less AC/programs	\$5,494,483
less AC/programs multiplied by 1.04 for 2012, 2013 and 2014	\$6,180,546 difference	\$686,063
state target less difference (new target)	\$56,722,788	

Discussions regarding the distribution of the additional \$31M obligation authority (OA) provided to the Commonwealth are ongoing. The Massachusetts Association of Regional Planning Agencies (MARPA) and MassDOT will provide information regarding the additional OA prior to the final publication of the Boston Region MPO TIP.

#### FEDERAL AID NON-TARGET PROJECTS

<b>High-Priority Projects (TEA-21)</b>					
			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Somerville	601820	Beacon Street Construction (HPP 248)	\$2,064,248	\$516,062	\$2,580,310
<b>High-Priority Projects (SAFETEA-LU)</b>					
Cambridge	605188	Cambridge Common (Construction HPP 3536)	\$899,899	\$224,975	\$1,124,874
<b>High-Priority Projects Total</b>			<b>\$899,899</b>	<b>\$224,975</b>	<b>\$1,124,874</b>

# FFYs 2011-14 TIP FFY 2014

## *FEDERAL-AID BRIDGE PROJECTS*

<b>Bridge</b>		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
<b>Bridge Total</b>				
<b>Advance Construction Bridge</b>				
Boston	604517 Chelsea Street Bridge	\$8,000,000	\$2,000,000	\$10,000,000
Boston	603370 Route 99 (Alford Street) over Mystic River	\$6,880,000	\$1,720,000	\$8,600,000
Dedham, Needham & Westwood	603206 Route 128 Improvement Program Contract 4	\$10,400,000	\$2,600,000	\$13,000,000
Needham, Wellesley	603711 Route 128 Improvement Program	\$12,000,000	\$3,000,000	\$15,000,000
<b>Advance Construction Bridge Total</b>		<b>\$37,280,000</b>	<b>\$9,320,000</b>	<b>\$46,600,000</b>
				<b>Federal-Aid Bridge Total</b>
				<b>\$46,600,000</b>
<b>Accelerated Bridge Program - Federal Aid GANs Projects**</b>				
<b>Accelerated Bridge Program Total</b>				
<b>\$0</b>				

\*\*GANs conversion to federal aid to begin in 2015

## *FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES*

<b>Interstate Maintenance</b>				
Foxborough to Franklin	606176 Interstate 195	\$13,854,456	\$1,539,384	\$15,393,840
<b>Interstate Maintenance Total</b>		<b>\$13,854,456</b>	<b>\$1,539,384</b>	<b>\$15,393,840</b>
<b>National Highway System Pavement Preservation</b>				
Randolph to Canton	605607 Route 24	\$1,249,280	\$312,320	\$1,561,600
<b>National Highway System Pavement Preservation Total</b>		<b>\$1,249,280</b>	<b>\$312,320</b>	<b>\$1,561,600</b>
				<b>Total Highway Program</b>
				<b>\$77,424,992</b>
<b>CENTRAL ARTERY/TUNNEL PROJECT</b>				
National Highway System (NHS)				
		\$70,000,000		\$70,000,000
Bridge				
		\$86,555,000		\$86,555,000
State Transportation Program (STP)/ Flex				
		\$20,000,000		\$20,000,000
State Transportation Program (STP)				
		\$176,555,000		
<b>Federal-Aid Subtotal</b>				<b>\$176,555,000</b>
<b>Federal-Aid Matching Funds Subtotal</b>				<b>\$176,555,000</b>
<b>Total Federal Fiscal Year 2013 Central Artery/Tunnel Funds</b>				<b>\$176,555,000</b>

## *Commonwealth Funding Commitments*

<b>STATE IMPLEMENTATION PLAN</b>				
Green Line Extension Project***				
		\$100,000,000	\$150,000,000	\$250,000,000
1,000 Parking Spaces				
				\$1,100,000
<b>State Implementation Plan Total</b>				<b>\$251,100,000</b>

\*\*\*Green Line cash flows assume FTA New Starts funding. Should New Starts funding not be awarded, the Commonwealth will assume financing of the project. Green Line Extension Project is defined as extension to College Avenue with the Union Square Spur.

# FFYs 2011-14 TIP FFY 2014

## *Regional Transit Program*

<b>Section 5307</b>		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Systemwide	Locomotive and Coach Procurement	\$39,000,000	\$9,750,000	\$48,750,000
Systemwide	ITS Initiatives	\$2,000,000	\$500,000	\$2,500,000
Systemwide	Power Improvements	\$24,000,000	\$6,000,000	\$30,000,000
Systemwide	Station Rehab	\$6,000,000	\$1,500,000	\$7,500,000
Green Line	MBTA Accessibility Program (LRAP)	\$7,000,000	\$1,750,000	\$8,750,000
Systemwide	Station Management Program	\$13,000,000	\$3,250,000	\$16,250,000
Bus	Everett Maintenance Facility	\$2,000,000	\$500,000	\$2,500,000
Systemwide	Elevator Replacement /Rehabilitation	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Preventive Maintenance	\$12,000,000	\$3,000,000	\$15,000,000
Systemwide	Maintenance Facilities - Equipment	\$2,000,000	\$500,000	\$2,500,000
Systemwide	Parking Program	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Station Accessibility Program	\$14,000,000	\$3,500,000	\$17,500,000
Commuter Rail	Commuter Rail Accessibility	\$3,000,000	\$750,000	\$3,750,000
Systemwide	Environmental Program	\$2,000,000	\$500,000	\$2,500,000
<b>Section 5307 MBTA Match Total</b>		<b>\$134,000,000</b>	<b>\$33,500,000</b>	<b>\$167,500,000</b>

		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Cape Ann	Cape Ann Transportation Authority	\$501,362	\$125,341	\$626,703
MetroWest	MetroWest Transportation Authority	\$1,446,082	\$361,521	\$1,807,603
<b>Section 5307 State Match Total</b>		<b>\$1,947,444</b>	<b>\$486,862</b>	<b>\$2,434,306</b>

## *Regional Transit Program cont.*

<b>Section 5309 Infrastructure Program</b>		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Systemwide	Kawasaki Coaches	\$20,000,000	\$5,000,000	\$25,000,000
Systemwide	Locomotive and Coach Procurement	\$19,000,000	\$4,750,000	\$23,750,000
Subway	Vehicle Programs	\$22,000,000	\$5,500,000	\$27,500,000
Red Line	Columbia Junction	\$7,000,000	\$1,750,000	\$8,750,000
Systemwide	Bridge and Tunnel Program	\$6,000,000	\$1,500,000	\$7,500,000
Systemwide	Track Upgrades	\$15,000,000	\$3,750,000	\$18,750,000
Systemwide	Signal Systems Upgrades	\$5,000,000	\$1,250,000	\$6,250,000
<b>Section 5309 MBTA Match Total</b>		<b>\$94,000,000</b>	<b>\$23,500,000</b>	<b>\$117,500,000</b>

<b>Federal-Aid Subtotal</b>	<b>\$229,947,444</b>			
<b>Federal-Aid State Matching Funds Subtotal</b>		<b>\$486,862</b>		
<b>Federal-Aid MBTA Matching Funds Subtotal</b>				<b>\$57,000,000</b>

<b>Total FFY 2014 Regional Transit Funds</b>	<b>\$287,434,306</b>
<b>Total FFY 2014 TIP Total</b>	<b>\$792,514,298</b>

# FFYs 2011-14 TIP

## FFY 2012

### Regional Highway Program

#### FEDERAL-AID TARGET PROJECTS

##### Congestion Mitigation and Air Quality Improvement Program

	<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Boston Region	\$1,600,000	\$400,000	\$2,000,000
Clean Air and Mobility Program			
<i>Arlington</i> <i>Intersection of Route 3 and Route 60</i>			
<i>Framingham</i> <i>Cochituate Rail Trail</i>			
<i>Hopkinton</i> <i>Crosswalk Beacon at Church and Main Sts.</i>			
<i>Scituate</i> <i>Scituate Sidewalk Installation and Improvements</i>			
<i>Westwood</i> <i>Crosswalk Improvements on Washington St.</i>			
<b>Congestion Mitigation and Air Quality Improvement Program Total</b>	<b>\$1,600,000</b>	<b>\$400,000</b>	<b>\$2,000,000</b>
	<i>Minimum CMAQ Regional Target</i>		<i>\$0</i>

Clean Air and Mobility Awards listed above will be funded in either 2012 or 2013 depending on readiness. Project estimates are not finalized at this time.

##### National Highway System

	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Canton, Randolph & Westwood      87800      Route 128 Improvement Program Contract 3, Year Six of Six	\$4,800,000	\$1,200,000	\$6,000,000
Dedham, Needham & Westwood      603206      Route 128 Improvement Program Contract 4, Year Four of Six	\$9,600,000	\$2,400,000	\$12,000,000
Needham & Wellesley      603711      Route 128 Improvement Program Contract 5, Year One of Six	\$9,600,000	\$2,400,000	\$12,000,000
<b>National Highway System Total</b>	<b>\$24,000,000</b>	<b>\$6,000,000</b>	<b>\$30,000,000</b>

##### Surface Transportation Program

	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Arlington      604687      Massachusetts Ave	\$2,838,723	\$709,681	\$3,548,404
Concord & Lincoln      602984      Route 2 (Crosby's Corner)	\$8,400,000	\$2,100,000	\$10,500,000
Weymouth      601630      Route 18	\$3,760,000	\$940,000	\$4,700,000
<b>Surface Transportation Program Total</b>	<b>\$8,400,000</b>	<b>\$2,100,000</b>	<b>\$18,748,404</b>

##### Highway Safety Improvement Program (HSIP) Project

	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Concord & Lincoln      602984      Route 2 (Crosby's Corner)	\$3,867,039	\$429,671	\$4,296,710
<b>Highway Safety Improvement Program Total</b>	<b>\$3,867,039</b>	<b>\$429,671</b>	<b>\$4,296,710</b>
	<i>Minimum HSIP Regional Target</i>		<i>\$4,296,710</i>

**Total Regional Target Programming      \$55,045,114**

*\*Boston Region MPO Regional Target with State Match      \$55,044,658*

\*Boston Region MPO Target minus AC projects and ongoing programs is then actualized by 4% for 2011 and 2012

state target	\$55,388,323 less AC/programs	\$8,591,613
less AC/programs multiplied by 1.04 for 2012	\$8,935,278 difference	\$343,665
state target less difference (new target)	\$55,044,658	

Discussions regarding the distribution of the additional \$31M obligation authority (OA) provided to the Commonwealth are ongoing. The Massachusetts Association of Regional Planning Agencies (MARPA) and MassDOT will provide information regarding the additional OA prior to the final publication of the Boston Region MPO TIP.

#### FEDERAL AID NON-TARGET PROJECTS

##### High-Priority Projects (TEA-21)

	<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Weymouth      601630      Route 18 Construction (HPP 1236)	\$10,065,631	\$2,516,408	\$12,582,039

##### High-Priority Projects (SAFETEA-LU)

Arlington      604687      Massachusetts Ave Construction (HPP 47)	\$1,157,597	\$289,399	\$1,446,996
Boston      605791      Warren St/Blue Hill Ave Construction (HPP 2129)	\$1,913,997	\$478,499	\$2,392,496
Boston      605789      Melnea Cass Blvd Construction (HPP 756)	\$1,938,598	\$484,650	\$2,423,248
Boston      605789      Melnea Cass Blvd Construction (HPP 4284)	\$4,005,900	\$1,001,475	\$5,007,375
Franklin      604988      Route 140 Improvements Construction (HPP 4279)	\$4,607,375	\$1,151,844	\$5,759,219
Malden      605173      Pleasant Ave Construction (HPP 589)	\$1,367,848	\$341,962	\$1,709,810

##### Section 117

Malden      605173      Pleasant Ave Construction	\$1,657,656	\$0	\$1,657,656
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##### Section 129

	<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>
Arlington      604687      Massachusetts Ave Construction	\$750,000		\$750,000

**High-Priority Projects Total      \$27,464,602      \$6,264,237      \$33,728,839**

# FFYs 2011-14 TIP FFY 2012

## FEDERAL-AID BRIDGE PROJECTS

Bridge			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
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### Bridge Total

#### Advance Construction Bridge

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Boston	604517	Chelsea Street Bridge	\$8,800,000	\$2,200,000	\$11,000,000
Boston	603370	Route 99 (Alford Street) over Mystic River	\$12,000,000	\$3,000,000	\$15,000,000
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4	\$8,000,000	\$2,000,000	\$10,000,000
Needham, Wellesley	603711	Route 128 Improvement Program	\$1,600,000	\$400,000	\$2,000,000
<b>Advance Construction Bridge Total</b>			<b>\$30,400,000</b>	<b>\$7,600,000</b>	<b>\$38,000,000</b>
			<b>Federal-Aid Bridge Total</b>		<b>\$38,000,000</b>

#### Accelerated Bridge Program - Federal Aid GANs Projects\*\*

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Everett & Medford	604660	Revere Beach Parkway (Route 16) over the Malden River			\$41,319,200
Medford	605510	Revere Beach Parkway (Route 16) over the MBTA			\$8,840,000
<b>Accelerated Bridge Program Total</b>					<b>\$50,159,200</b>
			<b>Federal-Aid Bridge Total</b>		<b>\$88,159,200</b>

## FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES

### Interstate Maintenance

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Foxborough/Sharon	605596	Interstate 95	\$7,554,240	\$839,360	\$8,393,600
<b>Interstate Maintenance Total</b>			<b>\$7,554,240</b>	<b>\$839,360</b>	<b>\$8,393,600</b>

### National Highway System Pavement Preservation

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Acton to Littleton	604472	Route 2	\$3,269,112	\$934,032	\$4,670,160
<b>National Highway System Pavement Preservation Total</b>			<b>\$3,736,128</b>	<b>\$934,032</b>	<b>\$4,670,160</b>

**Total Highway Program      \$189,996,913**

## CENTRAL ARTERY/TUNNEL PROJECT

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
National Highway System (NHS)			\$70,000,000		\$70,000,000
Bridge					
State Transportation Program (STP)/ Flex			\$75,960,000		\$75,960,000
State Transportation Program (STP)			\$20,000,000		\$20,000,000
<b>Federal-Aid Subtotal</b>			<b>\$165,960,000</b>		
<b>Federal-Aid Matching Funds Subtotal</b>					<b>\$165,960,000</b>

**Total Federal Fiscal Year 2012 Central Artery/Tunnel Funds      \$165,960,000**

## Commonwealth Funding Commitments

### STATE IMPLEMENTATION PLAN

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Green Line Extension Project**			\$100,000,000	\$134,300,000	\$234,300,000
Fairmount Improvements				\$18,000,000	\$18,000,000
Red Line-Blue Line Connector Design				\$5,000,000	\$5,000,000
1,000 Parking Spaces				\$30,500,000	\$30,500,000
<b>State Implementation Plan Total</b>					<b>\$287,800,000</b>

\*\*Green Line cash flows assume FTA New Starts funding. Should New Starts funding not be awarded, the Commonwealth will assume financing of the project. Green Line Extension Project is defined as extension to College Avenue with the Union Square Spur.

# FFYs 2011-14 TIP FFY 2012

## *Regional Transit Program*

		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
<b>Section 5307</b>				
Systemwide	Locomotive and Coach Procurement	\$47,000,000	\$11,750,000	\$58,750,000
Systemwide	ITS Initiatives	\$3,000,000	\$750,000	\$3,750,000
Systemwide	Power Improvements	\$23,000,000	\$5,750,000	\$28,750,000
Systemwide	Station Rehab	\$8,000,000	\$2,000,000	\$10,000,000
Green Line	MBTA Accessibility Program (LRAP)	\$7,000,000	\$1,750,000	\$8,750,000
Bus	Everett Maintenance Facility	\$2,000,000	\$500,000	\$2,500,000
Systemwide	Elevator Replacement /Rehabilitation	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Preventive Maintenance	\$12,000,000	\$3,000,000	\$15,000,000
Systemwide	Maintenance Facilities - Equipment	\$2,000,000	\$500,000	\$2,500,000
Commuter Rail	Commuter Rail Systems Upgrades	\$3,000,000	\$750,000	\$3,750,000
Systemwide	Parking Program	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Station Accessibility Program	\$14,000,000	\$3,500,000	\$17,500,000
Commuter Rail	Commuter Rail Accessibility	\$3,000,000	\$750,000	\$3,750,000
Systemwide	Environmental Program	\$2,000,000	\$500,000	\$2,500,000
<b>Section 5307 MBTA Match Total</b>		<b>\$134,000,000</b>	<b>\$33,500,000</b>	<b>\$167,500,000</b>
		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Cape Ann	Cape Ann Transportation Authority	\$501,362	\$125,341	\$626,703
MetroWest	MetroWest Transportation Authority	\$1,446,082	\$361,521	\$1,807,603
<b>Section 5307 State Match Total</b>		<b>\$1,947,444</b>	<b>\$486,862</b>	<b>\$2,434,306</b>
		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
<b>Section 5309 Infrastructure Program</b>				
Systemwide	Kawasaki Coaches	\$6,000,000	\$1,500,000	\$7,500,000
Systemwide	Locomotive and Coach Procurement	\$5,000,000	\$1,250,000	\$6,250,000
Subway	Station Platform Program	\$4,000,000	\$1,000,000	\$5,000,000
Commuter Rail	Coach Rehabilitation and Safety Program (CRASP)	\$8,000,000	\$2,000,000	\$10,000,000
Subway	Vehicle Programs	\$22,000,000	\$5,500,000	\$27,500,000
Red Line	Columbia Junction	\$2,000,000	\$500,000	\$2,500,000
Systemwide	Bridge and Tunnel Program	\$9,000,000	\$2,250,000	\$11,250,000
Systemwide	Track Upgrades	\$33,000,000	\$8,250,000	\$41,250,000
Systemwide	Signal System Upgrades	\$5,000,000	\$1,250,000	\$6,250,000
<b>Section 5309 MBTA Match Total</b>		<b>\$94,000,000</b>	<b>\$23,500,000</b>	<b>\$117,500,000</b>
 <b>Federal-Aid Subtotal</b>		 <b>\$229,947,444</b>		
<b>Federal-Aid State Matching Funds Subtotal</b>			<b>\$486,862</b>	
<b>Federal-Aid MBTA Matching Funds Subtotal</b>				<b>\$57,000,000</b>
		<b>Total FFY 2012 Regional Transit Funds</b>		<b>\$287,434,306</b>
		<b>Total FFY 2012 TIP Total</b>		<b>\$931,191,219</b>

# FFYs 2011-14 TIP FFY 2013

## Regional Highway Program

### FEDERAL-AID TARGET PROJECTS

#### Congestion Mitigation and Air Quality Improvement Program

			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Boston Region		Clean Air and Mobility Program	\$1,600,000	\$400,000	\$2,000,000
	<i>Arlington</i>	<i>Intersection of Route 3 and Route 60</i>			
	<i>Frammingham</i>	<i>Cochituate Rail Trail</i>			
	<i>Hopkinton</i>	<i>Crosswalk Beacon at Church and Main Sts.</i>			
	<i>Scituate</i>	<i>Scituate Sidewalk Installation and Improvements</i>			
	<i>Westwood</i>	<i>Crosswalk Improvements on Washington St.</i>			
<b>Congestion Mitigation and Air Quality Improvement Program Total</b>			<b>\$1,600,000</b>	<b>\$400,000</b>	<b>\$2,000,000</b>
			<i>Minimum CMAQ Regional Target</i>		<i>\$8,593,420</i>

Clean Air and Mobility Awards listed above will be funded in either 2012 or 2013 depending on readiness. Project estimates are not finalized at this time.

#### National Highway System

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year Five of Six	\$9,600,000	\$2,400,000	\$12,000,000
Needham & Wellesley	603711	Route 128 Improvement Program Contract 5, Year Two of Six	\$12,000,000	\$3,000,000	\$15,000,000
<b>National Highway System Total</b>			<b>\$21,600,000</b>	<b>\$5,400,000</b>	<b>\$27,000,000</b>

#### Surface Transportation Program

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Somerville	601820	Beacon Street	\$1,055,752	\$263,938	\$1,319,690
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$11,200,000	\$2,800,000	\$14,000,000
Weymouth	601630	Route 18	\$7,056,000	\$1,764,000	\$8,820,000
<b>Surface Transportation Program Total</b>			<b>\$12,255,752</b>	<b>\$3,063,938</b>	<b>\$24,139,690</b>

### FEDERAL-AID TARGET PROJECTS cont.

#### Highway Safety Improvement Program (HSIP) Project

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$3,867,039	\$429,671	\$4,296,710
<b>Highway Safety Improvement Program Total</b>			<b>\$3,867,039</b>	<b>\$429,671</b>	<b>\$4,296,710</b>
			<i>Minimum HSIP Regional Target</i>		<i>\$4,296,710</i>

**Total Regional Target Programming** **\$57,436,400**

*\*Boston Region MPO Regional Target with State Match* *\$57,303,412*

\*Boston Region MPO Target minus AC projects and ongoing programs is then actualized by 4% for 2012, and 2013

	state target	\$57,408,851 less AC/programs	\$1,292,141
	less AC/programs multiplied by 1.04 for 2012 and 2013	\$1,397,580 difference	\$105,439
	state target less difference (new target)	\$57,303,412	

Discussions regarding the distribution of the additional \$31M obligation authority (OA) provided to the Commonwealth are ongoing. The Massachusetts Association of Regional Planning Agencies (MARPA) and MassDOT will provide information regarding the additional OA prior to the final publication of the Boston Region MPO TIP.

### FEDERAL AID NON-TARGET PROJECTS

#### High-Priority Projects (TEA-21)

			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Somerville	601820	Beacon Street Construction (HPP 248)	\$2,064,248	\$516,062	\$2,580,310
<b>High-Priority Projects (SAFETEA-LU)</b>			<b>\$2,064,248</b>	<b>\$516,062</b>	<b>\$2,580,310</b>

# FFYs 2011-14 TIP FFY 2013

## **FEDERAL-AID BRIDGE PROJECTS**

<b>Bridge</b>			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Chelsea	604428	Washington Ave over the MBTA	\$2,952,584	\$738,146	\$3,690,730
<b>Bridge Total</b>			<b>\$2,952,584</b>	<b>\$738,146</b>	<b>\$3,690,730</b>

<b>Advance Construction Bridge</b>			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Boston	604517	Chelsea Street Bridge	\$11,200,000	\$2,800,000	\$14,000,000
Boston	603370	Route 99 (Alford Street) over Mystic River	\$8,000,000	\$2,000,000	\$10,000,000
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4	\$12,000,000	\$3,000,000	\$15,000,000
Needham, Wellesley	603711	Route 128 Improvement Program	\$10,400,000	\$2,600,000	\$13,000,000
<b>Advance Construction Bridge Total</b>			<b>\$41,600,000</b>	<b>\$10,400,000</b>	<b>\$52,000,000</b>
			<b>Federal-Aid Bridge Total</b>		<b>\$52,000,000</b>

<b>Accelerated Bridge Program - Federal Aid GANs Projects**</b>			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
<b>Accelerated Bridge Program Total</b>					<b>\$0</b>

\*\*GANs conversion to federal aid to begin in 2015

## **FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES**

<b>Interstate Maintenance</b>			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Franklin to Milford	606169	Interstate 495	\$14,394,240	\$1,599,360	\$15,993,600
Foxborough	606171	Interstate 95	\$8,276,688	\$919,632	\$9,196,320
Lexington/Burlington	606170	Interstate 95	\$9,328,410	\$1,036,490	\$10,364,900
Wakefield to Lynnfield	605597	Interstate 95	\$8,059,275	\$895,475	\$8,954,750
Wilmington to Woburn	604879	Interstate 93	\$11,121,264	\$1,235,696	\$12,356,960
<b>Interstate Maintenance Total</b>			<b>\$8,059,275</b>	<b>\$895,475</b>	<b>\$8,954,750</b>

<b>National Highway System Pavement Preservation</b>			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Weymouth	605602	Route 3	\$2,342,400	\$585,600	\$2,928,000
<b>National Highway System Pavement Preservation Total</b>			<b>\$2,342,400</b>	<b>\$585,600</b>	<b>\$2,928,000</b>
			<b>Total Highway Program</b>		<b>\$71,899,460</b>

<b>CENTRAL ARTERY/TUNNEL PROJECT</b>			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
National Highway System (NHS) Bridge			\$70,000,000		\$70,000,000
State Transportation Program (STP)/ Flex			\$86,555,000		\$86,555,000
State Transportation Program (STP)			\$20,000,000		\$20,000,000
<b>Federal-Aid Subtotal</b>			<b>\$176,555,000</b>		
<b>Federal-Aid Matching Funds Subtotal</b>					<b>\$176,555,000</b>
<b>Total Federal Fiscal Year 2013 Central Artery/Tunnel Funds</b>					<b>\$176,555,000</b>

## **Commonwealth Funding Commitments**

<b>STATE IMPLEMENTATION PLAN</b>			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Green Line Extension Project***			\$100,000,000	\$150,000,000	\$250,000,000
1,000 Parking Spaces					\$1,100,000
<b>State Implementation Plan Total</b>					<b>\$251,100,000</b>

\*\*\*Green Line cash flows assume FTA New Starts funding. Should New Starts funding not be awarded, the Commonwealth will assume financing of the project. Green Line Extension Project is defined as extension to College Avenue with the Union Square Spur.

# FFYs 2011-14 TIP FFY 2013

## *Regional Transit Program*

		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
<b>Section 5307</b>				
Systemwide	Locomotive and Coach Procurement	\$37,000,000	\$9,250,000	\$46,250,000
Systemwide	ITS Initiatives	\$2,000,000	\$500,000	\$2,500,000
Systemwide	Power Improvements	\$24,000,000	\$6,000,000	\$30,000,000
Systemwide	Station Rehab	\$6,000,000	\$1,500,000	\$7,500,000
Green Line	MBTA Accessibility Program	\$7,000,000	\$1,750,000	\$8,750,000
Systemwide	Station Management Program	\$13,000,000	\$3,250,000	\$16,250,000
Bus	Everett Maintenance Facility	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Elevator Replacement /Rehabilitation	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Preventive Maintenance	\$12,000,000	\$3,000,000	\$15,000,000
Systemwide	Specialized Non-Revenue Vehicles	\$2,000,000	\$500,000	\$2,500,000
Systemwide	Parking Program	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Station Accessibility Program	\$14,000,000	\$3,500,000	\$17,500,000
Commuter Rail	Commuter Rail Accessibility	\$3,000,000	\$750,000	\$3,750,000
Systemwide	Environmental Program	\$2,000,000	\$500,000	\$2,500,000
	<b>Section 5307 MBTA Match Total</b>	<b>\$134,000,000</b>	<b>\$33,500,000</b>	<b>\$167,500,000</b>
		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Cape Ann	Cape Ann Transportation Authority	\$501,362	\$125,341	\$626,703
MetroWest	MetroWest Transportation Authority	\$1,446,082	\$361,521	\$1,807,603
	<b>Section 5307 State Match Total</b>	<b>\$1,947,444</b>	<b>\$486,862</b>	<b>\$2,434,306</b>
<b>Section 5309 Infrastructure Program</b>		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Systemwide	Kawasaki Coaches	\$20,000,000	\$5,000,000	\$25,000,000
Systemwide	Locomotive and Coach Procurement	\$5,000,000	\$1,250,000	\$6,250,000
Commuter Rail	CRASP	\$8,000,000	\$2,000,000	\$10,000,000
Subway	Vehicle Programs	\$22,000,000	\$5,500,000	\$27,500,000
Red Line	Columbia Junction	\$7,000,000	\$1,750,000	\$8,750,000
Systemwide	Bridge and Tunnel Program	\$12,000,000	\$3,000,000	\$15,000,000
Systemwide	Track Upgrades	\$15,000,000	\$3,750,000	\$18,750,000
Systemwide	Signal Systems Upgrades	\$5,000,000	\$1,250,000	\$6,250,000
	<b>Section 5309 MBTA Match Total</b>	<b>\$94,000,000</b>	<b>\$23,500,000</b>	<b>\$117,500,000</b>
<b>Federal-Aid Subtotal</b>		<b>\$229,947,444</b>		
<b>Federal-Aid State Matching Funds Subtotal</b>			<b>\$486,862</b>	
<b>Federal-Aid MBTA Matching Funds Subtotal</b>				<b>\$57,000,000</b>
	<b>Total FFY 2013 Regional Transit Funds</b>			<b>\$287,434,306</b>
			<b>Total FFY 2013 TIP Total</b>	<b>\$786,988,766</b>

# FFYs 2011-14 TIP

## FFY 2014

### *Regional Highway Program*

#### **FEDERAL-AID TARGET PROJECTS**

				<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
<b>Congestion Mitigation and Air Quality Improvement Program</b>						
Boston	604761	South Bay Harbor Trail (construction)		\$3,080,000	\$770,000	\$3,850,000
				<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Boston Region		Clean Air and Mobility Program		\$1,600,000	\$400,000	\$2,000,000
<b>Congestion Mitigation and Air Quality Improvement Program Total</b>				<b>\$1,600,000</b>	<b>\$400,000</b>	<b>\$5,850,000</b>
				<i>Minimum CMAQ Regional Target</i>		\$8,593,420
 <b>National Highway System</b>						
				<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year Six of Six		\$9,200,000	\$2,300,000	\$11,500,000
Needham & Wellesley	603711	Route 128 Improvement Program Contract 5, Year Three of Six		\$11,920,000	\$2,980,000	\$14,900,000
<b>National Highway System Total</b>				<b>\$21,120,000</b>	<b>\$5,280,000</b>	<b>\$26,400,000</b>
 <b>Surface Transportation Program</b>						
				<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Concord & Lincoln	602984	Route 2 (Crosby's Corner)		\$15,374,126	\$3,843,532	\$19,217,658
<b>Surface Transportation Program Total</b>				<b>\$15,374,126</b>	<b>\$3,843,532</b>	<b>\$19,217,658</b>
 <b>Highway Safety Improvement Program (HSIP) Project</b>						
				<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Concord & Lincoln	602984	Route 2 (Crosby's Corner)		\$3,867,039	\$429,671	\$4,296,710
<b>Highway Safety Improvement Program Total</b>				<b>\$3,867,039</b>	<b>\$429,671</b>	<b>\$4,296,710</b>
				<i>Minimum HSIP Regional Target</i>		\$4,296,710

#### **FEDERAL-AID TARGET PROJECTS cont.**

<b>Surface Transportation Program/Enhancement</b>				<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Cambridge	605188	Cambridge Common (Construction)		\$800,000	\$200,000	\$1,000,000
<b>Surface Transportation Program/Enhancement Total</b>				<b>\$800,000</b>	<b>\$200,000</b>	<b>\$1,000,000</b>
<b>Total Regional Target Programming</b>						<b>\$56,764,368</b>
				<i>*Boston Region MPO Regional Target with State Match</i>		\$56,722,788

\*Boston Region MPO Target minus AC projects and ongoing programs is then actualized by 4% for 2011, 2012, and 2013

state target	\$57,408,851 less AC/programs	\$5,494,483
less AC/programs multiplied by 1.04 for 2012, 2013 and 2014	\$6,180,546 difference	\$686,063
state target less difference (new target)	\$56,722,788	

Discussions regarding the distribution of the additional \$31M obligation authority (OA) provided to the Commonwealth are ongoing. The Massachusetts Association of Regional Planning Agencies (MARPA) and MassDOT will provide information regarding the additional OA prior to the final publication of the Boston Region MPO TIP.

#### **FEDERAL AID NON-TARGET PROJECTS**

<b>High-Priority Projects (TEA-21)</b>				<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Somerville	601820	Beacon Street Construction (HPP 248)		\$2,064,248	\$516,062	\$2,580,310
<b>High-Priority Projects (SAFETEA-LU)</b>						
Cambridge	605188	Cambridge Common (Construction HPP 3536)		\$899,899	\$224,975	\$1,124,874
<b>High-Priority Projects Total</b>				<b>\$2,964,147</b>	<b>\$741,037</b>	<b>\$3,705,184</b>

# FFYs 2011-14 TIP FFY 2014

## *FEDERAL-AID BRIDGE PROJECTS*

<b>Bridge</b>		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
<b>Bridge Total</b>				
<b>Advance Construction Bridge</b>				
Boston	604517 Chelsea Street Bridge	\$8,000,000	\$2,000,000	\$10,000,000
Boston	603370 Route 99 (Alford Street) over Mystic River	\$6,880,000	\$1,720,000	\$8,600,000
Dedham, Needham & Westwood	603206 Route 128 Improvement Program Contract 4	\$10,400,000	\$2,600,000	\$13,000,000
Needham, Wellesley	603711 Route 128 Improvement Program	\$12,000,000	\$3,000,000	\$15,000,000
<b>Advance Construction Bridge Total</b>		<b>\$37,280,000</b>	<b>\$9,320,000</b>	<b>\$46,600,000</b>
				<b>Federal-Aid Bridge Total</b>
				<b>\$46,600,000</b>
<b>Accelerated Bridge Program - Federal Aid GANs Projects**</b>				
<b>Accelerated Bridge Program Total</b>				
<b>\$0</b>				

\*\*GANs conversion to federal aid to begin in 2015

## *FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES*

<b>Interstate Maintenance</b>				
Foxborough to Franklin	606176 Interstate 195	\$13,854,456	\$1,539,384	\$15,393,840
<b>Interstate Maintenance Total</b>		<b>\$13,854,456</b>	<b>\$1,539,384</b>	<b>\$15,393,840</b>
<b>National Highway System Pavement Preservation</b>				
Randolph to Canton	605607 Route 24	\$1,249,280	\$312,320	\$1,561,600
<b>National Highway System Pavement Preservation Total</b>		<b>\$1,249,280</b>	<b>\$312,320</b>	<b>\$1,561,600</b>
				<b>Total Highway Program</b>
				<b>\$77,424,992</b>
<b>CENTRAL ARTERY/TUNNEL PROJECT</b>				
National Highway System (NHS)				
		\$70,000,000		\$70,000,000
Bridge				
		\$86,555,000		\$86,555,000
State Transportation Program (STP)/ Flex				
		\$20,000,000		\$20,000,000
State Transportation Program (STP)				
		\$176,555,000		
<b>Federal-Aid Subtotal</b>				<b>\$176,555,000</b>
<b>Federal-Aid Matching Funds Subtotal</b>				<b>\$176,555,000</b>
<b>Total Federal Fiscal Year 2013 Central Artery/Tunnel Funds</b>				<b>\$176,555,000</b>

## *Commonwealth Funding Commitments*

<b>STATE IMPLEMENTATION PLAN</b>				
Green Line Extension Project***				
		\$100,000,000	\$150,000,000	\$250,000,000
1,000 Parking Spaces				
				\$1,100,000
<b>State Implementation Plan Total</b>				<b>\$251,100,000</b>

\*\*\*Green Line cash flows assume FTA New Starts funding. Should New Starts funding not be awarded, the Commonwealth will assume financing of the project. Green Line Extension Project is defined as extension to College Avenue with the Union Square Spur.

# FFYs 2011-14 TIP FFY 2014

## *Regional Transit Program*

<b>Section 5307</b>		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Systemwide	Locomotive and Coach Procurement	\$39,000,000	\$9,750,000	\$48,750,000
Systemwide	ITS Initiatives	\$2,000,000	\$500,000	\$2,500,000
Systemwide	Power Improvements	\$24,000,000	\$6,000,000	\$30,000,000
Systemwide	Station Rehab	\$6,000,000	\$1,500,000	\$7,500,000
Green Line	MBTA Accessibility Program (LRAP)	\$7,000,000	\$1,750,000	\$8,750,000
Systemwide	Station Management Program	\$13,000,000	\$3,250,000	\$16,250,000
Bus	Everett Maintenance Facility	\$2,000,000	\$500,000	\$2,500,000
Systemwide	Elevator Replacement /Rehabilitation	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Preventive Maintenance	\$12,000,000	\$3,000,000	\$15,000,000
Systemwide	Maintenance Facilities - Equipment	\$2,000,000	\$500,000	\$2,500,000
Systemwide	Parking Program	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Station Accessibility Program	\$14,000,000	\$3,500,000	\$17,500,000
Commuter Rail	Commuter Rail Accessibility	\$3,000,000	\$750,000	\$3,750,000
Systemwide	Environmental Program	\$2,000,000	\$500,000	\$2,500,000
<b>Section 5307 MBTA Match Total</b>		<b>\$134,000,000</b>	<b>\$33,500,000</b>	<b>\$167,500,000</b>

		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Cape Ann	Cape Ann Transportation Authority	\$501,362	\$125,341	\$626,703
MetroWest	MetroWest Transportation Authority	\$1,446,082	\$361,521	\$1,807,603
<b>Section 5307 State Match Total</b>		<b>\$1,947,444</b>	<b>\$486,862</b>	<b>\$2,434,306</b>

## *Regional Transit Program cont.*

<b>Section 5309 Infrastructure Program</b>		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Systemwide	Kawasaki Coaches	\$20,000,000	\$5,000,000	\$25,000,000
Systemwide	Locomotive and Coach Procurement	\$19,000,000	\$4,750,000	\$23,750,000
Subway	Vehicle Programs	\$22,000,000	\$5,500,000	\$27,500,000
Red Line	Columbia Junction	\$7,000,000	\$1,750,000	\$8,750,000
Systemwide	Bridge and Tunnel Program	\$6,000,000	\$1,500,000	\$7,500,000
Systemwide	Track Upgrades	\$15,000,000	\$3,750,000	\$18,750,000
Systemwide	Signal Systems Upgrades	\$5,000,000	\$1,250,000	\$6,250,000
<b>Section 5309 MBTA Match Total</b>		<b>\$94,000,000</b>	<b>\$23,500,000</b>	<b>\$117,500,000</b>

<b>Federal-Aid Subtotal</b>		<b>\$229,947,444</b>		
<b>Federal-Aid State Matching Funds Subtotal</b>			<b>\$486,862</b>	
<b>Federal-Aid MBTA Matching Funds Subtotal</b>				<b>\$57,000,000</b>

<b>Total FFY 2014 Regional Transit Funds</b>	<b>\$287,434,306</b>
<b>Total FFY 2014 TIP Total</b>	<b>\$792,514,298</b>



**Blue Line****Blue Line Modernization****MBTA**

Make improvements to the Blue Line, consistent with the MBTA's Capital Investment Program (CIP).

Funding Program: Section 5309  
 Air Quality Status: Model  
 TIP Category: Transit Service Enhancement

Federal Funds:	\$7,000,000
State Funds:	\$1,750,000
Total Funds:	\$8,750,000

**Boston****Chelsea St Bridge Replacement Construction****604517**

Replace the Chelsea Street Bridge (B-16-020) over the Chelsea River.

Funding Program: Bridge  
 Air Quality Status: Exempt  
 TIP Category: Bridge

Federal Funds:	\$8,000,000
State Funds:	\$2,000,000
Total Funds:	\$10,000,000

**Boston****Huntington Ave/Symphony Area Streetscape****604871**

Streetscape and art elements in the Huntington Avenue Corridor.

Funding Program: HPP 447  
 Air Quality Status: Exempt  
 TIP Category: Earmark

Federal Funds:	\$2,140,232
State Funds:	\$535,058
Total Funds:	\$2,675,290

**Boston****Huntington Ave/Symphony Area Streetscape****604871**

Streetscape and art elements in the Huntington Avenue Corridor.

Funding Program: HPP 1811  
 Air Quality Status: Exempt  
 TIP Category: Earmark

Federal Funds:	\$820,080
State Funds:	\$205,020
Total Funds:	\$1,025,100

**Boston/Chelsea****East Boston Haul Road**

Fund design of East Boston Haul Road.

Funding Program: HPP 2032 (SAFETEA-LU)  
 Air Quality Status: Exempt  
 TIP Category: Earmark

Federal Funds:	\$2,000,000
State Funds:	\$500,000
Total Funds:	\$2,500,000

**Boston & Cambridge**

**Longfellow Bridge**

**604361**

Rehabilitate/restore the Longfellow Bridge from Boston to Cambridge.

Funding Program: Bridge  
 Air Quality Status: Exempt  
 TIP Category: Bridge

Federal Funds:	
State Funds:	
Total Funds:	\$290,000,000

**Boston & Somerville**

**Interstate 93**

**605050**

Fund structural overlay on Interstate 93.

Funding Program: Major Infrastructure  
 Air Quality Status: Exempt  
 TIP Category: Major Highway

Federal Funds:	\$8,424,000
State Funds:	\$936,000
Total Funds:	\$9,360,000

**Boston**

**Route 99 (Alford Street) over Mystic River**

**603370**

Rehabilitation of Route 99/Alford Street (B-16-029) over the Mystic River.

