

**Transportation Improvement
Program and Air Quality
Conformity Determination**

Federal Fiscal Years 2008–2011

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

August 16, 2007

**Boston Region
Metropolitan Planning Organization Staff**

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

Executive Office of Transportation and Public Works
City of Boston
City of Newton
City of Salem
City of Somerville
Federal Highway Administration (nonvoting)
Federal Transit Administration (nonvoting)
Massachusetts Bay Transportation Authority
Massachusetts Bay Transportation Authority Advisory Board
Massachusetts Highway Department
Massachusetts Port Authority
Massachusetts Turnpike Authority
Metropolitan Area Planning Council
Regional Transportation Advisory Council (nonvoting)
Town of Bedford
Town of Framingham
Town of Hopkinton



Boston Region Metropolitan Planning Organization Municipalities

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CERTIFICATION OF THE BOSTON REGION MPO TRANSPORTATION PLANNING PROCESS

On September 6, 2007, in accordance with the Federal Highway Administration/Federal Transit Administration Statewide Planning; Metropolitan Planning Final Rule (Subpart C) of December 29, 1993, the Metropolitan Planning Organization for the Boston Region certified that the conduct of the Metropolitan Planning Process complies with the requirements of CFR 450.334 (a) and that said process includes activities to support the development and implementation of the Unified Planning Work Program and the Transportation Improvement Program and Air Quality Conformity Determination.

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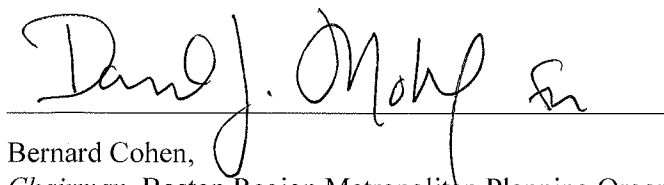
Or download at www.bostonmpo.org/bostonmpo/resources/tip/tipdocs.htm

Certification of the Boston Region MPO Transportation Planning Process

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

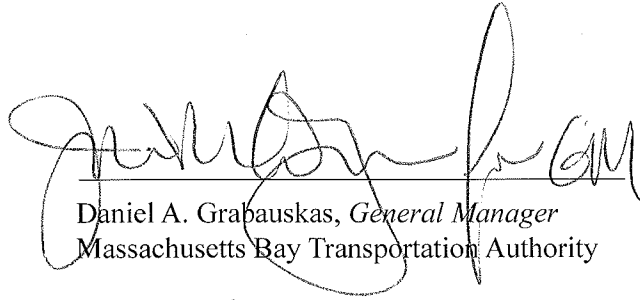
September 6, 2007

A handwritten signature in cursive script, appearing to read "Bernard Cohen", is written over a horizontal line.

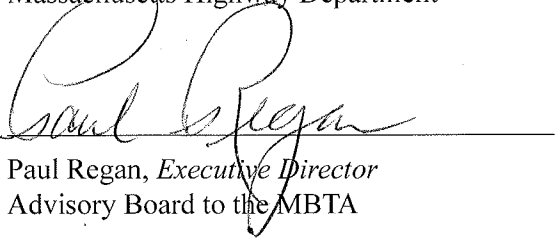
Bernard Cohen,
Chairman, Boston Region Metropolitan Planning Organization
Secretary, Executive Office of Transportation and Public Works



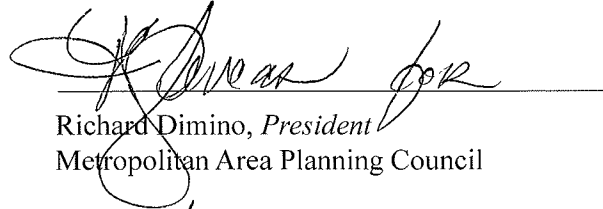
Luisa Paiewonsky, *Commissioner*
Massachusetts Highway Department



Daniel A. Grabauskas, *General Manager*
Massachusetts Bay Transportation Authority



Paul Regan, *Executive Director*
Advisory Board to the MBTA

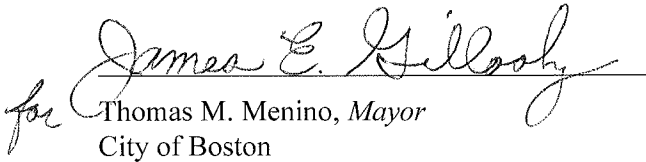


Richard Dimino, *President*
Metropolitan Area Planning Council

Thomas Kinton, Jr.
Massachusetts Port Authority

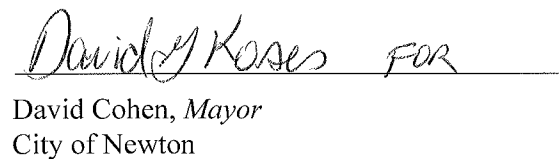


Mary Jane O'Meara, *Executive Director*
(Acting)
Massachusetts Turnpike Authority



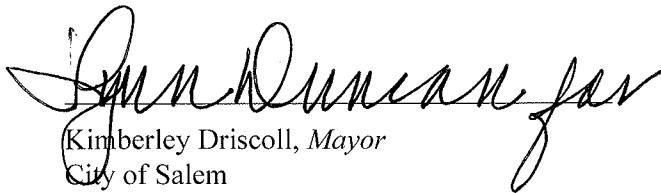
for

Thomas M. Menino, *Mayor*
City of Boston

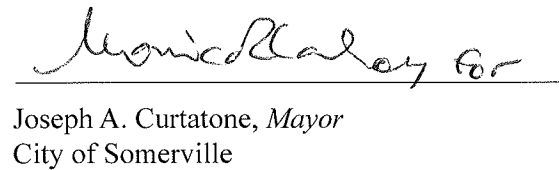


FOR

David Cohen, *Mayor*
City of Newton



Kimberley Driscoll, *Mayor*
City of Salem

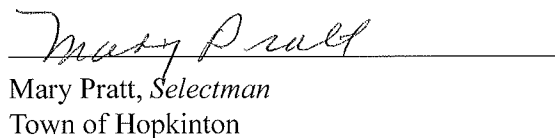


for

Joseph A. Curtatone, *Mayor*
City of Somerville

Gordon Feltman, *Selectman*
Town of Bedford

Ginger Esty, *Selectman*
Town of Framingham



Mary Pratt, *Selectman*
Town of Hopkinton

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Chapter 1

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.¹

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

- To identify transportation problems and develop possible solutions to them.
- To strike a balance between short-range and long-range considerations so that beneficial incremental actions undertaken now reflect an adequate understanding of probable future consequences and possible future options.
- To take into account, in the analysis of project issues, both regional and local considerations and both transportation and nontransportation 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.

Certification Documents

As part of its 3C process, the Boston Region MPO annually produces 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 ***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

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

funding used to carry out each component of the transportation planning process in the region, including production of the Regional Transportation Plan, the Transportation Improvement Program, and their Air Quality Conformity Determinations. The UPWP has a one year scope and is produced annually.