Funding Program: Bridge  
 Air Quality Status: Exempt  
 TIP Category: Bridge

Federal Funds:	\$12,000,000
State Funds:	\$3,000,000
Total Funds:	\$15,000,000

**Boston Region**

**Clean Air and Mobility Program**

Funding for CMAQ-eligible projects in the Boston Region. The MPO's Transportation Demand Management (TDM), Suburban Mobility, and Bicycle Parking Infrastructure programs are among the eligible projects for funding.

Funding Program: CMAQ  
 Air Quality Status: Exempt  
 TIP Category: Target Funds

Federal Funds:	\$1,600,000
State Funds:	\$400,000
Total Funds:	\$2,000,000

**Boston Region**

**Central Artery/Tunnel 2011**

Fund various contracts associated with the continuing reconstruction of the Central Artery.

Funding Program: National Highway System  
 Air Quality Status: Model  
 TIP Category: Major Highway

Federal Funds:	\$70,000,000
State Funds:	
Total Funds:	\$70,000,000

**Boston Region Central Artery/Tunnel 2011**

Fund various contracts associated with the continuing reconstruction of the Central Artery.

Funding Program: Bridge  
Air Quality Status: Model  
TIP Category: Major Highway

Federal Funds:	\$25,000,000
State Funds:	
Total Funds:	\$25,000,000

**Boston Region Central Artery/Tunnel 2011**

Fund various contracts associated with the continuing reconstruction of the Central Artery.

Funding Program: State Transportation Program  
Air Quality Status: Model  
TIP Category: Major Highway

Federal Funds:	\$20,000,000
State Funds:	
Total Funds:	\$20,000,000

**Boston Region Central Artery/Tunnel 2011**

Fund various contracts associated with the continuing reconstruction of the Central Artery.

Funding Program: State Transportation Program/Flex  
Air Quality Status: Model  
TIP Category: Major Highway

Federal Funds:	\$44,365,000
State Funds:	
Total Funds:	\$44,365,000

**Burlington Interstate 95 605589**

Fund repitching of breakdown lane and structural overlay on Interstate 95.

Funding Program: Interstate Maintenance  
Air Quality Status: Exempt  
TIP Category: Major Highway

Federal Funds:	\$9,720,000
State Funds:	\$1,080,000
Total Funds:	\$10,800,000

**Bus CNG Bus Overhaul Program MBTA**

Mid-life overhaul planned to extend service life of vehicles purchased in early 2000s.

Funding Program: Section 5307  
Air Quality Status: Exempt  
TIP Category: Transit State of Good Repair

Federal Funds:	\$3,000,000
State Funds:	\$750,000
Total Funds:	\$3,750,000

**Bus****Everett Maintenance Facility****MBTA**

Project involves upgrade and renovation of the bus maintenance building for heavy maintenance of CNG buses. Separate contract work would also include installation of necessary sprinkler, fire, and security systems.

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$4,000,000
State Funds:	\$1,000,000
Total Funds:	\$5,000,000

**Cambridge****Kendall Square/Broadway Streetscape****600911**

This project will reconstruct Third Street from Broadway to Binney Street. The project will include new sidewalks, drainage, granite curbing, street lighting and plantings.

Funding Program: Section 112  
 Air Quality Status: Exempt  
 TIP Category: Arterial and Intersection

Federal Funds:	\$750,000
State Funds:	\$0
Total Funds:	\$750,000

**Canton, Randolph,  
& Westwood****Route 128 Improvement Program  
Contract 3****087800**

This contract consists of approximately 5 miles of I-95/I-93 (Route 128) roadway construction, beginning at Route 24 (Randolph) to the MBTA Franklin Rail Road Line bridge in Westwood, just north of the East Street Rotary. An additional 12-foot travel lane and 10-foot shoulder will be constructed toward the median in both directions. Construction will also consist of retaining walls, drainage improvements, culvert extensions, deck replacements, and noise barrier construction along Vincent Road in Westwood. This roadway contract will skip over the Canton/Dedham Bridge Contract (File No. 602288) involving the replacement of the Neponset River Bridge, AMTRAK/MBTA Bridge, and the University Avenue Bridge.

Funding Program: National Highway System  
 Air Quality Status: Model  
 TIP Category: Major Highway

Federal Funds:	\$4,800,000
State Funds:	\$1,200,000
Total Funds:	\$6,000,000

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<b>Canton</b>	<b>Interstate 95</b>	<b>606166</b>
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Resurfacing of Interstate 95 in Canton

Funding Program: Interstate Maintenance  
 Air Quality Status: Exempt  
 TIP Category: Major Highway

Federal Funds:	\$4,752,000
State Funds:	\$528,000
Total Funds:	\$5,280,000

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<b>Cape Ann</b>	<b>Cape Ann Transportation Authority</b>	<b>CATA</b>
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Provide funding for the capital and/or preventative maintenance costs of the Cape Ann Transportation Authority.

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$501,362
State Funds:	\$125,341
Total Funds:	\$626,703

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<b>Commuter Rail</b>	<b>Commuter Rail Accessibility Program</b>	<b>MBTA</b>
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Make accessibility improvements to the regional public transportation system, consistent with the MBTA's Capital Investment Program (CIP).

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit Service Enhancement

Federal Funds:	\$3,000,000
State Funds:	\$750,000
Total Funds:	\$3,750,000

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<b>Commuter Rail</b>	<b>Commuter Rail Systems Upgrades</b>	<b>MBTA</b>
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Make system upgrades to the regional public transportation system, consistent with the MBTA's Capital Investment Program (CIP).

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$3,000,000
State Funds:	\$750,000
Total Funds:	\$3,750,000

**Commuter Rail****Coach Rehabilitation and Safety Program****MBTA**

Repair/replace truck assemblies, couplers, HVAC, and toilet systems as part of the state-of-good-repair effort. This component of the program will target 162 coaches (40 Bombardier A coaches, 55 MBB coaches with toilets, and 67 Bombardier B coaches). Work will be performed by the Massachusetts Bay Commuter Railroad Company.

Funding Program: Section 5309  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$5,000,000
State Funds:	\$1,250,000
Total Funds:	\$6,250,000

**Concord & Lincoln****Route 2 (Crosby's Corner)****602984**

The purpose of this project is to 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 benefits of the project include the ability to safely and efficiently accommodate traffic and to provide safe access to the residences and businesses located along the project corridor. 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.

Funding Program: CMAQ, STP  
 Air Quality Status: Model  
 TIP Category: Arterial and Intersection

Federal Funds:	\$8,000,000
State Funds:	\$2,000,000
Total Funds:	\$10,000,000

**Concord & Lincoln****Route 2 (Crosby's Corner)****602984**

The purpose of this project is to 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 benefits of the project include the ability to safely and efficiently accommodate traffic and to provide safe access to the residences and businesses located along the project corridor. 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.

Funding Program: Surface Transportation Program  
 Air Quality Status: Model  
 TIP Category: Arterial and Intersection

Federal Funds:	\$831,598
State Funds:	\$207,897
Total Funds:	\$1,039,487

**Concord & Lincoln****Route 2 (Crosby's Corner)****602984**

The purpose of this project is to 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. This will also be accomplished by constructing a bridge to carry Route 2 over the other routes. The benefits of the project include the ability to safely and efficiently accommodate traffic and to provide safe access to the residences and businesses located along the project corridor. 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.

Funding Program: HSIP  
 Air Quality Status: Model  
 TIP Category: Arterial and Intersection

Federal Funds:	\$3,867,039
State Funds:	\$429,671
Total Funds:	\$4,296,710

**Danvers****Interstate 95****606163**

Resurfacing of Interstate 95 in Danvers

Funding Program: Interstate Maintenance  
 Air Quality Status: Exempt  
 TIP Category: Major Highway

Federal Funds:	\$2,415,600
State Funds:	\$268,400
Total Funds:	\$2,684,000

**Dedham, Needham,  
& Westwood****Route 128 Improvement Program  
Contract 4****603206**

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 12-foot 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 commuter 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.

Funding Program: National Highway System  
 Air Quality Status: Model  
 TIP Category: Major Highway

Federal Funds:	\$9,600,000
State Funds:	\$2,400,000
Total Funds:	\$12,000,000

**Dedham, Needham,  
& Westwood****Route 128 Improvement Program  
Contract 4****603206**

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 12-foot 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.

Funding Program: Bridge  
Air Quality Status: Exempt  
TIP Category: Bridge

Federal Funds:	\$3,600,000
State Funds:	\$900,000
Total Funds:	\$4,500,000

**Framingham****Winter Street over MBTA****603710**

Rehabilitation of the Winter Street Bridge over the MBTA/CSX Railroad

Funding Program: Bridge  
Air Quality Status: Exempt  
TIP Category: Bridge

Federal Funds:	
State Funds:	
Total Funds:	\$6,760,129

**Green Line****MBTA Accessibility Program****MBTA**

Fund accessibility improvements for the Green Line.

Funding Program: Section 5307  
Air Quality Status: Exempt  
TIP Category: Transit Service Enhancements

Federal Funds:	\$7,000,000
State Funds:	\$1,750,000
Total Funds:	\$8,750,000

**Green Line****Positive Train Control****MBTA**

Fund positive train control for the Green Line.

Funding Program: Section 5309  
Air Quality Status: Exempt  
TIP Category: Transit Service Enhancements

Federal Funds:	\$2,000,000
State Funds:	\$500,000
Total Funds:	\$2,500,000



**MetroWest****MetroWest Transportation Authority****MWRTA**

Provide funding for the capital and/or preventative maintenance costs of the MetroWest Transportation Authority.

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$1,446,082
State Funds:	\$361,521
Total Funds:	\$1,807,603

**Milford****Route 16 Intersection Improvements****606142**

Provide funding for improvements at seven intersections along Route.

Funding Program: CMAQ  
 Air Quality Status: Exempt  
 TIP Category: Arterial and Intersection

Federal Funds:	\$2,800,000
State Funds:	\$700,000
Total Funds:	\$3,500,000

**Quincy & Weymouth****Fore River Bridge****604382**

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.

Funding Program: Bridge  
 Air Quality Status: Exempt  
 TIP Category: Bridge

Federal Funds:	\$255,000,000
State Funds:	\$0
Total Funds:	\$255,000,000

**Red Line****Power System Improvements****MBTA**

Power system improvements along the Red Line.

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$11,000,000
State Funds:	\$2,750,000
Total Funds:	\$13,750,000

**Red Line****Red Line Number 2 Car****MBTA**

Upgrade and overhaul the Number 2 vehicles. This program will maintain critical components in a state of good repair to ensure that the vehicle fulfills its useful life.

Funding Program: Section 5309  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$8,000,000
State Funds:	\$2,000,000
Total Funds:	\$10,000,000

**Red Line****Columbia Junction****MBTA**

Project involves design and installation of Red Line signal system upgrades at Columbia Junction, including replacement of switches, cables, and track modules. This project provides significant service reliability improvements for Red Line operation.

Funding Program: Section 5309  
 Air Quality Status: Exempt  
 TIP Category: Transit Service Enhancement

Federal Funds:	\$4,000,000
State Funds:	\$1,000,000
Total Funds:	\$5,000,000

**Somerville****Somerville Community Path, Phase I, Construction****604331**

Construct Phase I of the bicycle and pedestrian path in Somerville.

Funding Program: CMAQ  
 Air Quality Status: Exempt  
 TIP Category: Bicycle/Pedestrian

Federal Funds:	\$2,790,089
State Funds:	\$697,522
Total Funds:	\$3,487,611

**Somerville****Somerville Community Path, Phase I, Construction****604331**

Construct Phase I of the bicycle and pedestrian path in Somerville.

Funding Program: HPP 2782 (SAFETEA-LU)  
 Air Quality Status: Exempt  
 TIP Category: Bicycle/Pedestrian

Federal Funds:	\$809,911
State Funds:	\$202,478
Total Funds:	\$1,012,389

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**Somerville                      Improvements to Broadway in East Somerville                      605219**

Streetscape improvements on Broadway in East Somerville.

Funding Program: HPP 431 (SAFETEA-LU)  
 Air Quality Status: Exempt  
 TIP Category: Arterial and Intersection

Federal Funds:	\$1,987,798
State Funds:	\$496,950
Total Funds:	\$2,484,748

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**Subway                                      Station Platform Program                                      MBTA**

Funding Program: Section 5309  
 Air Quality Status: Exempt  
 TIP Category: Transit Service Enhancement

Federal Funds:	\$3,000,000
State Funds:	\$750,000
Total Funds:	\$3,750,000

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**Subway                                      Vehicle Programs                                      MBTA**

Funding Program: Section 5309  
 Air Quality Status: Exempt  
 TIP Category: Transit Service Enhancement

Federal Funds:	\$11,000,000
State Funds:	\$2,750,000
Total Funds:	\$13,750,000

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**Systemwide                                      Locomotive and Coach Procurement                                      MBTA**

Fund the engineering and procurement of new commuter rail locomotives and coaches.

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$8,000,000
State Funds:	\$2,000,000
Total Funds:	\$10,000,000

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**Systemwide                                      ITS Initiatives                                      MBTA**

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$4,000,000
State Funds:	\$1,000,000
Total Funds:	\$5,000,000

**Systemwide****Station Rehab Program****MBTA**

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$7,000,000
State Funds:	\$1,750,000
Total Funds:	\$8,750,000

**Systemwide****Station Management Program****MBTA**

Install an automated, advanced fare-collection system, Hub Station Management Centers, and a Wide-Area Network for the regional public transportation system, consistent with the MBTA's Capital Investment Program (CIP).

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$10,000,000
State Funds:	\$2,500,000
Total Funds:	\$12,500,000

**Systemwide****Elevator Replacement/Rehabilitation****MBTA**

Provide funding for replacement and redundant elevators throughout the MBTA subway system.

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$3,000,000
State Funds:	\$750,000
Total Funds:	\$3,750,000

**Systemwide****Grant Anticipation Notes (GANs) Program****MBTA**

This program will fund the procurement of 175 Emission Control Diesel Buses and capital improvements to the Fairmount Corridor. The funds programmed here are for the reimbursement of principal and interest on GANs with Section 5307 funds for the purchase of 175 Emission Control Diesel buses and the Fairmount Corridor Improvement Project, Phase One. The Fairmount corridor improvements, Phase One, will make improvements to the existing infrastructure of the Fairmount commuter rail line. These improvements include the rehabilitation of two stations (Morton Street and Uphams Corner), construction of new interlocking, upgrading of the existing signal system, and rehabilitation and/or replacement of bridges along the corridor.

Funding Program: Section 5307  
 Air Quality Status: Model  
 TIP Category: Transit Service Enhancement

Federal Funds:	\$7,000,000
State Funds:	\$1,750,000
Total Funds:	\$8,750,000

**Systemwide****Preventative Maintenance****MBTA**

The funding allocation for the MBTA Preventative Maintenance program will be used to maintain existing MBTA infrastructure and rolling stock among various modes.

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$12,000,000
State Funds:	\$3,000,000
Total Funds:	\$15,000,000

**Systemwide****Specialized Non-Revenue Vehicles****MBTA**

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$4,000,000
State Funds:	\$1,000,000
Total Funds:	\$5,000,000

**Systemwide****Parking Program****MBTA**

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$4,000,000
State Funds:	\$1,000,000
Total Funds:	\$5,000,000

**Systemwide****Station Accessibility Program****MBTA**

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$16,000,000
State Funds:	\$4,000,000
Total Funds:	\$20,000,000

**Systemwide****Environmental Program****MBTA**

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$2,000,000
State Funds:	\$500,000
Total Funds:	\$2,500,000

**Systemwide****Maintenance Facilities - Equipment****MBTA**

Fund the equipment for maintenance facilities.

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$1,000,000
State Funds:	\$250,000
Total Funds:	\$1,250,000

**Systemwide****Locomotive and Coach Procurement****MBTA**

Fund the engineering and procurement of new commuter rail locomotives and coaches.

Funding Program: Section 5309  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$40,000,000
State Funds:	\$10,000,000
Total Funds:	\$50,000,000

**Systemwide****Bridge and Tunnel Program****MBTA**

Funding Program: Section 5309  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$8,000,000
State Funds:	\$2,000,000
Total Funds:	\$10,000,000

**Systemwide****Track Upgrades****MBTA**

Funding Program: Section 5309  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$33,000,000
State Funds:	\$8,250,000
Total Funds:	\$41,250,000

**Systemwide****Signal System Upgrades****MBTA**

Funding Program: Section 5309  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$5,000,000
State Funds:	\$1,250,000
Total Funds:	\$6,250,000

**Walpole, Norwood,  
Sharon, & Canton****Interstate 95****605590**

Fund structural overlay of Interstate 95.

Funding Program: Interstate Maintenance  
 Air Quality Status: Exempt  
 TIP Category: Major Highway

Federal Funds:	\$6,640,200
State Funds:	\$737,800
Total Funds:	\$7,378,000

**Newton****Hammond St over the MBTA****605106**

The proposed project will replace the existing bridge with a replicated arch structure, similar to the existing bridge. The bridge rail will be a concrete Texas style rail, also similar to the existing rail type. Minor roadway improvements will eliminate drainage problems. A traffic detour is necessary for the duration of the project. Currently, the bridge remains open with the aid of a temporary Acrow panel structure which will remain in place until the construction begins.

Funding Program: Bridge  
 Air Quality Status: Exempt  
 TIP Category: Bridge

Federal Funds:	\$739,912
State Funds:	\$184,978
Total Funds:	\$924,890

**Acton & Littleton****Route 2****604472**

Fund resurfacing of Route 2 from the Route 2 bridge in Littleton to the Acton /Concord town line.

Funding Program: NHSP  
 Air Quality Status: Exempt  
 TIP Category: Arterial and Intersection

Federal Funds:	\$3,269,112
State Funds:	\$934,032
Total Funds:	\$4,670,160

**Arlington****Massachusetts Ave****604687**

Fund reconstruction of Massachusetts Avenue from Pond Street to the Cambridge city line.

Funding Program: Surface Transportation Program  
 Air Quality Status: Exempt  
 TIP Category: Arterial and Intersection

Federal Funds:	\$2,838,723
State Funds:	\$709,681
Total Funds:	\$3,548,404

**Arlington****Massachusetts Ave****604687**

Fund reconstruction of Massachusetts Avenue from Pond Street to the Cambridge city line.

Funding Program: HPP 47 (SAFETEA-LU)  
 Air Quality Status: Exempt  
 TIP Category: Arterial and Intersection

Federal Funds:	\$1,157,597
State Funds:	\$289,399
Total Funds:	\$1,157,597

**Arlington****Massachusetts Ave****604687**

Fund reconstruction of Massachusetts Avenue from Pond Street to the Cambridge city line.

Funding Program: HPP Section 129(SAFETEA-LU)  
 Air Quality Status: Exempt  
 TIP Category: Arterial and Intersection

Federal Funds:	\$750,000
State Funds:	
Total Funds:	\$750,000

**Boston****Chelsea Street Bridge****604517**

Replace the Chelsea Street Bridge (B-16-020) over the Chelsea River.

Funding Program: Bridge  
 Air Quality Status: Exempt  
 TIP Category: Bridge

Federal Funds:	\$8,800,000
State Funds:	\$2,200,000
Total Funds:	\$11,000,000

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**Boston**                      **Warren St/Blue Hill Ave Construction**                      **605791**

Funding Program: HPP 2129 (SAFETEA-LU)  
 Air Quality Status: Exempt  
 TIP Category: Arterial and Intersection

Federal Funds:	\$2,153,997
State Funds:	\$538,499
Total Funds:	\$2,692,496

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**Boston**                      **Melnea Cass Blvd Construction**                      **605789**

Funding Program: HPP 756 (SAFETEA-LU)  
 Air Quality Status: Exempt  
 TIP Category: Arterial and Intersection

Federal Funds:	\$1,938,598
State Funds:	\$484,650
Total Funds:	\$2,423,248

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**Boston**                      **Melnea Cass Blvd Construction**                      **605789**

Funding Program: HPP 4284 (SAFETEA-LU)  
 Air Quality Status: Exempt  
 TIP Category: Arterial and Intersection

Federal Funds:	\$4,005,900
State Funds:	\$1,001,475
Total Funds:	\$5,007,375

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**Boston**                      **East Boston Haul Road**                      **605790**

Funding Program: HPP 2032 (SAFETEA-LU)  
 Air Quality Status: Exempt  
 TIP Category: Arterial and Intersection

Federal Funds:	\$2,499,370
State Funds:	\$624,843
Total Funds:	\$3,124,213

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**Boston**                      **Route 99 (Alford Street) over Mystic River**                      **603370**

Rehabilitation of Route 99/Alford Street (B-16-029) over the Mystic River.

Funding Program: Bridge  
 Air Quality Status: Exempt  
 TIP Category: Bridge

Federal Funds:	\$12,000,000
State Funds:	\$3,000,000
Total Funds:	\$15,000,000

**Boston Region****Clean Air and Mobility**

Funding for CMAQ-eligible projects in the Boston Region. The MPO's Transportation Demand Management (TDM), Suburban Mobility, and Bicycle Parking Infrastructure programs are among the eligible projects for funding.

Funding Program: CMAQ  
 Air Quality Status: Exempt  
 TIP Category: Target Funds

Federal Funds:	\$1,600,000
State Funds:	\$400,000
Total Funds:	\$2,000,000

**Boston Region****Central Artery/Tunnel 2012**

Fund various contracts associated with the continuing reconstruction of the Central Artery.

Funding Program: National Highway System  
 Air Quality Status: Model  
 TIP Category: Major Highway

Federal Funds:	\$70,000,000
State Funds:	
Total Funds:	\$70,000,000

**Boston Region****Central Artery/Tunnel 2012**

Fund various contracts associated with the continuing reconstruction of the Central Artery.

Funding Program: State Transportation Program  
 Air Quality Status: Model  
 TIP Category: Major Highway

Federal Funds:	\$20,000,000
State Funds:	
Total Funds:	\$20,000,000

**Boston Region****Central Artery/Tunnel 2012**

Fund various contracts associated with the continuing reconstruction of the Central Artery.

Funding Program: State Transportation Program/Flex  
 Air Quality Status: Model  
 TIP Category: Major Highway

Federal Funds:	\$75,960,000
State Funds:	
Total Funds:	\$75,960,000

**Bus**

**Everett Maintenance Facility**

**MBTA**

Project involves upgrade and renovation of the bus maintenance building for heavy maintenance of CNG buses. Separate contract work would also include installation of necessary sprinkler, fire, and security systems.

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$2,000,000
MBTA Funds:	\$500,000
Total Funds:	\$2,500,000

**Canton, Randolph, & Westwood**

**Route 128 Improvement Program Contract 3**

**087800**

This contract consists of approximately 5 miles of I-95/I-93 (Route 128) roadway construction, from Route 24 (Randolph) to the MBTA Franklin Rail Road Line bridge in Westwood, just north of the East Street Rotary. An additional 12-foot travel lane and 10-foot shoulder will be constructed toward the median in both directions. Construction will also consist of retaining walls, drainage improvements, culvert extensions, deck replacements, and noise barrier construction along Vincent Road in Westwood. This roadway contract will skip over the Canton/Dedham Bridge Contract (File No. 602288) involving the replacement of the Neponset River Bridge, AMTRAK/MBTA Bridge, and the University Avenue Bridge.

Funding Program: National Highway System  
 Air Quality Status: Model  
 TIP Category: Major Highway

Federal Funds:	\$4,800,000
State Funds:	\$1,200,000
Total Funds:	\$6,000,000

**Cape Ann**

**Cape Ann Transportation Authority**

**CATA**

Provide funding for the capital and/or preventative maintenance costs of the Cape Ann Transportation Authority.

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$501,362
State Funds:	\$125,341
Total Funds:	\$626,703

**Commuter Rail**

**Commuter Rail Accessibility Program**

**MBTA**

Make accessibility improvements to the regional public transportation system, consistent with the MBTA's Capital Investment Program (CIP).

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit Service Enhancement

Federal Funds:	\$3,000,000
MBTA Funds:	\$750,000
Total Funds:	\$3,750,000

**Commuter Rail****Commuter Rail Systems Upgrades****MBTA**

Make system upgrades to the regional public transportation system, consistent with the MBTA's Capital Investment Program (CIP).

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit Service Enhancement

Federal Funds:	\$3,000,000
MBTA Funds:	\$750,000
Total Funds:	\$3,750,000

**Commuter Rail****Coach Rehabilitation and Safety Program****MBTA**

Repair/replace truck assemblies, couplers, HVAC, and toilet systems as part of the state-of-good-repair effort. This component of the program will target 162 coaches (40 Bombardier A coaches, 55 MBB coaches with toilets, and 67 Bombardier B coaches). Work will be performed by the Massachusetts Bay Commuter Railroad Company.

Funding Program: Section 5309  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$8,000,000
State Funds:	\$2,000,000
Total Funds:	\$10,000,000

**Concord & Lincoln****Route 2 (Crosby's Corner)****602984**

The purpose of this project is to 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 benefits of the project include the ability to safely and efficiently accommodate traffic and to provide safe access to the residences and businesses located along the project corridor. 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.

Funding Program: Surface Transportation Program  
 Air Quality Status: Model  
 TIP Category: Arterial and Intersection

Federal Funds:	\$8,400,000
State Funds:	\$2,100,000
Total Funds:	\$10,500,000

**Concord & Lincoln****Route 2 (Crosby's Corner)****602984**

The purpose of this project is to 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. This will also be accomplished by constructing a bridge to carry Route 2 over the other routes. The benefits of the project include the ability to safely and efficiently accommodate traffic and to provide safe access to the residences and

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businesses located along the project corridor. 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.

Funding Program: HSIP  
Air Quality Status: Model  
TIP Category: Arterial and Intersection

Federal Funds: \$3,867,039  
State Funds: \$429,671  
Total Funds: \$4,296,710

**Dedham, Needham,  
& Westwood**

**Route 128 Improvement Program  
Contract 4**

**603206**

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 12-foot 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.

Funding Program: National Highway System  
Air Quality Status: Model  
TIP Category: Major Highway

Federal Funds: \$9,600,000  
State Funds: \$2,400,000  
Total Funds: \$12,000,000

**Dedham, Needham,  
& Westwood**

**Route 128 Improvement Program  
Contract 4**

**603206**

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 12-foot 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.

Funding Program: Bridge  
Air Quality Status: Model  
TIP Category: Bridge

Federal Funds: \$8,000,000  
State Funds: \$2,000,000  
Total Funds: \$10,000,000

**Foxborough & Sharon****Interstate 95****605596**

Fund structural overlay of Interstate 95.

Funding Program: Interstate Maintenance  
 Air Quality Status: Model  
 TIP Category: Major Highway

Federal Funds:	\$7,554,240
State Funds:	\$839,360
Total Funds:	\$8,393,600

**Franklin****Route 140 Improvements Construction****605596**

Fund improvements to Route 140 in Franklin.

Funding Program: HPP 4279 (SAFETEA-LU)  
 Air Quality Status: Model  
 TIP Category: Arterial and Intersection

Federal Funds:	\$4,607,375
State Funds:	\$1,151,844
Total Funds:	\$5,759,219

**Green Line****MBTA Accessibility Program****MBTA**

Fund accessibility improvements for the Green Line.

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit Service Enhancements

Federal Funds:	\$7,000,000
State Funds:	\$1,750,000
Total Funds:	\$8,750,000

**Malden****Pleasant Ave Construction****605173**

Provides funding for concrete pavement restoration and/or rehabilitation of Pleasant Street from Malden City Hall to Main Street.

Funding Program: HPP 589 (SAFETEA-LU)  
 Air Quality Status: Model  
 TIP Category: Arterial and Intersection

Federal Funds:	\$1,367,848
State Funds:	\$341,962
Total Funds:	\$1,709,810

**Malden****Pleasant Ave Construction****605173**

Provides funding for concrete pavement restoration and/or rehabilitation of Pleasant Street from Malden City Hall to Main Street.

Funding Program: Section 117  
 Air Quality Status: Model  
 TIP Category: Arterial and Intersection

Federal Funds:	\$1,657,656
State Funds:	\$0
Total Funds:	\$1,657,656

**MetroWest****MetroWest Transportation Authority****MWRTA**

Provide funding for the capital and/or preventative maintenance costs of the MetroWest Transportation Authority.

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$1,446,082
State Funds:	\$361,521
Total Funds:	\$1,807,603

**Needham & Wellesley****Route 128 Improvement Program  
Contract 5****603711**

This project is the final bridge contract (Bridge V) of the I-95/I-93 (Route 128) Transportation Improvement Project, which includes the replacement of five different bridges and approximately 3.0-3.5 miles of roadway widening toward the median along I-95 (Route 128). This roadway work on I-95, from just south of Kendrick Street to just north of Route 9, will include the installation of an additional 12-foot travel lane and 10-foot shoulder in each direction, toward the median, and potentially, collector/distributor roads or auxiliary lanes, which will provide safer weaving movements between Highland Avenue and Kendrick Street and the associated traffic movements with the adjacent business park in Needham. The bridge replacement 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 (N-04-022); and I-95 (Route 128) over Route 9 in Wellesley (W-13-023).

Funding Program: National Highway System  
 Air Quality Status: Model  
 TIP Category: Major Highway

Federal Funds:	\$9,600,000
State Funds:	\$2,400,000
Total Funds:	\$12,000,000

**Needham & Wellesley****Route 128 Improvement Program****603711**

This project is the final bridge contract (Bridge V) of the I-95/I-93 (Route 128) Transportation Improvement Project, which includes the replacement of five bridges and approximately 3.0-3.5 miles of roadway widening toward the median along I-95 (Route 128). This roadway work on I-95, from just south of Kendrick Street to just north of Route 9, will include the installation of an additional 12-foot travel lane and 10-foot shoulder in each direction, toward the median, and potentially, collector/distributor roads or auxiliary lanes, which will provide safer weaving movements between Highland Avenue and Kendrick Street and the associated traffic movements with the adjacent business park in Needham. The bridge replacement 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 (N-04-022); and I-95 (Route 128) over Route 9 in Wellesley (W-13-023).

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Funding Program: Bridge  
Air Quality Status: Exempt  
TIP Category: Bridge

Federal Funds: \$1,600,000  
State Funds: \$400,000  
Total Funds: \$2,000,000

**Red Line**

**Columbia Junction**

**MBTA**

Project involves design and installation of Red Line signal system upgrades at Columbia Junction, including replacement of switches, cables, and track modules. This project provides significant service reliability improvements for Red Line operation.

Funding Program: Section 5309  
Air Quality Status: Exempt  
TIP Category: Transit Service Enhancement

Federal Funds: \$2,000,000  
MBTA Funds: \$500,000  
Total Funds: \$2,500,000

**Subway**

**Station Platform Program**

**MBTA**

Funding Program: Section 5309  
Air Quality Status: Exempt  
TIP Category: Transit Service Enhancement

Federal Funds: \$4,000,000  
MBTA Funds: \$1,000,000  
Total Funds: \$5,000,000

**Subway**

**Vehicle Programs**

**MBTA**

Funding Program: Section 5309  
Air Quality Status: Exempt  
TIP Category: Transit Service Enhancement

Federal Funds: \$22,000,000  
MBTA Funds: \$5,500,000  
Total Funds: \$27,500,000

**Systemwide**

**Locomotive and Coach Procurement**

**MBTA**

Fund the engineering and procurement of new commuter rail locomotives and coaches.

Funding Program: Section 5307  
Air Quality Status: Exempt  
TIP Category: Transit State of Good Repair

Federal Funds: \$47,000,000  
MBTA Funds: \$11,750,000  
Total Funds: \$58,750,000

**Systemwide**

**ITS Initiatives**

**MBTA**

HOV lane ITS equipment capital improvements.

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$3,000,000
MBTA Funds:	\$750,000
Total Funds:	\$3,750,000

**Systemwide**

**Power Improvements**

**MBTA**

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$23,000,000
MBTA Funds:	\$5,750,000
Total Funds:	\$28,750,000

**Systemwide**

**Station Rehab Program**

**MBTA**

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$8,000,000
MBTA Funds:	\$2,000,000
Total Funds:	\$10,000,000

**Systemwide**

**Maintenance Facilities - Equipment**

**MBTA**

Fund the equipment for maintenance facilities.

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$2,000,000
MBTA Funds:	\$500,000
Total Funds:	\$2,500,000

**Systemwide**

**Elevator Replacement/Rehabilitation**

**MBTA**

Provide funding for replacement and redundant elevators throughout the MBTA subway system.

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$4,000,000
MBTA Funds:	\$1,000,000
Total Funds:	\$5,000,000

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<b>Systemwide</b>	<b>Preventative Maintenance</b>	<b>MBTA</b>
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The funding allocation for the MBTA Preventative Maintenance program will be used to maintain existing MBTA infrastructure and rolling stock among various modes.

Funding Program: Section 5307	Federal Funds: \$12,000,000
Air Quality Status: Exempt	MBTA Funds: \$3,000,000
TIP Category: Transit State of Good Repair	Total Funds: \$15,000,000

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<b>Systemwide</b>	<b>Parking Program</b>	<b>MBTA</b>
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Funding Program: Section 5307	Federal Funds: \$4,000,000
Air Quality Status: Exempt	MBTA Funds: \$1,000,000
TIP Category: Transit State of Good Repair	Total Funds: \$5,000,000

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<b>Systemwide</b>	<b>Station Accessibility Program</b>	<b>MBTA</b>
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Funding Program: Section 5307	Federal Funds: \$14,000,000
Air Quality Status: Exempt	MBTA Funds: \$3,500,000
TIP Category: Transit State of Good Repair	Total Funds: \$17,500,000

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<b>Systemwide</b>	<b>Environmental Program</b>	<b>MBTA</b>
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Funding Program: Section 5307	Federal Funds: \$2,000,000
Air Quality Status: Exempt	MBTA Funds: \$500,000
TIP Category: Transit State of Good Repair	Total Funds: \$2,500,000

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<b>Systemwide</b>	<b>Kawasaki Coaches</b>	<b>MBTA</b>
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Fund the engineering and rehabilitation of 75 Kawasaki bi-level coaches.

Funding Program: Section 5309	Federal Funds: \$6,000,000
Air Quality Status: Exempt	MBTA Funds: \$1,500,000
TIP Category: Transit State of Good Repair	Total Funds: \$7,500,000

**Systemwide****Locomotive and Coach Procurement****MBTA**

Fund the engineering and procurement of new commuter rail locomotives and coaches.

Funding Program: Section 5309  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$5,000,000
MBTA Funds:	\$1,250,000
Total Funds:	\$6,250,000

**Systemwide****Bridge and Tunnel Program****MBTA**

Funding Program: Section 5309  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$9,000,000
MBTA Funds:	\$2,250,000
Total Funds:	\$11,250,000

**Systemwide****Track Upgrades****MBTA**

Funding Program: Section 5309  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$33,000,000
MBTA Funds:	\$8,250,000
Total Funds:	\$41,250,000

**Systemwide****Signal System Upgrades****MBTA**

Funding Program: Section 5309  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$5,000,000
MBTA Funds:	\$1,250,000
Total Funds:	\$6,250,000

**Weymouth****Route 18****601630**

Design and widen Route 18 (Main Street) from two to four lanes from Route 3 in Weymouth to Route 139 in Abington.

Funding Program: Surface Transportation Program  
 Air Quality Status: Model  
 TIP Category: Arterial and Intersection

Federal Funds:	\$3,760,000
State Funds:	\$940,000
Total Funds:	\$4,700,000

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**Weymouth**

**Route 18 Construction**

**601630**

Design and widen Route 18 (Main Street) from two to four lanes from Route 3 in Weymouth to Route 139 in Abington.

Funding Program: HPP 1236 (TEA-21)  
Air Quality Status: Model  
TIP Category: Arterial and Intersection

Federal Funds:	\$10,065,631
State Funds:	\$2,516,408
Total Funds:	\$12,582,039

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**Boston** **Chelsea Street Bridge** **604517**

Fund the replacement of the Chelsea Street Bridge in Boston.

Funding Program: Bridge  
 Air Quality Status: Exempt  
 TIP Category: Bridge

Federal Funds:	\$11,200,000
State Funds:	\$2,800,000
Total Funds:	\$14,000,000

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**Boston** **Route 99 (Alford Street over Mystic River)** **603370**

Rehabilitation of Route 99/Alford Street (B-16-029) over the Mystic River.

Funding Program: Bridge  
 Air Quality Status: Exempt  
 TIP Category: Bridge

Federal Funds:	\$8,000,000
State Funds:	\$2,000,000
Total Funds:	\$10,000,000

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**Boston Region** **Clean Air and Mobility**

Funding for CMAQ-eligible projects in the Boston Region. The MPO's Transportation Demand Management (TDM), Suburban Mobility, and Bicycle Parking Infrastructure programs are among the eligible projects for funding.

Funding Program: CMAQ  
 Air Quality Status: Exempt  
 TIP Category: Target Funds

Federal Funds:	\$1,600,000
State Funds:	\$400,000
Total Funds:	\$2,000,000

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**Boston Region** **Central Artery/Tunnel 2013**

Fund various contracts associated with the continuing reconstruction of the Central Artery.

Funding Program: National Highway System  
 Air Quality Status: Model  
 TIP Category: Major Highway

Federal Funds:	\$70,000,000
State Funds:	
Total Funds:	\$70,000,000

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**Boston Region** **Central Artery/Tunnel 2013**

Fund various contracts associated with the continuing reconstruction of the Central Artery.

Funding Program: State Transportation Program  
 Air Quality Status: Model  
 TIP Category: Major Highway

Federal Funds:	\$20,000,000
State Funds:	
Total Funds:	\$20,000,000

**Boston Region****Central Artery/Tunnel 2013**

Fund various contracts associated with the continuing reconstruction of the Central Artery.

Funding Program: State Transportation Program/Flex	Federal Funds: \$86,555,000
Air Quality Status: Model	State Funds:
TIP Category: Major Highway	Total Funds: \$86,555,000

**Bus****Everett Maintenance Facility****MBTA**

This project involves upgrade and renovation of the bus maintenance building for heavy maintenance of CNG buses. Separate contract work would also include installation of necessary sprinkler, fire, and security systems.

Funding Program: Section 5307	Federal Funds: \$4,000,000
Air Quality Status: Exempt	MBTA Funds: \$1,000,000
TIP Category: Transit State of Good Repair	Total Funds: \$5,000,000

**Cape Ann****Cape Ann Transportation Authority****CATA**

Provide funding for the capital and/or preventative maintenance costs of the Cape Ann Transportation Authority.

Funding Program: Section 5307	Federal Funds: \$501,362
Air Quality Status: Exempt	State Funds: \$125,341
TIP Category: Transit State of Good Repair	Total Funds: \$626,703

**Chelsea****Washington Avenue over the MBTA****604428**

Replacement of the Route 109, 135, Charles River, and Great Plain Avenue bridges.

Funding Program: Bridge	Federal Funds: \$2,952,584
Air Quality Status: Exempt	State Funds: \$738,146
TIP Category: Bridge	Total Funds: \$3,690,730

**Commuter Rail****Commuter Rail Accessibility Program****MBTA**

Make accessibility improvements to the regional public transportation system, consistent with the MBTA's Capital Investment Program (CIP).

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit Service Enhancement

Federal Funds:	\$3,000,000
MBTA Funds:	\$750,000
Total Funds:	\$3,750,000

**Commuter Rail****Coach Rehabilitation and Safety Program****MBTA**

Repair/replace truck assemblies, couplers, HVAC, and toilet systems as part of the state-of-good-repair effort. This component of the program will target 162 coaches (40 Bombardier A coaches, 55 MBB coaches with toilets, and 67 Bombardier B coaches). Work will be performed by the Massachusetts Bay Commuter Railroad Company.

Funding Program: Section 5309  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$8,000,000
MBTA Funds:	\$2,000,000
Total Funds:	\$10,000,000

**Concord & Lincoln****Route 2 (Crosby's Corner)****602984**

The purpose of this project is to 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 benefits of the project include the ability to safely and efficiently accommodate traffic and to provide safe access to the residences and businesses located along the project corridor. 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.

Funding Program: Surface Transportation Program  
 Air Quality Status: Model  
 TIP Category: Arterial and Intersection

Federal Funds:	\$11,200,000
State Funds:	\$2,800,000
Total Funds:	\$14,000,000

**Concord & Lincoln****Route 2 (Crosby's Corner)****602984**

The purpose of this project is to 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 benefits of the project include the ability to safely and efficiently accommodate traffic and to provide safe access to the residences and businesses located along the project corridor. 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.

Funding Program: HSIP  
 Air Quality Status: Model  
 TIP Category: Arterial and Intersection

Federal Funds:	\$3,867,039
State Funds:	\$429,671
Total Funds:	\$4,296,710

**Dedham, Needham,  
& Westwood****Route 128 Improvement Program  
Contract 4****603206**

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 12-foot 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 commuter railroad line in Needham. The total length of 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 stormwater standards.

Funding Program: National Highway System  
 Air Quality Status: Model  
 TIP Category: Major Highway

Federal Funds:	\$9,600,000
State Funds:	\$2,400,000
Total Funds:	\$12,000,000

**Dedham, Needham,  
& Westwood****Route 128 Improvement Program  
Contract 4****603206**

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 12-foot 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.

Funding Program: Bridge  
 Air Quality Status: Exempt  
 TIP Category: Bridge

Federal Funds:	\$12,000,000
State Funds:	\$3,000,000
Total Funds:	\$15,000,000

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<b>Foxborough</b>	<b>Interstate 95</b>	<b>606171</b>
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Fund structural overlay of Interstate 95.

Funding Program: Interstate Maintenance  
 Air Quality Status: Model  
 TIP Category: Major Highway

Federal Funds:	\$8,276,688
State Funds:	\$919,632
Total Funds:	\$9,196,320

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<b>Franklin &amp; Milford</b>	<b>Interstate 495</b>	<b>606169</b>
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Fund structural overlay of Interstate 495.

Funding Program: Interstate Maintenance  
 Air Quality Status: Model  
 TIP Category: Major Highway

Federal Funds:	\$14,394,240
State Funds:	\$1,599,360
Total Funds:	\$15,993,600

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<b>Green Line</b>	<b>MBTA Accessibility Program</b>	<b>MBTA</b>
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Fund accessibility improvements for the Green Line.

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit Service Enhancements

Federal Funds:	\$7,000,000
MBTA Funds:	\$1,750,000
Total Funds:	\$8,750,000

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<b>Lexington &amp; Burlington</b>	<b>Interstate 95</b>	<b>606170</b>
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Fund structural overlay of Interstate 95.

Funding Program: Interstate Maintenance  
 Air Quality Status: Model  
 TIP Category: Major Highway

Federal Funds:	\$9,328,410
State Funds:	\$1,036,490
Total Funds:	\$10,364,900

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<b>MetroWest</b>	<b>MetroWest Transportation Authority</b>	<b>MWRTA</b>
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Provide funding for the capital and/or preventative maintenance costs of the MetroWest Transportation Authority.

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$1,446,082
State Funds:	\$361,521
Total Funds:	\$1,807,603

**Needham & Wellesley****Route 128 Improvement Program  
Contract 5****603711**

This project is the final bridge contract (Bridge V) of the I-95/93 (Route 128) Transportation Improvement Project, which includes the replacement of five bridges and approximately 3.0-3.5 miles of roadway widening toward the median along I-95 (Route 128). This roadway work on I-95, from just south of Kendrick Street to just north of Route 9, will include the installation of an additional 12-foot travel lane and 10-foot shoulder in each direction toward the median, and, potentially, collector/distributor roads or auxiliary lanes, providing safer weaving movements between Highland Avenue and Kendrick Street and the associated traffic movements with the adjacent business park in Needham. The bridge replacement 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 (N-04-022); and I-95 (Route 128) over Route 9 in Wellesley (W-13-023).

Funding Program: National Highway System  
Air Quality Status: Model  
TIP Category: Major Highway

Federal Funds:	\$12,000,000
State Funds:	\$3,000,000
Total Funds:	\$15,000,000

**Needham & Wellesley****Route 128 Improvement Program****603711**

This project is the final bridge contract (Bridge V) of the I-95/I-93 (Route 128) Transportation Improvement Project, which includes the replacement of five bridges and approximately 3.0-3.5 miles of roadway widening toward the median along I-95 (Route 128). This roadway work on I-95, from just south of Kendrick Street to just north of Route 9, will include the installation of an additional 12-foot travel lane and 10-foot shoulder in each direction, toward the median, and potentially, collector/distributor roads or auxiliary lanes, which will provide safer weaving movements between Highland Avenue and Kendrick Street and the associated traffic movements with the adjacent business park in Needham. The bridge replacement 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 (N-04-022); and I-95 (Route 128) over Route 9 in Wellesley (W-13-023).

Funding Program: Bridge  
Air Quality Status: Exempt  
TIP Category: Bridge

Federal Funds:	\$10,400,000
State Funds:	\$2,600,000
Total Funds:	\$13,000,000

**Peabody****Howley Street over the North River****603531**

Replace the Howley Street Bridge (P-3-13) over the North River.

Funding Program: Bridge  
 Air Quality Status: Exempt  
 TIP Category: Bridge

Federal Funds:	
State Funds:	
Total Funds:	\$1,153,260

**Red Line****Columbia Junction****MBTA**

This project involves design and installation of Red Line signal system upgrades at Columbia Junction including replacement of switches, cables, and track modules. This project provides significant service reliability improvements for Red Line operation.

Funding Program: Section 5309  
 Air Quality Status: Exempt  
 TIP Category: Transit Service Enhancement

Federal Funds:	\$7,000,000
MBTA Funds:	\$1,750,000
Total Funds:	\$8,750,000

**Somerville****Beacon Street****601820**

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.

Funding Program: Surface Transportation Program  
 Air Quality Status: Exempt  
 TIP Category: Arterial and Intersection

Federal Funds:	\$1,055,752
State Funds:	\$263,938
Total Funds:	\$1,319,690

**Somerville****Beacon Street****601820**

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.

Funding Program: HPP 248 (TEA-21)  
 Air Quality Status: Exempt  
 TIP Category: Arterial and Intersection

Federal Funds:	\$2,064,248
State Funds:	\$516,062
Total Funds:	\$2,580,300

**Subway****Vehicle Programs****MBTA**

Funding Program: Section 5309  
 Air Quality Status: Exempt  
 TIP Category: Transit Service Enhancement

Federal Funds:	\$22,000,000
MBTA Funds:	\$5,500,000
Total Funds:	\$27,500,000

**Systemwide****Locomotive and Coach Procurement****MBTA**

Fund the engineering and procurement of new commuter rail locomotives and coaches.

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$37,000,000
MBTA Funds:	\$9,250,000
Total Funds:	\$46,250,000

**Systemwide****ITS Initiatives****MBTA**

HOV lane ITS equipment capital improvement.

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$2,000,000
MBTA Funds:	\$500,000
Total Funds:	\$2,500,000

**Systemwide****Power Improvements****MBTA**

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$24,000,000
MBTA Funds:	\$6,000,000
Total Funds:	\$30,000,000

**Systemwide****Station Rehab Program****MBTA**

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$6,000,000
MBTA Funds:	\$1,500,000
Total Funds:	\$7,500,000

**Systemwide****Station Management Program****MBTA**

Install an automated, advanced fare-collection system, Hub Station Management Centers, and a Wide-Area Network for the regional public transportation system, consistent with the MBTA's Capital Investment Program (CIP).

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$13,000,000
MBTA Funds:	\$3,250,000
Total Funds:	\$16,250,000

**Systemwide****Elevator Replacement/Rehabilitation****MBTA**

Provide funding for replacement and redundant elevators throughout the MBTA subway system.

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$4,000,000
MBTA Funds:	\$1,000,000
Total Funds:	\$5,000,000

**Systemwide****Preventative Maintenance****MBTA**

The funding allocation for the MBTA Preventative Maintenance program will be used to maintain existing MBTA infrastructure and rolling stock among various modes.

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$12,000,000
MBTA Funds:	\$3,000,000
Total Funds:	\$15,000,000

**Systemwide****Specialized Non-Revenue Vehicles****MBTA**

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$2,000,000
MBTA Funds:	\$500,000
Total Funds:	\$2,500,000

**Systemwide****Parking Program****MBTA**

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$4,000,000
MBTA Funds:	\$1,000,000
Total Funds:	\$5,000,000

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<b>Systemwide</b>	<b>Station Accessibility Program</b>	<b>MBTA</b>
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Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$14,000,000
MBTA Funds:	\$3,500,000
Total Funds:	\$17,500,000

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<b>Systemwide</b>	<b>Environmental Program</b>	<b>MBTA</b>
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Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$2,000,000
MBTA Funds:	\$500,000
Total Funds:	\$2,500,000

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<b>Systemwide</b>	<b>Kawasaki Coaches</b>	<b>MBTA</b>
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Fund the engineering and rehabilitation of 75 Kawasaki bi-level coaches.

Funding Program: Section 5309  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$20,000,000
MBTA Funds:	\$5,000,000
Total Funds:	\$25,000,000

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<b>Systemwide</b>	<b>Locomotive and Coach Procurement</b>	<b>MBTA</b>
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Fund the engineering and procurement of new commuter rail locomotives and coaches.

Funding Program: Section 5309  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$5,000,000
MBTA Funds:	\$1,250,000
Total Funds:	\$6,250,000

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<b>Systemwide</b>	<b>Bridge and Tunnel Program</b>	<b>MBTA</b>
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Funding Program: Section 5309  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$12,000,000
MBTA Funds:	\$3,000,000
Total Funds:	\$15,000,000

**Systemwide****Track Upgrades****MBTA**

Funding Program: Section 5309  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$15,000,000
MBTA Funds:	\$3,750,000
Total Funds:	\$18,750,000

**Systemwide****Signal System Upgrades****MBTA**

Funding Program: Section 5309  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$5,000,000
MBTA Funds:	\$1,250,000
Total Funds:	\$6,250,000

**Wakefield & Lexington****Interstate 95****605597**

Fund structural overlay of Interstate 95.

Funding Program: Interstate Maintenance  
 Air Quality Status: Model  
 TIP Category: Major Highway

Federal Funds:	\$8,059,275
State Funds:	\$895,475
Total Funds:	\$8,954,750

**Weymouth****Route 18****601630**

Design and widen Route 18 (Main Street) from two to four lanes from Route 3 in Weymouth to Route 139 in Abington.

Funding Program: Surface Transportation Program  
 Air Quality Status: Model  
 TIP Category: Arterial and Intersection

Federal Funds:	\$7,056,000
State Funds:	\$1,764,000
Total Funds:	\$8,820,000

**Weymouth****Route 3****605602**

Fund improvements to Route 3 in Weymouth.

Funding Program: NHSP  
 Air Quality Status: Model  
 TIP Category: Arterial and Intersection

Federal Funds:	\$2,342,400
State Funds:	\$585,600
Total Funds:	\$2,928,000

**Wilmington & Woburn**

**Interstate 93**

**604879**

Fund structural overlay of Interstate 93.

Funding Program: Interstate Maintenance  
Air Quality Status: Model  
TIP Category: Major Highway

Federal Funds:	\$11,121,264
State Funds:	\$1,235,696
Total Funds:	\$12,356,960

**Boston****South Bay Harbor Trail****604761**

Provides funding for a trail system including a multi-use trail and a pedestrian trail originating at Ruggles Station and connecting to the Fan Pier.

Funding Program: CMAQ  
 Air Quality Status: Exempt  
 TIP Category: Bicycle and Pedestrian

Federal Funds:	\$3,080,000
State Funds:	\$770,000
Total Funds:	\$3,850,000

**Boston Region****Clean Air and Mobility**

Funding for CMAQ-eligible projects in the Boston Region. The MPO's Transportation Demand Management (TDM), Suburban Mobility, and Bicycle Parking Infrastructure programs are among the eligible projects for funding.

Funding Program: CMAQ  
 Air Quality Status: Exempt  
 TIP Category: Target Funding

Federal Funds:	\$1,600,000
State Funds:	\$400,000
Total Funds:	\$2,000,000

**Boston Region****Central Artery/Tunnel 2013**

Fund various contracts associated with the continuing reconstruction of the Central Artery.

Funding Program: National Highway System  
 Air Quality Status: Model  
 TIP Category: Major Highway

Federal Funds:	\$70,000,000
State Funds:	
Total Funds:	\$70,000,000

**Boston Region****Central Artery/Tunnel 2013**

Fund various contracts associated with the continuing reconstruction of the Central Artery.

Funding Program: State Transportation Program  
 Air Quality Status: Model  
 TIP Category: Major Highway

Federal Funds:	\$20,000,000
State Funds:	
Total Funds:	\$20,000,000

**Boston Region****Central Artery/Tunnel 2013**

Fund various contracts associated with the continuing reconstruction of the Central Artery.

Funding Program: State Transportation Program/Flex  
 Air Quality Status: Model  
 TIP Category: Major Highway

Federal Funds:	\$86,555,000
State Funds:	
Total Funds:	\$86,555,000



**Commuter Rail****Commuter Rail Accessibility Program****MBTA**

Make accessibility improvements to the regional public transportation system, consistent with the MBTA's Capital Investment Program (CIP).

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit Service Enhancement

Federal Funds:	\$3,000,000
MBTA Funds:	\$750,000
Total Funds:	\$3,750,000

**Concord & Lincoln****Route 2 (Crosby's Corner)****602984**

The purpose of this project is to 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 benefits of the project include the ability to safely and efficiently accommodate traffic and to provide safe access to the residences and businesses located along the project corridor. 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.

Funding Program: Surface Transportation Program  
 Air Quality Status: Model  
 TIP Category: Arterial and Intersection

Federal Funds:	\$15,374,126
State Funds:	\$3,843,532
Total Funds:	\$19,217,658

**Concord & Lincoln****Route 2 (Crosby's Corner)****602984**

The purpose of this project is to 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 benefits of the project include the ability to safely and efficiently accommodate traffic and to provide safe access to the residences and businesses located along the project corridor. 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.

Funding Program: HSIP  
 Air Quality Status: Model  
 TIP Category: Arterial and Intersection

Federal Funds:	\$3,867,039
State Funds:	\$429,671
Total Funds:	\$4,296,710

**Dedham, Needham,  
& Westwood****Route 128 Improvement Program  
Contract 4****603206**

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 12-foot 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 commuter railroad line in Needham. The total length of 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 stormwater standards.

Funding Program: National Highway System  
Air Quality Status: Model  
TIP Category: Major Highway

Federal Funds:	\$9,200,000
State Funds:	\$2,300,000
Total Funds:	\$11,500,000

**Foxborough & Franklin****Interstate 95****606176**

Fund structural overlay of Interstate 95.

Funding Program: Interstate Maintenance  
Air Quality Status: Model  
TIP Category: Major Highway

Federal Funds:	\$13,854,456
State Funds:	\$1,539,384
Total Funds:	\$15,393,840

**Green Line****MBTA Accessibility Program****MBTA**

Fund accessibility improvements for the Green Line.

Funding Program: Section 5307  
Air Quality Status: Exempt  
TIP Category: Transit Service Enhancements

Federal Funds:	\$7,000,000
MBTA Funds:	\$1,750,000
Total Funds:	\$8,750,000

**MetroWest****MetroWest Transportation Authority****MWRTA**

Provide funding for the capital and/or preventative maintenance costs of the MetroWest Transportation Authority.

Funding Program: Section 5307  
Air Quality Status: Exempt  
TIP Category: Transit State of Good Repair

Federal Funds:	\$1,446,082
State Funds:	\$361,521
Total Funds:	\$1,807,603

**Needham & Wellesley****Route 128 Improvement Program  
Contract 5****603711**

This project is the final bridge contract (Bridge V) of the I-95/93 (Route 128) Transportation Improvement Project, which includes the replacement of five bridges and approximately 3.0-3.5 miles of roadway widening toward the median along I-95 (Route 128). This roadway work on I-95, from just south of Kendrick Street to just north of Route 9, will include the installation of an additional 12-foot travel lane and 10-foot shoulder in each direction toward the median, and, potentially, collector/distributor roads or auxiliary lanes, providing safer weaving movements between Highland Avenue and Kendrick Street and the associated traffic movements with the adjacent business park in Needham. The bridge replacement 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 (N-04-022); and I-95 (Route 128) over Route 9 in Wellesley (W-13-023).

Funding Program: National Highway System  
Air Quality Status: Model  
TIP Category: Major Highway

Federal Funds:	\$11,920,000
State Funds:	\$2,980,000
Total Funds:	\$14,900,000

**Randolph & Canton****Route 24****605607**

Improvements to Route 24 in Randolph and Canton.

Funding Program: NHSP  
Air Quality Status: Model  
TIP Category: Arterial and Intersection

Federal Funds:	\$1,249,280
State Funds:	\$312,320
Total Funds:	\$1,561,600

**Red Line****Columbia Junction****MBTA**

This project involves design and installation of Red Line signal system upgrades at Columbia Junction including replacement of switches, cables, and track modules. This project provides significant service reliability improvements for Red Line operation.

Funding Program: Section 5309  
Air Quality Status: Exempt  
TIP Category: Transit Service Enhancement

Federal Funds:	\$7,000,000
MBTA Funds:	\$1,750,000
Total Funds:	\$8,750,000

**Subway****Vehicle Programs****MBTA**

Funding Program: Section 5309  
Air Quality Status: Exempt  
TIP Category: Transit Service Enhancement

Federal Funds:	\$22,000,000
MBTA Funds:	\$5,500,000
Total Funds:	\$27,500,000

**Systemwide****Locomotive and Coach Procurement****MBTA**

Fund the engineering and procurement of new commuter rail locomotives and coaches.

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$39,000,000
MBTA Funds:	\$9,750,000
Total Funds:	\$48,750,000

**Systemwide****ITS Initiatives****MBTA**

HOV lane ITS equipment capital improvement.

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$2,000,000
MBTA Funds:	\$500,000
Total Funds:	\$2,500,000

**Systemwide****Power Improvements****MBTA**

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$24,000,000
MBTA Funds:	\$6,000,000
Total Funds:	\$30,000,000

**Systemwide****Station Rehab Program****MBTA**

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$6,000,000
MBTA Funds:	\$1,500,000
Total Funds:	\$7,500,000

**Systemwide****Station Management Program****MBTA**

Install an automated, advanced fare-collection system, Hub Station Management Centers, and a Wide-Area Network for the regional public transportation system, consistent with the MBTA's Capital Investment Program (CIP).

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$13,000,000
MBTA Funds:	\$3,250,000
Total Funds:	\$16,250,000

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<b>Systemwide</b>	<b>Elevator Replacement/Rehabilitation</b>	<b>MBTA</b>
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Provide funding for replacement and redundant elevators throughout the MBTA subway system.

Funding Program: Section 5307	Federal Funds: \$4,000,000
Air Quality Status: Exempt	MBTA Funds: \$1,000,000
TIP Category: Transit State of Good Repair	Total Funds: \$5,000,000

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<b>Systemwide</b>	<b>Preventative Maintenance</b>	<b>MBTA</b>
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The funding allocation for the MBTA Preventative Maintenance program will be used to maintain existing MBTA infrastructure and rolling stock among various modes.

Funding Program: Section 5307	Federal Funds: \$12,000,000
Air Quality Status: Exempt	MBTA Funds: \$3,000,000
TIP Category: Transit State of Good Repair	Total Funds: \$15,000,000

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<b>Systemwide</b>	<b>Maintenance Facilities - Equipment</b>	<b>MBTA</b>
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Funding Program: Section 5307	Federal Funds: \$2,000,000
Air Quality Status: Exempt	MBTA Funds: \$500,000
TIP Category: Transit State of Good Repair	Total Funds: \$2,500,000

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<b>Systemwide</b>	<b>Parking Program</b>	<b>MBTA</b>
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Funding Program: Section 5307	Federal Funds: \$4,000,000
Air Quality Status: Exempt	MBTA Funds: \$1,000,000
TIP Category: Transit State of Good Repair	Total Funds: \$5,000,000

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<b>Systemwide</b>	<b>Station Accessibility Program</b>	<b>MBTA</b>
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Funding Program: Section 5307	Federal Funds: \$14,000,000
Air Quality Status: Exempt	MBTA Funds: \$3,500,000
TIP Category: Transit State of Good Repair	Total Funds: \$17,500,000

**Systemwide****Environmental Program****MBTA**

Funding Program: Section 5307  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$2,000,000
MBTA Funds:	\$500,000
Total Funds:	\$2,500,000

**Systemwide****Kawasaki Coaches****MBTA**

Fund the engineering and rehabilitation of 75 Kawasaki bi-level coaches.

Funding Program: Section 5309  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$20,000,000
MBTA Funds:	\$5,000,000
Total Funds:	\$25,000,000

**Systemwide****Locomotive and Coach Procurement****MBTA**

Fund the engineering and procurement of new commuter rail locomotives and coaches.

Funding Program: Section 5309  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$19,000,000
MBTA Funds:	\$4,750,000
Total Funds:	\$23,750,000

**Systemwide****Bridge and Tunnel Program****MBTA**

Funding Program: Section 5309  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$6,000,000
MBTA Funds:	\$1,500,000
Total Funds:	\$7,500,000

**Systemwide****Track Upgrades****MBTA**

Funding Program: Section 5309  
 Air Quality Status: Exempt  
 TIP Category: Transit State of Good Repair

Federal Funds:	\$15,000,000
MBTA Funds:	\$3,750,000
Total Funds:	\$18,750,000

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**Systemwide**

**Signal System Upgrades**

**MBTA**

Funding Program: Section 5309  
Air Quality Status: Exempt  
TIP Category: Transit State of Good Repair

Federal Funds:	\$5,000,000
MBTA Funds:	\$1,250,000
Total Funds:	\$6,250,000

# Chapter 4

## Determination of Air Quality Conformity

### *INTRODUCTION*

The 1990 Clean Air Act Amendments (CAAA) require metropolitan planning organizations within nonattainment areas to perform an air quality conformity determination prior to the approval of a Long-Range Transportation Plan and Transportation Improvement Program (TIP), and at such other times as required by regulation. A nonattainment area is one that the United States Environmental Protection Agency (EPA) has designated as not meeting certain air quality standards. A conformity determination is a demonstration that plans, programs, and projects are consistent with the State Implementation Plan (SIP) for attaining the air quality standards. The CAAA requirement to perform a conformity determination ensures that federal approval and funding go to transportation activities that are consistent with air quality goals. This chapter presents information and analyses for the air quality conformity determination of the FFYs 2011–14 Transportation Improvement Program, as required by federal regulations (40 CFR Part 93) and the Massachusetts Conformity Regulations (310 CMR 60.03). It also includes the regulatory framework, conformity requirements, planning assumptions, mobile-source emissions budgets, and conformity consultation procedures related to the determination.

### *Legislative Background*

The 1970 Clean Air Act defined a one-hour national ambient air quality standard (NAAQS) for ground-level ozone. The one-hour ozone standard is 0.12 parts per million, averaged at each monitor over one hour and not to be exceeded more than once per year. Hourly values are determined by readings recorded at air quality monitors located throughout the state. The 1990 CAAA further classified degrees of nonattainment of the one-hour standard based on the severity of the monitored levels of the pollutant. The entire Commonwealth of Massachusetts was classified as being in serious nonattainment for the one-hour ozone standard, with a required attainment date of 1999. The attainment date was later extended, first to 2003, and a second time to 2007.

In 1997, the EPA proposed a new, eight-hour ozone standard that replaced the one-hour standard, effective June 15, 2005. Scientific information had shown that ozone could affect human health at lower levels, and over longer exposure times than one hour. The new standard was challenged in court, and after a lengthy legal battle, the courts upheld it. It was finalized in June 2004. The eight-hour standard is 0.08 parts per million, averaged over eight hours and not to be exceeded more than once per year. Nonattainment areas were again further classified based on the severity of the eight-hour values. Massachusetts as a whole was classified as being in moderate nonattainment for the eight-hour standard, but it was separated into two nonattainment areas—Eastern Massachusetts and Western Massachusetts.

The Eastern Massachusetts nonattainment area includes all of Barnstable, Bristol, Dukes, Essex, Middlesex, Nantucket, Norfolk, Suffolk, and Worcester counties. With this nonattainment classification,

the CAAA requires the Commonwealth to reduce its emissions of volatile organic compounds (VOC) and nitrogen oxides (NO<sub>x</sub>), the two major precursors to ozone formation, to achieve attainment of the eight-hour ozone standard by 2009.

In addition, on April 1, 1996, the cities of Boston, Cambridge, Chelsea, Everett, Malden, Medford, Quincy, Revere, and Somerville were classified as being in attainment for carbon monoxide (CO). As part of the TIP, an air quality conformity analysis must still be completed for these communities, as they have a carbon monoxide maintenance plan approved as part of the SIP. The 2010 CO motor-vehicle emission budget established for the Boston CO attainment area with a maintenance plan is 228.33 tons of CO per winter day.

As of April 22, 2002, the community of Waltham was redesignated as being in attainment for CO, with an EPA-approved limited-maintenance plan. In areas with approved limited-maintenance plans, federal actions requiring conformity determinations under the transportation conformity rule are considered to satisfy the “budget test” (as budgets are treated as not constraining in these areas for the length of the initial maintenance period). Any requirements for future “project-level” conformity determinations for projects located within this community continue to use a “hot-spot” analysis to ensure that any new transportation projects in this CO attainment area do not cause or contribute to CO nonattainment.

On January 31, 2008, the Massachusetts Department of Environmental Protection (DEP) submitted to the EPA a revision of the Massachusetts SIP that included a revised eight-hour ozone attainment demonstration for Eastern Massachusetts. This SIP revision included a 2009 mobile-source emissions budget for VOC and NO<sub>x</sub> emissions in the Eastern Massachusetts Ozone Nonattainment Area. The EPA found the eight-hour budget adequate for conformity purposes on March 18, 2008. The Boston Region MPO must show conformity with this eight-hour budget.

### ***Conformity Regulations***

Designated MPOs are required to perform conformity determinations by ozone nonattainment area for their Long-Range Transportation Plans and TIPs. Section 176 of the CAAA defines conformity to a State Implementation Plan to mean conformity to the plan’s purpose of eliminating or reducing the severity and number of violations of the NAAQS and achieving expeditious attainment of the standards. The Boston Region MPO must certify with regard to the activities outlined in the Long-Range Transportation Plan and TIP that:

- None will cause or contribute to any new violation of any standard in any area.
- None will increase the frequency or severity of any existing violation of any standard in any area.
- None will delay the timely attainment of any standard or any required interim emission reductions or other milestones in any area.

The EPA issued final conformity regulations in the November 24, 1993, *Federal Register*, and DEP issued conformity regulations effective December 30, 1994. They set forth requirements for determining conformity of Long-Range Transportation Plans, TIPs, and individual projects. The federal conformity regulations were amended several times through January 2008. The components of the required

conformity analysis are listed below and are explained in detail subsequently.

- *Conformity Criteria*
  - Horizon years
  - Latest planning assumptions
  - Latest emission model used
  - Timely implementation of transportation control measures (TCMs)
  - Conformity in accordance with the consultation procedures and SIP revisions
  - Public participation procedures
  - Financially constrained document
- *Procedures for Determining Regional Transportation Emissions*
- *The Conformity Test*
  - Consistent with emission budgets set forth in SIP
  - Contributes to reductions in CO nonattainment areas

This conformity determination will show the consistency of the TIP with the 2009 mobile-source emissions budget for VOCs and NO<sub>x</sub> in the Eastern Massachusetts Ozone Nonattainment Area and with the CO emissions budget for the Boston, Cambridge, Chelsea, Everett, Malden, Medford, Quincy, Revere, and Somerville maintenance area.

### ***CONFORMITY DETERMINATION CRITERIA***

This conformity determination has been prepared in accordance with 40 CFR Part 93, Transportation Conformity Rule Amendments: Flexibility and Streamlining: Final Rule. It shows that the Transportation Improvement Program has been prepared following all the guidelines and requirements of the Rule.

### ***Horizon Year Requirements***

The horizon years for regional model analysis have been established following 40 CFR 93.106(a) of the Federal Conformity Regulations. The years for which emissions are calculated are shown below.

- 2007 – Milestone Year: This year is currently being used as the base year for calculating emission reductions of VOCs and NO<sub>x</sub>.
- 2017 – Analysis Year: This year is used to show conformity with the 2009 ozone budget in Eastern Massachusetts. This year is also used to show conformity with the CO budget in the Boston nonattainment area.
- 2020 – Analysis Year.
- 2030 – Horizon Year: Last forecast year of the Long-Range Transportation Plan.

***Current Planning Assumptions***

Section 93.110 of the Federal Conformity Regulations outlines the requirements for the most recent planning assumptions that must be in place at the time of the conformity determination. Assumptions must be derived from current estimates and future projections of population, household, employment, travel, and congestion data developed by the MPO. Analysis for the TIP is based on U.S. census data and information obtained from the Metropolitan Area Planning Council (MAPC), the Massachusetts Department of Transportation (MassDOT), and other sources. The sources of data used for model calibration in this analysis are listed below:

- **Population, households, and household size:** Summary File 1 Data for Massachusetts from the 2000 U.S. Census of Population and Housing.
- **Employment:** CTPS's Eastern Massachusetts Site-Level Employment Database for 2000, finalized in 2007.
- **Household income, resident workers, and vehicle ownership:** Summary File 3 data for Massachusetts from the 2000 U.S. Census of Population and Housing.
- **Household workers:** Census Transportation Planning Package Part 1 for Massachusetts from the 2000 U.S. Census of Population and Housing.
- **Traffic volumes:** Massachusetts Highway Department, 2003 Traffic Volumes for the Commonwealth of Massachusetts (contains data from 1992–2003), June 2004. Additional traffic counts taken by MassDOT and CTPS.
- **Population, household, and employment forecasts:** The forecasts of population, households and employment for the 101 cities and towns within the Boston Region MPO were developed by the Metropolitan Area Planning Council (MAPC) using what is called the “MetroFuture” scenario. This scenario was developed by altering a number of assumptions from their previous Extended Growth scenario. The MetroFuture scenario seeks to channel regional growth and development by targeting the majority of growth to denser areas with already available water, sewer, and transit infrastructure. In this scenario, it is assumed that a greater percentage of residents will be living within walking distance of transit and of major activity centers. The forecasts of population, households, and employment for the 63 cities and towns outside of the Boston Region MPO area were developed by MassDOT and the regional planning agencies (RPAs).
- **Project-level data:** Obtained from the responsible implementing agency.

### *Transit Service Policy Assumptions*

The transit service assumptions used in ridership modeling for the TIP were based on MBTA service in the spring of 2000. The model calibration was performed using the following:

- *Ridership and Service Statistics*, 8th edition, MBTA, 2002.
- The Central Artery/Third Harbor Tunnel Regional Transit Mitigation Program, as outlined in <sup>1</sup> agreements between the Massachusetts DEP and Executive Office of Transportation (EOT).

The operating policies and assumed transit ridership have not changed since the last conformity determination prepared for the JOURNEY TO 2030 Regional Transportation Plan Amendment in November 2009.

### *Emission Inventory Assumptions*

For the TIP, conformity is determined in relation to the SIP mobile-source emissions budgets that were approved in March 2008 for VOCs and NO<sub>x</sub>. The VOC mobile-source emissions budget for 2009 for the Eastern Massachusetts Ozone Nonattainment Area has been set at 63.5 tons per summer day, and the 2009 mobile-source emissions budget for NO<sub>x</sub> is 174.96 tons per summer day.

The Boston Region MPO area's VOC and NO<sub>x</sub> emissions are included with those in the following MPO regions to show conformity with the SIP in the Eastern Massachusetts Ozone Nonattainment Area:

- Cape Cod MPO
- Central Massachusetts MPO
- Merrimack Valley MPO
- Montachusett Region MPO
- Northern Middlesex MPO
- Old Colony MPO
- Southeastern Region MPO
- Martha's Vineyard Commission (*considered an MPO for planning purposes*)
- Nantucket Planning and Economic Development Commission (*considered an MPO for planning purposes*)

CO emission projections have been set for the nine cities in the Boston area classified as being in attainment for CO. An emission attainment inventory for CO of 501.53 tons per winter day was established for all sources of CO emissions (mobile, industrial, and all other sources) for the redesignation year 1993. Of the 501.53 tons, 305.43 tons per winter day was allocated for mobile sources. In addition to the attainment year inventory, the EPA required that emission projections for every five years through 2010 be developed for all sources to ensure that the combination of all CO

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<sup>1</sup> After November 1, 2009 the Executive Office of Transportation (EOT) was changed to the Massachusetts Department of Transportation (MassDOT). This agency will be referred to as both throughout this chapter, depending on the date of the activity being discussed.

emissions will not exceed the 501.53 tons per winter day maximum allowance in the future. The mobile-source emissions projection of 228.33 tons per winter day has been set for 2010. Emissions from the nine towns in the Boston area may not exceed the amount in the last year of the maintenance plan (2010).

The Massachusetts Department of Transportation's Office of Transportation Planning estimated the results for all of the MPOs in the Eastern Massachusetts Ozone Nonattainment Area using a statewide travel demand model (the Boston Region MPO model results were included as the latest planning assumptions for the conformity analysis). The air quality analysis has been finalized for all of the MPOs, and MassDOT has made the final conformity determination for this ozone nonattainment area.

### ***Latest Emission Model***

Emission factors used for calculating emission changes were determined using MOBILE 6.2, the model used by DEP in determining the mobile-source emissions budget. Emission factors for motor vehicles are specific to each model year, pollutant type, temperature, and travel speeds. MOBILE 6.2 requires a wide range of input parameters, including inspection and maintenance program information and other data, such as hot/cold start mix, emission failure rates, vehicle fleet mix, and fleet age distribution.

The input variables used in this conformity determination were received from DEP. The inputs used for the 2007 Base Year were the same as those used in determining the latest emissions inventory for the Commonwealth of Massachusetts. The inputs used for the years 2017 through 2030 were also received from DEP and include information on programs that were submitted to the EPA as the strategy for the Commonwealth to obtain ambient air quality standards.

### ***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 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 Long-Range Transportation Plans 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 Orders (ACO) signed by EOT and the Executive Office of Environmental Affairs (EOEA) in September 2000 and January 2005, and the State Implementation Plan – Transit Commitments 2010 Status Report, which was submitted by MassDOT to DEP on July 9, 2010. All of the projects are included in the Long-Range Transportation Plan 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***

The September 2000 ACO reconciled and adjusted the dates of completion for all projects required as mitigation for the Central Artery/Tunnel project that had not been completed at that time. The conformity determination of this TIP includes all projects that are part of the ACO. The two transit TCM SIP commitment projects in the ACO that were not completed on schedule were the Greenbush Line of the Old Colony Commuter Rail Service and the Arborway Restoration project. Interim substitute projects were submitted to DEP for these projects.

An amended ACO was signed in January 2005 by EOT in meeting public transit commitments that are part of mitigation measures for the Central Artery/Tunnel project. It outlines revised schedules, mitigation measures, a supplemental environmental project, and financial penalties to address violations. All projects included in both ACOs are included in this TIP conformity determination.

As outlined in the ACOs, several SIP TCM commitments were outstanding. The former Office for Commonwealth Development (OCD), EOT (now MassDOT), and DEP were interested in reevaluating the uncompleted projects to ensure that any further transportation investments fund the best regionally significant projects that meet air quality goals and requirements. Transportation planning and decision-making have changed significantly since the adoption of the original Central Artery/Tunnel SIP commitments. The agencies embarked upon a reevaluation process for three projects—the Green Line Arborway Restoration, the Red Line–Blue Line Connector, and the Green Line Extension to Ball Square/Tufts University.

In 2003, the MBTA completed a new Program for Mass Transportation (PMT). The PMT is the MBTA's long-range planning document and the foundation for transit capital planning in Eastern Massachusetts. The 2003 PMT prioritized projects within modes and by investment category. It expanded on the evaluation criteria that were used in previous PMTs and determined overall project ratings based on factors such as utilization, mobility, cost-effectiveness, air quality, service quality, economic and land use impacts, and environmental justice. The PMT rated the Arborway Restoration, Red Line–Blue Line Connector, and Green Line to Ball Square/Tufts University projects as medium-priority rapid transit expansions. The PMT ratings suggested that these projects may no longer be the best investments for the region.

The Executive Office of Transportation and the Boston Region MPO both place significant emphasis on objective criteria, and this focus has been reflected in the transportation decision-making process. In 2003, EOT developed objective criteria and presented them to the Commonwealth's MPOs and the general public. The Boston Region MPO had already begun work on objective criteria, and its criteria

were similar to those developed for statewide use. The MPO applied the objective criteria to all of its TIPs beginning in 2005. The use of objective selection criteria for programming funds is an important change within the Commonwealth. The state, along with its MPOs, has adopted a more rational, transparent approach to project prioritization.

For these reasons, OCD, EOT, and DEP, along with other partners, began the process of reexamining the Red Line–Blue Line Connector, Green Line Extension to Ball Square/Tufts University, and Arborway Restoration projects. OCD, EOT, and DEP recognized the importance of this effort, since the timely implementation of TCMs is critical for the Commonwealth for achieving federal air quality conformity and its own air quality goals.

Correspondence between EOT and DEP has been ongoing since the adoption of the 2004 Long-Range Transportation Plan. On December 8, 2003, DEP's then Commissioner Golledge sent a letter to EOT's then Secretary Grabauskas notifying EOT that there are areas of noncompliance with the ACO; the letter requested a meeting between the two agencies. The agencies met, and on January 22, 2004, Commissioner Golledge sent a follow-up letter reasserting the need for the agencies to work together to address outstanding issues. He stated that a process needed to be established to involve and solicit input from the public.

At the May 18, 2004, Central Artery/Tunnel Project Environmental Oversight Committee meeting, Commissioner Golledge said there was a need to revisit the mitigation projects. He stated that this would be done in a public, open, and transparent manner. If there were to be any changes, the overall goal would be to ensure that the air quality benefits are equal to those of the existing mitigation projects. Mobility, ridership, service quality, environmental justice, land use, and economic development would also be considered. EOT developed a process in consultation with DEP and included input from the public to determine if the existing mitigation projects were the projects that would provide the best air quality benefits to the public. The Boston Region MPO was involved in that process.

On September 2, 2004, EOT submitted the Transit Commitments 2004 Project Schedule and Project Update to the Massachusetts Department of Environmental Affairs. In the cover letter transmitting the report, EOT recognized the air quality benefits of the transit commitments and was dedicated to providing equal or greater benefits if any changes were made to the existing list of projects. They outlined their intentions for a comprehensive public involvement process and for working cooperatively with concerned MPOs should any changes to the SIP be necessary. In the letter, EOT asked DEP to confirm the air quality benefits to be derived from the remaining projects. The confirmation allowed EOT to begin an open and transparent process for developing a possible new set of projects, or even a single new project, to attain the air quality benefits of the transit commitments.

On October 26, 2004, Commissioner Golledge responded by calling for a joint public meeting on the remaining transit commitments. He also agreed with the estimates of emission reductions that were included in the September 2, 2004, letter.

On November 10, 2004, EOT submitted to the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Commonwealth's Department of Environmental Protection

(DEP) a summary of the reasoning that prompted the revisiting of the SIP commitments. The six-step process began in December 2004, with an estimated completion date, at that time, of December 2005.

The first step of the process included initial outreach and air-quality goal setting. This process began with a public meeting, sponsored by EOT and DEP, held on December 14, 2004, at the Gardner Auditorium, located in the State House. Two additional public meetings were scheduled because a number of people commented that many could not attend on December 14 because the meeting was held during the day. Public meetings were subsequently held in Jamaica Plain and Somerville.

DEP reviewed the public comments and provided an air quality budget in a letter to EOT dated March 25, 2005, that quantified the air quality benefits needed to complete the Commonwealth's remaining obligations to the SIP. DEP's then Commissioner Gollidge established the air quality benefits associated with the three projects being reevaluated with an overall upward adjustment of 10 percent.

EOT and the Boston Region MPO completed step two of the process—the evaluation of the original and alternative SIP TCM projects. This step involved the examination of the high-priority transit projects included in the PMT and all outstanding SIP transit commitments in the Boston Region MPO area using the state's objective criteria to determine the most important regional projects. EOT presented their preferred alternative to the three original projects to DEP in a letter dated May 18, 2005, and to the Boston Region MPO in meetings on May 26, 2005, and June 14, 2005. The preferred alternative includes:

- Enhanced Green Line extended beyond Lechmere to Medford Hillside and Union Square
- Fairmount Line Improvements
- 1,000 Additional Parking Spaces in the Boston Region

The MPO posted this information on its website and scheduled a public meeting to hear comments concerning these changes on June 22, 2005. On July 19, 2005, the MPO sent EOT a letter detailing the outcome of EOT's consultation with the MPO on the reevaluation process.

EOT and DEP proposed a SIP revision of regulatory changes. DEP agreed to consider regulatory changes, after EOT reevaluated the remaining SIP commitments. The primary reason for these changes is the infeasibility thresholds of engineering, environment, and economics. EOT submitted the SIP substitutions, along with suggested regulatory changes required to implement the projects, in a letter from EOT's then Secretary Cogliano to DEP's then Commissioner Gollidge on August 10, 2005.