- The ***Regional Transportation Plan and Air Quality Conformity Determination (Plan)*** states the MPO's transportation policies and goals, 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 Plan 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 Regional 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 Regional Transportation Plan. While the federal government requires each MPO to produce a TIP at least once every two years, the Boston Region MPO produces one 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 Boston Region Metropolitan Planning Organization

The MPO region encompasses the 101 cities and towns identified in the map on page ii of this document. The MPO is composed of 14 voting members and 3 nonvoting members. The 14 voting members are:

- ***Executive Office of Transportation and Public Works:*** EOTPW, under Chapter 6A of the Massachusetts General Laws (MGL), serves as the principal agency for developing, coordinating, administering, and managing transportation policies, planning, and programs related to design, construction, maintenance, and operations. The agency is also responsible for supervising and managing the Massachusetts Highway Department, the Massachusetts Aeronautics Commission, the Massachusetts Bay Transportation Authority, the Massachusetts Turnpike Authority, the Massachusetts Port Authority, and the commonwealth's regional transportation authorities.

Chapter 6A of the MGL also establishes an Office of Transportation Planning within the EOTPW to serve as the principal source of planning for state-level transportation projects and work, in coordination with the commonwealth's MPOs, which serve as the principal source of planning for local and regional transportation projects.

- ***Massachusetts Bay Transportation Authority:*** The MBTA has the statutory responsibility, under the provisions of Chapter 161A, MGL, of preparing the engineering and architectural designs for transit development projects, constructing and operating transit development projects within its district, and operating the public transportation system. Chapter 127 of the Acts of 1999 revised the

legislative authority of the MBTA by providing for forward funding of the MBTA and the restructuring of the MBTA district. The MBTA district encompasses 175 municipalities, including all 101 cities and towns within the Boston region MPO area. The MBTA board consists of a chairman and eight other directors, all appointed by the governor.

- **Massachusetts Bay Transportation Authority Advisory Board:** The 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 comprise the MBTA district. Cities are represented by either the city manager or mayor, and towns are represented by the chairperson of the board of selectmen. Specific responsibilities of the Advisory Board include review of proposed fare increases, approval of the Program for Mass Transportation (PMT), annual review of the MBTA Capital Investment Program, review of the MBTA report on net operating investment per passenger, and approval of the MBTA operating budget, with the authority to reduce funding items.
- **Massachusetts Highway Department:** MassHighway has the statutory responsibility of, designing, constructing, operating, and maintaining the commonwealth's roads and bridges, and is charged with collaborating with other agencies and authorities in fields related to transportation development, public safety, and security. MassHighway is under the direction of a commissioner who is appointed by the governor.
- **Massachusetts Turnpike Authority:** MassPike is authorized to own, construct, maintain, improve, repair, operate, and administer the Massachusetts Turnpike and the Metropolitan Highway System (MHS), as established under Chapter 3 of the Acts of 1997. The MHS consists of the Massachusetts Turnpike Extension (the turnpike from the Route 128 interchange to downtown Boston); the South Boston Bypass Road; the Callahan, Sumner, and Ted Williams Tunnels; the I-90 Connector; the Central Artery; and the Central Artery North Area.
- **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 facilities 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 and Hanscom airports, the Tobin Bridge, and other facilities.
- **Metropolitan Area Planning Council:** MAPC is composed of the chief executive (or her/his designee) of each of the 101 cities and towns in the MAPC district, which coincides with the Boston Region MPO area; 21 gubernatorial appointees; and 12 ex officio members. It has statutory responsibility for comprehensive regional planning in the Boston region under Chapter 40B of the Massachusetts General Laws. 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. MAPC also been designated as the 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 technical assistance to communities, including assistance to communities in the review of documents and programs for

public relations, and the development of studies on zoning, land use, demographics, and environmental matters.

The MAPC subregional groups bring together representatives (usually appointed or elected officials) of the communities within a subregion, who share concerns regarding transportation and land use. MAPC has promoted and supported the formation of subregions in order to foster better communication and cooperation among communities. The subregional groups have become an important voice in the MPO region's participatory process. Their role includes providing input into the assignment of priorities to TIP and UPWP projects for their subregions.

- ***City of Boston; three elected cities—currently Newton, Salem, and Somerville; and three elected towns—currently Bedford, Framingham, and Hopkinton:*** These members represent the region's 101 municipalities on the MPO. The City of Boston is a permanent MPO member. Each year, one city and one town are elected to three-year terms.

The MPO's ***Transportation Planning and Programming Committee***, acting on behalf of the MPO members, meets regularly to provide ongoing coordination of planning efforts taking place within the region. It consists of a representative from each MPO member, with the EOTPW representative serving as chairperson.

The Transportation Planning and Programming Committee oversees the development of the TIP, provides direction to the ***Central Transportation Planning Staff (CTPS)***, and approves new CTPS hires. CTPS is an independent staff created to provide the MPO and other members of the transportation community with planning, analysis, and informational products and services, including those essential for supporting the 3C transportation planning process in the Boston region.

Three other members participate in the MPO in a nonvoting capacity, reviewing all Plans, the TIP, and the UPWP, and air quality conformity determinations to ensure compliance with federal planning and programming requirements:

- ***Federal Highway Administration and Federal Transit Administration:*** FHWA and FTA oversee the highway and transit programs of the U.S. Department of Transportation under pertinent legislation and the provisions of the Transportation Equity Act for the 21st Century (TEA-21) and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).
- ***Regional Transportation Advisory Council:*** As the MPO's citizen advisory group, the Advisory Council provides the opportunity for regional organizations, interest groups, and the Council's municipal representatives to become actively involved in the decision-making processes of the MPO. The Advisory Council reviews, comments on, and makes recommendations regarding certification documents. It also serves as a forum for the identification of issues and alternatives, advocates solutions to the region's transportation needs, and generates public interest and knowledge in transportation planning. While it is an advisory member of the MPO, it is a voting member of the MPO's Transportation Planning and Programming Committee.

Chapter 2

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 Executive Office of Transportation estimates the amount of federal aid expected to be apportioned to the state for each federal fiscal year covered by the TIP. The state allocates sufficient federal aid to fund the needs of the Central Artery/Tunnel Project and statewide transportation programs. The remaining federal aid is allocated to the 13 Massachusetts MPOs.

Project Evaluation

The MPO and MAPC solicit local communities for projects to be included in the TIP and funded with federal highway funds, while the regional transit authorities, the MBTA, 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 evaluates projects. These evaluations can be described in further detail in Appendixes A and B of this document.

Draft Transportation Improvement Program Review

Significant public outreach is conducted prior to draft TIP development. MAPC subregional groups are asked for their priorities and both a Municipal TIP Input Day and Agency TIP Input Day are held. Considering 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 projects valued at greater than \$5 million, changes 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 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 such 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 which 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, in which case the most recent enactment controls. 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 fiscal years, 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 year, it cannot be used to increase the total amount of the state's highway apportionment.

In Massachusetts

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

In addition, the Commonwealth authorizes the Boston Region MPO to program non-federal aid funds (projects funded with 100% state funds). The total amount of non-Artery highway funds, both federal and state, programmed in the first three years of the fiscal years 2008–2011 Boston Region MPO TIP, is

¹23 Code of Federal Regulations (CFR) 450.324(e).

approximately \$444 million, including approximately \$32.5 million in funds earmarked for specific projects by Congress.

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 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 first three years of the fiscal years 2008–2011 TIP is approximately \$830 million.

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 fiscal years 2008–2011 TIP are listed in the following two tables.