DEP published a notice of public hearing on the proposed amendments to 310 CMR 7.36. The public hearing took place on December 21, 2005. The comment period closed on January 17, 2006. DEP reviewed over 500 written comments that were received, and discussed them with the state agencies.

DEP agreed with the three TCM changes and included a fourth commitment—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. The final draft of the revised regulation was reviewed by the EOEA and submitted to the Executive Office of Administration and Finance (A&F). It was approved by A&F, filed with the

Secretary of State, and published in the *Massachusetts Register*, effective December 1, 2006. DEP submitted the revised regulation to EPA on December 15, 2006, for their review. EPA completed their review and approved the four proposed projects for inclusion in the SIP as noted in the Federal Register dated July 31, 2008. The Boston Region MPO has included these projects in the TIP conformity determination. A status report of the uncompleted SIP projects follows.

### ***A STATUS REPORT OF THE UNCOMPLETED SIP PROJECTS***

#### ***Green Line Extension from Lechmere Station to College Avenue***

##### *Schedule*

The completion date for the Green Line Extension from Lechmere Station to College Avenue, as set forth in the SIP, is December 31, 2014. The following work has been completed or is currently ongoing in support of the Green Line Extension project:

##### *Environmental Review*

- Storage and Maintenance Facility Alternatives Analysis
  - Completed a full environmental analysis of Yard 8, Option L, and Mirror H sites.
  - Selected and announced the Option L site as the preferred maintenance facility site location. Option L is in the Brickbottom/Inner Belt area of Somerville. The new location eliminates many of the negative neighborhood impacts associated with the original site proposed by MassDOT, and presents the best opportunities to further long-term planning and development objectives in the area.
- Final Environmental Impact Report (FEIR)
  - Finalized additional analysis of the following elements for inclusion in the FEIR, including:
    - Clarification of air quality analysis and modeling assumptions.
    - Summary description of College Avenue Station's functioning as a terminal station.
    - Redesign and environmental analysis of redesigned Lechmere Station.
    - Environmental analysis of storage and maintenance facility alternative sites.
    - Preparation of a detailed Public Involvement Plan for next steps of project.
    - Summary of project benefits and impacts.
    - Discussion of draft Section 61 findings and mitigation commitments.
    - Responses to 2,400+ individual comments (400+ DEIR comment letters).
    - Submitted FEIR to MEPA on June 15, 2010.
- Final Environmental Assessment (Final EA)
  - Continued building sound insulation mitigation measurements.
  - Continued conducting detailed vibration mitigation measurements.
  - Continued preparing the submittal to the Massachusetts Historical Commission.

- Initiated an evaluation of station designs based on feedback received from FTA on access and layout.
- Continued analyzing the feasibility and impacts associated with station refinements.

### *FTA New Starts Program*

- Coordinated with the Central Transportation Planning Staff on the submission of travel forecasts.
- Initiated analysis of “level-boarding” challenges on the Green Line.
- Continued developing New Starts application materials on topics, including:
  - Real estate acquisition
  - Safety and security
  - Operations and management
  - Vehicle procurement
  - Project schedule
  - Project design
  - Project risk
  - Quality assurance

### *Advanced Conceptual Engineering*

- Geotechnical Program
  - Continued conducting borings throughout the project corridor.
  - Continued providing weekly updates to the public on geotechnical work areas.
- Survey
  - Continued carrying out intersection surveys; a property survey from the public way, the railroad right-of-way, and some private properties; and a utility survey within railroad right-of-way.
  - Continued drafting base plans.
  - Continued providing weekly updates to the public on survey work areas.
- Hazardous Material Remediation
  - Continued the environmental oversight of the geotechnical boring program (submitted samples for laboratory analysis).
  - Continued to coordinate with the MBTA on abutter contacts for testing and borings.
- Community Path Survey and Geotechnical Analysis
  - Continued conducting the Community Path topographic survey and cross sections in Somerville.
  - Continued working on the refinements to the conceptual design of the Community Path alignment.
  - Continued working on the revisions plan, including the wall sections, based on the Green Line wall redesign.

### *Major Milestones Anticipated during the Next Few Months:*

- Submission of a Final Environmental Assessment – autumn 2010

- Submission of FTA New Starts application materials – on-going
- Public Station Design Workshops – autumn 2010
- Advanced Conceptual Engineering – on-going

### *SIP Requirement Status*

By filing an expanded environmental notification form, soliciting proposals for a design consultant, and publishing both draft and final environmental impact reports, MassDOT has met the first four interim milestones associated with the Green Line Extension project. MassDOT—which has committed greater 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. This transition brings MassDOT into a closer partnership with the MBTA for the joint development of the Green Line Extension project; it also brings greater clarity to the overall schedule for the ultimate completion of the project. Given the complexity of the project and length of time required for construction, MassDOT is currently estimating that the Green Line Extension project can be ready for in-service start-up by October 2015, approximately 10 months beyond the legal deadline of December 31, 2014. This estimate requires MassDOT to accelerate certain construction elements associated with the project, and assumes no major unanticipated controversies or complications.

In January 2011, MassDOT will submit a petition to delay the project; the petition will meet the requirements of 310 CMR 7.36 (4), including a proposal for the interim offset project, so that the public can comment on the proposal. Based on these comments, MassDOT and the MBTA will modify the proposal, if necessary. MassDOT is confident that this timeline will provide the Department of Environmental Protection ample opportunity to review the proposal, seek public comment, and provide MassDOT with its determination. Based on this schedule, MassDOT and the MBTA will have sufficient opportunity to modify the proposal if needed and implement the proposal prior to the December 31, 2014 deadline.

### *Funding Source*

MassDOT is pursuing federal funding—through the competitive New Starts program managed by FTA—to support the construction of the Green Line Extension project. MassDOT is working closely with FTA and a project management oversight consultant (PMOC) engaged by FTA to review and ready all application materials for formal submission. The New Starts submission is a lengthy and on-going process.

### *Fairmount Line Improvements Project*

#### *Schedule*

The completion date for the Fairmount Line Improvements project, as set forth in the SIP, is December 31, 2011. The status of this project is as follows:

### *Status of Project*

In August 2007, the MBTA Board of Directors voted to approve the construction contract for the Columbia Road, Quincy Street, and Massachusetts Avenue bridges. The current estimated completion date for this group of bridges is the end of 2010. At its meeting in October 2007, the MBTA Board of Directors awarded the design contract for the three remaining stations (including all necessary tasks for preliminary engineering through final design for the Newmarket, Talbot Avenue, and Blue Hill Avenue stations), as well as the design for the upgrades of the three additional bridges (Talbot Avenue, Woodrow Avenue, and Neponset River). With these two actions, MassDOT (formerly EOT) and the MBTA met the first interim milestone for the Fairmount Line Improvements project.

The final design for Four Corners Station was completed prior to the December 1, 2008 deadline in the SIP. The remaining three stations were at 60 percent design at the time of the December 1, 2008 milestone in the SIP.

Community concerns regarding the station location at Blue Hill Avenue, as well as an unsuccessful attempt to seek American Recovery and Reinvestment Act (ARRA) funds for Four Corners Station will result in a delay of the Fairmount Line Improvements project beyond the December 31, 2011 deadline in the SIP. MassDOT anticipates that the Four Corners, Talbot Avenue, and Newmarket stations will be completed by the end of 2012, approximately one year beyond the SIP deadline.

MassDOT recognizes that this delay triggers the project delay component of the SIP regulation and that MassDOT therefore needs to prepare an interim emission offset to be in place for the duration of the delay. MassDOT will consult with the MBTA to identify an appropriate interim measure. Currently, MassDOT and MBTA are investigating possible bus and rail service improvements for implementation before the end of 2011, which could be kept in place for the duration of the delay and then eliminated once the Fairmount Line Improvements project has been completed. Over the course of the next few months, MassDOT and the MBTA will develop a proposal for the interim offset proposal.

In January 2011, MassDOT will submit a petition to delay the project that will meet the requirements of the 310 CMR 7.36 (4), including a proposal for the interim offset project, so that the public can comment on the proposal. Based on these comments, MassDOT and the MBTA will modify the proposal, if necessary. MassDOT is confident that this timeline will provide the Department of Environmental Protection ample opportunity to review the proposal, seek public comment, and provide MassDOT with its determination. Based on this schedule, MassDOT and the MBTA will have sufficient opportunity to modify the proposal if needed and implement the proposal prior to the December 31, 2011 deadline.

*Funding Source:* the Commonwealth.

***1,000 Additional Parking Spaces in the Boston Region****Schedule*

The completion date for the 1,000 Additional Parking Spaces project, as set forth in the SIP, is December 31, 2011. The status of this project is as follows.

*Status of the Project*

The MBTA is required to construct 1,000 new parking spaces at MBTA stations to encourage commuters and other travelers to make use of the public-transit network for trips into downtown Boston and other locations, as appropriate. In prior reports submitted to DEP, MassDOT identified two major garage projects (at the Beverly and Salem commuter rail stations) that it planned to implement to provide the 1,000 park-and-ride spaces required under the SIP regulation. While MassDOT was focused on developing these two projects for the SIP commitment, the MBTA was advancing a series of other projects that would result in additional parking spaces in other locations. Following these two paths simultaneously, MassDOT and the MBTA would have constructed significantly more than the required 1,000 spaces.

However, unanticipated delays to the projects in both Beverly and Salem have extended the anticipated timelines for design and construction of those two facilities beyond the deadlines required by the SIP. Therefore, beginning with this status report, MassDOT has established a revised list of parking projects (provided below), all of which are anticipated to be completed on or before December 31, 2011, in order to fulfill the necessary SIP commitments and requirements.

NOTE: The project status and updates on the Beverly and Salem Garages are provided at the end of this section for informational purposes.

*Wonderland Station, on the Blue Line (Revere)*

In a cooperative venture, the City of Revere, the Department of Conservation and Recreation (DCR), and the MBTA are working to advance a transit-oriented-development (TOD) plan at Wonderland Station. The master plan for the TOD calls for residential, retail, office, and hotel space to be built on a series of surface parking lots currently used by transit riders. In exchange, the developer will build for the MBTA a new 1,400+ car-parking garage to not only replace the parking lost by the development, but also to increase the transit parking supply. This project will result in 612 net new transit spaces.

The garage had been substantially designed as of November 2009, when the City of Revere and MassDOT secured funding under ARRA for construction of the garage. This unanticipated funding source substantially expedited the development of the project. With the use of the ARRA funds, as well as other MBTA and Commonwealth funds already secured for the project, the project is anticipated to move forward 24 months sooner than previously projected.

The MBTA has advertised the construction contract as a design-build contract and anticipates awarding the contract in the summer of 2010, with construction to begin in September 2010. The construction schedule currently anticipates a 14-month construction schedule, with an anticipated completion date of November 2011.

### *Beverly Depot, on Commuter Rail*

As part of a parking garage project in downtown Beverly, the MBTA purchased a parcel of land for use in a TOD portion of the project. In the fall of 2009, the MBTA added 122 surface-level spaces on the purchased parcel, which are currently open for use by commuters.

### *Savin Hill, on the Red Line (Dorchester)*

The MBTA purchased a parcel of land adjacent to the Savin Hill Red Line Station Project for the purpose of construction staging and related uses. Upon completion of the project, the parcel was converted to a 30-space surface lot, which is currently open for use by commuters.

### *Woodland, on the Green Line (Newton)*

100 spaces were built as part of a joint development project. These spaces were opened and made available to the public in 2007.

### *Quincy Shipyard/Ferry*

The MBTA purchased a site previously occupied by a series of abandoned buildings associated with the Quincy Shipyard. The buildings were deemed a safety hazard and were subsequently razed. Construction of a 168-space commuter parking lot was completed and is open to the public.

### *SIP Requirement Status*

MassDOT acknowledges that it has failed to meet the first of the interim milestones required for this element of the SIP. However, while the Beverly and Salem parking garages will more than likely not meet the deadline mandated in the SIP, MassDOT and the MBTA expect that the identified 1,032 spaces (listed in Table 4-1) will all be open for public use by December 31, 2011. Further, preliminary assessment indicates that the spaces, when utilized, could result in improvement in vehicle-miles traveled (VMT) and air quality in excess of the targets established in the *Description of Modeling Assumptions and Analysis Methodology for the State Implementation Plan Transit Commitment Projects Current and Proposed Substitutions* report, dated May 2007, that was prepared by the Central Transportation Planning Staff.

**TABLE 4-1**  
**Summary of Parking Space Locations**

<b>Location</b>	<b>Spaces</b>	<b>Status</b>
Wonderland/Blue Line (Revere)	612	Expected Completion November 2011
Beverly Depot/Commuter Rail	122	Complete
Savin Hill/Red Line (Dorchester)	30	Complete
Woodland/Green Line (Newton)	100	Complete
Quincy Shipyard/Ferry	168	Complete
<b>Total</b>	<b>1,032</b>	

*Included for Informational Purposes*

MassDOT and the MBTA continue to believe that the proposed garages at Beverly and Salem stations are important projects. Therefore, MassDOT is developing separate strategies and funding plans for these two projects. For the purpose of compliance with the SIP regulation, however, MassDOT proposes the parking spaces previously specified in this section.

*Beverly*

MassDOT and the MBTA identified the City of Beverly as a viable location for a 690-space parking facility. On June 8, 2008, the MBTA issued a solicitation for a mixed-use development—to include the parking as well as other uses—for appropriate parcels in the vicinity of the Beverly commuter rail station. Proposals were received by the advertised deadline of August 8, 2008. Based on these proposals, MassDOT and the MBTA selected a preferred location on a series of parcels on Rantoul Street in downtown Beverly. Based on that selection, the MBTA completed the federal environmental review of the project, and the MBTA Board of Directors subsequently voted to acquire the property using state and federal funding.

Correspondingly, the MBTA worked with the City of Beverly to develop a separate invitation to bid (ITB), seeking a developer to build the parking garage. The ITB included a requirement to develop the site as a TOD project in which there would be housing and/or retail space on the site as well as at the parking structure. The developer would commit to building at least 500 spaces dedicated for the use of MBTA commuters, in addition to the spaces necessary for supporting the private development. As required under the SIP regulations, the ITB required the developer to complete the project on or before December 31, 2011.

However, there were no responsive bidders to the ITB, likely due to the economic climate and the complexity of that type of development. As a result, and at the request of the City of Beverly, MassDOT

and the MBTA are moving forward with this project as a stand-alone 500-space parking structure without the TOD elements. Due to this change in project development, it is no longer possible that these new spaces will be completed on or before the SIP deadline.

### Salem

MassDOT and the MBTA have been working with the City of Salem to design and construct a parking garage at the Salem commuter rail station. The originally proposed garage would have contained approximately 950 spaces in a multi-level structure to be shared proportionately between the MBTA and the Department of Capital Asset Management (DCAM). As part of the project, DCAM would contribute \$3 million in exchange for the use of 150 spaces to serve the new Essex County Courthouse complex. Completion of a 950-space garage would have resulted in a net increase of approximately 460 commuter parking spaces at this facility.

However, a number of public issues then arose that could trigger significant cost increases as the design advanced. For example, there has been a public preference for a second entrance to the garage, which would require major roadway changes. In addition, high platforms may be required at the station in order to fully comply with accessibility standards. At this point, the project cost exceeds available funding. That reality has resulted in delays that will make it very difficult to complete the project on or before December 31, 2011.

The MBTA is currently undertaking a complete review of the project, with the objective of scaling back the overall project cost. The result will be likely a garage with approximately 600 spaces, which will include the raised platform, a single vehicular entrance, and reduced architectural finishes. Additionally, the MBTA is evaluating the feasibility of combining the MBTA parcel with a parcel owned by the City of Salem.

### *Funding Source*

Of the 1,032 spaces reported, 420 are complete and the 612 at Wonderland, on the Blue Line (in Revere) have identified funding sources. Table 4-2 provides details on the funding sources for the reported locations.

**Table 4-2**  
**Funding Sources of Parking Spaces**

<b>Location</b>	<b>Funding Source (Percentage)</b>
Wonderland/Blue Line (Revere)	ARRA (46)
	Federal Earmark (6)
	MBTA (23)
	State MORE Grant (20)
	State TOD Grant (5)
Beverly Depot/Commuter Rail	Federal Earmark (80)
	MBTA (20)
Savin Hill/Red Line (Dorchester)	MBTA (100)
Woodland/Green Line (Newton)	MBTA (100)
Quincy Shipyard/Ferry	Federal Earmark (80)
	MBTA (20)

### *Design of the Red Line–Blue Line Connector*

#### *Schedule*

The completion date for the Final Design of the Red Line–Blue Line Connector, as set forth in the SIP, is December 31, 2011. The status of this project is as follows.

#### *Status of the Project*

On September 14, 2007, EOT filed an expanded environmental notification form with the Massachusetts Environmental Policy Act office. A public scoping session was held on October 17, 2007, and the Secretary of Energy and Environmental Affairs issued a certificate on the project on November 15, 2007. Based on the project scope, as defined in the MEPA Certificate, MassDOT issued a request for proposals on March 27, 2008, for a consultant to complete the necessary environmental reviews and engineering for the project. MassDOT awarded a consultant contract during the summer of 2008.

MassDOT is completing the necessary environmental reviews and conceptual engineering for the project, as described below. By filing an expanded environmental notification form and having filed a DEIR, MassDOT is advancing the Red Line–Blue Line Connector project. MassDOT is currently drafting responses to public comments on the DEIR.

#### *Funding Source*

The “immediate needs” Transportation Bond Bill of 2007 provides state bond funding for the design of the Red Line–Blue Line Connector project. The estimated funding needed to complete the design has

increased from the previous \$30 million estimate to \$52 million, according to the new cost estimates completed during the development of the DEIR.

***Russia Wharf Ferry Terminal******Schedule***

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 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. The only water transportation service 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. In addition, the City of Boston has no plans for changes to the Old Northern Avenue Bridge that would address the vessel clearance issue, which makes operation of regularly scheduled ferry service impossible.

*Funding Source:* the Commonwealth.

***Consultation Procedures***

The conformity regulations require the MPO to make a conformity determination according to consultation procedures set out in the state and federal regulations and to follow public involvement procedures established by the MPO under federal metropolitan transportation planning regulations.

Both the state and federal regulations require that the Boston Region MPO, MassDOT, the MassDOT Highway Division, DEP, EPA (Region 1), and FHWA (Region 1) consult on the following issues:

- Selection of regional emissions analysis models, including model development and assessment of project design factors for modeling
- Selection of inputs to the most recent EPA-approved emissions factor model
- Selection of CO hot-spot modeling procedures, as necessary
- Identification of regionally significant projects to be included in the regional emissions analysis
- Identification of projects that have changed in design and scope
- Identification of exempt projects
- Identification of exempt projects that should be treated as non exempt because of adverse air quality impacts

- Identification of the latest planning assumptions and determination of consistency with SIP assumptions

These issues have all been addressed through consultation among the agencies listed above.

### ***Public Participation Procedures***

Title 23 CFR Sections 450.324 and 40 CFR 90.105(e) require that the development of the Long-Range Transportation Plan, TIP, and related certification documents provide an adequate opportunity for public review and comment.

Section 450.316(b) establishes the outline for MPO public participation programs. The Boston Region MPO's public participation program was formally adopted in June 2007 and revised in April 2010. The development and adoption of this program conforms to these requirements. The program guarantees public access to the Long-Range Transportation Plan and TIP and all supporting documentation, provides for public notification of the availability of the Long-Range Transportation Plan and TIP and the public's right to review the documents and comment on them, and provides a public review and comment period prior to the adoption of the Long-Range Transportation Plan and TIP and related certification documents by the MPO.

On June 27, 2010, a public notice was placed in the *Boston Globe* informing the public of its right to comment on this draft document beginning on July 6, 2010. On August 19, 2010, the Boston Region MPO voted to approve the FFYs 2011–14 TIP and its Air Quality Conformity Determination. This allowed ample opportunity for public comment and MPO review of the draft document. These procedures comply with the associated federal requirements.

### ***Financial Consistency***

Title 23 CFR Section 450.324 and 40 CFR 93.108 require the Long-Range Transportation Plan and TIP to “be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources and which projects are to be implemented using proposed revenue sources.”

This Boston Region FFYs 2011–14 TIP is financially constrained to projections of federal and state resources reasonably expected to be available during the appropriate time frame. Projections of federal resources are based upon the estimated apportionment of the federal authorizations contained in SAFETEA-LU, the six-year surface transportation reauthorization bill, as allocated to the region by the state or as allocated among the various MPOs according to federal formulas or MPO agreement. Projections of state resources are based upon the allocations contained in the current Transportation Bond Bill and historic trends. Therefore, the TIP complies with federal requirements relating to financial planning.

***PROCEDURES FOR DETERMINING REGIONAL TRANSPORTATION EMISSIONS***

The federal conformity regulations set forth specific requirements for determining transportation emissions. The requirements and the procedures used for the Long-Range Transportation Plan and the TIP are summarized below.

***Demographics, Employment, and Transportation Demand***

Specific sources of population, household, employment, and traffic information used in the Long-Range Transportation Plan and TIP were listed above in the Latest Planning Assumptions section. Chapter 13 of the JOURNEY TO 2030 Regional Transportation Plan Amendment outlines recommendations for specific projects for the Boston region for the time period ending in 2030.

Only regionally significant projects are required to be included in the travel-demand modeling efforts. The final federal conformity regulations define regionally significant as follows:

A transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sport complexes, etc., or transportation terminals as well as most terminals themselves) and would be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

In addition, specific projects are exempt from regional modeling emissions analysis. The categories of exempt projects include:

- Intersection channelization projects
- Intersection signalization projects at individual intersections
- Interchange reconfiguration projects
- Changes in vertical and horizontal alignment
- Truck size and weight inspection stations
- Bus terminals and transfer points

The Recommended Plan Network in this conformity determination is composed of projects proposed in the approved Transportation Improvement Programs, projects in the Long-Range Transportation Plan, and projects in the MBTA capital budget. A list of the projects that meet these criteria and are included in the Recommended Plan network and this conformity determination is provided in Table 4-3. The list includes all regionally significant projects in the Eastern Massachusetts Ozone Nonattainment Area.

In addition to emissions calculated using the regional transportation model (which includes emissions from cars, trucks, and motorcycles), a separate analysis was performed off-model to determine emissions from commuter rail, commuter boat, and the MBTA bus program. These calculations are shown in Table 4-4.

**TABLE 4-3**  
**Future Needs Analysis: Recommended Networks**  
**Regionally Significant Projects Included in the Regional Transportation Models for the Eastern**  
**Massachusetts Ozone Non-Attainment Area**

<i>Project</i>	<b>2017 Build</b>	<b>2020 Build</b>	<b>2030 Build</b>
<b>Boston Region MPO</b>			
Middlesex Turnpike Improvements Phase 3 – widening between Plank Street and Manning Road (Bedford, Burlington, & Billerica)	X	X	X
East Boston Haul Road/Chelsea Truck Route – new grade separated roadway (Boston)	X	X	X
Fairmount Line Improvements including new stations (Boston)	X	X	X
Red Line/Blue Line Connector – Design Only (Boston)			
Russia Wharf Ferry Terminal (Boston)	X	X	X
Sullivan Square Improvements (Boston)		X	X
Rutherford Avenue – new four lane bypass road (Boston)			X
Consolidated Rental Car Facility (Logan Airport) (Boston)	X	X	X
Braintree Split - I-93/Route 3 Interchange Improvements (Braintree)		X	X
I-93/I-95 Interchange Improvements (Canton)			X
I-95 (NB)/Dedham Street Ramp/Dedham Street Corridor – new ramp with widening on Dedham Street from I-95 to University Avenue (Canton)	X	X	X
Route 2/Crosby's Corner Grade Separation (Concord & Lincoln)	X	X	X
Route 126/135 Grade Separation (Framingham)			X
Route 53 Final Phase – widening to four lanes between Route 3 and Route 123 (Hanover)	X	X	X
Route 85 Improvements between Hudson/Marlborough town line and Route 62 (Hudson)	X	X	X
Route 1 Improvements – widening from four to six lanes between Copeland Circle and Route 99 (Malden, Revere, & Saugus)			X
Route 139 – widening from two to four lanes between School Street and Furnace Street (Marshfield)	X	X	X
Needham Street/Highland Avenue roadway improvements and widening from two to four lanes on the Charles River Bridge (Newton & Needham)			X
Quincy Center Concourse, Phase 2 – new roadway between Parking Way and Hancock Street and the realignment and reconstruction of Revere Street (Quincy)	X	X	X
I-93/I-95 Interchange (Reading & Woburn)			X
Wonderland Parking Garage (Revere)	X	X	X
Bridge Street – widening from two to four lanes between Flint Street and Washington Street (Salem)	X	X	X
1000 Additional Park and Ride Spaces (Regionwide)	X	X	X
Assembly Square Orange Line Station (Somerville)	X	X	X
Assembly Square Roadways – new and reconfigured roadways (Somerville)	X	X	X
Green Line Extension from Lechmere Station to College Avenue	X	X	X

(Cambridge & Somerville)			
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TABLE 4-3 (CONT.)

<i>Project</i>	<b>2010 Build</b>	<b>2020 Build</b>	<b>2030 Build</b>
Green Line Extension from College Avenue to Mystic Valley Parkway (Route 16) (Somerville & Medford)		X	X
South Weymouth Naval Air Station Access Improvements (Weymouth, Hingham, & Rockland)	X	X	X
Route 18 Capacity Improvements – widening between Route 3 and Route 139 (Weymouth)	X	X	X
Montvale Avenue – widening between Central Street to east of Washington Street (Woburn)	X	X	X
New Boston Street Bridge (Woburn)		X	X
<b>Cape Cod Region</b>			
Barnstable Airport Access (Barnstable)		X	X
Yarmouth Road/Route 28 (widening to 4 lanes) with Hyannis Rotary improvements (Barnstable)		X	X
Bourne Rotary Long-Term Improvements (Bourne)			X
Bourne-Sandwich Parkway (widening to 4 lanes) (Bourne & Sandwich)			X
<b>Central Massachusetts Region</b>			
Route 20 Widening (Charlton & Oxford)		X	X
Route 20 Widening – selected locations (Auburn, Shrewsbury, & Worcester)		X	X
I-290/Vernon Street / Kelley Square (new interchange and square realignment) (Worcester)		X	X
Route 146 Improvements – add frontage roads to create limited access roadway between a new interchange (at Boston Rd.) and existing I-90 interchange (Millbury & Sutton)			X
<b>Martha’s Vineyard Region –none</b>			
<b>Merrimack Valley Region</b>			
Route 110 from I-495 to I-95 (widen from 2 lanes to 4) (Amesbury)	X	X	X
Burt Road extension – improve access to Route 125 (Andover)		X	X
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 (Andover)		X	X
Georgetown Industrial Park Access Road from Route 133 (Georgetown)	X	X	X
Route 114 (widening from I-495 to Waverly Road) (Lawrence)		X	X
I-495 over Merrimack River (widening and add new ramps) (Lawrence)	X	X	X
Route 110/113 (Methuen Rotary – new interchange ramps at I-93) (Methuen)		X	X
I-95 over Merrimack River (Whittier Bridge widening from 6 to 8 lanes) (Newburyport & Amesbury)		X	X
I-93 – widening to 4 travel lanes in each direction from I-495 to NH line (Andover & Methuen)			X

Hale Street Industrial Park access from I-95 (Newburyport)			X
<b>Montachusett Region</b>			
New Wachusett Commuter Rail Station	X	X	X
New Interchange on Route 2 at South Athol Road (Athol)		X	X
Routes 12 and 13 (various improvements to on and off ramps) (Fitchburg, Leominster, & Sterling)		X	X

TABLE 4-3 (CONT.)

<i>Project</i>	<b>2017 Build</b>	<b>2020 Build</b>	<b>2030 Build</b>
<b>Nantucket Region – none</b>			
<b>Northern Middlesex Region</b>			
Middlesex Turnpike Improvements Phase 3 – widening Plank St. to Manning Rd. (Billerica)	X	X	X
Tri-Town Interchange (new “Lowell Junction” interchange on I-93 between Route 125 and Dascomb Rd.) (Tewksbury)		X	X
<b>Old Colony Region</b>			
Route 18 – Widening to 4 Lanes from Route 139 to Highland Place (Abington)		X	X
Route 24 – Add Northbound Slip Ramp from Route 104 WB to Route 24 NB Northbound (Bridgewater)			X
Main Street, Warren Avenue, Spring Street, West Elm Street, Belmont Street – Re-establish Two-Way Circulation (Brockton)			X
Route 123 - Widen from Route 24 to Linwood Street (Brockton)		X	X
Route 3 – Widening from 4 to 6 Lanes between Hingham and Route 44 (Kingston & Plymouth)			X
Route 25 – Add New Interchange Before Exit 1 and connect to Bourne Road (Plymouth)			X
Route 3 – Add NB Off-ramp to Plimouth Plantation Highway and SB On/off Ramp to Camelot Dr. (Plymouth)			X
Route 3 – Add Northbound on-Ramp at Long Pond Road (Exit 5) (Plymouth)			X
Route 106 – Widening from 2 to 4 Lanes between Route 24 and Route 28 (West Bridgewater)			X
<b>Southeastern Massachusetts Region</b>			
Route 6 (Faunce Corner Rd) / I-195 Interchange – Bridge Widening to 4 Lanes (Dartmouth)		X	X
New Brightman Street Bridge (widening from 2 to 4 lanes) (Fall River & Somerset)	X	X	X
Route 24 – New Interchange (Exit 8 ½) (Freetown)		X	X
Route 140 / I-495 New Southbound On-Ramp (Mansfield)		X	X
Kings Highway – Corridor Widening (New Bedford)			X
Route 44 – Widening from Route 24 to Route 58 and remove Middleborough Rotary (Middleborough)		X	X
Route 79/Davol Street (interchange improvements and new traffic circulation) (Fall River)			X
Route 24/140 – Interchange Reconstruction (Taunton)			X
Route 24 – Widening from Route 140 to I-495 (Taunton & Raynham)			X

**TABLE 4-4**  
**Summary of Emissions from Off-Model Sources of VMT**  
**in Eastern Massachusetts**

<b>VOC Emissions</b>								
Mode	2007		2017		2020		2030	
	Grams	Tons	Grams	Tons	Grams	Tons	Grams	Tons
Buses	50,200	0.055	45,600	0.050	44,300	0.049	44,300	0.049
Commuter Rail	476,700	0.525	235,000	0.259	65,500	0.072	65,500	0.072
Commuter Boat	392,000	0.432	392,000	0.432	392,000	0.432	392,000	0.432
Turnpike Park-and- Ride	-9,000	-0.010	-4,200	-0.005	-3,300	-0.004	-3,000	-0.003
<b>TOTAL</b>	<b>909,900</b>	<b>1.003</b>	<b>668,400</b>	<b>0.737</b>	<b>498,500</b>	<b>0.550</b>	<b>498,800</b>	<b>0.550</b>

<b>NO<sub>x</sub> Emissions</b>								
Mode	2007		2017		2020		2030	
	Grams	Tons	Grams	Tons	Grams	Tons	Grams	Tons
Buses	1,843,800	2.032	1,834,600	2.022	1,792,600	1.976	1,792,600	1.976
Commuter Rail	10,917,500	12.034	5,722,200	6.308	2,549,100	2.810	2,549,100	2.810
Commuter Boat	741,000	0.817	741,000	0.817	741,000	0.817	741,000	0.817
Turnpike Park-and- Ride	-22,200	-0.024	-7,600	-0.008	-4,100	-0.005	-2,600	-0.003
<b>TOTAL</b>	<b>13,480,100</b>	<b>14.859</b>	<b>8,290,200</b>	<b>9.138</b>	<b>5,078,600</b>	<b>5.598</b>	<b>5,080,100</b>	<b>5.600</b>

### *Changes in Project Design Since the Last Conformity Determination Analysis*

The Commonwealth requires that any change in project design from the previous conformity determination for the region be identified. The last conformity determination was performed on the JOURNEY TO 2030 Regional Transportation Plan Amendment, in November 2009. Changes that have occurred since the last conformity determination are as follows:

- The modeled base year was changed from 2000 to 2007.
- A new analysis year was included in the conformity determination. An air quality analysis was completed for 2017. This complies with the conformity guidelines for no more than 10 years between analysis years (2007 base to 2017 analysis year).
- Emission factors were developed for 2017 using Mobile 6.2, with inputs approved by DEP and EPA.
- New HPMS adjustment factors were developed for the new 2007 base year.

***Model-Specific Information***

40 CFR Part 93.111 outlines requirements pertaining to the network-based transportation demand models. These requirements include modeling methods and functional relationships that are to be used in accordance with accepted professional practice and are to be reasonable for purposes of emissions estimation. The Boston Region MPO has used the methods described in the conformity regulations in the analysis of this TIP.

***Highway Performance Monitoring System Adjustments***

As stated in EPA guidance, all areas of serious ozone and carbon monoxide nonattainment must use FHWA's Performance Monitoring System (HPMS) to track daily vehicle-miles of travel (VMT) prior to attainment to ensure that the state is in line with commitments made in reaching attainment of the ambient air quality standards by the required attainment dates. MassHighway (now the MassDOT Highway Division) provided HPMS information to DEP. DEP used this information in setting mobile-source budgets for VOCs, NO<sub>x</sub>, and CO in all SIP revisions prior to 1997. DEP has since revised its VOC and NO<sub>x</sub> budgets using transportation-demand model runs. However, the models must still be compared to HPMS data since HPMS is currently the accepted tracking procedure as outlined in the regulations.

The conformity regulations require that all model-based VMT be compared with the HPMS VMT to ensure that the region is in line with the VMT and emission projections made by DEP. An adjustment factor that compares the 2007 HPMS VMT to the 2007 transportation model VMT was developed. This adjustment factor is applied to all modeled VOC and NO<sub>x</sub> emissions for the years 2017 through 2030 to ensure consistency with EPA-accepted procedures.

$$\frac{\text{2007 HPMS VMT}}{\text{2007 Modeled VMT}} = \text{Adjustment factor for VOC and NO}_x$$

HPMS adjustment factors, calculated on a regional basis, are applied to the model output of future scenarios, and they occasionally change as base-year models are updated or improved. The latest HPMS factors for the Eastern Massachusetts Ozone Nonattainment Area are shown in Table 4-5.

Since the CO emission budget for the Boston CO attainment area was determined using the HPMS method rather than the transportation model, a different adjustment factor is applied to the CO emissions for the nine cities and towns in that area. This was done by comparing the 1990 CO emissions from the nine cities and towns resulting from the 1990 base-year model run to the 1990 HPMS-generated CO emissions data submitted as part of the SIP. The HPMS data were divided by the model data to determine the CO adjustment factor to be applied to all modeled CO emissions for future years. The CO HPMS adjustment factor is 0.71.

**TABLE 4-5**  
**HPMS Adjustment Factors**

<b>REGION</b>	<b>2007 HPMS VMT (miles)</b>	<b>2007 Travel Demand Model VMT (miles)</b>	<b>HPMS/Model Conversion Factor</b>
Cape Cod	6,918,000	4,861,037	1.423
Central Mass.	14,668,000	14,755,472	0.994
Martha's Vineyard	268,000	259,927	1.031
Merrimack Valley	9,420,000	8,997,480	1.047
Boston	61,187,000	73,783,915	0.829
Montachusett	5,051,000	5,126,618	0.985
Nantucket	154,000	72,893	2.113
Northern Middlesex	6,570,000	7,489,431	0.877
Old Colony	6,932,000	6,889,967	1.006
Southeastern Mass.	14,816,000	14,271,095	1.038
<b>Total Eastern MA</b>	<b>125,984,000</b>	<b>136,507,834</b>	<b>0.923</b>

## ***THE CONFORMITY TEST***

### ***Consistency with Emission Budgets Set Forth in the SIP***

The Boston Region MPO has conducted an air quality analysis of the FFYs 2011–14 TIP. The purpose of the analysis is to evaluate the air quality impacts on the SIP of the projects included in the TIP. The analysis evaluates the change in ozone-precursor (VOCs and NO<sub>x</sub>) emissions and CO emissions due to implementation of the TIP. The modeling procedures and assumptions used in this air quality analysis follow the EPA's final conformity regulations. They are also consistent with procedures used by DEP to develop Massachusetts's "1990 Base Year Emission Inventory," "1996 Reasonable Further Progress Plan," "Post-1996 Reasonable Further Progress Plan," "1996 Rate of Progress Report," and "Ozone Attainment Demonstration" for the SIP. All consultation procedures were followed to ensure that a complete analysis of the TIP was performed and that it was consistent with the SIP.

The primary test for showing conformity with the SIP is demonstrating that the air quality conformity of this TIP is consistent with the emission budgets set forth in the SIP. The Massachusetts Reasonable Further Progress (RFP) Plan was deemed complete by the EPA on June 5, 1997. The EPA determined that the 15 percent RFP SIP submittal contained an adequate mobile-source emissions budget to conduct conformity determinations using the conformity criteria. In addition, the 2009 mobile-source emissions budget for Eastern Massachusetts was found adequate for conformity purposes by the EPA in March 2008.

The MPO staff estimated VOC and NO<sub>x</sub> emissions for the Boston region. MassDOT included the

Boston Region MPO emissions estimates in the final emission totals for all areas and all MPOs in Massachusetts. The VOC mobile-source emissions budget for 2009 for the Eastern Massachusetts Ozone Nonattainment Area has been set at 63.5 tons per summer day, and the 2009 mobile-source emissions budget for NOx is 174.96 tons per summer day. As shown in Tables 4-6 and 4-7, the results of the air quality analysis demonstrate that the VOC and NOx emissions from all build scenarios are less than the VOC and NOx emissions budgets for the Eastern Massachusetts Ozone Nonattainment Area.

The CO mobile-source attainment inventory for 1993 for the nine cities in the Boston area recently reclassified as being in attainment is 305.43 tons per winter day. The projection of mobile sources for the Boston area is 228.33 tons per winter day for 2010. Estimates of CO emissions for the nine cities in the Boston maintenance area for various years are shown in Table 4-8. The CO emissions are less than the CO emission budget.

**TABLE 4-6**  
**VOC Emissions Estimates for the Eastern Massachusetts**  
**Ozone Nonattainment Area**  
 (emissions expressed in tons per summer day)

<i>Year</i>	<b>Boston Region Action Emissions</b>	<b>Eastern MA Action Emissions</b>	<i>Emission Budget</i>	<b>Difference (Action – Budget)</b>
2007	n/a	86.558	n/a	n/a
2017	22.670	41.389	63.5	-22.111
2020	16.793	34.293	63.5	-29.207
2030	15.592	32.157	63.5	-31.343

**TABLE 4-7**  
**NOx Emissions Estimates for the Eastern Massachusetts**  
**Ozone Nonattainment Area**  
 (emissions expressed in tons per summer day)

<i>Year</i>	<b>Boston Region Action Emissions</b>	<b>Eastern MA Action Emissions</b>	<i>Emission Budget</i>	<b>Difference (Action – Budget)</b>
2007	n/a	234.850	n/a	n/a
2017	27.693	66.418	174.96	-108.542
2020	22.699	50.694	174.96	-124.266
2030	13.263	34.259	174.96	-140.701

**TABLE 4-8**  
**Winter Carbon Monoxide (CO) Emissions Estimates for the CO Maintenance Area for the Nine**  
**Cities in the Boston Area**  
**(emissions expressed in tons per winter day)**

<i>Year</i>	<b>Boston Build Emissions</b>	<i>Emission Budget</i>	<b>Difference (Action – Budget)</b>
2017	122.79	228.33	-105.54
2020	121.54	228.33	-106.79
2030	120.17	228.33	-108.16

## **CONCLUSION**

The Clean Air Act Amendments of 1990 established air quality conformity requirements for transportation plans, programs, and projects. The EPA published a final rule in the November 24, 1993, *Federal Register*, with several amendments through January 2008, providing procedures to be followed by the U.S. Department of Transportation in determining conformity of transportation plans, programs, and projects with the SIP for meeting air quality standards. Eastern Massachusetts has been designated a “moderate” ozone nonattainment area for the eight-hour ozone standard. Federal conformity regulations require that the impact of transportation plans, programs, and projects on nonattainment areas be evaluated.

The Boston Region MPO has conducted an air quality analysis for projects in the FFYs 2011–14 TIP. The purpose of the analysis is to evaluate the air quality impacts of the TIP on the SIP. The analysis evaluates the change in ozone precursor emissions (VOCs and NO<sub>x</sub>) and CO emissions due to the implementation of the TIP. The modeling procedures and assumptions used in this air quality analysis follow the EPA’s and the Commonwealth’s guidelines and are consistent with all present and past procedures used by the Massachusetts DEP to develop and amend the SIP.