Federal-Aid Highway Programs

| Abbreviation | Program | Eligible Uses |
|--------------|---|--|
| Bridge | Bridge Replacement and Rehabilitation | Replacement and rehabilitation of any public bridge. |
| 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. |
| IM | Interstate Maintenance | Resurfacing, restoring, and rehabilitating routes on the interstate highway system. |
| NHS | National Highway System | Interstate routes, major urban and rural arterials, connectors to major intermodal facilities, and the national defense network. |

| | | |
|---------|--|---|
| 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. |
| HPP | High Priority (Demonstration) Projects | Funds identified for a specific project. |
| Various | Discretionary Funding | Funds identified for specific projects in annual appropriations. |

Federal Transit Administration Programs

| Program Designation | | Eligible Uses |
|---------------------|--|--|
| Section 5309 | Capital Investment | New starts or extensions to existing fixed-guideway systems, fixed-guideway modernization, and bus and related facilities. |
| Section 5307 | Urbanized Areas | Capital and preventive maintenance; 1% must go to transit enhancements. |
| Section 3037 | Job Access and Reverse Commute and New Freedoms Programs | Capital and operating costs of job-access and additional transportation services. |
| 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 criteria is used in one of the three steps of the project selection process.

All projects are required to show consistency with the Regional 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 issues, mobility factors, and issues of regional and local concern (community character, 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 considered for inclusion in the TIP based upon the criteria that were used as inputs into the year's TIP development. Other inputs include project readiness and community support. Additional background information on the TIP project evaluation process is provided in Appendixes A and B of this document and on the MPO's Web site, www.bostonmpo.org. The MPO will

review the effectiveness of this evaluation method and make any appropriate alterations to the process. The MPO welcomes observations about the evaluation process from the public.

Outreach on Projects and Contacts (January 2007)

On January 2 the MPO mailed each municipality a list of proposed projects in that community known to the MPO. Communities were asked to identify which projects the MPO should consider for the fiscal years 2008–2011 TIP and to name a TIP contact person for their community.

Data Collection (January–June 2007)

In January of 2007 information on over 400 project were requested by TIP contacts. The proponents were sent, via email, Proponent Provided Information Forms. These Proponent Provided Information Forms, TIP Contacts were then asked to review and update the forms and identify their priorities. Completed forms were returned to MPO staff in March. Information sought in these forms includes: project need, infrastructure condition needs, safety related need and conditions, how the project addresses mobility needs, land use, environmental justice information (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 April 26 the MPO held Municipal TIP Input Day, giving municipalities an opportunity to present their top priorities. At the April 26 meeting, dedicated to gathering project information, representatives of 46 communities discussed over 131 projects with members of the committee. On June 7 the MPO held Agency TIP Input Day for the state agencies to present their priorities to Transportation Planning and Programming Committee members.

Evaluation of Projects (April–June 2007)

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 need/effectiveness) and other categories (community impacts, land use, economic development, and environmental). The cost-effectiveness of projects is not rated, but is noted.

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

For more details on the rating method, including how each project was given evaluation ratings for the transportation categories and other categories, see Appendix A.

Where no information was available, the category or subcategory score remained blank. Blank category scores counted against the average. Communities were given the opportunity to update their forms

throughout the month of June and give feedback to the MPO on their projects' evaluations. Scores were adjusted accordingly.

Summary and Application of Results (May–June 2007)

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

Draft Transportation Improvement Program Review

On June 21, 2007, the Transportation Planning and Programming Committee voted to release the draft federal fiscal years 2008–2011 TIP for a 30-day public review period to begin July 2. The MPO invited members of the public and officials of the Boston region to review the proposed program. Summaries of comments received on the draft TIP will be provided in Appendix E of the final TIP. In addition, several TIP outreach sessions will be held during the public comment period to solicit comments on the draft federal fiscal years 2008 – 2011 TIP.

Transportation Improvement Program Approval

The MPO is scheduled to vote on the Draft FFYs 2008 – 2011 TIP on August 16, 2007.

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 communities and constituencies are notified of pending amendments. Legal notice of amendments is placed in the region's major newspaper and is also included on the MPO's Web site. Notice of a pending amendment is posted so that 30 days of public comment can be accommodated in advance of MPO action. The subscribers to the MPOINFO listserv are notified and provided with a schedule of meetings for consideration of potential amendments. Community 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 modify 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 projects valued at greater than \$5 million dollars, changes 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 cannot reflect all of the changes to the program throughout the year, the Boston Region MPO Web site (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 on the Boston Region MPO Web site. The Transportation Improvement Program button is located on the Boston Region MPO home page, under “Reports, Studies, and Documents.” All annual documents, including amendments and modifications, are available in the “Current and Past TIPs” section. Comments or questions on draft materials may be submitted directly through the Web site.

Chapter 3

Project Information: Federal Fiscal Years 2008–2011

KEY

This chapter lists information about the programmed 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: The community (or communities) in which the 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, 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 provided 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.

Chapter 3

Index of Projects

Includes ONLY Projects Funded by CMAQ, STP, and HPP

| <i>Municipality</i> | <i>ID #</i> | <i>Project Name</i> | <i>Funding Type</i> | <i>Year</i> | <i>Page</i> |
|--|-------------|---|---------------------|-------------|-------------|
| Acton & Maynard | 604531 | Assabet River Rail Trail | CMAQ | 2010 | 30 |
| Acton, Carlisle, Concord, Sudbury & Westford | | Bruce Freeman Memorial Bicycle Path | CMAQ | 2011 | 34 |
| Bedford, Billerica & Burlington | 029491 | Middlesex Turnpike (Mitre Extension), Phase 1 | STP | 2008 | 21 |
| Bedford, Billerica & Burlington | 029491 | Middlesex Turnpike (Mitre Extension), Phase 1 | HPP (SAFETEA-LU) | 2008 | 22 |
| Bedford, Billerica & Burlington | 029491 | Middlesex Turnpike (Mitre Extension), Phase 1 | HPP (TEA-21) | 2008 | 22 |
| Bedford, Billerica & Burlington | 029492 | Middlesex Turnpike Improvement Project, Phase 3 | HPP (TEA-21) | 2010 | 31 |
| Bedford, Billerica & Burlington | 029492 | Middlesex Turnpike Improvement Project, Phase 3 | STP | 2010 | 30 |
| Bedford, Billerica & Burlington | 029492 | Middlesex Turnpike Improvement Project, Phase 3 | STP | 2011 | 34 |
| Belmont, Cambridge & Somerville | 600811 | Bicycle Facility | CMAQ | 2008 | 21 |
| Boston | | Boston Traffic Management Center Operations | CMAQ | 2008 | 21 |
| Boston | | Longwood Ave / Urban Ring Tunnel Study | HPP (SAFETEA-LU) | 2008 | 22 |
| Boston | | Longwood Ave / Urban Ring Tunnel Study | HPP (SAFETEA-LU) | 2009 | 27 |
| Boston | 600636 | Massachusetts Avenue | STP | 2008 | 21 |
| Boston | 600636 | Massachusetts Avenue | HPP (SAFETEA-LU) | 2008 | 22 |
| Boston | 600636 | Massachusetts Avenue | HPP (SAFETEA-LU) | 2009 | 27 |
| Boston | 600636 | Massachusetts Avenue | CMAQ | 2008 | 21 |
| Boston | 604761 | South Bay Harbor Trail (construction) | CMAQ | 2010 | 30 |
| Boston | 87612 | Sullivan Square, Phase 1 | HPP (SAFETEA-LU) | 2009 | 27 |
| Boston | 601274 | Tremont Street , Phase 1 | STP | 2009 | 26 |
| Boston | 601274 | Tremont Street , Phase 1 | CMAQ | 2009 | 26 |
| Boston Region | | Hybrid Locomotive Switches | CMAQ | 2008 | 21 |
| Boston Region | | Improving the Region's Bicycle Parking Infrastructure Program | CMAQ | 2008 | 21 |
| Boston Region | | Improving the Region's Bicycle Parking Infrastructure Program | CMAQ | 2009 | 26 |
| Boston Region | | Improving the Region's Bicycle Parking Infrastructure Program | CMAQ | 2010 | 30 |
| Boston Region | | Improving the Region's Bicycle Parking Infrastructure Program | CMAQ | 2011 | 34 |
| Boston Region | | Regional Transportation Demand Management Program | CMAQ | 2008 | 21 |
| Boston Region | | Regional Transportation Demand Management Program | CMAQ | 2009 | 26 |
| Boston Region | | Regional Transportation Demand Management Program | CMAQ | 2010 | 30 |
| Boston Region | | Regional Transportation Demand Management Program | CMAQ | 2011 | 34 |
| Boston Region | | Suburban Mobility Improvement Program | CMAQ | 2008 | 21 |
| Boston Region | | Suburban Mobility Improvement Program | CMAQ | 2009 | 26 |
| Boston Region | | Suburban Mobility Improvement Program | CMAQ | 2010 | 30 |
| Boston Region | | Suburban Mobility Improvement Program | CMAQ | 2011 | 34 |
| Concord | 604646 | Route 62 | STP | 2008 | 21 |
| Concord & Lincoln | 602984 | Route 2 (Crosby's Corner) | CMAQ | 2009 | 26 |
| Concord & Lincoln | 602984 | Route 2 (Crosby's Corner), Phase 1 | STP | 2009 | 26 |
| Concord & Lincoln | 602984 | Route 2 (Crosby's Corner), Phase 2 | STP | 2010 | 30 |
| Concord & Lincoln | 602984 | Route 2 (Crosby's Corner), Phase 3 | STP | 2011 | 34 |
| Danvers & Peabody | | Border to Boston Bikeway (Design) | HPP (SAFETEA-LU) | 2008 | 22 |
| Essex | 600217 | Route 133 (Main St) | STP | 2008 | 21 |
| Everett | 602382 | Route 99 (Broadway) | STP | 2010 | 30 |
| Foxborough, Norfolk, & Wrentham | 602496 | Route 115 (Pond/Pine St) | STP | 2009 | 26 |
| Holliston | 602929 | Upper Charles Trail | CMAQ | 2008 | 21 |
| Hudson & Stow | | Assabet River Rail Trail (Design) | HPP (SAFETEA-LU) | 2008 | 22 |
| Hudson & Stow | | Assabet River Rail Trail (Design) | HPP (SAFETEA-LU) | 2009 | 31 |
| Milford | 604530 | Upper Charles Trail, Phase 2 | CMAQ | 2009 | 30 |
| Newton | 601899 | Route 30 (Commonwealth Ave), Phase 3 | CMAQ | 2008 | 21 |
| Newton | 601899 | Route 30 (Commonwealth Ave), Phase 3 | STP/Enhancement | 2008 | 21 |
| Quincy | | Quincy Center Concourse, Phase 2 | HPP (SAFETEA-LU) | 2009 | 27 |
| Salem | 601017 | Route 1A (Bridge Street) | STP | 2009 | 26 |

Chapter 3

Index of Projects

| <i>Municipality</i> | <i>ID #</i> | <i>Project Name</i> | <i>Funding Type</i> | <i>Year</i> | <i>Page</i> |
|-------------------------------|-------------|---|---------------------|-------------|-------------|
| Somerville | 601820 | Beacon Street | STP | 2011 | 34 |
| Somerville | 601820 | Beacon Street | HPP (TEA-21) | 2011 | 34 |
| Somerville | | Assembly Square Multimodal Access Improvements | HPP (SAFETEA-LU) | 2008 | 22 |
| Somerville | | Assembly Square Multimodal Access Improvements | HPP (SAFETEA-LU) | 2009 | 27 |
| Somerville | | Assembly Square Multimodal Access Improvements | HPP (TEA-21) | 2010 | 31 |
| Somerville | | I-93 Mystic Avenue Interchange (Study and Design) | HPP (SAFETEA-LU) | 2008 | 22 |
| Somerville | | I-93 Mystic Avenue Interchange (Study and Design) | HPP (SAFETEA-LU) | 2009 | 27 |
| Somerville | 604331 | Somerville Community Path, Phase 1 | CMAQ | 2009 | 30 |
| Somerville | 604331 | Somerville Community Path, Phase 1 | HPP (SAFETEA-LU) | 2009 | 31 |
| Somerville | 604331 | Somerville Community Path, Phase 1 | HPP (SAFETEA-LU) | 2009 | 31 |
| Somerville | | Union Square Improvements (Study) | HPP (SAFETEA-LU) | 2008 | 22 |
| Somerville | | Union Square Improvements (Study) | HPP (SAFETEA-LU) | 2009 | 27 |
| Stoneham, Winchester & Woburn | 604652 | Tri-Community Bikeway (Construction) | CMAQ | 2011 | 34 |
| Wakefield | 603311 | Salem Street--Three Intersections | CMAQ | 2009 | 26 |
| Watertown | 602053 | Intersection Improvements at Three Locations | CMAQ | 2008 | 21 |
| Watertown | 601686 | Pleasant Street and Howard Street | HPP (SAFETEA-LU) | 2008 | 21 |
| Watertown | 601686 | Pleasant Street and Howard Street | HPP (SAFETEA-LU) | 2009 | 27 |
| Weymouth | 601630 | Route 18 | STP | 2009 | 27 |
| Weymouth | 601630 | Route 18 | STP | 2010 | 30 |
| Weymouth | 601630 | Route 18 | HPP (SAFETEA-LU) | 2009 | 27 |
| Weymouth | 601630 | Route 18 ROW | HPP (SAFETEA-LU) | 2009 | 27 |
| Weymouth | 114906 | Route 53 (Washington Street)/Middle Street | CMAQ | 2010 | 30 |