MassDOT has found the emission levels from all areas and all MPOs in Eastern Massachusetts, including emissions resulting from implementation of the TIP, to be in conformance with the SIP according to state and federal conformity criteria. Specifically, the following conditions have been met:

- The VOC emissions for the build scenarios are less than the 2009 VOC mobile-source emissions budget for analysis years 2017 through 2030.
- The NO<sub>x</sub> emissions for the build scenarios are less than the 2009 NO<sub>x</sub> mobile-source emissions budget for analysis years 2017 through 2030.
- The CO emissions for the build scenarios are less than projections for analysis years 2017 through 2030 for the nine cities in the Boston CO maintenance area.

In accordance with Section 176(c)(4) of the Clean Air Act as amended in 1990, the Boston Region MPO has completed this review and hereby certifies that the FFYs 2011–14 TIP and its latest conformity determination conditionally conform with 40 CFR Part 93 and 310 CMR 60.03 and are consistent with the air quality goals in the Massachusetts State Implementation Plan.

# Chapter Five

## Fiscal 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 2011–14 TIP complies with both of these requirements.

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

	<b>FFY 2011</b>	<b>FFY 2012</b>	<b>FFY 2013</b>
<b><i>Transit Program</i></b>			
Section 5307 Authorization	\$134,400,000	\$134,400,000	\$134,400,000
Section 5307 Program	\$134,400,000	\$134,000,000	\$134,000,000
Section 5309 Authorization	\$94,000,000	\$94,000,000	\$94,000,000
Section 5309 Program	\$94,000,000	\$94,000,000	\$94,000,000
<b><i>Non-Artery Highway Target Program (including state matching funds, but exclusive of earmarked funds)</i></b>			
Highway Obligation	\$59,897,183	\$54,523,582	\$57,303,412
Highway Program	\$59,897,183	\$54,523,582	\$57,303,412
<b><i>Bridges</i></b>			
Federal-Aid Bridges*	\$628,462,648	\$88,159,200	\$52,000,000

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

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

	<b>FFY 2011</b>	<b>FFY 2012</b>	<b>FFY 2013</b>
Bridge Target	N/A	N/A	N/A
Bridge Program	\$0	\$0	\$0

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

	<b>FFY 2011</b>	<b>FFY 2012</b>	<b>FFY 2013</b>	<b>FFY 2014</b>
Obligation Authority	\$600,000,000	\$600,000,000	\$600,000,000	\$600,000,000
Central Artery/ Tunnel Project Share	\$159,365,000	\$165,960,000	\$176,555,000	\$176,555,000
Central Artery/ Tunnel TIP Program	\$159,365,000	\$165,960,000	\$176,555,000	\$176,555,000

# **Chapter Six**

## **Operations and Maintenance**

One requirement of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) is an 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 is 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. Tables 1, 2 and 3 will present the operations and maintenance estimates for the period of state fiscal years (SFYs) 2011 to 2014 for CATA, MBTA, and the MWRTA. Table 4 presents the operations and maintenance estimates for the period of SFYs 2011 to 2014 for MassDOT projects.

Mass DOT - Highway Division  
 Summary of Operating and Maintenance Expenditures  
 Boston Region - Part 1: Non-Federal Aid

**Section I - Non Federal Aid Maintenance Projects - State Bondfunds**

7/14/10

Program Group/Sub Group	SFY 2008 NFA Expenditures	Estimated SFY 2009 NFA Expenditures	SFY 2010 NFA Expenditures
<b>01 - Bridge Repair &amp; Replacement</b>			
New Bridge (Excluded)			
Bridge Replacement ( Excluded)			
Bridge Reconstruction/Rehab	\$4,185,618	\$4,474,363	\$9,292,147
Drawbridge Maintenance	\$1,048,060	\$2,106,547	\$1,552,870
Structure Maintenance	\$14,583,310	\$12,769,694	\$38,862,880
<b>02 - Bridge Painting</b>			
Painting - Structural	\$0	\$552,049	\$0
<b>03 - Roadway Reconstruction</b>			
Hwy Relocation (Excluded)			
Hwy Recon. - Added Capacity(Excluded)			
Hwy Recon - Added Capacity( Excluded)			
New Construction (Excluded)			
Hwy Reconstr - Restr and Rehab	\$1,193,191	\$711,180	\$127,603
Hwy Reconstr - No Added Capacity	\$3,484,870	\$8,572,830	\$1,163,720
Hwy Reconstr - Minor Widening	\$63,112	\$288,952	\$0
<b>04 - Roadway Resurfacing</b>			
Resurfacing	\$10,039,477	\$5,621,821	\$7,824,136
<b>05 - Intersection &amp; Safety</b>			
Impact Attenuators	\$249,894		
Safety Improvements	\$99,150	\$78,468	\$0
Traffic Signals	\$899,577	\$856,933	\$553,809
<b>06 - Signs &amp; Lighting</b>			
Lighting and Electrical	\$538,299	\$509,605	\$612,077
Sign Installation / Upgrading	\$247,644	\$243,674	\$695,274
Structural Signing	\$185,086	\$250,980	\$0
<b>07 - Guradrail</b>			
Guard Rail and Fencing	\$1,306,532	\$859,113	\$1,203,848
<b>08 - Maintenance</b>			
Catch Basin Cleaning	\$1,587,115	\$1,679,365	\$2,895,555
Crack Sealing	\$201,235	\$169,428	\$0
Landscape and Roadside Develop	\$914,891	\$977,104	\$0
Mowing and Spraying	\$0	\$28,787	\$0
Pavement Marking	\$1,237,680	\$1,577,258	\$1,563,546
Sewer and Water	\$494,419	\$350,773	\$0
Process/Recycle/Trnsprt Soils			
Contract Hwy Maint.			
<b>09 - Facilities</b>			
Chemical Storage Sheds	\$0	\$137,973	\$0
Vertical Construction	\$0	\$991	\$1,403,882
<b>10 - Bikeways (Excluded)</b>			
<b>11 - Other</b>			
Miscellaneous / No Prequal	\$76,868	\$510,809	\$704,182
Asbestos Removal			\$0
Demolition			\$0
Drilling and Boring			\$0
<b>Section I Total:</b>	<b>\$42,636,030</b>	<b>\$43,328,698</b>	<b>\$68,455,529</b>

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

<b>12 - Snow and Ice Operations &amp; Materials</b>	\$45,232,204	\$33,688,808	\$31,936,677
<b>13 - District Maintenance</b> ( Mowing, Litter Management, Sight Distance Clearing, Etc. )	\$8,594,300	\$7,594,228	\$7,734,078
<b>Section II Total:</b>	<b>\$53,826,504</b>	<b>\$41,283,035</b>	<b>\$39,670,755</b>

**Grand Total NFA:** \$96,462,534 \$84,611,733 \$108,126,284

Mass DOT - Highway Division  
 Summary of Operating and Maintenance Expenditures  
 Boston Region - Part 2: Federal Aid

**Section I - Federal Aid Maintenance Projects**

7/14/10

Program Group/Sub Group	SFY 2008 Federal Aid Expenditures	SFY 2009 Federal Aid Expenditures	SFY 2010 Federal Aid Expenditures
<b>01 - Bridge Repair &amp; Replacement</b>			
New Bridge (Excluded)			
Bridge Replacement ( Excluded)			
Bridge Reconstruction/Rehab	\$16,681,708	\$10,231,156	\$16,637,440
Structure Maintenance	\$2,186,015	\$546,504	\$8,412,796
<b>02 - Bridge Painting</b>	\$0	\$0	\$0
<b>03 - Roadway Reconstruction</b>			
Hwy Relocation (Excluded)			
Hwy Recon. - Added Capacity(Excluded)			
Hwy Recon - Added Capacity( Excluded)			
New Construction (Excluded)			
Hwy Reconstr - Restr and Rehab	\$19,487,150	\$5,970,759	\$8,717,429
Hwy Reconstr - No Added Capacity	\$8,769,927	\$13,322,707	\$38,210,918
Hwy Reconstr - Minor Widening	\$9,671,546	\$10,276,969	\$4,996,612
Hwy Reconstr - Major Widening	\$403,245	\$1,192,714	\$34,095
<b>04 - Roadway Resurfacing</b>			
Resurfacing	\$33,487,202	\$19,035,126	\$50,573,274
<b>05 - Intersection &amp; Safety</b>			
Impact Attenuators	\$0	\$16,746	\$0
Safety Improvements	\$6,911,226	\$5,323,800	\$1,603,549
Traffic Signals	\$8,166,281	\$5,704,236	\$1,955,537
<b>06 - Signs &amp; Lighting</b>			
Lighting and Electrical	\$928,809	\$504,438	\$166,330
Sign Installation / Upgrading	\$764,970	\$763,140	\$227,139
<b>07 - Guardrail</b>			
Guard Rail and Fencing	\$0	\$502,622	\$0
<b>08 - Maintenance</b>			
Contract Highway Maintenance	\$0	\$77,447	\$0
Landscape and Roadside Develop	\$0	\$58,759	\$0
Pavement Marking	\$0	\$384	\$0
<b>09 - Facilities</b>			
Vertical Construction	\$67,070	\$206,019	\$0
	\$143,638	\$35,910	\$9,000
<b>10 - Bikeways (Excluded)</b>			
<b>11 - Other</b>			
Intelligent Transportation Sys	\$597,860	\$866,130	\$749,955
Miscellaneous / No prequal	\$4,931,679	\$2,201,632	\$172,804
Reclamation	\$0	\$503	\$0
<b>Section I Total</b>	<b>\$113,198,327</b>	<b>\$76,837,700</b>	<b>\$132,466,878</b>

**Section II - Federal Aid Highway Operations**

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

**Grand Total Federal Aid: \$114,298,327 \$77,937,700 \$133,616,878**

**Table 6-3**  
**Boston MPO**  
**Operations and Maintenance Summary Table**  
**for the Massachusetts Bay Transportation Authority**  
**State Fiscal Year 2010**

<b>Operating Revenue</b>	<i>Previous</i>	<i>Current</i>	<i>Year Two</i>	<i>Year Three</i>	<i>Year Four</i>
	2009	2010	2011	2012	2013
Farebox	\$483,028,746	\$475,299,312	\$485,990,602	\$491,888,768	\$496,445,555
Section 5307	\$10,000,000	\$28,836,501	\$12,000,000	\$12,120,000	\$12,241,200
Section 5311					
CMAQ/TDM					
Fully Funded *					
Job Access/Reverse Commute					
Advertising	\$11,634,361	\$11,709,593	\$11,358,804	\$12,379,840	\$12,994,336
Interest Income	\$3,228,048	\$1,506,708	\$1,490,190	\$1,505,092	\$1,520,143
Rental Income	\$18,512,919	\$10,881,273	\$21,924,561	\$22,532,726	\$22,942,359
State Contract Assistance**	\$767,056,684	\$927,056,680	\$927,019,551	\$934,689,747	\$950,183,541
Local Assessment	\$146,486,060	\$150,148,212	\$150,148,212	\$153,901,917	\$157,749,465
Other: Land Sales/Utility Reimb	\$6,518,126	\$7,234,115	\$11,768,786	\$9,819,412	\$10,624,670
<b>TOTAL</b>	<b>\$1,446,464,944</b>	<b>\$1,612,672,394</b>	<b>\$1,621,700,706</b>	<b>\$1,638,837,502</b>	<b>\$1,664,701,269</b>

<b>Operating Expenses***</b>	<i>Previous</i>	<i>Current</i>	<i>Year Two</i>	<i>Year Three</i>	<i>Year Four</i>
	2009	2010	2011	2012	2013
<b>TOTAL</b>	<b>\$1,137,993,921</b>	<b>\$1,176,964,654</b>	<b>\$1,216,875,487</b>	<b>\$1,277,279,370</b>	<b>\$1,330,154,051</b>

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.

# Appendix A

## Universe of Projects

This chapter lists information about roadway, bridge, and transit projects that have been identified through the MPO evaluation processes. The roadway evaluation system was used for both the fiscal years 2011–14 TIP amendment process and the development of the fiscal years 2011–14 TIP. Projects programmed in the fiscal years 2011–14 TIP are in ***bold italic type***.

### ***Roadway Projects***

Roadway projects were evaluated using the MPO's TIP criteria. For more information about project evaluations, see Chapter 2. For more information about project information forms, see Appendix B or visit the Interactive TIP Database at [www.bostonmpo.org/tip](http://www.bostonmpo.org/tip). The following information is used in the descriptions of the projects.

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

*ID number*: Projects in MassHighway's project tracking system are given a six-digit number; those projects not in the project tracking system have no number.

*Municipality (ies)*: Community (or communities) in which a project is located.

*Project*: Location or name of the project.

*Description*: Description of the project.

*Estimated cost*: Estimated cost of the project, if available.

*Design status*: Design status as reported to the MPO by May 28, 2009.

*MMS Recommendation*: The project was recommended by the Mobility Management System.

*Roadway evaluation*: Transportation Improvement Program (TIP) Roadway Project Information Forms are evaluated based on the TIP criteria that were developed based on the policies of the MPO as stated in the Regional Transportation Plan. Evaluations are given to each project in the basic criteria categories based on information from the project information forms.

- Condition (need/effectiveness)
- Safety (need/effectiveness)
- Mobility & Operations (need/effectiveness)
- Environmental Justice
- Environment
- Land Use
- Economic Development

Starting in 2006, four levels of evaluation were performed on a project encompassing all criteria categories:

**Needs Criteria** – Performed on all project ideas to determine the relative need for transportation improvements in the project area.

**Effectiveness Criteria** – Performed on all project ideas to determine the relative effectiveness for transportation improvements in the project area.

**Environment and Community Project Criteria-** Performed on all projects with sufficient design, to assess the magnitude of effect on environmental justice, community character and environmental conditions of the project area.

Each of the first three criteria is evaluated as follows:

- Need criteria scored 3 to zero
- Project effectiveness criteria scored 3 to negative 3

With 3 indicating the "highest need"/"most effective", negative 3 the "most counter to the criteria", with zero being "no need"/"neutral to the criteria." Where no information is available, the item will be left blank and will count against the sum/average as zero (neutral).

The projects' scores for each criterion are averaged by criteria category:

- Condition Need
- Condition Effectiveness
- Safety Need
- Safety Effectiveness
- Mobility & Operations Need
- Mobility & Operations Effectiveness
- Environmental Justice
- Environment

**Land Use and Economic Development Criteria-** Performed on all projects with sufficient design, to assess the magnitude of effect on land use and economic development conditions in the project area.

Land Use was scored using a range from –1 to 4 depending on the amount of points granted for answers to land use related questions on the project information forms.

Economic Development was scored using a range of -1 to 8 depending on the amount of points granted for answers to economic development related questions on the project information forms.

### ***Transit Projects***

System expansion and service enhancement project ideas were evaluated based on 32 individual performance measures divided into seven categories. For each category, a high, medium, or low rating was assigned. In some cases, certain categories were listed as not applicable. Project ideas are divided by mode: commuter rail, rapid transit, bus/trackless trolley, and boat. For additional information, see the MBTA's Program for Mass Transportation. The following information is used in the descriptions of the projects.

## Appendix A

# Universe of Projects

*Project:* Name of project idea, categorized by mode, commuter rail, rapid transit, bus/trackless trolley, and boat.

*Type:* Type of expansion or improvement.

*Overall Category Scores:*

- Utilization
- Mobility & Operations
- Cost effectiveness
- Air quality
- Service quality
- Economic/land use
- Environmental justice
- Total



# Appendix A

## Universe of Projects

Acton	604531	Assabet River Rail Trail, Acton & Maynard
Acton	604532	Bruce Freeman Rail Trail, Phase 2A, Acton, Carlisle, & Westford
Acton	605189	Bruce Freeman Rail Trail, Phase 2C, Concord
<b>Arlington</b>	<b>604687</b>	<b>Massachusetts Avenue</b>
Bedford	29492	Middlesex Turnpike, Phase III
Bedford		Minuteman Bikeway
Belmont	604688	Trapelo Road
Beverly	600220	Route 1A (Rantoul Street)
Beverly	604369	Route 128 at Brimbal Avenue
Beverly	600219	Route 1A (Cabot Street)
Beverly		Route 127 Reconstruction
<b>Boston</b>	<b>604761</b>	<b>South Bay Harbor Trail</b>
<b>Boston</b>	<b>605791</b>	<b>Warren Street/Blue Hill Avenue</b>
<b>Boston</b>	<b>605789</b>	<b>Melnea Cass Blvd. Construction</b>
Braintree	602593	Union Street
Braintree		Route 37 at Franklin and Washington Streets
Brookline	605110	Gateway East/Village Square
Brookline	1308	Carlton Street Footbridge
<b>Cambridge</b>	<b>605188</b>	<b>Cambridge Common</b>
<b>Cambridge</b>	<b>604993</b>	<b>Broadway (Kendall Square)</b>
Canton	603883	Turnpike Street (Route 138)
Canton	605807	Turnpike Street (Route 138), Phase II
Canton	900	East-West Connector Road
Chelsea	605974	Washington Avenue
Chelsea	1063	Williams and Beecham Streets
<b>Concord</b>	<b>602984</b>	<b>Route 2 (Crosby's Corner)</b>
Danvers	601825	Liberty Street
Danvers	602310	Collins Street
Duxbury	606002	Signals at Route 3
Duxbury	606023	Bridge Repairs over Routes 3, 6, & 28
Duxbury	603462	Winter Street Roundabout
Duxbury	603455	Bailey's Corner intersection improvements
Duxbury	942	Routes 3A and 139 Improvements

# Appendix A

## Universe of Projects

Duxbury	600650	Route 3A Bridge Improvements
Duxbury	604870	Routes 53 and 139 Improvements
Duxbury	603833	Signage Improvements
Everett	1313	Bike to the Sea (formally Northern Strand Community) Trail
Everett	1314	Air Force Road Rehabilitation
Everett	1315	Beacham Street Reconstruction
Framingham	606109	Route 126 at 135 Grade Separation
Framingham	1316	Downtown Corridor Traffic and Streetscape Improvements
Framingham	955	Route 126 (Route 9 to Concord Street)
<b>Framingham</b>	<b>1066</b>	<b>Cochituate Rail Trail</b>
<b>Franklin</b>	<b>604988</b>	<b>Route 140</b>
Franklin	601359	Pleasant Street
Franklin	602129	Lincoln Street and Main Street
Gloucester	604377	Washington Street
Hanover	602602	Route 53 Reconstruction
Hingham	1317	Main Streets Reconstruction and Pedestrian Improvements
Hingham	605168	Hingham Rotary Improvements
Hingham	600518	Derby Street
Holliston	605745	Washington Street Roadway and Drainage Improvement, Phase II
Hopkinton	1006	School Street and West Main Street Intersections
Hopkinton	606043	Main Street Traffic Improvements
<b>Hudson</b>	<b>604812</b>	<b>Route 85 (Washington Street) Upgrade</b>
<b>Hudson</b>	<b>604006</b>	<b>Houghton Street Bridge</b>
Hudson	604732	Washington Street Bridge
Hudson	601906	Cox Street Bridge
<b>Hudson</b>	<b>604875</b>	<b>Assabet River Rail Trail</b>
Hull	601607	Atlantic Avenue Reconstruction
Ipswich	605743	Routes 1A/133-South Main and Central Streets
Lexington		East Lexington Three Intersections
<b>Lincoln</b>	<b>602984</b>	<b>Route 2 (Crosby's Corner)</b>
Lynn	1319	Route 129 (Boston Street/Washington Street)
Lynn	1320	Route 1 (Copeland Circle Spur-Fox Hill Bridge)

# Appendix A

## Universe of Projects

Lynn	603160	Route 1 South (Jughandle Lights - Goodwin Circle/Lynnfield St.)
Lynn	605670	Lynn Ferry Project/Blossom Street Ferry Terminal
Lynn	1321	Route 1A Lynnway at Blossom Street
Lynn	1322	Route 1A Lynnway Intersection at Market Street
Lynn	1323	Route 1A Lynnway (GE Bridge and Nahant Rotary)
Lynn	1324	Blue Line Extension (Wonderland Connection)
<b>Malden</b>	<b>605173</b>	<b><i>Pleasant Street</i></b>
Malden	1313	Bike to the Sea (formally Northern Strand Community) Trail
Marlborough	604697	Farm Road
Marlborough	604810	Route 85, South (Maple Street)
Marlborough	604811	East Main Street
Marshfield	604915	Route 139 Widening Project
Medfield	604735	North Street Reconstruction Project
Medway	605657	Route 109 (Main Street)
Melrose	601553	Lebanon Street
Melrose	601551	Main Street Intersections at Emerson, Essex, Foster and Grove Streets
<b>Milford</b>	<b>603867</b>	<b><i>Route 16 Traffic Signal Improvements</i></b>
Milford	604530	Upper Charles Trail, Phase II
Milford	967	Veteran's Memorial Drive Extension
Natick	1066	Cochituate Rail Trail
Natick	1130	Route 9/Route 27 Intersection
Natick	601586	Route 9/Oak Street Intersection
Natick	605034	North Main Street
Newton	604344	Needham Street/Highland Avenue
Norwood	601630	Upland Road and Prospect Street
Norwood	605857	Route 1 and University Avenue
Quincy	605729	Intersection and Signal Improvements at Hancock Street at East and West Squantum
Quincy	1325	Intersection Improvements at Quincy Avenue/East Howard Street
Quincy	1326	Quincy Center Traffic Improvements at Hancock Street/Washington Street
Reading	601705	West Street
Reading	1133	Streetscape Improvements High and Haven Streets
Salem	605146	Canal Street

# Appendix A

## Universe of Projects

Salem	1311	Canal Street Bike Path Extension the Salem Marblehead Branch Trail, Phase II
Salem	600986	Boston Street
Scituate		Gannet Trail
Sharon	605708	Intersection Improvements at South Main Street
<b>Somerville</b>	<b>604778</b>	<b><i>Union Square Study</i></b>
<b>Somerville</b>	<b>1056</b>	<b><i>Assembly Square: Orange Line Station</i></b>
<b>Somerville</b>	<b>1065</b>	<b><i>Union Square Roadway and Streetscape Improvements</i></b>
<b>Somerville</b>	<b>1142</b>	<b><i>Broadway Improvements in East Somerville</i></b>
<b>Somerville</b>	<b>604331</b>	<b><i>Somerville Community Path</i></b>
<b>Somerville</b>	<b>600831</b>	<b><i>Assembly Square: I-93 Interchange Study</i></b>
<b>Somerville</b>	<b>601820</b>	<b><i>Beacon Street</i></b>
Somerville	601821	Temple Street
<b>Somerville</b>	<b>604645</b>	<b><i>McGrath Highway-Gilman Street Bridge</i></b>
<b>Somerville</b>	<b>605219</b>	<b><i>Broadway Streetscape Improvements</i></b>
<b>Somerville</b>	<b>605680</b>	<b><i>Assembly Square: Multimodal Improvements</i></b>
<b>Somerville</b>		<b><i>Streetscape and Adaptive Re-Use</i></b>
Southborough	604989	Route 30/Main Street Rehabilitation
Southborough	1064	Cordaville Road/Route 85 Rehabilitation
Sudbury	1015	Route 20/Landham Road Intersection
Sudbury	1037	Route 20/Horsepond Road Intersection
Sudbury	605189	Bruce Freeman Rail Trail, Phase 2D
Sudbury	1069	Route 20/Wayside Inn Road
Sudbury	1305	Bruce Freeman Rail Trail, Phase 2E
<b>Walpole</b>	<b>605187</b>	<b><i>Washington Street</i></b>
Walpole	602261	Route 1A North to Route 27
Walpole	1151	Walpole Central Business District
Walpole	600671	Route 1A South from Front Street to Norfolk Town Line
Walpole	1152	Elm Street Improvements
Walpole	997	Coney Street at Interstate 95
Watertown	601686	Pleasant Street and Howard Street
Watertown	602053	Intersection Improvements at Three Location
Watertown		Rehabilitation of Mount Auburn Street (Route 16)

# Appendix A

## Universe of Projects

Watertown		Safety Improvements and Rehabilitation of Common Street
Wayland	601579	Route 27/Route30 Intersection Improvements
Weston	602000	Wellesley Street at South Avenue (Route 30) Traffic Improvements
Westwood	87790	Interstate 95 at Interstate 93
Westwood		Slip Ramp on Interstate 95 North to Dedham Street
Westwood	606086	Interstate 95 at Blue Hill Drive Ramps
Westwood		Dedham Street Roadway and Bridge Improvements
<b>Weymouth</b>	<b>601630</b>	<b>Route 18</b>
Weymouth	114906	Route 53 at Middle Street and Winter Street at Middle Street
Weymouth	605721	Intersection Improvements at Middle Street/Libbey Pkwy./Tara Drive
Wilmington	605021	Wildwood Intersections
Winchester	601019	Signal Upgrade at 4 Intersections
Winchester	604652	Tri-Community Bikeway
Woburn	604996	New Boston Street Bridge
Woburn	604935	Montvale Avenue
Woburn	1153	Woburn Loop Bikeway Project
Wrentham	604745	Taunton Street Reconstruction
Wrentham	603739	Interstate 495 and Route 1A Ramps
Wrentham		Congestion Mitigation-Routes 1A, 140 and Common, David Brown, & Bank Streets
Wrentham	605700	Route 140 Resurfacing



Project ID	Municipality(s)	Project Name	Estimated Cost	Category	Funding Status	Municipal Priority	Condition Need Average	Condition Effectiveness Average	Safety Need Average	Safety Effectiveness Average	Mobility Need Average	Mobility Effectiveness Average	Environmental-Justice Need Average	Land-Use Score	Economic Development Score
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Projects in Bold Italics are programmed in the FFYs 2011-14 TIP.

<i>601630</i>	<i>Abington</i>	<i>Route 18</i>	<i>\$26,100,000</i>	<i>Arterial and Intersection</i>	<i>Programmed</i>									<i>5.0</i>	<i>2.0</i>
604687	Arlington	Massachusetts Avenue, Phase I	\$5,745,400	Arterial and Intersection	Pre-TIP	1	1.7	3.0	1.8	1.7		1.4	0.7	5.0	2.0
29492	Bedford	Middlesex Turnpike Improvement Project, Phase Three	\$7,300,000	Arterial and Intersection	Pre-TIP	1	1.7	2.3	0.8	2.7	1.8	1.8	-0.1	5.0	4.0
604688	Belmont	Trapelo Road	\$11,587,810	Arterial and Intersection	Pre-TIP	1	2.3	3.0	1.2	3.0	2.7	2.0	1.0	5.0	3.0
600220	Beverly	Route 1A (Rantoul Street )	\$16,057,360	Arterial and Intersection	Pre-TIP	1	1.7	2.0	2.2	2.5	1.8	1.6	0.7	4.0	3.0
600219	Beverly	Cabot Street	\$6,226,200	Arterial and Intersection	Pre-TIP	3	1.7	0.0	1.4	0.0	0.0	0.0		5.0	3.0
29492	Billerica	Middlesex Turnpike Project, Phase III	\$7,300,000	Arterial and Intersection	Pre-TIP		1.7	2.3	0.8	2.7	1.8	1.8	-0.1	5.0	4.0
602593	Braintree	Union Street	\$4,280,720	Arterial and Intersection	Pre-TIP	1	2.0	3.0	0.8	2.0	1.5	2.1	0.3	3.0	2.0
605110	Brookline	Gateway East	\$4,350,000	Arterial and Intersection	Conceptual	1			0.8				1.0		1.0
29492	Burlington	Middlesex Turnpike Project, Phase III	\$7,300,000	Arterial and Intersection	Pre-TIP	1	1.7	2.3	0.8	2.7	1.8	1.8	-0.1	5.0	4.0
<i>604993</i>	<i>Cambridge</i>	<i>Innovation Blvd Streetscape</i>	<i>\$1,500,000</i>	<i>Arterial and Intersection</i>	<i>Programmed</i>	<i>1</i>								<i>6.0</i>	<i>4.0</i>
603883	Canton	Route 138	\$2,850,000	Arterial and Intersection	Pre-TIP	1	2.3	2.0	0.5	1.3	1.0	0.7		1.0	2.0
900	Canton	East-West Connector		Arterial and Intersection	Conceptual	2									3.0
605807	Canton	Route 138 Improvements	\$1,230,430	Arterial and Intersection	Pre-TIP									2.0	2.0
<i>602984</i>	<i>Concord, Lincoln</i>	<i>Route 2 (Crosby's Corner)</i>	<i>\$71,943,985</i>	<i>Arterial and Intersection</i>	<i>Programmed</i>	<i>1</i>	<i>2.3</i>	<i>2.0</i>	<i>0.8</i>	<i>2.5</i>	<i>1.8</i>	<i>2.4</i>		<i>2.0</i>	<i>2.0</i>
602310	Danvers	Collins Street	\$6,410,000	Arterial and Intersection	Pre-TIP	2	3.0	2.7	0.8	2.3	1.2	1.5	0.7	2.0	0.0
601825	Danvers	Liberty Street	\$9,450,890	Arterial and Intersection	Pre-TIP	1	2.7	2.3	0.8	2.5	1.2	1.9	0.7	2.0	0.0

Project ID	Municipality(s)	Project Name	Estimated Cost	Category	Funding Status	Municipal Priority	Condition Need Average	Condition Effectiveness Average	Safety Need Average	Safety Effectiveness Average	Mobility Need Average	Mobility Effectiveness Average	Environmental-Justice Need Average	Land-Use Score	Economic Development Score
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606086	Dedham	Interstate at University Avenue	\$7,300,000	Arterial and Intersection	Pre-TIP										
603455	Duxbury	Route 3A/Chestnut Street & Tobey Garden Street	\$250,000	Arterial and Intersection	Pre-TIP	2								3.0	0.0
942	Duxbury	Route 3A-Route 139		Arterial and Intersection	Conceptual	3								3.0	2.0
603462	Duxbury	Route 53/Winter Street	\$1,048,530	Arterial and Intersection	Pre-TIP	1	2.3	2.7	0.6	2.7	0.8	0.9		3.0	0.0
604870	Duxbury	Resurfacing on Routes 53 and 139	\$7,223,640	Arterial and Intersection	Pre-TIP										
606002	Duxbury	Signal Installation at Route 3	\$2,000,000	Arterial and Intersection	Pre-TIP										
1314	Everett	Air Force Road Rehabilitation		Arterial and Intersection	Conceptual										
1315	Everett	Beacham Street Reconstruction		Arterial and Intersection	Conceptual										
955	Framingham	Route 126 (Route 9 to Concord Street)		Arterial and Intersection	Conceptual	4								6.0	4.0
606109	Framingham	Route 126/135 Grade Separation	\$100,000,000	Arterial and Intersection	Pre-TIP	3								6.0	4.0
602129	Franklin	Lincoln Street & Main Street	\$4,000,000	Arterial and Intersection	Pre-TIP	4								3.0	3.0
601359	Franklin	Pleasant Street	\$4,700,000	Arterial and Intersection	Pre-TIP	2								4.0	3.0
604988	Franklin	Route 140	\$5,402,350	Arterial and Intersection	Pre-TIP	1									2.0
604377	Gloucester	Washington Street And Railroad Avenue	\$0	Arterial and Intersection	Pre-TIP									2.0	2.0
602602	Hanover	Route 53 South - Route 3	\$986,520	Arterial and Intersection	Pre-TIP									1.0	1.0
604870	Hanover, Marshfield, Pembroke	Resurfacing on Routes 53 and 139	\$7,223,640	Arterial and Intersection	Pre-TIP										
1317	Hingham	Main St Reconstruction & Pedestrian Improvement		Arterial and Intersection	Conceptual										

Project ID	Municipality(s)	Project Name	Estimated Cost	Category	Funding Status	Municipal Priority	Condition Need Average	Condition Effectiveness Average	Safety Need Average	Safety Effectiveness Average	Mobility Need Average	Mobility Effectiveness Average	Environmental-Justice Need Average	Land-Use Score	Economic Development Score
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605168	Hingham	Route 3A at Summer St Rotary	\$1,854,838	Arterial and Intersection	Pre-TIP										
600518	Hingham	Derby Street	\$6,000,000	Arterial and Intersection	Pre-TIP	2									
605745	Holliston	Washington St. Roadway & Drainage Improvements - Phase 2	\$2,800,000	Arterial and Intersection	Pre-TIP										
1006	Hopkinton	School Street/W. Main Street Intersections		Arterial and Intersection	Conceptual										
606043	Hopkinton	Route 135 at Route 85	\$4,000,000	Arterial and Intersection	Pre-TIP										
604812	Hudson	Route 85/Washington Street	\$10,814,480	Arterial and Intersection	Pre-TIP	1	2.3	3.0	1.2	2.7	1.3	1.8	0.0	2.0	3.0
601607	Hull	Atlantic Avenue	\$4,000,000	Arterial and Intersection	Pre-TIP	1									0.0
605743	Ipswich	Reconstruction of Central and South Main Streets	\$2,603,060	Arterial and Intersection	Pre-TIP									0.0	0.0
1319	Lynn	Route 129 (Boston St./Washington St.)		Arterial and Intersection	Conceptual										
1321	Lynn	Route 1A Lynnway at Blossom Street		Arterial and Intersection	Conceptual										
1322	Lynn	Route 1A Lynnway intersection at Market St.		Arterial and Intersection	Conceptual										
1323	Lynn	Route 1A Lynn (GE Bridge Nahant Rotary)		Arterial and Intersection	Conceptual										
603160	Lynnfield	Goodwin Circle	\$250,040	Arterial and Intersection	Complete										0.0
<b><i>605173</i></b>	<b><i>Malden</i></b>	<b><i>Pleasant Street</i></b>	<b><i>\$2,965,500</i></b>	<b><i>Arterial and Intersection</i></b>	<b><i>Programmed</i></b>	<b><i>1</i></b>									
604810	Marlborough	Route 85 South (Maple Street)	\$5,426,170	Arterial and Intersection	Pre-TIP	1	2.3	2.0	1.0	1.7	0.8	1.8	0.7		
604811	Marlborough	East Main Street	\$3,254,790	Arterial and Intersection	Pre-TIP	3	2.3	1.7	1.6	2.3	1.7	1.6		2.0	0.0
604697	Marlborough	Farm Road	\$3,400,000	Arterial and Intersection	Pre-TIP	2	1.7	3.0	1.4	3.0	0.3	1.9		1.0	0.0

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604915	Marshfield	Route 139 Corridor Improvements	\$5,682,660	Arterial and Intersection	Pre-TIP	1	1.7	3.0	1.4	3.0	1.7	1.9	-0.7	2.0	1.0
604735	Medfield	North Street	\$1,250,000	Arterial and Intersection	Pre-TIP	0								0.0	0.0
605657	Medway	Route 109 Improvements	\$10,917,435	Arterial and Intersection	Pre-TIP										
601551	Melrose	Main Street Intersections with Emerson, Essex, and Grove Streets	\$1,875,000	Arterial and Intersection	Pre-TIP	2	2.0	2.0	0.8	1.3	1.8	0.8	0.7	4.0	0.0
601553	Melrose	Lebanon & Main Streets	\$4,266,660	Arterial and Intersection	Pre-TIP	1	2.3	2.0	0.8	2.2	1.5	1.8	0.7	2.0	1.0
603867	Milford	Route 16 Traffic Signal Improvements	\$879,600	Arterial and Intersection	Pre-TIP	1	1.3	2.3	0.8	2.5	2.0	1.5	0.7	2.0	0.0
967	Milford	Veteran's Memorial Drive/Alternate Route		Arterial and Intersection	Conceptual	1			0.5	1.5			-0.7	3.0	2.0
601586	Natick	Route 9/Oak Street	\$3,255,580	Arterial and Intersection	Pre-TIP	1								3.0	1.0
605034	Natick	Route 27 (North Main Street)	\$10,129,579	Arterial and Intersection	Pre-TIP	1	2.0	3.0	1.2	3.0	1.5	1.8		4.0	3.0
1130	Natick	Route 9/Route 27 Intersection		Arterial and Intersection	Conceptual	1									0.0
601686	Newton	Pleasant Street and Howard Street	\$8,992,380	Arterial and Intersection	Advertised				1.0				0.7	4.0	2.0
604344	Newton	Needham Street	\$6,000,000	Arterial and Intersection	Pre-TIP	2		2.0	0.8	1.3	1.3	1.5		3.0	0.0
1149	Norwood	Upland Road/Prospect Ave	\$0	Arterial and Intersection	Conceptual	1									
605857	Norwood	Intersection Improvements at Route 1A	\$3,500,000	Arterial and Intersection	Pre-TIP										
1325	Quincy	Intersection Improvements at Quincy Ave. / East Howard Street		Arterial and Intersection	Conceptual										
1326	Quincy	Quincy Center Traffic Improvements at Hancock Street / Washington Street		Arterial and Intersection	Conceptual										
605729	Quincy	Hancock Street at East and West Squantum Streets.	\$2,794,200	Arterial and Intersection	Pre-TIP	1	2.0	1.7	1.8	2.7	1.7	1.9		2.0	1.0

Project ID	Municipality(s)	Project Name	Estimated Cost	Category	Funding Status	Municipal Priority	Condition Need Average	Condition Effectiveness Average	Safety Need Average	Safety Effectiveness Average	Mobility Need Average	Mobility Effectiveness Average	Environmental-Justice Need Average	Land-Use Score	Economic Development Score
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601705	Reading	West Street	\$7,907,255	Arterial and Intersection	Pre-TIP	1	1.7	3.0	1.2	3.0	1.0	1.9		3.0	2.0
1133	Reading	Streetscape Improvements on Haven & High Street		Arterial and Intersection	Conceptual										
600986	Salem	Boston Street	\$0	Arterial and Intersection	Pre-TIP		1.7		1.0				0.7		
605146	Salem	Canal Street	\$5,100,805	Arterial and Intersection	Pre-TIP										
605708	Sharon	Signal and Intersection Improvements on South Main Street	\$3,253,510	Arterial and Intersection	Pre-TIP		1.7	2.3	0.4	2.5	0.8	1.8			
<b><i>601820</i></b>	<b><i>Somerville</i></b>	<b><i>Beacon Street</i></b>	<b><i>\$3,900,000</i></b>	<b><i>Arterial and Intersection</i></b>	<b><i>Programmed</i></b>	<b><i>4</i></b>	<b><i>1.3</i></b>	<b><i>3.0</i></b>	<b><i>1.8</i></b>	<b><i>1.7</i></b>	<b><i>1.3</i></b>	<b><i>1.3</i></b>	<b><i>0.7</i></b>	<b><i>5.0</i></b>	<b><i>3.0</i></b>
601821	Somerville	Temple Street	\$1,265,490	Arterial and Intersection	Pre-TIP									2.0	3.0
1065	Somerville	Union Square Roadway and Streetscape Improvements		Arterial and Intersection	Conceptual										
1142	Somerville	Broadway East Somerville CMAQ	\$0	Arterial and Intersection	Conceptual		2.7	2.0	1.3	1.7	1.3	1.1	0.7		2.0
604989	Southborough	Route 30/Main Street Rehabilitation	\$4,005,268	Arterial and Intersection	Pre-TIP	1	2.3	2.7	0.6	2.8	0.8	1.8	0.7	3.0	0.0
1064	Southborough	Cordaville Road/Route 85 Rehabilitation		Arterial and Intersection	Conceptual	2	1.7	0.0	0.6	0.0	0.3	0.0			0.0
1037	Sudbury	Route 20/Horsepond Road		Arterial and Intersection	Conceptual	2									0.0
1069	Sudbury	Route 20/Wayside Inn Road		Arterial and Intersection	Conceptual	4	2.0		0.3						0.0
1015	Sudbury	Route 20/Landham Road Intersection		Arterial and Intersection	Conceptual	1	2.3		0.3						0.0
600671	Walpole	Route 1A (Main Street) South	\$5,000,000	Arterial and Intersection	Pre-TIP	2	1.0	2.3	0.5	1.7		0.8	0.7	3.0	2.0
605187	Walpole	Washington St	\$1,649,880	Arterial and Intersection	Pre-TIP	1								-1.0	0.0
602261	Walpole	Route 1A (Main Street) North	\$5,304,500	Arterial and Intersection	Pre-TIP	2	2.0	2.7	1.2	2.5	0.7	1.9		2.0	2.0

Project ID	Municipality(s)	Project Name	Estimated Cost	Category	Funding Status	Municipal Priority	Condition Need Average	Condition Effectiveness Average	Safety Need Average	Safety Effectiveness Average	Mobility Need Average	Mobility Effectiveness Average	Environmental-Justice Need Average	Land-Use Score	Economic Development Score
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Projects in Bold Italics are programmed in the FFYs 2011-14 TIP.