Federal Fiscal Year 2008

Regional Highway Program

FEDERAL-AID TARGET PROJECTS

Congestion Mitigation and Air Quality Improvement Program

| | | <i>Federal Funds</i> | <i>State Funds</i> | <i>Total Funds</i> |
|---|---|-----------------------------|--------------------|---------------------|
| Boston | 600636 Massachusetts Avenue | \$2,000,000 | \$500,000 | \$2,500,000 |
| Belmont, Cambridge & Somerville | 600811 Bicycle Facility | \$4,160,000 | \$1,040,000 | \$5,200,000 |
| Holliston | 602929 Upper Charles Trail | \$1,452,000 | \$363,000 | \$1,815,000 |
| Newton | 601899 Route 30 (Commonwealth Ave), Phase Three | \$6,481,324 | \$1,620,331 | \$8,101,655 |
| Watertown | 601686 Pleasant Street and Howard Street | \$960,000 | \$240,000 | \$1,200,000 |
| | | <i>Federal Funds</i> | <i>State Funds</i> | <i>Total Funds</i> |
| Boston | Boston Traffic Management Center Operations | \$324,000 | \$81,000 | \$405,000 |
| Boston Region | Improving the Region's Bicycle Parking Infrastructure Program | \$544,800 | \$136,200 | \$681,000 |
| Boston Region | Regional Transportation Demand Management Program | \$200,000 | \$50,000 | \$250,000 |
| Boston Region | Suburban Mobility Improvement Program | \$520,000 | \$130,000 | \$650,000 |
| | | <i>Federal Funds</i> | <i>MBTA Funds</i> | <i>Total Funds</i> |
| Boston Region | Hybrid Locomotive Switches | \$1,536,000 | \$384,000 | \$1,920,000 |
| Congestion Mitigation and Air Quality Improvement Program Total: | | \$18,178,124 | \$4,544,531 | \$22,722,655 |
| | | <i>CMAQ Regional Target</i> | | <i>\$12,890,131</i> |

National Highway System

| | | <i>Federal Funds</i> | <i>State Funds</i> | <i>Total Funds</i> |
|--------------------------------------|---|----------------------|--------------------|--------------------|
| Canton, Randolph, Westwood | 087800 Route 128 Improvement Program Contract 4, Year One | \$3,705,496 | \$926,374 | \$4,631,870 |
| Dedham, Needham & Westwood | 603206 Route 128 Improvement Program Contract 4, Year Two | \$2,400,000 | \$600,000 | \$3,000,000 |
| National Highway System Total | | \$6,105,496 | \$1,526,374 | \$7,631,870 |

Surface Transportation Program

| | | <i>Federal Funds</i> | <i>State Funds</i> | <i>Total Funds</i> |
|---|--|----------------------|--------------------|---------------------|
| Bedford, Billerica & Burlington | 029491 Middlesex Turnpike (Mitre Extension), Phase One | \$7,152,288 | \$1,788,072 | \$8,940,360 |
| Boston | 600636 Massachusetts Avenue | \$6,283,995 | \$1,570,999 | \$7,854,994 |
| Concord | 604646 Route 62 | \$1,862,744 | \$465,686 | \$2,328,430 |
| Essex | 600217 Route 133 (Main St) | \$4,933,315 | \$1,233,329 | \$6,166,644 |
| Hull | 604743 West Corner Culvert | \$1,229,000 | \$307,250 | \$1,536,250 |
| Watertown | 601686 Pleasant Street and Howard Street | \$5,861,078 | \$1,465,270 | \$7,326,348 |
| Surface Transportation Program Total | | \$20,232,342 | \$5,058,086 | \$34,153,026 |

Surface Transportation Program/Enhancement

| | | | | |
|---|---|------------------|------------------|------------------|
| Newton | 601899 Route 30 (Commonwealth Ave), Phase 3 | \$639,524 | \$159,881 | \$799,405 |
| Surface Transportation Program/Enhancement Total | | \$639,524 | \$159,881 | \$799,405 |

Total Regional Target Programming **\$65,306,956**

Boston Region MPO Regional Target with State Match **\$65,306,956**

FEDERAL-AID BRIDGE PROJECTS

Bridge

| | | <i>Federal Funds</i> | <i>State Funds</i> | <i>Total Funds</i> |
|----------------------|--|----------------------|--------------------|--------------------|
| Bedford | 603985 Page Road Bridge | \$2,038,722 | \$509,681 | \$2,548,403 |
| Dedham & Needham | 603206 Route 128 | \$800,000 | \$200,000 | \$1,000,000 |
| Lynn & Saugus | 26710 Route 107 over the Saugus River | \$800,000 | \$200,000 | \$1,000,000 |
| Marshfield & Norwell | 603360 Union Street/Bridge Street over North River | \$1,865,961 | \$466,490 | \$2,332,451 |
| Bridge Total | | \$5,504,683 | \$1,376,171 | \$6,880,854 |

Federal Fiscal Year 2008

Regional Highway Program (continued)

| Advance Construction Bridge | | <i>Federal Funds</i> | <i>State Funds</i> | <i>Total Funds</i> |
|--|--|---------------------------------|--------------------|---------------------|
| Boston | 604517 Chelsea Street Bridge, Year Three | \$9,200,000 | \$2,300,000 | \$11,500,000 |
| Boston & Everett | 603370 Route 99 (Alford Street) Bridge, Year Four | \$6,400,000 | \$1,600,000 | \$8,000,000 |
| Dedham & Westwood | 603162 Route 128 Improvement Program Contract 3, Year Four | \$4,800,000 | \$1,200,000 | \$6,000,000 |
| Canton, Randolph & Westwood | 87800 Route 128 Improvement Program Contract 4, Year Two | \$4,800,000 | \$1,200,000 | \$6,000,000 |
| Advance Construction Bridge Total | | \$25,200,000 | \$6,300,000 | \$31,500,000 |
| | | Federal-Aid Bridge Total | | \$38,380,854 |

FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES

| Interstate Maintenance | | <i>Federal Funds</i> | <i>State Funds</i> | <i>Total Funds</i> |
|-------------------------------------|----------------|----------------------|--------------------|---------------------|
| Bolton, Boxborough & Harvard | Interstate 495 | \$9,000,000 | \$1,000,000 | \$10,000,000 |
| Lynnfield & Peabody | Interstate 95 | \$4,500,000 | \$500,000 | \$5,000,000 |
| Medford & Somerville | Interstate 93 | \$5,400,000 | \$600,000 | \$6,000,000 |
| Interstate Maintenance Total | | \$18,900,000 | \$2,100,000 | \$21,000,000 |

FEDERAL AID NON-TARGET PROJECTS

| High-Priority Projects (TEA-21) | | <i>Federal Funds</i> | <i>State Funds</i> | <i>Total Funds</i> |
|--|--|----------------------|--------------------|--------------------|
| Bedford, Billerica & Burlington | 029491 Middlesex Turnpike (Mitre Extension), Phase 1 | \$1,922,102 | \$480,526 | \$2,402,628 |
| High-Priority Projects (TEA-21) Total | | \$1,922,102 | \$480,526 | \$2,402,628 |

| High-Priority Projects (SAFETEA-LU) | | <i>Federal Funds</i> | <i>State Funds</i> | <i>Total Funds</i> |
|--|--|----------------------|--------------------|--------------------|
| Bedford, Billerica & Burlington | 029491 Middlesex Turnpike (Mitre Extension), Phase One | \$689,040 | \$137,808 | \$861,300 |
| Boston | Longwood Ave / Urban Ring Tunnel Study | \$78,300 | \$19,575 | \$97,875 |
| Boston | 600636 Massachusetts Avenue | \$2,657,501 | \$664,375 | \$3,321,876 |
| Danvers & Peabody | Border to Boston Bikeway (Design) | \$139,200 | \$34,800 | \$174,000 |
| Hudson & Stow | Assabet River Rail Trail (Design) | \$261,000 | \$65,250 | \$326,250 |
| Hull | 604743 West Corner Culvert | \$138,200 | \$34,550 | \$172,750 |
| Somerville | Union Square Improvements (Study) | \$206,504 | \$51,626 | \$258,130 |
| Watertown | 601686 Pleasant Street and Howard Street | \$1,104,416 | \$276,104 | \$1,380,520 |
| High-Priority Projects (SAFETEA-LU) Total | | \$5,274,161 | \$1,284,088 | \$9,819,326 |

| ITS Discretionary | | <i>Federal Funds</i> | <i>State Funds</i> | <i>Total Funds</i> |
|--------------------------------|-------------------------|----------------------|--------------------|--------------------|
| Boston | Regional ITS (FFY 2004) | \$861,582 | \$215,395 | \$1,076,977 |
| Boston | Regional ITS (FFY 2005) | \$711,165 | \$177,791 | \$888,956 |
| ITS Discretionary Total | | \$1,572,746 | \$393,187 | \$1,965,933 |

| High-Priority Projects (SAFETEA-LU) Other Match | | <i>Federal Funds</i> | <i>Other Funds</i> | <i>Total Funds</i> |
|--|--|----------------------|--------------------|--------------------|
| Boston | National Park Traveler Information System & Visitor Center | \$1,218,000 | | \$1,218,000 |
| High-Priority Projects (SAFETEA-LU) Other Match Total | | \$1,218,000 | | \$1,218,000 |

Federal-Aid Non-Target Projects Total **\$15,405,887**
Total Federal-Aid Highway Program **\$159,196,505**

Federal Fiscal Year 2008

NON FEDERAL-AID TARGET PROJECTS

| | | <i>Federal Funds</i> | <i>State Funds</i> | <i>Total Funds</i> |
|-------------------------------|-------------------------------|-------------------------------------|--------------------|----------------------|
| Non Federal Aid Bridge | | | | |
| Wellesley | 600776 Rockland Street Bridge | | \$2,152,956 | \$2,152,956 |
| | | Non Federal Aid Bridge Total | | \$2,152,956 |
| | | Total Highway Program | | \$161,349,461 |

Federal Fiscal Year 2008

Central Artery/Tunnel Project

| | <i>Federal Funds</i> | <i>State Funds</i> | <i>Total Funds</i> |
|---|----------------------|---------------------|----------------------|
| National Highway System (NHS) | \$70,000,000 | \$17,500,000 | \$87,500,000 |
| State Transportation Program (STP) | \$47,230,000 | \$11,807,500 | \$59,037,500 |
| MassPike (MTA) | | \$13,964,908 | \$13,964,908 |
| Insurance Trust | | \$57,033,514 | \$57,033,514 |
| Federal-Aid Subtotal | \$117,230,000 | | |
| Federal-Aid Matching Funds Subtotal | | \$29,307,500 | |
| Non-Federal Aid Subtotal | | \$70,998,422 | |
| Total Fiscal Year 2008 Central Artery/Tunnel Funds | | | \$217,535,922 |

Federal Fiscal Year 2008

Regional Transit Program

REGIONAL TRANSIT PROGRAM: FISCAL YEAR 2008 FUNDS

| | | <i>Federal Funds</i> | <i>MBTA Funds</i> | <i>Total Funds</i> |
|--|--|----------------------|---------------------|----------------------|
| Section 3037 | | | | |
| Systemwide | Job Access | \$1,425,006 | \$356,251 | \$1,781,257 |
| | Section 3037 MBTA Match Total | \$1,425,006 | \$356,251 | \$1,781,257 |
| New Freedom | | | | |
| Systemwide | New Freedom | \$1,222,546 | \$305,636 | \$1,528,182 |
| | New Freedom MBTA Match Total | \$1,222,546 | \$305,636 | \$1,528,182 |
| Section 5307 | | | | |
| Blue Line | Blue Line Vehicles | \$8,859,754 | \$2,214,938 | \$11,074,692 |
| Bus | Zero Series Bus Replacement | \$29,444,326 | \$7,361,082 | \$36,805,408 |
| Bus | Everett Maintenance Facility | \$6,400,000 | \$1,600,000 | \$8,000,000 |
| Bus | Arborway Maintenance Facility | \$23,039,528 | \$5,759,882 | \$28,799,410 |
| Systemwide | Public Address System | \$10,400,000 | \$2,600,000 | \$13,000,000 |
| Systemwide | Elevator Replacement/Rehabilitation | \$16,946,304 | \$4,236,576 | \$21,182,880 |
| Systemwide | Grant Anticipation Notes (GANs) Program | \$15,347,587 | \$3,836,897 | \$19,184,484 |
| Systemwide | MBTA Enhancement Program | \$951,382 | \$237,845 | \$1,189,227 |
| Systemwide | Preventative Maintenance | \$8,000,000 | \$2,000,000 | \$10,000,000 |
| Systemwide | Redundant Operations Control Center | \$8,000,000 | \$2,000,000 | \$10,000,000 |
| | Section 5307 MBTA Match Total | \$51,645,273 | \$12,911,318 | \$159,236,101 |
| Cape Ann | Cape Ann Transportation Authority | \$344,568 | \$86,142 | \$430,710 |
| | Section 5307 State Match Total | \$344,568 | \$86,142 | \$430,710 |
| SAFETEA-LU High Priority Projects | | | | |
| Boston Region | HPP Bus - Framingham Transit System | \$391,248 | \$97,812 | \$489,060 |
| | SAFETEA-LU High Priority Projects (HPP Bus) Total | | | \$489,060 |
| Section 5309 | | | | |
| Blue Line | Blue Line Modernization | \$31,338,699 | \$7,834,675 | \$39,173,374 |
| Orange Line | Orange Line Upgrades | \$4,800,000 | \$1,200,000 | \$6,000,000 |
| Red Line | Red Line Number 2 Car | \$6,400,000 | \$1,600,000 | \$8,000,000 |
| Systemwide | Kawasaki Coaches | \$5,219,211 | \$1,304,803 | \$6,524,014 |
| Systemwide | Locomotive and Coach Procurement | \$6,400,000 | \$1,600,000 | \$8,000,000 |
| Systemwide | MBTA Bridge Program | \$11,924,000 | \$2,981,000 | \$14,905,000 |
| <i>Section 5309 Infrastructure Program</i> | | | | |
| Commuter Rail | Commuter Rail Top Deck Overhaul | \$2,499,080 | \$624,770 | \$3,123,850 |
| Commuter Rail | Commuter Rail Coach Overhaul | \$10,240,000 | \$2,560,000 | \$12,800,000 |
| Systemwide | Power Improvements | \$7,352,268 | \$1,838,067 | \$9,190,335 |
| Systemwide | Haverhill Line Improvements | \$2,400,000 | \$600,000 | \$3,000,000 |
| | Section 5309 MBTA Match Total | \$88,964,506 | \$22,241,127 | \$111,694,693 |
| Federal-Aid Subtotal | | \$143,257,330 | | |
| Federal-Aid State Matching Funds Subtotal | | | \$86,142 | |
| Federal-Aid MBTA Matching Funds Subtotal | | | | \$35,814,333 |
| | Total Regional Transit Funds | | | \$274,729,293 |