1151	Walpole	Walpole CBD	\$0	Arterial and Intersection	Conceptual	3									
1152	Walpole	Elm St Improvements	\$0	Arterial and Intersection	Conceptual	5									
604688	Waltham	Trapelo Road	\$11,587,810	Arterial and Intersection	Pre-TIP		2.3	3.0	1.2	3.0	2.7	2.0	1.0	5.0	3.0
601686	Watertown	Pleasant Street and Howard Street	\$8,992,380	Arterial and Intersection	Advertised	1			1.0				0.7	4.0	2.0
604688	Watertown	Trapelo Road	\$11,587,810	Arterial and Intersection	Pre-TIP		2.3	3.0	1.2	3.0	2.7	2.0	1.0	5.0	3.0
602053	Watertown	Intersection Improvements at Three Locations	\$875,000	Arterial and Intersection	Advertised		1.7		1.0	1.5		0.8	0.7	4.0	2.0
601579	Wayland	Route 27 (Main Street )/Route 30 (Commonwealth Road)	\$0	Arterial and Intersection	Pre-TIP										
601586	Wellesley	Route 9/Oak Street	\$3,255,580	Arterial and Intersection	Pre-TIP									3.0	1.0
602000	Weston	Route 30 (South Avenue)/Wellesley Street	\$2,321,110	Arterial and Intersection	Pre-TIP	1	1.0		0.5	1.5	1.4	1.1		0.0	0.0
606086	Westwood	I-95 at University Avenue	\$7,300,000	Arterial and Intersection	Pre-TIP										
114906	Weymouth	Route 53 (Washington Street)/Middle Street	\$2,275,820	Arterial and Intersection	Pre-TIP	2								2.0	1.0
<b>601630</b>	<b>Weymouth</b>	<b>Route 18</b>	<b>\$26,100,000</b>	<b>Arterial and Intersection</b>	<b>Programmed</b>	<b>1</b>								<b>5.0</b>	<b>2.0</b>
605721	Weymouth	Middle Street/Libbey Industrial Parkway/Tara Drive	\$840,030	Arterial and Intersection	Pre-TIP									0.0	0.0
605021	Wilmington	Middlesex Avenue (Route 62)/Glen Road/Wildwood Street Rotary	\$857,970	Arterial and Intersection	Pre-TIP	1									0.0
601019	Winchester	Signal Upgrades at 4 Locations	\$2,500,000	Arterial and Intersection	Pre-TIP	1	2.3	2.7	1.2	2.8	1.2	1.8	0.7	2.0	0.0
604935	Woburn	Montvale Avenue	\$3,400,000	Arterial and Intersection	Pre-TIP	2	1.7	2.0	1.8	2.3	1.8	2.0	-0.7	5.0	0.0
604745	Wrentham	Taunton Street (Route 152)	\$4,676,300	Arterial and Intersection	Pre-TIP	1				1.2		0.5		2.0	0.0

Project ID	Municipality(s)	Project Name	Estimated Cost	Category	Funding Status	Municipal Priority	Condition Need Average	Condition Effectiveness Average	Safety Need Average	Safety Effectiveness Average	Mobility Need Average	Mobility Effectiveness Average	Environmental-Justice Need Average	Land-Use Score	Economic Development Score
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Projects in ***Bold Italics*** are programmed in the FFYs 2011-14 TIP.

605700	Wrentham	Route 140 Improvements	\$4,270,580	Arterial and Intersection	Pre-TIP										
604531	Acton	Assabet River Rail Trail	\$0	Bicycle and Pedestrian	Pre-TIP	1							1.3	3.0	1.0
604532	Acton, Carlisle	Bruce Freeman Memorial Bicycle Path, phase 2A	\$7,700,000	Bicycle and Pedestrian	Pre-TIP	2	1.7	1.0	0.8	1.5	0.7	1.1	1.3	3.0	1.0
605189	Concord	Bruce Freeman Rail Trail, phase 2C	\$7,000,000	Bicycle and Pedestrian	Pre-TIP	1	1.7	1.7	0.8	1.8	1.2	1.0	1.3		
1313	Everett	Bike to the Sea/ Northern Strand Community Trail		Bicycle and Pedestrian	Conceptual										
1066	Framingham	Cochituate Rail Trail		Bicycle and Pedestrian	Conceptual	2									3.0
604531	Maynard	Assabet River Rail Trail	\$0	Bicycle and Pedestrian	Pre-TIP	1							1.3	3.0	1.0
604530	Milford	Upper Charles Trail Phase 2	\$4,195,000	Bicycle and Pedestrian	Advertised	1			0.5				1.3	4.0	2.0
1066	Natick	Cochituate Rail Trail		Bicycle and Pedestrian	Conceptual	2									3.0
1311	Salem	Salem - Canal St Bikeway		Bicycle and Pedestrian	Conceptual	2									
<b><i>604331</i></b>	<b><i>Somerville</i></b>	<b><i>Somerville-Multi Use Path</i></b>	<b><i>\$4,500,000</i></b>	<b><i>Bicycle and Pedestrian</i></b>	<b><i>Programmed</i></b>	<b><i>5</i></b>			<b><i>0.8</i></b>				<b><i>1.3</i></b>	<b><i>6.0</i></b>	<b><i>3.0</i></b>
604652	Stoneham	Tri-Community Bikeway	\$5,075,585	Bicycle and Pedestrian	Pre-TIP		1.7	0.0	0.8	2.5	0.8	1.1	1.3	5.0	3.0
604532	Westford	Bruce Freeman Memorial Bicycle Path, phase 2A	\$7,700,000	Bicycle and Pedestrian	Pre-TIP	2	1.7	1.0	0.8	1.5	0.7	1.1	1.3	3.0	1.0
604652	Winchester	Tri-Community Bikeway	\$5,075,585	Bicycle and Pedestrian	Pre-TIP	2	1.7	0.0	0.8	2.5	0.8	1.1	1.3	5.0	3.0
604652	Woburn	Tri-Community Bikeway	\$5,075,585	Bicycle and Pedestrian	Pre-TIP		1.7	0.0	0.8	2.5	0.8	1.1	1.3	5.0	3.0
1153	Woburn	Woburn Loop Bikeway Project	\$0	Bicycle and Pedestrian	Conceptual	3							1.3		
1305	Sudbury	Bruce Freeman Rail Trail, Phase 2E	\$0	Bicycle/Pedestrian	Conceptual	5									

Project ID	Municipality(s)	Project Name	Estimated Cost	Category	Funding Status	Municipal Priority	Condition Need Average	Condition Effectiveness Average	Safety Need Average	Safety Effectiveness Average	Mobility Need Average	Mobility Effectiveness Average	Environmental-Justice Need Average	Land-Use Score	Economic Development Score
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Projects in ***Bold Italics*** are programmed in the FFYs 2011-14 TIP.

605974	Chelsea	Cedar, School & Walnut St. Bridges	\$5,200,000	Bridge	Complete										
600650	Duxbury	Route 3A (Tremont St.) Bridge		Bridge	Advertised	4									
601906	Hudson	Cox Street Bridge	\$1,000,000	Bridge	Pre-TIP	5									0.0
604732	Hudson	Washington Street Bridge	\$6,918,261	Bridge	Pre-TIP	4	2.7	0.0	0.8					3.0	3.0
<b><i>604006</i></b>	<b><i>Hudson</i></b>	<b><i>Houghton Street Bridge</i></b>	<b><i>\$2,541,322</i></b>	<b><i>Bridge</i></b>	<b><i>Programmed</i></b>	<b><i>2</i></b>	<b><i>1.7</i></b>	<b><i>2.0</i></b>	<b><i>0.2</i></b>	<b><i>2.0</i></b>	<b><i>0.3</i></b>	<b><i>0.0</i></b>		<b><i>3.0</i></b>	<b><i>3.0</i></b>
1320	Lynn	Route 1 (Copeland Circle spur & Fox Hill Bridge)		Bridge	Conceptual										
604645	Somerville	Route 28 Bridge	\$8,809,125	Bridge	Pre-TIP										
604996	Woburn	New Boston Street Bridge	\$4,500,000	Bridge	Pre-TIP	1								2.0	1.0
1308	Brookline	Carlton Street Footbridge (enhancement)		Enhancement	Pre-TIP										
<b><i>605188</i></b>	<b><i>Cambridge</i></b>	<b><i>Cambridge Common and Flagstaff Park</i></b>	<b><i>\$3,479,310</i></b>	<b><i>Enhancement</i></b>	<b><i>Programmed</i></b>	<b><i>1</i></b>			<b><i>1.8</i></b>				<b><i>0.7</i></b>	<b><i>5.0</i></b>	<b><i>1.0</i></b>
1063	Chelsea	Beacham and Williams Street		Enhancement	Conceptual	2		1.7	1.0	1.5	1.0	1.3			1.0
1316	Framingham	Downtown Corridor Traffic and Streetscape Improvements		Enhancement	Conceptual	1									
<b><i>605219</i></b>	<b><i>Somerville</i></b>	<b><i>Broadway Streetscape Improvements</i></b>	<b><i>\$3,086,190</i></b>	<b><i>Enhancement</i></b>	<b><i>Programmed</i></b>										
1324	Lynn	Blue Line Extension (Wonderland connection)		Expansion	Conceptual										
604369	Beverly	Route 128 Brimbal Avenue Overpass / Interchange Reconstruction	\$15,000,000	Major Highway	Pre-TIP	2	2.0		0.3	1.7					2.0
603833	Braintree	Traffic signs improvement on Route 3		Major Highway	Advertised										
87790	Canton	I-95 (Route 128)/I-93 Interchange		Major Highway	Inactive										

Project ID	Municipality(s)	Project Name	Estimated Cost	Category	Funding Status	Municipal Priority	Condition Need Average	Condition Effectiveness Average	Safety Need Average	Safety Effectiveness Average	Mobility Need Average	Mobility Effectiveness Average	Environmental-Justice Need Average	Land-Use Score	Economic Development Score
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Projects in Bold Italics are programmed in the FFYs 2011-14 TIP.

603833	Duxbury to Rockland	Traffic signs improvement on Route 3		Major Highway	Advertised										
<b>600831</b>	<b>Somerville</b>	<b>I-93 Mystic Avenue Interchange (Design and Study)</b>		<b>Major Highway</b>	<b>Programmed</b>			2.3							2.0
997	Walpole	Coney Street Interchange with Route 95		Major Highway	Conceptual	6									1.0
603833	Weymouth	Traffic signs improvement on Route 3		Major Highway	Advertised										
603739	Wrentham	I-495/Route 1A Ramps	\$4,000,000	Major Highway	Pre-TIP										
<b>604778</b>	<b>Somerville</b>	<b>Union Square</b>		<b>Study</b>	<b>Programmed</b>	<b>1</b>		1.3						5.0	3.0
605670	Lynn	Blossom Street Ferry Terminal	\$4,000,000	Transit Enhancement	Pre-TIP										
605680	Somerville	Assembly Square Multimodal Access Improvements	\$15,615,275	Transit Enhancement	Advertised	3								4.0	3.0
<b>1056</b>	<b>Somerville</b>	<b>Orange Line Station at Assembly Square</b>		<b>Transit Service Enhancement</b>	<b>Programmed</b>										3.0



In developing the TIP, the Boston Region MPO uses roadway project and transit project information forms for collecting information about projects and evaluating them according to established criteria. These forms are explained in this appendix.

### *Transit Project Information Forms*

There is a project information form for each of the three types of transit projects: state-of-good-repair projects, service enhancement projects, and expansion projects. There is also a specific form for two particular types of service enhancement projects: those enhancing accessibility and those enhancing parking. All of these types of forms are filled out by MPO staff using information from the MBTA's Capital Investment Program and other information provided by the MBTA. The evaluation criteria on the forms include utilization, mobility, service quality, air quality, environmental justice, and economic/land use impacts.

### *Roadway Project Information Forms*

Information provided in the proceeding sections is also used in determining the need ratings associated with this project. These ratings are recorded in Appendix A of the Transportation Improvement Program (TIP) and also provided to municipalities as the "Project Evaluation Matrix."

The items for which the project proponent is responsible are in green and have item numbers preceded by "P". In addition to taking care of those items, the project proponent should request a correction to the Project Information Form (PIF) on the other information in the Project Information Form (PIF), as needed.

- 1 **ID Number** – The MassHighway 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: MassHighway, 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, MassHighway)
- 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

## Appendix B

# Project Information Forms

- 5 **MHD District** – The MassHighway 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 **Cost** – The estimated total cost of the project. (Source: MPO database, MassHighway)
- 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, MassHighway)

The possible types within each project category are as follows:

- **Arterial and Intersection** and **Major Highway** projects can be categorized as new construction, reconstruction, resurfacing, intersection improvement, or other.
- A **Bridge** project can be categorized as reconstruction, replacement, rehabilitation, demolition, or new construction.
- A **Bicycle/Pedestrian** project can be categorized as new construction, an improvement, or other.
- An **enhancement** project can be categorized as reconstruction, historic preservation, environmental, streetscape, or other.
- A **Regional Mobility** project can be categorized as transportation demand management, transportation management association, suburban mobility, marketing, park-and-ride, improved intermodal connections, or other, or as a program that increases the available travel choices.

In addition, if a project adds user capacity to the system (for example, by adding a travel lane), this will be noted.

*The following three items are GIS information based on the project description, and come from the MPO database.*

- 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.

## Community Support

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

- 15 Subregional Priority** – Metropolitan Area Planning Council (MAPC) subregional priority for the project, usually voted on at a spring meeting of each Metropolitan Area Planning Council (MAPC) subregion. Check the MAPC calendar for the meeting dates at [www.mapc.org/whats\\_new/monthly\\_calendar.html](http://www.mapc.org/whats_new/monthly_calendar.html).

### Additional Status

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

## READINESS

“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, c/o CTPS, as soon as possible.

- 17 Transportation Improvement Program (TIP) Status** – Programmed, Pre- (TIP), or Conceptual (source: MPO database):
- **Programmed** projects are those identified for funds in the federal fiscal years 2007–2010 Transportation Improvement Program (TIP), as amended.
  - **Pre-TIP** projects that have received Project Review Committee (PRC) approval from MassHighway 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.
- 18 Design Status** – The project’s design status. Dates are provided where available. (Source: MPO database and MassHighway Project Info)

- 19 Right-of-Way** – The right-of-way status of the project (source: MassHighway Project Info):
- Required – Right-of-way action is required for completion of the project.
  - MassHighway Responsibility – Providing the required right-of-way is the responsibility of MassHighway.
  - 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)
- Certification:
- Expected – Expected date of right-of-way plan and order of taking (Source: MassHighway)
  - Recorded – Date the right-of-way plan and order of taking were recorded at the Registry of Deeds (Source: MassHighway)
  - Expires – Expiration date of the rights of entry, easements, or order of taking (Source: MassHighway)
- 20 Required Permits** – Permits required by the Massachusetts Environmental Policy Act. (Source: MPO database and MassHighway 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

## CONDITION

Condition is used to develop a baseline of the current state of the project. This gives context to the project in the present time period and will help to establish project need.

Information provided in this section is also used in determining the need ratings associated with this project. These ratings are recorded in Appendix A of the Transportation Improvement Program and also provided to municipalities as the “Project Evaluation Matrix”.

- 21 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: MassHighway Roadway Inventory File)
  - Pavement Serviceability Rating (PSR) – Index value of roughness to the tenth and a range of one to five, with five being perfectly smooth. A rating of 3.0 or less warrants the recommendation of the start of a maintenance program. A PSR range of 2.75- 3 warrants the recommendation of routine maintenance; a PSR range of 2.5-2.75, a thin overlay; a PSR

range of 1.75-2.5, a structural overlay; and a PSR range less than or equal to 1.75, total reconstruction. (Source: MassHighway Roadway Inventory File)

**22 Degree of Bicycle and Pedestrian Provisions** (Source: MassHighway 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

**Bridge Specific Information** (Source: MassHighway)

- **Bridge ID** – Bridge identification number
- **AASHTO Rating** – American Association of State Highway and Transportation Officials rating of bridge deficiency. The lower the score, the more deficient the bridge
- **Year Built** – The year the bridge was built
- **Year Rebuilt** – The last year the bridge was rebuilt
- **Deficiency** – The deficiency of the bridge: either structurally deficient or functionally obsolete
- **Posted Weight Restriction** – Information on weight restriction
- **Current bicycle accommodations exist** – are there any bicycle accommodations currently existing
- **Current pedestrian accommodations exist** – are there any pedestrian accommodations currently existing
- **Double stack route** – Is the bridge located on a planned double- stack freight route

**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 MassHighway Project Need Form.) (Source: Proponent Provided Information Form)

**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 Provided Information Form)

## SAFETY

The Boston Region MPO is committed to developing and promoting programs and technologies to reduce the number of fatalities and injuries on our region's roadways. We are striving to provide information that will help to improve the safety performance of our transportation system.

Information provided in this section is also used in determining the need ratings associated with this project. These ratings are recorded in Appendix A of the Transportation Improvement Program and also provided to municipalities as the "Project Evaluation Matrix".

Crash data are collected for a three-year period from the **MassHighway Crash Data System**. The Crash Data System includes all motor vehicle crashes involving \$1,000 or more in property damage, an injury, or a fatality. Data are collected for up to three locations in a project area. (Source: MassHighway's *Top 200 High Crash Intersection Location Report: 2004–2006*, April 2007, proponent submitted functional design reports, 25% design submissions)

- 23 Top 200 Rank** – Ranks of highest crash intersection clusters in the project area that are included in MassHighway's listing of top- 200 crash sites.
- 24 EPDO/Injury Value** – An estimated value of property damage. Please see the Explanation of Project Evaluation section for an explanation of project scoring.
- 25 Crash Rate/Crashes per Mile** – Intersection projects will have the project intersection's crash rate. Arterial projects will have crashes per mile.
- 26 Bicycle Involved Crashes** – Total bicycle involved crashes.
- 27 Pedestrian Involved Crashes** – Total pedestrian involved crashes.
- P4 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 Provided Information Form)

## MOBILITY AND OPERATIONS

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.

Information provided in this section is also used in determining the need ratings associated with this project. These ratings are recorded in Appendix A of the Transportation Improvement Program and also provided to municipalities as the “Project Evaluation Matrix”.

- 28 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)
- 29 Transit Vehicles Use of Roadway –** Identifies the fixed route transit vehicles using the roadway
- 30 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](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.

- 31 Average A.M./P.M. Peak Period Speed –** The average peak period, through vehicle travel speed along a corridor, for both directions of travel.
- 32 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.

- 33 Equipment Condition** – Existing signal equipment condition. (source: MMS, Massachusetts permitted signal information, municipal signal information, referencing submitted design).
- P5 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 MassHighway Project Need Form.) (Source: Proponent Provided Information Form)
- P6 What intelligent transportation systems (ITS) elements does this project include?** Examples are new signal systems or emergency vehicle override applications. (Source: Proponent Provided Information Form)

Numbers listed in the evaluation table as Mobility and Operations Need Average and Effectiveness Average are developed by Boston Region MPO staff. A full explanation of how these numbers are calculated is included in the Explanation of Project Evaluation section of this document.

## ENVIRONMENTAL JUSTICE

The MPO developed its Regional Equity Program to provide a systematic method of considering environmental justice in all of its transportation planning work. Environmental justice requires the MPO to:

- Examine the allocation of benefits and burdens, currently and in the planned future
- Ensure that minority and low-income communities are treated equitably in the provision of transportation services and projects
- Provide full participation for minority and low-income communities to advise the MPO during its planning and decision-making process

The examination of environmental justice for Transportation Improvement Program (TIP) development includes consideration of whether a project improves access to transit or safety for the population and whether it improves air quality in an MPO environmental justice area or population zone or addresses an MPO-identified environmental justice community need.

The transportation analysis zone (TAZ) is the geographic unit for environmental justice analysis used by the MPO. The questions below identify whether or not a project runs through, or is contiguous to, an environmental justice transportation analysis zone (TAZ) and whether the project has an impact on

transit access, safety, air quality, or identified need for the environmental justice community. If you have any questions about the MPO's program, please contact Alicia Wilson, Regional Equity Program Manager, at [awilson@ctps.org](mailto:awilson@ctps.org) or 617.973.8008.

Information provided in this section is also used in determining the need ratings associated with this project. These ratings are recorded in Appendix A of the Transportation Improvement Program (TIP) and also provided to municipalities as the "Project Evaluation Matrix."

- 34 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.
- 35 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)
- 36 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)
- 37 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)
- 38 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)

- 39** 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-Provided-Information Form)
- P7** 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.

Numbers listed in the evaluation table as Environmental Justice Benefit Average are developed by MPO staff. A full explanation of how these numbers are calculated is included in the Explanation of Project Evaluation section of this handbook.

## ENVIRONMENT

Many projects are initiated for reasons other than geometric design deficiencies, and many projects are also located within limited rights-of-way, on main streets in city or town centers, or adjacent to natural resources, public lands, or historic resources. Often, projects on existing roadways are initiated in communities where land use and cultural characteristics are already well established. The purpose of this section is to identify the impacts of the project on the community within which it occurs and on the environment.

Information provided in this section is also used in determining the need ratings associated with this project. These ratings are recorded in Appendix A of the Transportation Improvement Program and also provided to municipalities as the “Project Evaluation Matrix”.

- 40** **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)
- 41** **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)
- 42** **Percentage Wetland within One-Half Mile** – Percentage of land within a one-half-mile corridor that is wetlands on either side of the project. (Source: MassGIS wetlands coverage)
- 43** **Located in BioCore Habitat Area** – Areas designated as biocore habitat through the National Heritage and Endangered Species Program. (Source: data from MassGIS)

- 44 Located in Approved Wellhead Protection Areas** – Areas designated as Department of Environmental Protection (DEP)–Approved Wellhead Protection Areas (Zone II). (Source: data from MassGIS)
- 45 Percentage Protected Open Space within One Half Mile** – Percentage of land within a one-half-mile corridor that is permanently protected open space or municipally owned on either side of the project. (Source: MassGIS coverage)
- P8 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 Provided Information Form)
- P9 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 Provided Information Form)

Numbers listed as Environment Rating Average are compiled by MPO staff. A full explanation of how these numbers are calculated is included in the Explanation of Project Evaluation section of this document.

## LAND USE

*MAPC will make the draft evaluation for land use, subject to review by the Transportation Planning and Programming Committee, for all projects. This evaluation may be changed based on information supplied by the community/proponent.*

- 46 Percentage of Greenfield Land** – Percentage of land within a ½ mile corridor that is previously undeveloped but developable (i.e. “greenfields”) on either side of the project. (Source: developable land GIS coverage)

All the following criteria apply to the zoning ordinances currently in place for land adjacent to the project. Zoning coverages were originally developed by MAPC for the buildout analysis and have been updated, as necessary, from the [www.ordinance.com](http://www.ordinance.com) database. If more recent zoning information is available, or zoning changes are planned for the area in the near future, please provide that information to MAPC.

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

- 47 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 large-scale redevelopment, actual developed densities can be substituted for zoned density.

- 48 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.

- 49 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.

Communities below the lower end of this ratio (0.75, meaning not enough housing for the local jobs) can provide supplementary information to indicate that the community has established goals and undertaken actions that will achieve a balance of housing opportunities in the project area. Both planning for goals and the construction of new units must take place. If the new housing produced was within the 1- mile corridor around the transportation project being evaluated here, or if the transportation project otherwise improves access to the new housing units documentation should be provided as supporting evidence to the Boston Region MPO. Appropriate types of information are indicated below.

Using this criterion, municipalities are rewarded that have done substantial planning that addresses their housing inventory, needs, and goals and objectives. Eligible plans include E.O. 418 Housing Strategies (formerly used for Housing Certification), housing elements of E.O. 418 Community Development Plans, plans developed under the Planned Production regulation, and other types of local, subregional, or regional housing plans. Plans must have been adopted since January 1, 2000. Regional plans must have been adopted by the municipality in order to qualify. To be adopted, a plan must have been approved by vote of an appropriate elected or appointed municipal entity, such as a planning board, board of selectmen, city council, mayor, or town meeting.

If your municipality has a housing plan that qualifies, please submit a copy of the cover page, table of contents, and executive summary of the plan along with the date of the plan and which local elected or appointed entity approved the plan.

Documentation of new units constructed should come from the number of building permits issued, and the number of residential units approved annually since 2000.

If your community has applied to the Commonwealth Capital Development program, most of this information will be available under Questions 9 thru 12 in the community's application.

More information on the Commonwealth Capital Development program is available at the Commonwealth Capital website, [www.mass.gov/commcap/](http://www.mass.gov/commcap/)

- 50 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.

To demonstrate that mixed uses are allowed, submit the citation of the zoning ordinance or bylaw, provide a list of uses allowed, and describe using text and/or maps the area covered by the zone. Designation by the Massachusetts Department of Housing and Community Development (DHCD) as an approved 40R district will be considered proof that a mixed- use zone is in place. Information on building permits issued since July 1, 2003, for mixed- use development in these districts should also be provided.

If your community has applied to the Commonwealth Capital Development program, most of this information will be available under Questions 5, 5a, and 5b 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/](http://www.mass.gov/commcap/)

- 51 Maximum Parking Requirements** –  $\leq 3$  per 1000 square feet of commercial in suburban communities;  $\leq 1.0$  in urban communities.
- 52 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.

- 53 50% of New Roadway Capacity Preserved in Corridor Land Use Plan** – If a corridor land use plan has been developed and adopted by all of the corridor communities that are designed to preserve at least 50% of the new roadway capacity of the project, then the project will receive a high rating.
- P10 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 Provided Information Forms)
- P11 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 Provided Information Forms)
- P12 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 Provided Information Form)

**ECONOMIC DEVELOPMENT**

- 54 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.

The proponent should provide information that planning is underway to redevelop brownfield sites, downtown districts, or other economic redevelopment target areas. The transportation project under review must assist in this redevelopment effort.

Planning can include any of these three activities:

a) *Inventory*: A local or regional inventory of brownfield sites; a building inventory of a downtown district; or an inventory of mill buildings. The inventory must contain basic descriptive information such as address and site ownership. Brownfield inventories must include the property information, brownfields data (such as DEP tracking number, assessment status, and liability status if known), and municipal contact info. These inventories must have been completed or updated since July 1, 2006. A slums and blight inventory that is approved by DHCD identifying vacant and deteriorating structures (“greyfields”) is also eligible—these must have been completed since January 1, 2003.

b) *Remediation, revitalization, or reuse strategy*: Eligible strategies include remediation, revitalization, or reuse strategies that outline the specific steps needed to bring sites, buildings, or districts back into productive use. A currently active Urban Renewal Plan or Commercial Area Revitalization District (CARD) Plan, approved by DHCD, are examples of eligible plans. Municipally funded feasibility or market studies are also eligible. The municipality must be an integral partner in the creation of the strategy. These strategies/plans must be no older than 5 years or demonstrated to be currently active.

c) *Site planning*: Site planning for reuse/redevelopment of brownfields, vacant buildings, or downtown districts. The municipality must be an active participant in the site planning activities. Examples of eligible activities include completing a plan by convening a design charrette or hiring an architect or landscape architect to create site plans for a redevelopment project. These site plans must have been completed since July 1, 2006.

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/](http://www.mass.gov/commcap/)

**55 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:

a) *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/](http://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](#).

b) *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).

c) *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/](http://www.mass.gov/commcap/)

**56 Encourages Development of Affordable Housing Accessible to Employment Centers** – An insufficient supply of affordable housing continues to be a key problem facing the Commonwealth. Communities are rewarded under this criterion for having created a significant number of affordable units, as measured on the Subsidized Housing Inventory (SHI). The

affordable housing developed must be within the 1 mile corridor around the transportation project under review.

A determination will be made based on information that the community has attained a Planned Production certification from DHCD or attained its Chapter 40B 10% affordable housing threshold, that funding for the rehabilitation of housing units from state, federal, or local sources has been authorized since July 1, 2003, and that the production of housing units on municipal land or with municipal funding has taken place since July 1, 2003.

An inclusionary zoning bylaw that applies to the corridor will also meet this criteria. Inclusionary zoning promotes the fair distribution of affordable housing units and the provision of long-term affordable housing in developments created by the private market. Inclusionary zoning normally requires a minimum percentage of lower and moderate income housing to be provided in new developments based on a mandated formula. Often inclusionary zoning provisions will provide developers a density bonus as compensation for provision of the affordable units, as is recommended by the Commonwealth. The zoning may allow ‘in-lieu-of’ payments that go to an affordable housing fund, creation or rehabilitation of off-site units, and/or creation of affordable units within the development project itself.

Communities that have issued a building permit for at least one inclusionary unit in the corridor since July 1, 2006 will also be considered to have met the criteria. These units may be created on- or off-site. The inclusionary unit may be created by a developer or by the municipality with funding from a dedicated account.

If your community has applied to the Commonwealth Capital Development program, most of this information will be available under Questions 12, 9, or 9a 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/](http://www.mass.gov/commcap/)

### **57 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

### **P13 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 Provided Information Forms)

Numbers listed as Safety Need Average and Effectiveness Average are compiled by MPO Staff. An explanation of how these numbers are calculated is included in the Explanation of Project Evaluation section of this document.

### 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.

- 58 \$ per User** – (ADT for roadway projects or other user estimate) minus Cost (question 7) divided by ADT (question 28 or other user estimate)
- 59 \$ per Lane Mile** – Cost (question 7) divided by project proposed total lane miles (questions 10 & 11)

## Explanation of Project Evaluation

This section of the handbook is an explanation of the project evaluation criteria and the scoring mechanism. These scores are not only included in a proponent's Project Information Form (PIF), but also in the Transportation Improvement Program (TIP) Evaluation Matrix. This Transportation Improvement Program (TIP) Evaluation Matrix is included in the Transportation Improvement Program (TIP) document as Appendix A.

The Transportation Improvement Program (TIP) Roadway Project Information Forms are evaluated based on the Transportation Improvement Program (TIP) criteria that were developed from the policies of the MPO as stated in the Regional Transportation Plan. Evaluations are given to each project in the seven criteria categories based on information from the project information forms.

- Condition
- Safety
- Mobility & Operations
- Environmental Justice
- Environment
- Land Use
- Economic Development

### THE BASIC STRUCTURE OF THE EVALUATION SYSTEM

Each criterion is evaluated as follows:

- Need criteria scored 3 to zero
- Effectiveness Outcome criteria scored 3 to negative 3

A score of 3 indicates the "highest need"/"most effective," negative 3 the "most counter to the criteria," with zero being "no need"/"neutral to the criteria." Where no information is available, the item will be left blank and will count against the sum/average as zero (neutral).

The projects' scores for each criteria is averaged by criteria category

- Condition Need
- Condition Effectiveness Outcome
- Safety Need

## Appendix B

# Project Information Forms

- Safety Effectiveness Outcome
- Mobility & Operations Need
- Mobility & Operations Effectiveness Outcome
- Environmental Justice
- Environment

### CONDITION CRITERIA – EXPLANATION OF MEASURES

The scores below are recorded in Appendix A of the current year Transportation Improvement Program (TIP). The condition category headers are included below for example and reference purposes.

Scores explained in the **CONDITION NEED CRITERIA** are recorded under **NEED** below. The page numbers reference these pages in the handout.

Scores explained in the **EFFECTIVENESS OUTCOME CRITERIA** are recorded under **EFFECTIVENESS OUTCOME** below. The page numbers reference these pages in the handout. The letters reference the column in the chart that corresponds to the recorded score. These scores correspond to the numbers under each category on you municipalities Project Information Forms (PIF)s.

The blank chart provided below is a reference to the “Transportation Improvement Program (TIP) Evaluation Matrix”, which is Appendix A in the published Transportation Improvement Program (TIP) (a sample of this Evaluation Matrix is provided in Appendix B of this document):

CONDITION							
Need Rating: 0 to 3				Effectiveness Outcome Rating: -3 to 3			
Pavement roughness/serviceability	Bicycle Provisions	Pedestrian Provisions	<b>AVERAGE</b>	A: Improves Surface	B: Repairs and/or Improves Bicycle Facilities	C: Repairs and/or improves Pedestrian Facilities	<b>AVERAGE</b>

### CONDITION NEED CRITERIA

Pavement condition in project area :

Pavement Roughness

+3 *IRI rating greater than 320: Poor*

+2 *IRI rating between 320 and 191: Fair*

*0 IRI rating less than 190: Good*

Pavement Serviceability Rating

- +3 PSR Rating less than 1.75: Recommends total reconstruction*
- +2 PSR Rating between 1.75 and 2.5: Recommends structural overlay*
- +1 PSR Rating between 2.5 and 2.75: Recommends thin overlay*
- 0 PSR Rating more than 2.75: Recommends routine maintenance or adequate pavement*

If both ratings are available the average of the two scores (rounded up) will determine the zero to three score.

Where the community has a pavement management system, rating is based on the type of work recommended:

- +3 Total reconstruction*
- +2 Structural overlay*
- +1 Thin overlay*
- 0 Adequate pavement*

Bicycle condition in project area:

- +3 Project area does not have existing bicycle provisions*
- +2 Project area has bicycle provisions on one side of the roadway*
- 0 Project area has existing bicycle and pedestrian provisions*

Pedestrian condition in project area:

- +3 Project area does not have existing pedestrian provisions*
- +2 Project area has pedestrian provisions on one side of the roadway*
- 0 Project area has existing pedestrian provisions*

**CONDITION EFFECTIVENESS OUTCOME CRITERIA**

For Condition, each project will be evaluated by criteria that are specific to the category of the project in the table below:

- +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*
- 1 Counter to criteria to a low degree*
- 2 Counter to criteria to a medium degree*
- 3 Counter to criteria to a high degree*

	<u>Arterial</u>	<u>Major Highway</u>	<u>Bridge</u>	<u>Enhancement</u>	<u>Bicycle/ Pedestrian</u>	<u>Regional Mobility</u>
<b>A</b>	Improves the roadway surface to state of good repair	Improves the roadway surface to state of good repair	Restores Bridge to Structural Adequacy			
<b>B</b>	Repairs existing bicycle amenities	Repairs existing bicycle amenities	Repairs existing bicycle amenities			
<b>C</b>	Repairs existing pedestrian amenities	Repairs existing pedestrian amenities	Repairs existing pedestrian amenities			

### SAFETY CRITERIA - EXPLANATION OF MEASURES

The scores below are recorded in Appendix A of the current year Transportation Improvement Program (TIP), referenced as “The Transportation Improvement Program (TIP) Evaluation Matrix”, the blank chart provided below is a reference to this matrix.

Scores explained in the **SAFETY NEED CRITERIA** are recorded under **NEED** below. The page numbers reference these pages in the handout.

Scores explained in the **SAFETY EFFECTIVENESS OUTCOME CRITERIA** are recorded under **EFFECTIVENESS OUTCOME** below. The page numbers reference these pages in the handout. The letters reference the column in the chart that corresponds to the recorded score. These scores correspond to the numbers under each category on you municipalities Project Information Forms (PIF)s.

SAFETY												
Need Rating: 0 to 3						Effectiveness Outcome Rating: -3 to 3						
Top 200	EPDO Value/Injury Value	Crash Rate/Crashes per Mile	Number of Bicycle Crashes	Number of Pedestrian Crashes	<b>AVERAGE</b>	A: Project design addresses primary safety need	B: Project design addresses primary MPO identified safety need	C: Effectiveness at crash reduction	D: Improves Freight Related Safety Issues	E: Improves Bicycle Safety	F: Improves Pedestrian Safety	<b>AVERAGE</b>

**SAFETY NEED CRITERIA**

Using the Commonwealth’s listing of top 200 crash sites:

- +3 *If a top 50 crash location was located in the project area*
- +2 *If a top 100 crash location located in the project area*
- +1 *If a top 200 crash location located in the project area*
- 0 *No top 200 crash location located in the project area*

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

- +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*

Crash Rate/Crashes per Mile:

- +3 *If the rate is in the top 20% of projects located in the Commonwealth*
- +2 *If the rate is in the top 49 to 21% of projects located in the Commonwealth*
- +1 *If the rate is in the top 50 to 1% of projects located in the Commonwealth*
- 0 *If project has no crashes*

Number of Bicycle Crashes:

- +3 *If a top 50 bicycle crash location was located in the project area*
- +2 *If a top 100 bicycle crash location located in the project area*

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- +1 *If a top 200 bicycle crash location located in the project area*
- 0 *No top 200 bicycle crash location located in the project area*

Number of Pedestrian Crashes:

- +3 *If a top 50 pedestrian crash location was located in the project area*
- +2 *If a top 100 pedestrian crash location located in the project area*
- +1 *If a top 200 pedestrian crash location located in the project area*
- 0 *No top 200 pedestrian crash location located in the project area*

### **SAFETY EFFECTIVENESS OUTCOME CRITERIA**

For Safety, each project will be evaluated by criteria that are specific to the category of the project in the table below:

- +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*
- 1 *Counter to criteria to a low degree*
- 2 *Counter to criteria to a medium degree*
- 3 *Counter to criteria to a high degree*

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**Project Information Forms**

	<u>Arterial</u>	<u>Major Highway</u>	<u>Bridge</u>	<u>Enhancement</u>	<u>Bicycle/ Pedestrian</u>	<u>Regional Mobility</u>
<b>A</b>	Project design will address the primary safety need identified by the proponent in the question P4	Project design will address the primary safety need identified by the proponent in the question P4				
<b>B</b>	Project design will address the primary MPO identified safety need	Project design will address the primary MPO identified safety need				
<b>C</b>	Project design will be effective at reducing crashes in the project area	Project design will be effective at reducing crashes in the project area				
<b>D</b>	Project design will be effective at improving freight related safety issues	Project design will be effective at improving freight related safety issues				
<b>E</b>	Provides will improve safety issues related to bicycle travel	Provides will improve safety issues related to bicycle travel				
<b>F</b>	Provides will improve safety issues related to pedestrian movement	Provides will improve safety issues related to pedestrian movement				

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### MOBILITY AND OPERATIONS CRITERIA - EXPLANATION OF MEASURES

The scores below are recorded in Appendix A of the current year Transportation Improvement Program (TIP), referenced as “The Transportation Improvement Program (TIP) Evaluation Matrix”, the blank chart provided below is a reference to this matrix.

Scores explained in the **MOBILITY NEED CRITERIA** are recorded under **NEED** below. The page numbers reference these pages in the handout.

Scores explained in the **MOBILITY NEED CRITERIA ARE** recorded under **EFFECTIVENESS OUTCOME** below. The page numbers reference these pages in the handout. The letters reference the column in the chart that corresponds to the recorded score. These scores correspond to the numbers under each category on you municipalities Project Information Forms (PIF)s.