Federal Fiscal Year 2009

Regional Highway Program

FEDERAL-AID TARGET PROJECTS

Congestion Mitigation and Air Quality Improvement Program

| | | <i>Federal Funds</i> | <i>State Funds</i> | <i>*Total Funds</i> |
|-------------------|---|----------------------|--------------------|---------------------|
| Boston | 601274 Tremont Street , Phase 1 | \$1,164,800 | \$291,200 | \$1,456,000 |
| Concord & Lincoln | 602984 Route 2 (Crosby's Corner) | \$3,536,000 | \$884,000 | \$4,420,000 |
| Milford | 604530 Upper Charles Trail, Phase 2 | \$3,280,000 | \$820,000 | \$4,264,000 |
| Somerville | 604331 Somerville Community Path, Phase 1 | \$2,022,624 | \$505,656 | \$2,528,280 |
| Wakefield | 603311 Salem Street--Three Intersections | \$1,580,800 | \$395,200 | \$1,976,000 |
| Watertown | 602053 Intersection Improvements at Three Locations | \$700,000 | \$175,000 | \$875,000 |
| | | <i>Federal Funds</i> | <i>State Funds</i> | <i>Total Funds</i> |
| Boston Region | Improving the Region's Bicycle Parking Infrastructure Program | \$520,000 | \$130,000 | \$650,000 |
| Boston Region | Regional Transportation Demand Management Program | \$200,000 | \$50,000 | \$250,000 |
| Boston Region | Suburban Mobility Improvement Program | \$520,000 | \$130,000 | \$650,000 |

| | | | |
|--|---------------------|-----------------------------|---------------------|
| Congestion Mitigation and Air Quality Improvement Program Total | \$13,524,224 | \$3,381,056 | \$17,069,280 |
| | | <i>CMAQ Regional Target</i> | <i>\$12,890,131</i> |

National Highway System

| | | <i>Federal Funds</i> | <i>State Funds</i> | <i>Total Funds</i> |
|-----------------------------|---|----------------------|--------------------|--------------------|
| Canton, Randolph & Westwood | 087800 Route 128 Improvement Program Contract 4, Year Two | \$9,379,200 | \$2,344,800 | \$11,724,000 |
| Dedham, Needham & Westwood | 603206 Route 128 Improvement Program Contract 4, Year Three | \$6,455,200 | \$1,613,800 | \$8,069,000 |
| Needham & Wellesley | 603711 Route 128 Improvement Program Contract 5, Year One | \$4,864,000 | \$1,216,000 | \$6,080,000 |

| | | | |
|--------------------------------------|---------------------|--------------------|---------------------|
| National Highway System Total | \$20,698,400 | \$5,174,600 | \$25,873,000 |
|--------------------------------------|---------------------|--------------------|---------------------|

Surface Transportation Program

| | | <i>Federal Funds</i> | <i>State Funds</i> | <i>*Total Funds</i> |
|---------------------------------|---|----------------------|--------------------|---------------------|
| Boston | 601274 Tremont Street , Phase 1 | \$1,747,200 | \$436,800 | \$2,184,000 |
| Concord & Lincoln | 602984 Route 2 (Crosby's Corner), Phase 1 | \$3,120,000 | \$780,000 | \$3,900,000 |
| Foxborough, Norfolk, & Wrentham | 602496 Route 115 (Pond/Pine St) | \$4,576,000 | \$1,144,000 | \$5,720,000 |
| Salem | 601017 Route 1A (Bridge Street) | \$5,491,200 | \$1,372,800 | \$6,864,000 |
| Weymouth | 601630 Route 18 | \$2,283,367 | \$570,842 | \$2,854,209 |

| | | | |
|---|---------------------|--------------------|---------------------|
| Surface Transportation Program Total | \$17,217,767 | \$4,304,442 | \$21,522,209 |
|---|---------------------|--------------------|---------------------|

| | |
|---|---------------------|
| Total Regional Target Programming | \$64,464,489 |
| <i>Boston Region MPO Regional Target with State Match</i> | <i>\$64,463,190</i> |

*Projects Programmed in FFY 2009 have a 4% inflation rate applied

FEDERAL-AID BRIDGE PROJECTS

Bridge

| | | <i>Federal Funds</i> | <i>State Funds</i> | <i>Total Funds</i> |
|------------|---|----------------------|--------------------|--------------------|
| Framingham | 604013 Fountain Street over MBTA and CSX | \$2,400,000 | \$600,000 | \$3,000,000 |
| Hudson | 604006 Houghton Street over Assabet River | \$2,033,058 | \$508,264 | \$2,541,322 |
| Boston | 600944 American Legion HWY over Route 203 | \$2,400,000 | \$600,000 | \$3,000,000 |
| Ipswich | 602543 Route 1A (High Street) over MBTA | \$7,450,487 | \$1,862,622 | \$9,313,109 |

| | | | |
|---------------------|---------------------|--------------------|---------------------|
| Bridge Total | \$14,283,545 | \$3,570,886 | \$17,854,431 |
|---------------------|---------------------|--------------------|---------------------|

Advance Construction Bridge

| | | <i>Federal Funds</i> | <i>State Funds</i> | <i>Total Funds</i> |
|----------------------------|---|----------------------|--------------------|--------------------|
| Boston | 604517 Chelsea Street Bridge, Year Four | \$10,000,000 | \$2,500,000 | \$12,500,000 |
| Boston & Everett | 603370 Route 99 (Alford Street) Bridge, Year Five | \$6,400,000 | \$1,600,000 | \$8,000,000 |
| Dedham, Needham & Westwood | 603206 Route 128 Improvement Program Contract 4, Year Three | \$8,000,000 | \$2,000,000 | \$10,000,000 |
| Dedham, Needham & Westwood | 603162 Route 128 Improvement Program Contract 3, Year Four | \$4,480,000 | \$1,120,000 | \$5,600,000 |
| Lynn & Saugus | 026710 Route 107 (Fox Hill) Bridge, Year Three | \$3,400,000 | \$850,000 | \$4,250,000 |

| | | | |
|--|---------------------|---------------------------------|---------------------|
| Advance Construction Bridge Total | \$32,280,000 | \$8,070,000 | \$40,350,000 |
| | | Federal-Aid Bridge Total | \$58,204,431 |

Federal Fiscal Year 2009

FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES

| Interstate Maintenance | | | <i>Federal Funds</i> | <i>State Funds</i> | <i>Total Funds</i> |
|-------------------------------------|--------|----------------|----------------------|--------------------|---------------------|
| Marlborough, Hudson & Berlin | 604303 | Interstate 495 | \$7,822,692 | \$869,188 | \$8,691,880 |
| Stoneham, Winchester & Reading | | Interstate 93 | \$7,461,504 | \$829,056 | \$8,290,560 |
| Sharon, Walpole & Norwood | | Interstate 95 | \$4,978,908 | \$553,212 | \$5,532,120 |
| Interstate Maintenance Total | | | \$20,263,104 | \$2,251,456 | \$22,514,560 |