MOBILITY and OPERATIONS																		
Need Rating: 0 to 3							Effectiveness Outcome Rating: -3 to 3											
LOS (peak time)	MMS- congested area	Intermodal Connection/Transit Accommodations	Equipment Condition	Existing Bicycle Infrastructure	Existing Pedestrian Infrastructure	<b>AVERAGE</b>	A: Project design addresses primary mobility need	B: Project design addresses MPO identified mobility need	C: Improves LOS/relieve congestion	D: Upgrades Equipment	E: Enhances freight movement	F: Regional Truck Network	G: ITS strategies	H: Improves Transit Reliability/Prioritizes signals for transit	I: Serves Evacuation Plan or Emergency Management function	J: Improves Bicycle Infrastructure	K: Improves Pedestrian Infrastructure	<b>AVERAGE</b>

### MOBILITY AND OPERATIONS NEED CRITERIA

Level of Service (LOS):

- +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

### Mobility Management System:

- +3 *MMS data indicates project area is in the top 20% of the most congested project areas monitored*
  - +2 *MMS data indicates project area is in the top 40 to 21% of the most congested project areas monitored*
  - +1 *MMS data indicates project area is in the top 50 to 1% of the most congested project areas monitored*
  - 0 *MMS data indicates project area is in the top 80 to 51 % of the most congested project areas monitored*
  - 1 *MMS data indicates project area is at 81 or higher% of the congested project areas monitored*
- \*municipalities that are not part of the MMS will not have a score recorded and will have their need average denominator reduced to four.*

### Intermodal Connection/Transit Accommodations:

- +3 *Project area supports an intermodal connection*
- +2 *Project area accommodates transit service*
- 0 *All other results*

### Equipment Condition

- +3 *Poor condition, all equipment must be replaced*
- +2 *Mediocre condition, replacement of majority of equipment*
- +1 *Fair condition, particle replacement needed*
- 0 *All other values*

### Existing Bicycle Infrastructure

- +2 *No existing bicycle infrastructure*
- +1 *Poorly delineated or partial bicycle infrastructure*
- 0 *All other values*

### Existing Pedestrian Infrastructure

- +3 *No existing pedestrian infrastructure*
- +2 *Poorly delineated or partial pedestrian infrastructure*
- +1 *Pedestrian infrastructure that is not ADA compliant*
- 0 *All other values*

## MOBILITY AND OPERATIONS PROJECT CRITERIA

For Mobility and Operations, each project will be evaluated by criteria that are specific to the category of the project in the table below:

- +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*
- 1 *Counter to criteria to a low degree*
- 2 *Counter to criteria to a medium degree*

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-3 Counter to criteria to a high degree

	<u>Arterial</u>	<u>Major Highway</u>	<u>Bridge</u>	<u>Enhancement</u>	<u>Bicycle/ Pedestrian</u>	<u>Regional Mobility</u>
<b>A</b>	Project design will address the primary mobility need identified by the proponent in the question P7 and evaluated by staff	Project design will address the primary mobility need identified by the proponent in the question P7 and evaluated by staff				
<b>B</b>	Project design will address the primary mobility need identified by MPO staff	Project design will address the primary mobility need identified by MPO staff				
<b>C</b>	Improves LOS or otherwise relieves traffic congestion	Improves LOS or otherwise relieves traffic congestion				
<b>D</b>	Includes signal equipment upgrades, including for adaptive signal controls and coordination with adjacent signals (ITS)	Includes signal equipment upgrades, including for adaptive signal controls and coordination with adjacent signals (ITS)				
<b>E</b>	Enhances freight movement/operations for regional or local commerce	Enhances freight movement/operations for regional or local commerce				

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**Project Information Forms**

	<u>Arterial</u>	<u>Major Highway</u>	<u>Bridge</u>	<u>Enhancement</u>	<u>Bicycle/ Pedestrian</u>	<u>Regional Mobility</u>
<b>F</b>	Project results in improvements along the regional truck network	Project results in improvements along the regional truck network				
<b>G</b>	Includes ITS elements to improve traffic flow as identified by an Identified ITS strategy for the municipality or state (e.g. variable message signs)	Includes ITS elements to improve traffic flow as identified by an Identified ITS strategy for the municipality or state (e.g. variable message signs)				
<b>H</b>	Prioritizes signals for transit vehicles (ITS)	Prioritizes signals for transit vehicles (ITS)				
<b>I</b>	Provides benefit to Emergency Management System as identified in listed documents/resources	Provides benefit to Emergency Management System as identified in listed documents/resources				
<b>J</b>	Provides or repairs bicycle lanes or other infrastructure/elements	Provides or repairs bicycle lanes or other infrastructure/elements				
<b>K</b>	Provides or repairs sidewalks or other infrastructure/	Provides or repairs sidewalks or other infrastructure/e				

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	<u>Arterial</u>	<u>Major Highway</u>	<u>Bridge</u>	<u>Enhancement</u>	<u>Bicycle/ Pedestrian</u>	<u>Regional Mobility</u>
	elements	lements				

**ENVIRONMENTAL JUSTICE CRITERIA - EXPLANATION OF MEASURES**

The scores below are recorded in Appendix A of the current year Transportation Improvement Program (TIP), referenced as “The Transportation Improvement Program (TIP) Evaluation Matrix”, the blank chart provided below is a reference to this matrix.

The section below is evaluated by MPO staff and is only evaluated for identified Environmental Justice areas. Municipalities that are not in an Environmental Justice area will not have a score recorded. Scores explained in this section are recorded as referenced above. The page numbers reference these pages in the handout.

Please reference information on pages 12 and 13 of this document. If you have further questions about the MPO’s program, please contact Alicia Wilson, Regional Equity Program Manager, at [awilson@ctps.org](mailto:awilson@ctps.org) or 617.973.8008.

<b>ENVIRONMENTAL JUSTICE</b>				
<b>Environmental Justice Benefits Rating: -3 to 3</b>				
Improves access to transit for an EJ population	Improves safety for an EJ population	Project possibly improves air quality and in an EJ zone	Does this project address an MPO identified EJ community need	<b>AVERAGE</b>

**ENVIRONMENTAL JUSTICE CRITERIA**

Environmental Justice:

- +3 *Project located in an MPO environmental justice area and major project benefits outweigh the project burdens*

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- +2 *Project located in an MPO environmental justice population zone and major project benefits outweigh the project burdens*
- +1 *Project located in an MPO environmental justice area or population zone and minor project benefits outweigh the project burdens*
- 0 *Where the local project benefits balance the project burdens*
- 1 *Project located in an MPO environmental justice area or population zone and minor project burdens outweigh the project benefits*
- 2 *Project located in an MPO environmental justice population zone and major project burdens outweigh the project benefits*
- 3 *Project located in an MPO environmental justice area and major project burdens outweigh the project benefits*

### Improves access to transit for an Environmental Justice (EJ) population:

- +2 *Project located in an MPO environmental justice area or population zone and will provide access where non exists*
- +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*
- 1 *Project located in an MPO environmental justice area or population zone and could include components to improve transit access but does not*
- 2 *Project located in an MPO environmental justice area or population zone and hinders access to transit*

### Improves safety for an EJ population:

- +2 *Project located in an MPO environmental justice area or population zone and the project will provide a substantially-needed safety benefit*
- +1 *Project located in an MPO environmental justice area or population zone and will provide a minor safety benefit*
- 0 *Project provides no additional safety benefit or is not in an MPO environmental justice area or population zone*
- 1 *Project located in an MPO environmental justice area or population zone and will have minor negative benefits on safety in the area*
- 2 *Project located in an MPO environmental justice area or population zone and will have major negative benefits on safety in the area*

### Project has the potential to improve Air Quality:

- +2 *Project located in an MPO environmental justice area or population zone and the project may provide a substantial air quality benefit*
- +1 *Project located in an MPO environmental justice area or population zone and may provide a minor air quality benefit*
- 0 *Project provides no additional benefit or is not in an MPO environmental justice area or population zone*
- 1 *Project located in an MPO environmental justice area or population zone and may have negative impacts on air quality in the area*

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- 2 *Project located in an MPO environmental justice area or population zone and the project may have substantial negative air quality impacts in the area*

Does this project address an MPO-identified EJ community need:

- +3 *Project located in an MPO environmental justice area and the project will provide a substantial benefit and or solution to an identified need*
- +2 *Project located in an MPO environmental justice population zone and project will provide a benefit and or solution to an identified need*
- +1 *Project located in an MPO environmental justice area or population zone and will provide a minor benefit and or solution to an identified need*
- 0 *Project provides no additional benefit or is not in an MPO environmental justice area or population zone*
- 1 *Project located in an MPO environmental justice area or population zone and will have a negative impact on an MPO identified EJ need*
- 2 *Project located in an MPO environmental justice population zone and project will have a negative impact on an MPO identified EJ need*
- 3 *Project located in an MPO environmental justice area and the project will have a substantial negative impact on an MPO identified EJ need*

## ENVIRONMENTAL CRITERIA - EXPLANATION OF MEASURES

The scores below are recorded in Appendix A of the current year Transportation Improvement Program (TIP), referenced as “The Transportation Improvement Program (TIP) Evaluation Matrix”, the blank chart provided below is a reference to this matrix. The section below is evaluated by MPO staff. The page numbers reference these pages in the handout.

<b>ENVIRONMENT</b>				
<b>Environment Rating: -3 to 3</b>				
Mitigates Existing Issues/Adds Negative Impacts	Possibly Air Quality (Improves/Degrades)	Community Character (Improves/Degrades)	Possible CO2 Reduction	<b>AVERAGE</b>

Environmental mitigation of project:

- +3 *Project mitigates significant existing environmental issues*
- +2 *Project includes major elements mitigating existing environmental issues*
- +1 *Project includes minor elements mitigating existing environmental issues*

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- 0 Project has no significant environmental issues*
- 1 Project includes minor elements that have negative environmental impacts*
- 2 Project includes major elements that have negative environmental impacts*
- 3 Project has significant negative environmental impacts*

### Air quality improvement by project:

- +3 Project significantly improves air quality*
- +2 Project includes major elements improving air quality*
- +1 Project includes minor elements improving air quality*
- 0 Project has no significant air quality impacts*
- 1 Project includes minor elements that have negative air quality impacts*
- 2 Project includes major elements that have negative air quality impacts*
- 3 Project has significant negative air quality impacts*

### Community Character:

- +3 Project specifically improves community character*
- +2 Project includes major elements that improve community character*
- +1 Project includes minor elements that improve community character*
- 0 Project does affect community character*
- 1 Project includes minor elements that degrade community character*
- 2 Project includes major elements that degrade community character*
- 3 Project significantly degrades community character*

### Possible CO2 Reduction:

- +3 Project may provide a substantial air quality benefit*
- +2 Project may provide an air quality benefit*
- +1 Project may provide a minor air quality benefit*
- 0 Project provides no additional benefit to air quality*
- 1 Project may have negative impacts on air quality in the area*

## LAND USE CRITERIA

Land Use Criteria score – total points from 45 through 51, and 40 and 44.

- 45** Average residential density allowed by zoning (within 1 mile corridor around project) – calculated by MAPC:
- +1 If above 7 DU/acre (for suburban communities);*
  - +1 If above 15 DU/acre (for urban communities);*
  - 0 Otherwise*
- 46** Average employment density allowed by zoning (within 1 mile corridor around project) – calculated by MAPC:
- +1 If above 50 employees/acre (for suburban communities);*
  - +1 If above 150 employees/acre (for urban communities);*
  - 0 Otherwise*

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- 47** Average population to employment ratio allowed by zoning (within 1 mile corridor around project) – calculated by MAPC:  
+1 *If the ratio is between 2.0 and 0.75, or*  
+1 *If the ratio is below 0.75 but community responses indicate recent residential development in the corridor (designed as + on the spreadsheet)*
- 48** Mixed uses allowed in corridor – determined by MAPC based on zoning, Commonwealth Capital forms, and community responses:  
+1 *If mixed use allowed*  
0 *If not*
- 49** Maximum parking requirements in the corridor of 3 spaces or less/1000 sq/ft of commercial space in suburban communities, 1 space or less/1000 sq/ft in urban communities – determined by MAPC based on zoning:  
+1 *If maximum not exceeded;*  
0 *If exceeded*
- 50** Community requirements for TDM program for new development – determined by MAPC based on zoning:  
+1 *If community has appropriate TDM program*  
0 *If not*
- 51** Corridor Land Use Plan has been developed and adopted by all corridor communities that is designed to preserve at least 50% of all new roadway capacity from project:  
+1 *If plan exists and has been adopted by all communities*  
0 *If plan doesn't exist or has not been adopted by all communities*
- 40 & 44** Percentage of Wetlands (#40) and Greenfields (#44) in corridor – calculated by MAPC  
-1 *If the total for Wetlands and Greenfields is greater than 33% (except for bicycle/pedestrian and enhancement projects, which are not penalized)*  
0 *If the total is 33% or less, and for bicycle/pedestrian and enhancement projects*

## ECONOMIC DEVELOPMENT CRITERIA

Economic Development Criteria score – total points from 52 through 55.

- 52** The project serves a targeted redevelopment site determined by MAPC based on Commonwealth Capital forms, and community responses:  
+1 *If the project provides access to the site*  
0 *If the project does not provide access or if a redevelopment site has not been identified*
- 53** The community provides financial or regulatory support to the targeted redevelopment site determined by MAPC based on Commonwealth Capital forms, and community responses:  
+1 *If the project provides access to a designated redevelopment site and the community provides support*  
0 *If the community does not provide support*



- 54** The project provides access between new affordable housing and employment centers – determined by MAPC based on Commonwealth Capital forms, and community responses:
- +1 If the community has recently developed affordable housing in the corridor (or affordable housing is currently under development in the corridor).*
  - 0 If the community has not recently developed affordable housing in the corridor.*
- 55** Supports regional freight movement – determined by MAPC based on community responses:
- +1 If the project supports regional freight movement*
  - 0 If not*



# Appendix C

## Status of Fiscal Year 2010 Roadway Projects

This chapter lists information about the status of roadway projects in the federal fiscal year 2010 element of the fiscal year 2010–13 TIP.

The information included is presented in the following format:

---

<b>Municipality</b>	<b>Project</b>	<b>ID number</b>
Description		
<b>Current Status</b>		

---

*Municipality:* The community(ies) in which a project is located

*Project:* The location or name of the project

*ID number:* Projects in MassHighway's project tracking system are given a six-digit number; those projects not in the project tracking system 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.



# FFY 2010 Roadway Projects

<b>Boston Region</b>	<b>Clean Air and Mobility Program</b>	<b>456661</b>
Provide funds for the Boston Region MPO's Clean Air and Mobility Program.		
<b>Current Status: <i>Expected to be obligated prior to the close of federal fiscal year 2010.</i></b>		
<b>Cambridge</b>	<b>Cambridge Common (Construction)</b>	<b>605188</b>
Design the Cambridge Common enhancement project.		
<b>Current Status: <i>Expected to be obligated prior to the close of federal fiscal year 2010.</i></b>		
<b>Canton, Randolph &amp; Westwood</b>	<b>Route 128 Improvement Program Contract 3, Year Four of Six</b>	<b>87800</b>
Improvements associated with the 128 add-a-lane project.		
<b>Current Status: <i>Project has been advertised.</i></b>		
<b>Dedham, Needham &amp; Westwood</b>	<b>Route 128 Improvement Program Contract 4, Year Two of Six</b>	<b>603206</b>
Improvements associated with the 128 add-a-lane project.		
<b>Current Status: <i>Project has been advertised.</i></b>		
<b>Danvers and Peabody</b>	<b>Route 128 at Route 35 and Route 62</b>	<b>87612</b>
Fund the reconstruction of the acceleration and deceleration lanes on Route 128 at Routes 35 and 62.		
<b>Current Status: <i>Project has been advertised.</i></b>		
<b>Everett, Boston</b>	<b>Route 99 (Broadway)</b>	<b>602382</b>
Fund the reconstruction of the Route 99 and provide enhancements.		
<b>Current Status: <i>Project has been advertised.</i></b>		
<b>Lexington</b>	<b>Intersection Improvements at Route 2A and Waltham St</b>	<b>602133</b>
Reconstruct the Intersection of Route 2A and Waltham Street.		
<b>Current Status: <i>Project has been advertised.</i></b>		
<b>Weymouth</b>	<b>Route 53 (Washington Street)/Middle Street</b>	<b>114906</b>
Reconstruct the Intersection of Route 53 and Middle Street.		
<b>Current Status: <i>Project has been advertised.</i></b>		
<b>Weymouth and Rockland</b>	<b>East-West Parkway</b>	<b>604510</b>
Construct the East-West Parkway.		
<b>Current Status: <i>Project has been advertised.</i></b>		



# Appendix D

## Status of Federal Fiscal Year 2010 Transit Projects

This chapter of the Transportation Improvement Program (TIP) lists information about the status of transit projects on the fiscal year 2010 element of the fiscal years 2010–2013 TIP.

*Funds Programmed:* Total funds programmed in the fiscal year 2010 element of the fiscal years 2010–2013 TIP

*Pending:* Application being prepared to be submitted to FTA

*Completed:* Application submitted to FTA

*Approved:* Funds executed

### Section 5307

		<i>Funds Programmed</i>	<i>Pending</i>	<i>Completed</i>	<i>Approved</i>
Blue Line	Blue Line Vehicles	\$13,332,437	\$13,332,437		
Systemwide	Station Security Program	\$10,000,000	\$10,000,000		
Systemwide	Zero Series Bus Replacement	\$72,847,337	\$72,847,337		
Systemwide	Elevator Repl/Rehab	\$5,000,000	\$5,000,000		
Systemwide	Public Address System	\$10,000,000	\$10,000,000		
Systemwide	Grant Anticipation Notes (GANs) Program	\$22,201,210	\$22,201,210		
Systemwide	Everett Maintenance Facility	\$5,000,000	\$5,000,000		
Systemwide	Redundant Operations Control Center	\$3,000,000	\$3,000,000		
Systemwide	MBTA Enhancement Program	\$1,189,227	\$1,189,227		
Systemwide	Preventative Maintenance	\$2,500,000	\$2,500,000		
<b>Section 5307 MBTA Total</b>		<b>\$145,070,211</b>			

### Section 5309

		<i>Programmed Funds</i>	<i>Pending</i>	<i>Completed</i>	<i>Approved</i>
Blue Line	Blue Line Modernization	\$35,885,273	\$35,885,273		
Green Line	Lechmere Intermodal	\$4,516,944	\$4,516,944		
Green Line	MBTA Accessibility Program	\$15,840,486	\$15,840,486		
Orange Line	Orange Line Upgrades	\$2,000,000	\$2,000,000		
Red Line	Charles/MGH Station	\$4,900,000	\$4,900,000		
Systemwide	Kawasaki Coaches	\$2,000,000	\$2,000,000		
Systemwide	Locomotive and Coach Procurement	\$2,000,000	\$2,000,000		
Systemwide	Station Management Program	\$14,478,146	\$14,478,146		
Systemwide	MBTA Bridge Program	\$6,000,000	\$6,000,000		
Commuter Rail	Commuter Rail Top Deck Overhaul	\$5,000,000	\$5,000,000		
Commuter Rail	Commuter Rail Coach Overhaul	\$2,300,000	\$2,300,000		
Red Line	Columbia Junction Signal Program	\$2,000,000	\$2,000,000		
Systemwide	Power Improvements	\$5,783,745	\$5,783,745		
Systemwide	Haverhill Line Improvements	\$3,000,000	\$3,000,000		
<b>Section 5309 MBTA Total</b>		<b>\$105,704,594</b>			



Date	Affiliation/Name	Comment	Project Background
4/1/2010	Kimberley Driscoll, Mayor, City of Salem	Supports the North Shore Transportation Management Association's (TMA) application for third-year transportation demand management funding through the MPO's Clean Air and Mobility Program. The resident and employee population of the North Shore communities within the TMA's service area continue to grow, and the TMA helps to reduce congestion, improve air quality, and improve access by providing high quality transportation programs, customized marketing, advocacy, and education for residents and commuters. Realize the importance that transportation options play in enhancing the economic vitality of the region and is pleased to partner and to work with the North Shore TMA.	Project is currently in the FFY 2011 element of the FFYs 2011-14 TIP.
4/5/2010	Tina Cassidy, Director, Planning & Development Department, City of Beverly	Supports the North Shore Transportation Management Association's (TMA) application for third-year transportation demand management funding through the MPO's Clean Air and Mobility Program. The resident and employee population of the North Shore communities within the TMA's service area continue to grow, and the TMA helps to reduce congestion, improve air quality, and improve access by providing high quality transportation programs, customized marketing, advocacy, and education for residents and commuters. Realize the importance that transportation options play in enhancing the economic vitality of the region and is pleased to partner and to work with the North Shore TMA.	Project is currently in the FFY 2011 element of the FFYs 2011-14 TIP.
4/7/2010	State Representative Mary E. Grant	Supports the following regionally significant projects to be included in the Draft FFYs 2011-2014 TIP: Beverly MBTA Parking Garage and the nearby Intermodal Center, Route 127, Exit 19 (off Route 128), Route 128 (North of Route 1), and the North South Rail Link. Also supports two local projects, Cabot Street and Route 1A (Rantoul Street).	Only the MBTA Parking Garage is included for funding in the FFYs 2011-14 TIP.
4/19/2010	Stanly E. Black, Chair, Concord Board of Selectmen	Expresses appreciation for the MPO's continued support of the Crosby's Corner project and requests that it be included in the FFYs 2011-2014 TIP. The project will address needed transportation infrastructure improvements and will result in a safer roadway for all users. Thanks the MPO for inclusion of the Concord Rotary project in the Regional Transportation Plan's Illustrative List, but believes it is important that the project be included in the Regional Transportation Plan. This will allow the Route 2 Rotary to be crossed designed with Phases 2A, 2B, and 2C of the Bruce Freeman Rail Trail project.	The Crosby's Corner project is currently in the FFY 2011 element of the FFYs 2011-14 TIP. The Concord Rotary Project remains on the Illustrative List.
4/20/2010	Charles Gaffney, Chairman, MetroWest Growth Management Committee	Remains concerned that the level of state transportation funding is insufficient to meet the needs of our subregion and advocates for the following four priority projects in the FFYs 2011-2014 TIP: Downtown Corridor Traffic and Streetscape Improvements (Framingham), Cochituate Rail Trail (Framingham), Route 9/Oak Street Intersection (Natick), and Route 30/Main Street Rehabilitation (Southborough). Also notes that the following three projects are very important to the subregion: Reconstruction of Route 126 - from Route 9 to Lincoln Street (Framingham), Route 126/135 Grade Separation (Framingham), and North Main Street - Route 27 (Natick).	Only the Cochituate Rail Trail Upgrades project is included in the FFYs 2011-14 TIP.

Date	Affiliation/Name	Comment	Project Background
4/26/2010	Michelle Ciccolo, Chair, Minuteman Advisory Group on Interlocal Coordination (MAGIC)	Requests that the following projects remain on the TIP: Route 2 (Crosby's Corner) - Concord, Lincoln, Route 2A at Waltham Street (Lexington), and Assabet River Rail Trail Design (Acton, Maynard, Stow, Hudson). States that MAGIC's critical projects are the Route 111 Trail in Boxborough and the Route 85/Washington St. project in Hudson. Lists the following as urgent projects: Assabet River Rail Trail Construction (Acton, Maynard), Bruce Freeman Rail Trail Phase 2A (Acton, Carlisle, Westford) and 2C (Concord), Concord Rotary (Concord), and Houghton St. Bridge (Hudson). Notes that the following are significant projects: Route 20/Landham Road Intersection (Sudbury), Route 85 (Bolton), Minuteman Connector/West Lexington Greenway (Lexington), Minuteman Bikeway Extension - Reformatory Branch (Bedford), Middlesex Turnpike Phase Three (Bedford), Assabet River Rail Trail Construction (Hudson, Stow), and Bruce Freeman Rail Trail Phase 2E (Sudbury). Expresses concern about the condition of Route 111 in Boxborough and seeks a proactive plan by MassDOT to replace the culverts and address bicycle and pedestrian safety. The Town of Boxborough has already authorized \$15,000 as its 20% match.	All projects listed to remain on the TIP do (Route 2 (Crosby's Corner) - Concord, Lincoln, Route 2A at Waltham Street (Lexington), and Assabet River Rail Trail Design (Acton, Maynard, Stow, Hudson)). Additional projects listed are not included in the FFYs 2011-14 TIP.
5/5/2010	Robert A. Cantoreggi, Director, Department of Public Works, Town of Franklin	Provides an update on the town's priority TIP projects. The King Street project to reduce congestion and improve vehicle and pedestrian traffic safety is underway and anticipated to be completed in September 2010. The Downtown Enhancement project to improve the traffic control for pedestrian and vehicle traffic will submit design work to MassDOT June 2010. A \$1 million PWED grant will fund design work, and a \$5.2 million earmark is available for construction. The Pleasant Street project to improve the corridor between Franklin and Norfolk has submitted 75% design plans. The town is working with MassDOT to reduce construction costs and anticipates submitting 100% design to MassDOT in November 2010.	The Pleasant Street project in Franklin is not included in the FFYs 2011-14 TIP.
5/6/2010	Paul Halkiotis, Marshfield Town Planner	Provides an update on the Route 139 project to widen a one mile section from one to two lanes in each direction. Anticipates submitting 75% design plans to the MassDOT Highway Division by the end of May 2010. Projects completion of the 100% design plans in September 2010. States that the Route 139 project will improve access to the new Enterprise Park, a 110 acre mixed use zoning district planned for over 900,000 square feet of new development and the creation of 960 new jobs. These roadway improvements will facilitate development and job creation by accommodating the projected 6,600 new vehicle trips daily. The town will use a MORE Jobs Grant in the amount of \$135,700 for engineering design plans. Included a map of the proposed improvements to the Route 139 Corridor.	Project is currently in the FFY 2011 element of the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.
5/27/2010	Danielle W. Gregoire, State Representative	Requests that the Town of Southborough's Main Street project be funded through the TIP. The project includes the widening of the Route 30/Route 85 intersection, installation of granite curbing, inclusion of 4-foot bicycle lanes, ADA sidewalks, and drainage improvements. It will provide major safety improvements for vehicular, recreational, and pedestrian traffic. The project has received support from the community, MassDOT, and the MetroWest Growth Management Committee. The estimated cost is \$4 million and the 25% design plans are to be submitted during summer 2010.	The Main Street project in Southborough is not included in the FFYs 2011-14 TIP.

Date	Affiliation/Name	Comment	Project Background
6/2/2010	State Senator James Eldridge	Requests that the TPPC program the Town of Southborough's Main Street (Route 30) Reconstruction Project in the FFYs 2011-2014 TIP. It is an important project to the town, and its impacts will be felt on a regional basis. There has been over two dozen public meetings and hearings on this project since 2007, and it receives support from public and private businesses, MassDOT, and the town. The project includes vehicular, bicycle, pedestrian, and drainage improvements. Many of the recommendations from the MPO's "Bicycle and Pedestrian Improvements in Town Centers" 2007 study are incorporated into the project design. Re-designed 25% plans will be submitted to MassDOT this summer.	The Main Street project in Southborough is not included in the FFYs 2011-14 TIP.
6/3/2010	Gino Carlucci, Chair, SouthWest Advisory Planning Committee	SWAP is pleased to note that the Pulaski Boulevard project in Bellingham, and the Upper Charles Trail Phase 2 in Milford have been advertised and are moving forwarding using FFY 2010 funds. SWAP lists the following previously identified projects: East Central/Main - Route 140 (downtown Franklin), Route 140 Resurfacing (Wrentham), Route 109 - Main Street (Medway), Route 1A/I-495 slip ramps (Wrentham), Taunton Street (Wrentham). Lists the highest priority projects of SWAP communities: Pleasant St. (Franklin), Main Street (Hopkinton), Route 16 Improvements (Milford), Congestion mitigation around Wrentham Common (Wrentham). Lists the second highest priority projects of SWAP communities: Lincoln St. and Main St. (Franklin), School St./W. Main St. Intersections (Hopkinton), Veteran's Memorial Drive Extension (Milford).	The Route 140 project in Franklin and the Route 16 project in Milford are included in the FFYs 2011-14 TIP. All
7/5/2010	State Representative William N. Brownsberger	Hopes and expects that the Belmont/Trapelo Road Corridor project will be officially programmed for the 2014 element of the FFYs 2011-2014 TIP. Appreciates the MPO's recognition of the staff support for this project, but hopes that it will be programmed in the final draft. The community stands strongly in support of this project and continues to expend resources to prepare for the project. Subsurface utility replacement is underway at this time.	Project is not currently in the FFYs 2011-14 TIP. Project is included in the 2010-15 timeband in the Plan.
7/5/2010	State Representative William N. Brownsberger	Hopes and expects that the Trapelo Road Corridor project in Belmont will be programmed in the FFY 2014 element of the TIP. Expresses appreciation for the MPO's work and notes that the community strongly support of this project and continues to expend resources to prepare for the project. Subsurface utility replacement is underway at this time.	Project is not currently in the FFYs 2011-14 TIP. Project is included in the 2010-15 timeband in the Plan.
7/6/2010	Michael Yankovich, Belmont resident	Requests that the MPO program the Trapelo Road project in Belmont in the FFYs 2011-2014 TIP. The corridor's pavement is in poor condition and there is uncertainty about lane widths and number of travel lanes. The current roadway is unsafe for bicycling, walking, and driving. Trapelo Road is a major complaint of residents as well as visitors. Believes that funding this project in the TIP will significantly enhance quality of life for residents, visitors, and others that commute through this corridor.	Project is not currently in the FFYs 2011-14 TIP. Project is included in the 2010-15 timeband in the Plan.
7/6/2010	Antonio Loura, Chairman, Hudson Board of Selectmen	Expresses gratitude for the inclusion of the Route 85 project in Hudson on the federal fiscal years (FFYs) 2011-2014 Transportation Improvement Program (TIP). The project has been on the Transportation Plan for a number of years, has received widespread public support, and is located within a state-designated Economic Target Area. Route 85 is a key office and retail corridor that contains multiple Chapter 43D expedited permitting sites and is in a DHCD approved Blight Target Area. The project will facilitate connections to manufacturing facilities and to the intersection of I-290, I-495, and Route 85. The town will continue to work diligently with MassDOT to make the project ready for advertisement in FFY 2011.	Project is currently in the FFY 2011 element of the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.

Date	Affiliation/Name	Comment	Project Background
7/6/2010	State Senator Robert L. Hedlund	Requests that funding for the Route 139 widening project in Marshfield be included in the FFYs 2011-2014 TIP. The project is Marshfield's top priority and it will relieve a significant bottleneck along this business corridor. The project area is zoned for commercial and industrial use, and widening of the roadway could lead to 2,800 new units of housing, hundreds of thousands of square feet of new office and commercial space, and more than 1,000 new full-time local jobs.	Project is currently in the FFY 2011 element of the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.
7/9/2010	Robert Shaughnessy, Board of Public Works Chair, Town of Marshfield	Expresses support for the Route 139 widening project in the Town of Marshfield. Provides a brief chronology of steps that the Town has taken to move the project forward. States that the roadway operates at a failing level of service, provides poor pedestrian accommodations, and serves as an impediment to the response times of emergency vehicle. Requests that the MPO and MassDOT continue to work in partnership with the Town to bring the project to completion.	Project is currently in the FFY 2011 element of the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.
7/12/2010	Karen Horne, Planning Board Chair, Town of Marshfield	Supports the inclusion of the Route 139 widening project in Marshfield on the FFYs 2011-2014 TIP. The project will relieve a bottleneck to improve the failing level of service, provide pedestrian accommodations, and enhance opportunities for economic growth in Enterprise Park. It also hopes to improve the travel times of emergency responses.	Project is currently in the FFY 2011 element of the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.
7/13/2010	Robert W. Healy, City Manager, City of Cambridge	Expresses concern that the Cambridge Common project has been moved to the FFY 2014 element, and believes that it should be programmed in the FFY 2011 element of the TIP. States that the condition of this historic park and transportation node is rapidly deteriorating and the project design is far enough along to be programmed in FFY 2011. Notes that delayed construction would require the City to fix sections of pathways only to have them removed when the larger project goes into construction.  Also expresses appreciation for the programming of the Kendall Square/Broadway project. MassDOT is scheduled to have a 25% design hearing for the project this month and the City is looking to begin construction as soon as possible.	Project was previously programmed in the FFY 2013 element of the FFYs 2010-13 TIP, has been moved to the FFY 2014 element of the FFYs 2011-14 TIP.
7/14/2010	Laura Wiener, Chair, Inner Core Committee	Expresses support for the following multi-modal projects that enhance the Inner Core's vibrancy and quality of life, make efficient use of existing infrastructure, and are aligned with MetroFuture and the Transportation Plan goals: Massachusetts Avenue (Arlington), South Bay Harbor Trail (Boston), Cambridge Common (Cambridge), Somerville Community Path (Somerville), Beacon Street (Somerville), Trapelo Road (Belmont), Beacham and Williams Street (Chelsea). Believes that the MPO should consider and fund projects that facilitate multi-modal transportation choices, improve public health, promote financially efficient land use, protect environmental context, and promote reuse and redevelopment.	All projects listed except Trapelo Road (Belmont) and Beacham and Williams Sts. (Chelsea) are in the FFYs 2011-14 TIP.
7/15/2010	Christine W. Apicella, Franklin resident	Supports the inclusion of the Route 140 Improvement project in the 2012 element of the TIP.  Expresses interest in programming funding for the following two projects: Downtown Franklin Roadway and Streetscape Improvement project that will improve traffic flow, enhance pedestrian access, and improve the overall streetscape; Pleasant Street Arterial and Intersection project that provides connections to the center of Franklin. Encourages the MPO to also program these projects in the short-term in order to build upon the investment in the Route 140 Improvement project.	Route 140 is in the FFY 2012 element of the FFYs 2011-14 TIP. The Downtown Franklin and Pleasant St projects are not in the FFYs 2011-14 TIP.

Date	Affiliation/Name	Comment	Project Background
7/15/2010	State Representative Bruce Ayers	Requests an update on the TIP status of the Long Island Ferry Dock Construction federal earmark. States that this earmark was disbursed to the City of Boston as part of last year's U.S. Transportation Secretary Ray LaHood announcement of \$42 million in grants to improve ferry services and build new docks and facilities in 15 states.	\$198,700 of the earmark will be added to the FFY 2011 element of the FFYs 2011-14 TIP to fund the design of the project. An earmark will be combined with the remaining amount of this earmark for construction in the future.
7/15/2010	State Senator James Eldridge and State Representative Kate Hogan	Expresses thanks for programming the Route 85/Washington Street Reconstruction project in the FFY 2011 element of the TIP. The route bisects a critical commercial area that experiences poor level of service during peak hours. The project will improve safety, reduce congestion, improve air quality, and facilitate economic and job growth. It will also incorporate new sidewalks and bike shoulders that will enhance bicycle and pedestrian mobility as well as improve accessibility for the handicapped population.	Project is currently in the FFY 2011 element of the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.
7/15/2010	Anthony Marques, Public Works Director, Town of Hudson	Expresses gratitude for the inclusion of the Route 85 project in Hudson in the FFYs 2011-2014 TIP. The project will improve safety, reduce congestion, and enhance bicycle and pedestrian mobility along the corridor. The project area contains seven new major developments and has been identified by the Town as suitable for infill commercial growth.	Project is currently in the FFY 2011 element of the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.
7/15/2010	Don Garcia, Economic Development Commission Chairman, Town of Hudson	Expresses thanks for programming the Route 85/Washington Street Reconstruction project in the FFY 2011 element of the TIP. The corridor operates at a failing level of service during the peak hours. The project will help relieve congestion along Route 85 and improve access to underutilized parcels along the corridor. These improvements will facilitate economic development opportunities to an area suited for commercial expansion.	Project is currently in the FFY 2011 element of the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.
7/16/2010	Jennifer L. Burke, Planning Director, Town of Hudson	Expresses thanks for programming the Route 85/Washington Street Reconstruction project in the FFY 2011 element of the TIP. The project will improve safety, reduce congestion, and enhance bicycle and pedestrian mobility along the corridor. Improvements to the corridor will also facilitate economic development opportunities in an area that is suitable for infill development and has direct access to I-495.	Project is currently in the FFY 2011 element of the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.
7/19/2010	Brian J. Maguire, Town of Franklin	Requests that the Pleasant Street Arterial and Intersection project in Franklin be programmed in the FFYs 2011-2014 TIP. The project will improve safety and provide access to numerous community destinations including the Town Common, schools, churches, and the Franklin Senior Center.	Route 140 is in the FFY 2012 element of the FFYs 2011-14 TIP. The Downtown Franklin and Pleasant Street projects are not in the FFYs 2011-14 TIP.

Date	Affiliation/Name	Comment	Project Background
7/20/2010	Laura Spear, Board of Selectmen Chair, Town of Stow	Requests that the following projects remain or be added to the FFYs 2011-2014 TIP: Design funds for the Hudson-Stow section of the Assabet River Rail Trail (FFY 2011) and construction funds for the Acton-Maynard-Stow sections of the Assabet River Rail Trail (FFY 2014). States that the Town of Stow recently acquired a two-mile right of way for the ARRT and would like to connect to the Acton-Maynard segment presently under design. Notes that by allowing the earmark for design of the Stow section to be available in the FFY 2011 element, the towns would have a five-mile, continuous section of trail ready for construction in the FFY 2014 element.	Project is programmed in the FFY 2010 element of the FFYs 2010-13 TIP, but may not be obligated by the end of the Federal Fiscal Year. The project will be proposed for the FFY 2011 element of the FFYs 2011-14 TIP. Construction funding for the project is not included in the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.
7/21/2010	Laura Wiener, Chair, Regional Transportation Advisory Council	Supports the FFYs 2011-2014 TIP and notes that more priority projects could be constructed if more funding were available. States that the Legislature and Governor took an important step through the reform measure approved in June 2009, however the financial savings realized by reform do not come close to addressing the revenue shortfall caused by the backlog of unfunded local and regional projects. Believes that reform and revenue must be addressed simultaneously.	
7/26/2010	Jeff Levine, Planning and Community Development Director, Town of Brookline	Asks for inclusion of Brookline's Gateway East/Village Square project on the FFY 2013 element or FFY 2014 element of the TIP. The project provides an opportunity to knit together the neighborhoods separated by Route 9, increase access to the Brookline Village MBTA station, and improve bicycle and pedestrian mobility. The project received PRC approval and the Town expects to submit 25% designs to MassDOT Highway Division in early fall 2010.	Project is not currently in the FFYs 2011-14 TIP.
7/26/2010	Board of Selectmen, Towns of Acton and Maynard	Request that the Assabet River Rail Trail (ARRT) earmark for design of the Hudson-Stow section remain on the FFYs 2011-2014 TIP and that the earmark for the design of the Acton/Maynard section be programmed so that the continuous stretch of trail can be designed together. Also request that construction funds for the ARRT be made available in the FFY 2014 element of the TIP.	Project is programmed in the FFY 2010 element of the FFYs 2010-13 TIP, but may not be obligated by the end of the Federal Fiscal Year. The project will be proposed for the FFY 2011 element of the FFYs 2011-14 TIP. Construction funding for the project is not included in the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.
7/26/2010	State Representatives Jason Lewis and James Dwyer, State Senators Pat Jehlen and Richard Tisei	Request that the Tri-Community Bikeway/Greenway project be programmed on the FFYs 2011-2014 TIP. This six-mile bicycle and pedestrian path would connect the communities of Winchester, Woburn, and Stoneham, and would connect residential, commercial, recreational and civic areas. The project is in the 75% design phase, the MPO paid for design of the project.	Project is not currently in the FFYs 2011-14 TIP.

Date	Affiliation/Name	Comment	Project Background
7/26/2010	Paul Matthews, Executive Director, 495/MetroWest Partnership	Expresses thanks for programming the Route 85/Washington Street Reconstruction project on the FFY 2011 element of the TIP. The corridor is a primary artery to Hudson's main retail area and also its historic downtown. This project will improve access to commerce and jobs, and accommodate future economic development opportunities.	Project is currently in the FFY 2011 element of the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.
7/28/2010	Jane Souza, Director, Online Strategy & Service, Fidelity Investments	Expresses support for inclusion of the Pleasant Street Arterial and Intersection project in Franklin. States that the current road configuration and lack of sidewalks does not make it suitable for walking with children. This project would provide safe access for residents to reach community destinations such as the Town Common, schools, churches, and the Franklin Senior Center.	Route 140 is in the FFY 2012 element of the FFYs 2011-14 TIP. The Downtown Franklin and Pleasant Street projects are not in the FFYs 2011-14 TIP.
7/29/2010	Patrick and Stacey Mullins, Franklin residents	Request that the Pleasant Street Arterial and Intersection project in Franklin be programmed in the FFYs 2011-2014 TIP. This roadway is a vital artery to the Town and drivers, bikers, joggers, and parents with baby strollers continually attempt to share the road despite inadequate accommodations. This project would provide safe access for residents to reach community destinations such as the Town Common, schools, churches, and the Franklin Senior Center.	Route 140 is in the FFY 2012 element of the FFYs 2011-14 TIP. The Downtown Franklin and Pleasant Street projects are not in the FFYs 2011-14 TIP.
7/29/2010	Robert J. La Tremouille, Cambridge resident	Objects to the programming of the Cambridge Common project in the FFYs 2011-2014 TIP. States that a special act in 1830 prohibits the use of the Cambridge Common for highway uses. Notes that motor vehicles were not in common use in the 19th century and "highway uses" refers to bicycle usage. Appended a copy of the Special Act which was printed from state electronic archives.	Project was previously programmed in the FFY 2013 element of the FFYs 2010-13 TIP, has been moved to the FFY 2014 element of the FFYs 2011-14 TIP.
7/29/2010	State Representative Carolyn Dykema	Expresses support for the Crosswalk Beacon at Church and Main Street in Hopkinton funded through the Clean Air and Mobility Program in the FFY 2012 element of the TIP. This intersection is located in the heart of downtown and the current conditions pose a danger to the many individuals that use this intersection. This project is part of a comprehensive downtown revitalization to improve safety and access on the roadways in the downtown area.	Project is currently in the FFY 2012 element of the FFYs 2011-14 TIP.
7/29/2010	Joseph F. Tulimieri, Executive Director, Cambridge Redevelopment Authority (CRA)	Requests that the MPO include the Gateway Improvements project in Cambridge in the FFY 2011 element of the FFYs 2011-2014 TIP. This project would provide pedestrian improvements and would support the Kendall Square Urban Renewal Project. Notes that the CRA will fund all the design costs and all construction costs that exceed the estimated project cost of \$1,111,500.	Earmark construction funding for the project has been included in the FFY 2011 element of the FFYs 2011-14 TIP.
7/30/2010	Win Sargent, Chairman, South Shore Economic Development Corporation	Expresses support for inclusion of the Route 139 corridor project in Marshfield in the FFYs 2010-2013 TIP. This project will facilitate development of Enterprise Park along Route 3 and help support future transit oriented development projects in the South Shore.	Project is currently in the FFY 2011 element of the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.
7/30/2010	Lydia Rogers, Concord resident	Expresses concern about the proposed Bruce Freeman Rail Trail (BFRT) in Concord and the connecting communities and urges the MPO not to include the project on the TIP or the Transportation Plan. Believes that MassDOT should not spend tens of millions of dollars to build a paved road for recreational bicyclists that could have harmful effects on a narrow wildlife corridor.	Project is not currently in the FFYs 2011-14 TIP. Project is included in the 2021-25 timeband in the Plan.

Date	Affiliation/Name	Comment	Project Background
7/30/2010	Sarah Cressy, President & CEO, Assabet Valley Chamber of Commerce	Expresses thanks for programming the Route 85/Washington Street Reconstruction project on the FFY 2011 element of the TIP. Route 85 is a major north-south corridor through Hudson connecting Marlborough, Berlin, Bolton, and Stows, and it bisects a critical commercial area. The project will improve safety, reduce congestion, improve air quality, benefit bicycle and pedestrian mobility, and allow for economic and job growth.	Project is currently in the FFY 2011 element of the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.
8/1/2010	Patricia Bean, Marshfield/Pembroke & Duxbury Business Council Chairwoman	Expresses support for the Route 139 widening project in the Town of Marshfield. States that the project will increase economic growth in the area and improve access and safety for dozens of businesses along the corridor.	Project is currently in the FFY 2011 element of the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.
8/2/2010	Jean McDonald, Marshfield resident	Expresses opposition to the Route 139 widening project in Marshfield in the FFYs 2011-2014 TIP. States that the traffic congestion has not been supported by data, and therefore believes it may be anecdotal. Notes that speed and impatience were the major causes of accidents on Route 139, and states that expanding the corridor to four lanes is likely to increase speeds and potentially result in more accidents. Express concern that the Town will not be able to maintain the new sidewalks built by this project. Believes that the construction of the project will impact existing commercial properties along the corridor. Attached a Letter to the Editor published in the Mariner of a Marshfield resident with concerns about the Route 139 project.	Project is currently in the FFY 2011 element of the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.
8/2/2010	Peter Forman, President & CEO, South Shore Chamber of Commerce	Expresses support for inclusion of the Route 139 widening project in Marshfield in the FFY 2011 element of the TIP. Expects the near completion of final design this year.	Project is currently in the FFY 2011 element of the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.
8/2/2010	Cameron Bain, Stoneham Tri-Community Bike/Greenway	Requests that the Tri-Community Bikeway be placed back on the FFYs 2011-2014 TIP. The 25% design hearing for the project was held and the Town is working toward the 75% design hearing. This project has the support of town officials as well as citizens, and believes it is the oldest project in the state.	Project is not currently in the FFYs 2011-14 TIP. Project was removed from the FFY 2009 element of the FFYs 2008-11 TIP.
8/3/2010	Ralph and Sarah DeBerardinis, Franklin residents	Requests that the Pleasant Street Arterial and Intersection project in Franklin be programmed in the FFYs 2011-2014 TIP. The current conditions are unsafe for children to walk to school or for pedestrians to access the Town Common. The project will improve safety and provide access to numerous community destinations including the Town Common, schools, churches, and the Franklin Senior Center.	The Downtown Franklin and Pleasant Street projects are not in the FFYs 2011-14 TIP.

Date	Affiliation/Name	Comment	Project Background
8/3/2010	State Representatives Jennifer Benson and Cory Atkins	Express support for inclusion of the design earmark for the Assabet River Rail Trail (ARRT) in the TIP and asks for the MPO's support in funding the ARRT in the FFY 2014 element of the TIP. This 12-mile, multi-use path will run through Acton, Maynard, Stow, Hudson and Marlborough, and connect town centers, commercial areas, and schools. Acton, Maynard, and Stow are progressing with 100% design plans for the next phases of the trail.	Project is programmed in the FFY 2010 element of the FFYs 2010-13 TIP, but may not be obligated by the end of the Federal Fiscal Year. The project will be proposed for the FFY 2011 element of the FFYs 2011-14 TIP. Construction funding for the project is not included in the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.
8/3/2010	Robert Rivers, Friend of the Stoneham Bikeway	Requests funding for the Tri-Community Bike/Greenway project in the FFYs 2011-2014 TIP. States that the project has been dragged out over 25 years, and would like to at least see my grandkids and all the young people have this bikeway to enjoy before I leave.	Project is not currently in the FFYs 2011-14 TIP. Project was removed from the FFY 2009 element of the FFYs 2008-11 TIP.
8/3/2010	Bonnie J. Phaneuf, Chairman, Southborough Board of Selectmen	Expresses disappointment that the Main Street Reconstruction project in Southborough is not included in the FFYs 2011-2014 TIP and requests that the MPO include this project in the TIP. The Town has worked with public, private businesses and organizations, and MassDOT to develop a design that will be acceptable to all interested parties. The project has strong support of the community and will improve vehicular, bicycle, and pedestrian use of the roadway. States that many of the improvements recommended by the MPO's "Pedestrian and Bicycle Improvements in Town Centers" 2007 study are incorporated into the design of the project.	Project is not currently in the FFYs 2011-14 TIP.
8/3/2010	Wayne P. Marquis, Town Manager, Town of Danvers	Requests that the Liberty Street project in Danvers be included in the FFY 2010 element of the TIP. States that the 100% design plans will be submitted by the Town of Danvers on August 23, 2010, and that the Permanent Easements and ROE Forms are complete. Notes that a personal commitment was received by Transportation Secretary Mullan that the project is supported by the Governor and should go forward.	Project is not currently in the FFYs 2011-14 TIP.
8/4/2010	Tom Yardley, Medical Academic and Scientific Community Organization, Inc. (MASCO)	Expresses support for the following projects in the FFYs 2011-2014 TIP: Longfellow Bridge Reconstruction (FFY 2011 element), CMAQ funds for Boston Bike Maps (FFY 2011 element), Melnea Cass Blvd. Construction (FFY 2012 element), and South Bay Harbor Trail (FFY 2014 element).  Suggests that construction of the Green Line Park Street Station Eastbound Crossover project should be accelerated. Expresses continued support of the MBTA's Capital Investment Program (CIP) and projects in the State TIP that are consistent with a State of Good Repair and improved service delivery.	Listed projects are included in the FFYs 2011-14 TIP.

Date	Affiliation/Name	Comment	Project Background
8/4/2010	Judy O'Brien, Stoneham resident	Requests that the MPO provide funding for the Stoneham Bike Path in the FFYs 2011-2014 TIP. The project is near completion and the MPO's support would help us to realize our dream.	Project is not currently in the FFYs 2011-14 TIP. Project was removed from the FFY 2009 element of the FFYs 2008-11 TIP.
8/4/2010	Patricia Elliott, Stoneham resident	Requests that the MPO provide funding for the completion of the Tri-Community Bike/Greenway in the FFYs 2011-2014 TIP. The project is important to the Stoneham community. It is in the 75% design phase and very close to being ready to go.	Project is not currently in the FFYs 2011-14 TIP. Project was removed from the FFY 2009 element of the FFYs 2008-11 TIP.
8/4/2010	Anne M. Harrington, Stoneham Bikeway Friends	Thanks the MPO for their support and requests that the Tri-Community Bike/Greenway be programmed in the FFYs 2011-2014 TIP. The project is in the 75% design phase and is very close to being ready to go.	Project is not currently in the FFYs 2011-14 TIP. Project was removed from the FFY 2009 element of the FFYs 2008-11 TIP.
8/4/2010	Peter M. Ditto, Public Works Director, Town of Brookline	Requests that the MPO consider programming construction funding for the Carlton Street Footbridge Enhancement in the FFY 2013 element of the TIP. The project has received favorable support from the MassDOT Enhancements Steering Committee and the Town's consultants will soon finalize the draft 25% design submittal. Brookline is committed to funding and completing final design. The estimated cost of the project is \$1,400,000 and Brookline believes that 80% would be funded by Federal Transportation Enhancement dollars and 10% by state match.	Project is not currently in the FFYs 2011-14 TIP.
8/5/2010	Darryln Leikauskas, Tri-Community Bike Path	Requests that the MPO provide funding for the Stoneham Bike Path in the FFYs 2011-2014 TIP. States that he moved to town 11 years ago knowing that Stoneham would soon have a bike path like Arlington. Notes that there are many volunteers involved in finishing the project and hopes that the MPO's support can bring new life to Stoneham.	Project is not currently in the FFYs 2011-14 TIP. Project was removed from the FFY 2009 element of the FFYs 2008-11 TIP.
8/5/2010	Board of Selectmen Chairs Jeff Wieand (Concord), Lauren Rosenzweig (Acton), and Gary Taylor (Lincoln)	Express appreciation to the MPO for continued support of the Crosby's Corner project. Notes that the January 2010 multi-car, tractor trailer truck accident reinforces the need for this safety project and believes the project will result in a safer roadway for all users.  Express appreciation for inclusion on the Concord Route 2 Rotary project in the Regional Transportation Plan's (RTP's) illustrative list, but believes it is a critical project that needs to be included in the RTP. States that inclusion of this project in the RTP will allow for the development of the Bruce Freeman Rail Trail crossing design (Phase 2B).	Concord Route 2 Rotary project is not currently in the FFYs 2011-14 TIP.
8/5/2010	Board of Selectmen Patricia Reilly, John Hall, and Matthew McDonough, Town of Marshfield	Expresses support for the Route 139 widening project in Marshfield in the FFYs 2011-2014 TIP. The current condition of the corridor is unsafe for residents. Believes that this project will address safety concerns and have a significant economic development impact on the community and the region.	Project is currently in the FFY 2011 element of the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.

Date	Affiliation/Name	Comment	Project Background
8/5/2010	Laurel Egan Kenny, President and Founder, Turningpoint Communications	Expresses support for inclusion of the Route 139 project in Marshfield in the TIP. States that the roadway experiences serious congestion that negatively impacts his business-related trips. Believes that this project will help improve the safety of residents and reduce delays for emergency vehicles.	Project is currently in the FFY 2011 element of the FFYs 2011-14 TIP.
8/5/2010	Richard D. Roberts, McSweeney & Ricci Insurance Agency, Inc.	Expresses support for the Route 139 widening project in Marshfield in the FFYs 2011-2014 TIP. States that there is unnecessary congestion and safety issues along the corridor that impacts his business and other businesses in the area. Believes that this project will address these concerns and foster commerce.	Project is currently in the FFY 2011 element of the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.
8/6/2010	Jack Griffin, Chief Executive Officer, Buythecase.net	Expresses support for inclusion of the Route 139 widening project in Marshfield in the TIP. States that he was so impressed with Governor Patrick's commitment to this project at a recent meeting that he decided to relocate his business along this corridor. Believes that the widening of the roadway will have a positive economic benefit for creating jobs and bringing needed services to Marshfield.	Project is currently in the FFY 2011 element of the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.
8/6/2010	Michelle Ciccolo, Chair, Minuteman Advisory Group on Interlocal Coordination (MAGIC)	Requests that the following projects remain on the FFYs 2010-2013 TIP: Route 2 (Crosby's Corner) in Concord and Lincoln; Route 2A at Waltham Street in Lexington; and design earmarks for the Assabet River Rail Trail in Acton, Maynard, Stow, and Hudson. Notes that Crosby's Corner has experienced recent flooding in areas that would be addressed by this project. States that there needs to be a proactive plan to address bicycle and pedestrian safety and inadequate culverts along Route 111 in Boxborough. Lists the MAGIC project priorities as critical, urgent, and significant projects.	All projects listed except the bicycle and pedestrian issues on Route 111 (Boxborough) are in the FFYs 2011-14 TIP.
8/6/2010	Charles Gaffney, Chairman, MetroWest Growth Management Committee	Expresses support for the following projects in the FFYs 2011-2014 TIP: Downtown Corridor Traffic and Streetscape Improvements in Framingham; Cochituate Rail Trail in Framingham; Route 9/Oak Street Intersection in Natick; and Route 30/Main Street Rehabilitation in Southborough.  Expresses concern that the level of state transportation funding is insufficient to meet the needs of the subregion. States that if more funding were available, the following important projects would also be considered: Reconstruction of Route 126 in Framingham; Routes 126 and 135 Grade Separation; and North Main Street (Route 27) in Natick.	None of the projects mentioned are in the FFYs 2011-14 TIP.
8/6/2010	Catharine Hornby, Cambridge Bicycle Committee Chair	Expresses support for the Cambridge Common Improvement project in the FFYs 2011-2014 TIP. States that improvements to cycling infrastructure have been a key component of the City's success in getting people onto bicycles. Believes this project will have a tremendous difference at a key transportation hub, and will be a highly visible example of the region's commitment to get people around without driving.	Project was previously programmed in the FFY 2013 element of the FFYs 2010-13 TIP, has been moved to the FFY 2014 element of the FFYs 2011-14 TIP.
8/6/2010	Charles M. Sullivan, Executive Director, Cambridge Historical Commission	Supports the request by City Manager Healy of Cambridge to program the Cambridge Common/Flagstaff Park project in the FFY 2011 element of the FFYs 2011-2014 TIP. The Common is one of the City's most historic open spaces and is deteriorating at a rapid pace. States that reconstruction of the pathways, improved drainage, new irrigation, lighting, street furniture and improvements for bicyclists and pedestrians are needed. The Cambridge Historical Commission has approve the 25% plans and set aside a significant sum from Community Preservation Act funds for this project.	Project was previously programmed in the FFY 2013 element of the FFYs 2010-13 TIP, has been moved to the FFY 2014 element of the FFYs 2011-14 TIP.

Date	Affiliation/Name	Comment	Project Background
8/6/2010	Joan Turner, Concord resident	Recommends the following changes for the Bruce Freeman Rail Trail Phase 2C: temporarily terminate the asphalt trail at Williams Road which has existing parking spaces; treat the segment between Williams Road and Powder Mill Road as an official spur with appropriate signage; and cover the existing surface of the spur with stone dust or another temporary natural surface.	Project is not currently in the FFYs 2011-14 TIP. Project is included in the 2021-25 timeband in the Plan.
8/6/2010	Kathleen Hogan, Franklin resident	Expresses support for the Pleasant Street Arterial and Intersection project in Franklin in the FFYs 2011-2014 TIP. States that the current roadway lacks pedestrian accommodations that prevent her from walking her children to school and to church. This project would enhance access to downtown locations and would build off the improvements of the Route 140 project.	Route 140 is in the FFY 2012 element of the FFYs 2011-14 TIP. The Downtown Franklin and Pleasant Street projects are not in the FFYs 2011-14 TIP.
8/6/2010	George Barnard, Concord resident	Expresses concern for funding the Bruce Freeman Rail Trail in the FFYs 2011-2014 TIP. Believes that the rail trail is a questionable luxury in these tight fiscal times at the federal, state, and town levels. States that the trail proponents have failed to provide costs of the project to the town and concerned citizens. Notes that the ranger program was eliminated from the town's budget and suggests that fencing be included along the trail to protect delicate wetlands and minimize the impact on White Pond.	Project is not currently in the FFYs 2011-14 TIP. Project is included in the 2021-25 timeband in the Plan.
8/6/2010	Michael Beer, Chairman of TruePoint, and Professor Emeritus of Harvard Business School	Expresses opposition to the Bruce Freeman Rail Trail in the FFYs 2011-2014 TIP. States that the cost of the trail cannot be justified considering that the town is turning off street lights under budgetary pressures. Urges the town to stop funding the trail as long as the budgetary pressures continue.	Project is not currently in the FFYs 2011-14 TIP. Project is included in the 2021-25 timeband in the Plan.
8/6/2010	Ron Bott, Concord resident	Expresses opposition to funding the Bruce Freeman Rail Trail in the FFYs 2011-2014 TIP. States that the Town should not be spending money on a rail trail when essential services like street lighting is being cut.	Project is not currently in the FFYs 2011-14 TIP. Project is included in the 2021-25 timeband in the Plan.
8/6/2010	Paul Halkiotis, Marshfield Town Planner	Asks for the MPO's support of the Route 139 widening project on the FFYs 2011-2014 TIP. States that this project will alleviate traffic congestion and facilitate job creation in Enterprise Park. Notes that the Town's MORE Jobs grant application projects the creation of 238 new fulltime jobs over the next two years and that Enterprise Park anticipates 960 new jobs. Expects 100% design plans to be completed in September 2010. Provides Attached a map of the project area.	Project is currently in the FFY 2011 element of the FFYs 2011-14 TIP.

Date	Affiliation/Name	Comment	Project Background
8/7/2010	Tom Kelleher, President, Assabet River Rail Trail, Inc.	Expresses support for adding construction funding for the Acton-Maynard section of the Assabet River Rail Trail in the FFY 2014 element of the TIP.	Project is programmed in the FFY 2010 element of the FFYs 2010-13 TIP, but may not be obligated by the end of the Federal Fiscal Year. The project will be proposed for the FFY 2011 element of the FFYs 2011-14 TIP. Construction funding for the project is not included in the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.
8/8/2010	Thomas S. Michelman, President, Friends of the Bruce Freeman Rail Trail	Asks that the MPO program Phases 2A and 2C of the Bruce Freeman Rail Trail into the FFYs 2011-2014 TIP or other worthy bicycle and pedestrian projects. Expresses concern that the TIP does not give enough weight to the benefits of and the public desire for multi-modal path projects. States that the MPO continues to fail to meet federal guidelines of assigning 10% of surface transportation funds on enhancement projects. Notes that the state of Massachusetts ranks last (51 out of 51 states and the District of Columbia) on spending funds on enhancement projects. States that the percentage of spending toward community paths has decreased from previous TIP years, and that the MPO makes designing and funding rail trails an arduous, frustrating, and much too difficult process.	Project is not currently in the FFYs 2011-14 TIP. Project is included in the 2021-25 timeband in the Plan.
8/9/2010	Amanda Trombley, Cambridge Pedestrian Committee Chair	Urges the MPO to program the Cambridge Common/Flagstaff Park project in the FFY 2011 element of the TIP. States that the Cambridge Common is where most of the city's major roads come together and where thousands of cyclists and pedestrians pass through everyday. Believes that this project will address conflicts between pedestrians and cyclists by improving bicycle connections and shortening crosswalk distances. Notes that the project has received substantial input from the community.	Project was previously programmed in the FFY 2013 element of the FFYs 2010-13 TIP, has been moved to the FFY 2014 element of the FFYs 2011-14 TIP.
8/9/2010	State Representative John Fernandes and State Senator Richard Moore	Express support for the Route 16 signal project in Milford in the FFYs 2011-2014 TIP. Route 16 is a major regional connector roadway, and intersection improvements would increase traffic flow and improve safety. The project would encourage greater economic development, enhance public safety, and provide equal access to the disabled community. MassDOT has placed the project on the fast track to be bid ready by spring 2011.	Project is currently in the FFY 2011 element of the FFYs 2011-14 TIP.
8/9/2010	State Representative James Cantwell	Expresses support for inclusion of the Route 139 widening project in Marshfield in the FFY 2011 element of the TIP. States that improvements to this corridor will improve traffic flow, enhance safety, and foster economic development. The project will provide better access to 1 million square feet of office space and an estimated 900 permanent jobs in Enterprise Park.	Project is currently in the FFY 2011 element of the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.
8/9/2010	U.S. Representative Richard E. Neal	Asks for consideration of the Route 16 construction project in Milford in the FFYs 2011-2014 TIP. This project runs through the heart of downtown and serves the transportation needs of residents of Milford and surrounding communities. The rehabilitation of this artery will address congestion issues and update traffic apparatuses.	Project is currently in the FFY 2011 element of the FFYs 2011-14 TIP.

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8/9/2010	Michelle Ciccolo, Chair, Minuteman Advisory Group on Interlocal Coordination (MAGIC)	<p>Thanks the MPO for inclusion of the Route 2A at Waltham Street project (Lexington) and Assabet River Rail Trail design project (Acton, Maynard, Stow, and Hudson) in the FFY 2010 element of the FFYs 2010-2013 TIP.</p> <p>Requests that the following projects remain on the FFYs 2011-2014 TIP: Route 2 (Crosby's Corner) in Concord and Lincoln; Route 85/Washington Street in Hudson; and Houghton Street Bridge in Hudson. Expresses support for inclusion of the following projects on the TIP: design and construction of the Assabet River Rail Trail in Acton, Maynard, and Stow; Route 111 Bicycle/Pedestrian Trail in Boxborough; Phases 2A, 2B, and 2C of construction for the Bruce Freeman Rail Trail in Acton, Carlisle, Westford, and Concord; and Concord Rotary/Route 2 in Concord.</p> <p>Lists the MAGIC TIP project priorities as critical, urgent, and significant projects. Notes that all the projects are essential to the economic vitality and transportation infrastructure of the region and are well supported by the communities.</p>	<p>Construction of the Assabet River Rail Trail in Acton, Maynard, and Stow; Route 111 Bicycle/Pedestrian Trail in Boxborough; Phases 2A, 2B, and 2C of construction for the Bruce Freeman Rail Trail in Acton, Carlisle, Westford, and Concord; and Concord Rotary/Route 2 in Concord are not currently in the FFYs 2011-14 TIP.</p>
8/9/2010	State Representative Carolyn Dykema	<p>Requests that the MPO include the Main Street (Route 30) Reconstruction project in Southborough in the FFYs 2011-2014 TIP. This project is located near Route 9, a commuter rail station, and highways 495 and 90, and is an important commuting corridor for vehicles. The project would provide bicycle and pedestrian accommodations, meet handicap accessibility standards, and reduce traffic queues.</p>	<p>Project is not currently in the FFYs 2011-14 TIP.</p>
8/9/2010	Charles Denison, Advocacy Director, Livable Streets Alliance	<p>Expresses appreciation that the MPO strives to program transportation projects across modes, and believes that funding the following projects will help achieve goals of the Healthy Transportation Compact: Massachusetts Avenue in Arlington, Massachusetts Avenue in Boston, South Bay Harbor Trail in Boston, Cambridge Common, Beacon Street in Somerville, Somerville Community Path, Route 99 (Alford Street Bridge) in Boston, and Longfellow Bridge in Boston and Cambridge.</p> <p>Expresses concern about two very expensive highway projects: Route 128 Improvement Program and Route 2 Crosby's Corner. Believes that increased transit options would be a better way to meet the needs of commuters along the 128 corridor. Suggests that a less expensive, less complicated, context-sensitive improvement can and should be made to Crosby's Corner to improve safety.</p>	<p>All projects listed are in the FFYs 2011-14 TIP.</p>

Date	Affiliation/Name	Comment	Project Background
8/9/2010	John Wasser, Maynard resident	Expresses support for the MPO to fund the Acton-Maynard section of the Assabet River Rail Trail in the FFYs 2011-2014 TIP. States that it is a great trail and he would like to see it extended from Hudson, through Maynard, and to the South Acton train station.	Project is programmed in the FFY 2010 element of the FFYs 2010-13 TIP, but may not be obligated by the end of the Federal Fiscal Year. The project will be proposed for the FFY 2011 element of the FFYs 2011-14 TIP. Construction funding for the project is not included in the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.
8/9/2010	Richard Fallon, citizen	Expresses support to build the Assabet River Rail Trail as soon as possible.	Project is programmed in the FFY 2010 element of the FFYs 2010-13 TIP, but may not be obligated by the end of the Federal Fiscal Year. The project will be proposed for the FFY 2011 element of the FFYs 2011-14 TIP. Construction funding for the project is not included in the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.
8/9/2010	Rainer Maas, citizen	Urges the MPO to move forward with the Assabet River Trail project as soon as possible.	Project is programmed in the FFY 2010 element of the FFYs 2010-13 TIP, but may not be obligated by the end of the Federal Fiscal Year. The project will be proposed for the FFY 2011 element of the FFYs 2011-14 TIP. Construction funding for the project is not included in the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.

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8/9/2010	Ron Labbe, Maynard resident	Expresses support for the MPO to fund the Acton-Maynard section of the Assabet River Rail Trail in the FFYs 2011-2014 TIP. States that this project will encourage families to drive less and exercise more. Believes that the current on-road route is unsafe.	Project is programmed in the FFY 2010 element of the FFYs 2010-13 TIP, but may not be obligated by the end of the Federal Fiscal Year. The project will be proposed for the FFY 2011 element of the FFYs 2011-14 TIP. Construction funding for the project is not included in the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.
8/9/2010	Sarah Johnson, Hudson resident	Requests that the Acton-Maynard section of the Assabet River Rail Trail be included in the FFY 2014 element of the TIP. States that the trail is a great addition to the Hudson community and its value would increase if it were extended to the South Acton commuter rail station.	Project is programmed in the FFY 2010 element of the FFYs 2010-13 TIP, but may not be obligated by the end of the Federal Fiscal Year. The project will be proposed for the FFY 2011 element of the FFYs 2011-14 TIP. Construction funding for the project is not included in the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.
8/9/2010	David A. Mark, Assabet River Rail Trail	Expresses support for construction of the Assabet River Rail Trail in the FFYs 2011-2014 TIP. States that many Acton and Maynard residents commute to and from the South Acton commuter rail station and believes that this trail would provide a safe non-automotive route. Notes that Route 27 does not provide adequate bicycle and pedestrian accommodations.	Project is programmed in the FFY 2010 element of the FFYs 2010-13 TIP, but may not be obligated by the end of the Federal Fiscal Year. The project will be proposed for the FFY 2011 element of the FFYs 2011-14 TIP. Construction funding for the project is not included in the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.

Date	Affiliation/Name	Comment	Project Background
8/9/2010	Susan Epling, Assabet River Rail Trail	Expresses support for construction of the Assabet River Rail Trail in the FFYs 2011-2014 TIP. States that many residents commute to and from the South Acton commuter rail station and believes that this trail would provide a safe access for bicyclists and pedestrians.	Project is programmed in the FFY 2010 element of the FFYs 2010-13 TIP, but may not be obligated by the end of the Federal Fiscal Year. The project will be proposed for the FFY 2011 element of the FFYs 2011-14 TIP. Construction funding for the project is not included in the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.
8/9/2010	Julie Windzio, Maynard resident	Expresses support for funding of the Acton-Maynard section of the Assabet River Rail Trail in the FFYs 2011-2014 TIP. States that she and her husband were avid users of the Minuteman Trail while residents of Arlington, and that they would like to teach their daughters how to bicycle on the ARRT.	Project is programmed in the FFY 2010 element of the FFYs 2010-13 TIP, but may not be obligated by the end of the Federal Fiscal Year. The project will be proposed for the FFY 2011 element of the FFYs 2011-14 TIP. Construction funding for the project is not included in the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.
8/9/2010	Alice A. Shafer, ArtSpace, Maynard	Expresses support to construct the Assabet River Rail Trail so that ArtSpace artists, her children, and herself can utilize the trail.	Project is programmed in the FFY 2010 element of the FFYs 2010-13 TIP, but may not be obligated by the end of the Federal Fiscal Year. The project will be proposed for the FFY 2011 element of the FFYs 2011-14 TIP. Construction funding for the project is not included in the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.

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8/9/2010	John Eppling, citizen	Expresses support for construction of the Assabet River Rail Trail which would provide a safe route between South Acton and Maynard for commuters and recreational users.	Project is programmed in the FFY 2010 element of the FFYs 2010-13 TIP, but may not be obligated by the end of the Federal Fiscal Year. The project will be proposed for the FFY 2011 element of the FFYs 2011-14 TIP. Construction funding for the project is not included in the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.
8/9/2010	John E. McNamara, Assabet River Rail Trail	Urges that construction funding for the Acton-Maynard section of the Assabet River Rail Trail be included in the FFYs 2011-2014 TIP. States that the trail would provide a safe bicycle route to the South Acton commuter rail station and allow residents to save money on gas, get healthy exercise, and that it would reduce parking problems.	Project is programmed in the FFY 2010 element of the FFYs 2010-13 TIP, but may not be obligated by the end of the Federal Fiscal Year. The project will be proposed for the FFY 2011 element of the FFYs 2011-14 TIP. Construction funding for the project is not included in the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.
8/10/210	Sara Hartman, Maynard resident	Expresses support for construction of the Assabet River Rail Trail in the FFY 2014 element of the TIP. States that this trail would provide residents with a safe recreational route to bicycle and walk. Notes that the roads are too hazardous for bicycling.	Project is programmed in the FFY 2010 element of the FFYs 2010-13 TIP, but may not be obligated by the end of the Federal Fiscal Year. The project will be proposed for the FFY 2011 element of the FFYs 2011-14 TIP. Construction funding for the project is not included in the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.

Date	Affiliation/Name	Comment	Project Background
8/10/210	Michael Duclos, Assabet River Rail Trail	Expresses support for construction of the Assabet River Rail Trail in the FFYs 2011-2014 TIP. States that rail trails have proven to be effective tools in transportation policy, health, and safety. Notes that he currently uses the existing portion of the ARRT to commute to businesses in the area and that the project has strong support from all the towns.	Project is programmed in the FFY 2010 element of the FFYs 2010-13 TIP, but may not be obligated by the end of the Federal Fiscal Year. The project will be proposed for the FFY 2011 element of the FFYs 2011-14 TIP. Construction funding for the project is not included in the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.
8/10/210	Rebecca Arsenault, Maynard resident	Expresses support for construction of the Assabet River Rail Trail in the FFY 2014 element of the TIP.	Project is programmed in the FFY 2010 element of the FFYs 2010-13 TIP, but may not be obligated by the end of the Federal Fiscal Year. The project will be proposed for the FFY 2011 element of the FFYs 2011-14 TIP. Construction funding for the project is not included in the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.
8/10/210	Kristin Burati	Expresses support for construction of the Assabet River Rail Trail in the FFY 2014 element of the TIP. Believes that this project will help revitalize the towns of Maynard and Acton, and help build strong communities.	Project is programmed in the FFY 2010 element of the FFYs 2010-13 TIP, but may not be obligated by the end of the Federal Fiscal Year. The project will be proposed for the FFY 2011 element of the FFYs 2011-14 TIP. Construction funding for the project is not included in the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.

Date	Affiliation/Name	Comment	Project Background
8/10/210	Stephen Wagner	Expresses support for construction of the Assabet River Rail Trail in the FFY 2014 element of the TIP. States that the rail trail would allow him to safely commute to the South Acton commuter rail station in good weather. Notes that the parking costs at the South Acton parking lot and inadequate pedestrian accommodations on Route 27 currently prevent him from taking this trip.	Project is programmed in the FFY 2010 element of the FFYs 2010-13 TIP, but may not be obligated by the end of the Federal Fiscal Year. The project will be proposed for the FFY 2011 element of the FFYs 2011-14 TIP. Construction funding for the project is not included in the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.
8/10/210	Jason Sobel, Maynard resident	Expresses support for construction of the Assabet River Rail Trail in the FFYs 2011-2014 TIP. States that this project would provide a vital connection to the South Acton commuter rail station and a safe and convenient path for bicycling in the region.	Project is programmed in the FFY 2010 element of the FFYs 2010-13 TIP, but may not be obligated by the end of the Federal Fiscal Year. The project will be proposed for the FFY 2011 element of the FFYs 2011-14 TIP. Construction funding for the project is not included in the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.
8/10/210	Kathie Larsen	Expresses support for construction of the Assabet River Rail Trail in the FFY 2014 element of the TIP. States that this trail would allow her bicycle access to the South Acton station to take the commuter rail into Boston. Notes that the trail also provides significant recreational advantages.	Project is programmed in the FFY 2010 element of the FFYs 2010-13 TIP, but may not be obligated by the end of the Federal Fiscal Year. The project will be proposed for the FFY 2011 element of the FFYs 2011-14 TIP. Construction funding for the project is not included in the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.

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8/10/210	Bruce Cherner	Expresses support for construction of the Assabet River Rail Trail in the FFY 2014 element of the TIP. States that the estimated cost of the trail (\$1.5 million per mile) is cheap in comparison to the cost of the Big Dig (\$1 million per foot). Believes that the cost of the trail will pay for itself by a combination of reduced health care expenses for the Commonwealth and revenue from commercial enterprises along the trail.	Project is programmed in the FFY 2010 element of the FFYs 2010-13 TIP, but may not be obligated by the end of the Federal Fiscal Year. The project will be proposed for the FFY 2011 element of the FFYs 2011-14 TIP. Construction funding for the project is not included in the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.
8/10/210	Loretta West, Maynard resident	Expresses support for construction of the Assabet River Rail Trail in the FFY 2014 element of the TIP. States that the completion of the Acton-Maynard section of the trail will allow residents access to the finished portion in Hudson and Stow.	Project is programmed in the FFY 2010 element of the FFYs 2010-13 TIP, but may not be obligated by the end of the Federal Fiscal Year. The project will be proposed for the FFY 2011 element of the FFYs 2011-14 TIP. Construction funding for the project is not included in the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.
8/10/210	Jennifer Chen, Assabet River Rail Trail	Expresses support for construction of the Acton-Maynard section of the Assabet River Rail Trail. States that the trail would bring environmental and aesthetic value to the community and its residents.	Project is programmed in the FFY 2010 element of the FFYs 2010-13 TIP, but may not be obligated by the end of the Federal Fiscal Year. The project will be proposed for the FFY 2011 element of the FFYs 2011-14 TIP. Construction funding for the project is not included in the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.

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8/10/210	Andy Goldman	Expresses support for construction of the Assabet River Rail Trail in the FFY 2014 element of the TIP. States that he used the Minuteman Trail extensively as a resident of Arlington, and would like to enjoy the ARRT as a resident of Maynard.	Project is programmed in the FFY 2010 element of the FFYs 2010-13 TIP, but may not be obligated by the end of the Federal Fiscal Year. The project will be proposed for the FFY 2011 element of the FFYs 2011-14 TIP. Construction funding for the project is not included in the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.
8/10/210	Kenneth Pruitt	Expresses support for funding the Tri-Community Bike and Pedestrian Pathway through Stoneham, Woburn, and Winchester. States that this project has the support of all communities and it would provide substantial air quality and recreational benefits.	Project is not currently in the FFYs 2011-14 TIP. Project was removed from the FFY 2009 element of the FFYs 2008-11 TIP.
8/10/210	Deb Matthews, Acton resident	Expresses support for construction of the Acton-Maynard section of the Assabet River Rail Trail in the FFY 2014 element of the TIP. States that trails are a great way to improve overall fitness and encourage green commuting.	Project is programmed in the FFY 2010 element of the FFYs 2010-13 TIP, but may not be obligated by the end of the Federal Fiscal Year. The project will be proposed for the FFY 2011 element of the FFYs 2011-14 TIP. Construction funding for the project is not included in the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.

Date	Affiliation/Name	Comment	Project Background
8/10/210	Bettina Abe, Acton citizen	Expresses support for construction of the Acton-Maynard section of the Assabet River Rail Trail in the FFY 2014 element of the TIP. Favors the design of a 51 space parking lot at the south side of the South Acton commuter rail station so that the ARRT ends at a significant destination. Notes that this design would eliminate a separate ARRT bridge across the existing railroad tracks to the main parking lot.	Project is programmed in the FFY 2010 element of the FFYs 2010-13 TIP, but may not be obligated by the end of the Federal Fiscal Year. The project will be proposed for the FFY 2011 element of the FFYs 2011-14 TIP. Construction funding for the project is not included in the FFYs 2011-14 TIP. Project is included in the 2016-20 timeband in the Plan.
8/10/2010	Paul Matthews and Jessica Strunkin, 495/MetroWest Partnership	<p>Express support for the inclusion of the Route 85 project in Hudson and the Route 16 project in Milford in the FFYs 2011-2014 TIP. Notes that the FFYs 2011-2014 TIP is a clear indication of the dire condition of transportation financing in the Greater Boston region despite having additional resources this planning year to lower than expected bids.</p> <p>Expresses support for a list of projects within the Partnership's service area. Also appreciates funding for Year 2 of the Acton Shuttle, bridge projects in the 495/MetroWest region, and interstate maintenance projects in the 495/MetroWest area, and the reliable funding stream to the MetroWest RTA (MWRTA).</p> <p>Suggests a new level of transparency to the TIP by providing further explanation for project cost increases and cost decreases.</p>	Listed projects are in the draft FFYs 2011-2014 TIP.
8/10/2010	John T. Gillon, Traffic Engineer, City of Quincy	Requests funding for intersection improvements on Hancock Street at East and West Squantum Streets in the FFYs 2011-2014 TIP. This intersection experiences high traffic volume, long delays, and a high degree of both vehicular and pedestrian crashes. This project would improve safety, reduce congestion, and improve air quality. Notes that the intersection was part of 2008 CTPS study and that the project has a state earmark of \$3,000,000. States that the City expects to hold 25% Public Hearing within two months.	Project is not currently in the FFYs 2011-14 TIP.
8/10/2010	State Representative Mary Grant	Expresses support for the Beverly MBTA Parking Garage and nearby Intermodal Center, and requests that the Route 127 project be included in the FFYs 2011-2014 TIP. States that the Parking Garage would provide access to the commuter rail accessible for riders. Also states that the Route 127 is a small paving project that would enhance safety in an area that is in the vicinity of a high school and college campus.	The Route 127 project is not currently in the FFYs 2011-14 TIP.

Date	Affiliation/Name	Comment	Project Background
8/10/2010	Mayor William F. Scanlon, City of Beverly	Urges the MPO to consider reprogramming the following two projects in the FFYs 2011-2014 TIP: Route 1A - Rantoul Street and Route 128 - Interchange Improvement project. The Rantoul Street project would complete the reconstruction of this important regional roadway and ensure the State's earlier investments at either end were sound. Notes that this project would complement the City's recent rezoning for higher-density residential development along Rantoul Street and the MBTA's plans to build a 500+ car commuter rail garage in the heart of the project by the end of 2011. States that the Route 128 Exit 19 project would reduce traffic congestion, improve air quality, and vehicular and pedestrian safety. Notes that the funding is in place for 25% design plans, and that the City recently submitted a TIGER II grant application for the project's construction.	Project is not currently in the FFYs 2011-14 TIP.
8/10/2010	Judith Sprott, Concord resident	Opposes funding for the proposed Bruce Freeman Rail Trail, especially in Concord, in the FFYs 2011-2014 TIP. Believes that the trail does not connect Concordians with any major attractions or destinations. Expresses concern that the trail would have negative environmental impacts on White Pond and the environmentally sensitive areas along the existing corridor. States that there is currently no safe, practical solution for the trail crossing at the MBTA West Concord commuter rail station. Expresses support for creating safer commuting and recreational bicycling opportunities along arterial streets.	Project is not currently in the FFYs 2011-14 TIP. Project is included in the 2021-25 timeband in the Plan.
8/10/2010	Gail Bucher, Concord resident	Urges the MPO not to include the Bruce Freeman Rail Trail in the FFYs 2011-2014 TIP. Expresses concern that the proposed trail that includes Concord and nearby connecting towns would have environmental impacts and disrupt wildlife habitats. States that the crumbling roads and bridges such as I-93 last week should take priority over a rail trail project. Believes that this trail would primarily be for recreational use and would have minimal emission reductions as most users would have to drive to use the trail. States that this project is not consistent with the 2035 Plan's "Visions and Policies" because the rail trail is not context sensitive and does not protect sensitive environmental resources.	Project is not currently in the FFYs 2011-14 TIP. Project is included in the 2021-25 timeband in the Plan.
8/13/2010	Chris Bade, Concord resident	Expresses opposition to provide funding for the proposed Bruce Freeman Rail Trail in the FFYs 2011-2014 TIP. States that the cost of the trail cannot be justified considering the massive fiscal deficit at the state and national levels of government, and the current condition of the economy. Believes that this project would be an unnecessary expenditure at a time when school and public safety budgets are being cut.	Project is not currently in the FFYs 2011-14 TIP. Project is included in the 2021-25 timeband in the Plan.
8/13/2010	Dan Latham, Concord resident	Expresses opposition to the funding of the proposed Bruce Freeman Rail Trail in the FFYs 2011-2014 TIP. States that the trail would not serve as a commuter route because of its location among low-density populations and its lack of connection to destinations. Believes that transportation funding should be spend to enhance bicycle accommodations on existing roadways. Suggests that there are less costly options to providing recreational trails.	Project is not currently in the FFYs 2011-14 TIP. Project is included in the 2021-25 timeband in the Plan.