FEDERAL AID NON-TARGET PROJECTS

| High-Priority Projects (TEA-21) | | | <i>Federal Funds</i> | <i>State Funds</i> | <i>Total Funds</i> |
|--|--------|----------|----------------------|--------------------|---------------------|
| Weymouth | 601630 | Route 18 | \$10,996,633 | \$2,749,158 | \$13,745,791 |
| High-Priority Projects (TEA-21) Total | | | \$10,996,633 | \$2,749,158 | \$13,745,791 |

| High-Priority Projects (SAFETEA-LU) | | | <i>Federal Funds</i> | <i>State Funds</i> | <i>Total Funds</i> |
|--|--------|---|----------------------|--------------------|---------------------|
| Boston | | Longwood Ave / Urban Ring Tunnel Study | \$78,300 | \$19,575 | \$97,875 |
| Boston | 600636 | Massachusetts Avenue | \$669,900 | \$167,475 | \$837,375 |
| Boston | | Sullivan Square, Phase 1 | \$2,400,000 | \$600,000 | \$3,000,000 |
| Boston | 604997 | Reconstruction of Fenway, Forsyth, and Museum Way | \$2,212,506 | \$553,126 | \$2,765,632 |
| Boston | 604997 | Reconstruction of Fenway, Forsyth, and Museum Way | \$2,074,224 | \$518,556 | \$2,592,780 |
| Hudson & Stow | | Assabet River Rail Trail (Design) | \$261,000 | \$65,250 | \$326,250 |
| Hull | 604743 | West Corner Culvert | \$552,800 | \$138,200 | \$691,000 |
| Quincy | | Quincy Center Concourse, Phase 2 | \$6,000,000 | \$1,500,000 | \$7,500,000 |
| Somerville | | I-93 Mystic Avenue Interchange (Study and Design) | \$69,600 | \$17,400 | \$87,000 |
| Somerville | | Union Square Improvements (Study) | \$69,600 | \$17,400 | \$87,000 |
| Somerville | 604331 | Somerville Community Path, Phase 1 | \$156,600 | \$39,150 | \$195,750 |
| Somerville | | Assembly Square Multimodal Access Improvements | \$870,000 | \$217,500 | \$1,087,500 |
| Somerville | 604331 | Somerville Community Path, Phase 1 | \$621,234 | \$155,309 | \$776,543 |
| Watertown | 601686 | Pleasant Street and Howard Street | \$278,400 | \$69,600 | \$348,000 |
| Weymouth | 601630 | Route 18 Design and Construction | \$1,440,000 | \$360,000 | \$1,800,000 |
| High-Priority Projects Total | | | \$17,754,164 | \$4,438,541 | \$22,192,705 |

| High-Priority Project (SAFETEA-LU) Other Match | | | <i>Federal Funds</i> | <i>Other Funds</i> | <i>Total Funds</i> |
|---|--------|--|----------------------|--------------------|--------------------|
| Boston | | National Park Traveler Information System & Visitor Center | \$1,218,000 | | \$1,218,000 |
| Section 112 | | | <i>Federal Funds</i> | <i>Other Funds</i> | <i>Total Funds</i> |
| Cambridge | 604977 | Kendall Square Streetscape | \$737,946 | | \$737,946 |
| Section 117 | | | | | |
| Cambridge | 604993 | Innovation Blvd Streetscape | \$990,000 | | \$990,000 |
| Other Earmarks Total | | | | | \$2,945,946 |

| | |
|--|----------------------|
| Federal-Aid Non-Target Projects Total | \$38,884,442 |
| Total Federal-Aid Highway Program | \$184,067,922 |

NON FEDERAL-AID TARGET PROJECTS

| Non Federal Aid Bridge | | | <i>Federal Funds</i> | <i>State Funds</i> | <i>Total Funds</i> |
|-------------------------------------|--------|-----------------------|----------------------|--------------------|----------------------|
| Framingham | 602839 | Central Street Bridge | | \$1,800,000 | \$1,800,000 |
| Boston | 603443 | River Street Bridge | | \$6,051,480 | \$6,051,480 |
| Non Federal Aid Bridge Total | | | | | \$7,851,480 |
| Total Highway Program | | | | | \$191,919,402 |

Federal Fiscal Year 2009

Central Artery/Tunnel Project

| | <i>Federal Funds</i> | <i>State Funds</i> | <i>Total Funds</i> |
|---|----------------------|---------------------|----------------------|
| National Highway System (NHS) | \$70,000,000 | \$17,500,000 | \$87,500,000 |
| State Transportation Program (STP) | \$56,845,000 | \$14,211,250 | \$71,056,250 |
| Federal-Aid Subtotal | \$126,845,000 | | |
| Federal-Aid Matching Funds Subtotal | | \$31,711,250 | |
| Total Fiscal Year 2009 Central Artery/Tunnel Funds | | | \$158,556,250 |

Federal Fiscal Year 2009

REGIONAL TRANSIT PROGRAM

| | | <i>Federal Funds</i> | <i>MBTA Funds</i> | <i>Total Funds</i> |
|--|---|----------------------|---------------------|----------------------|
| Section 3037 | | | | |
| Systemwide | Job Access | \$1,502,650 | \$375,662 | \$1,878,312 |
| Section 3037 MBTA Match Total | | \$1,425,006 | \$356,251 | \$1,878,312 |
| New Freedom | | | | |
| Systemwide | New Freedom | \$1,292,406 | \$323,101 | \$1,615,507 |
| New Freedom MBTA Match Total | | \$1,222,546 | \$305,636 | \$1,615,507 |
| Section 5307 | | | | |
| Green Line | MBTA Accessibility Program | \$5,079,999 | \$1,270,000 | \$6,349,999 |
| Blue Line | Blue Line Vehicles | \$9,600,000 | \$2,400,000 | \$12,000,000 |
| Systemwide | Station Management Program | \$8,000,000 | \$2,000,000 | \$10,000,000 |
| Bus | Arborway Maintenance Facility | \$39,348,072 | \$9,837,018 | \$49,185,090 |
| Bus | Zero Series Bus Replacement | \$4,093,746 | \$1,023,436 | \$5,117,182 |
| Systemwide | Elevator Replacement/Rehabilitation | \$40,390,045 | \$10,097,511 | \$50,487,556 |
| Systemwide | Grant Anticipation Notes (GANs) Program | \$19,985,000 | \$4,996,250 | \$24,981,250 |
| Systemwide | MBTA Enhancement Program | \$951,382 | \$237,845 | \$1,189,227 |
| Systemwide | Preventative Maintenance | \$8,000,000 | \$2,000,000 | \$10,000,000 |
| Section 5307 MBTA Match Total | | \$135,448,243 | \$33,862,061 | \$169,310,304 |
| | | <i>Federal Funds</i> | <i>State Funds</i> | <i>Total Funds</i> |
| Cape Ann | Cape Ann Transportation Authority | \$344,568 | \$86,142 | \$430,710 |
| Section 5307 State Match Total | | \$344,568 | \$86,142 | \$430,710 |
| High-Priority Projects (SAFETEA-LU) | | | | |
| Bus | HPP Bus - Framingham Transit System | \$406,296 | \$101,574 | \$507,870 |
| SAFETEA-LU High-Priority Projects(HPP Bus)Total | | \$406,296 | \$101,574 | \$507,870 |
| Section 5309 | | | | |
| Blue Line | Blue Line Modernization | \$12,994,711 | \$3,248,678 | \$16,243,389 |
| Red Line | Red Line Number 2 Car | \$14,990,124 | \$3,747,531 | \$18,737,655 |
| Systemwide | Kawasaki Coaches | \$22,780,789 | \$5,695,197 | \$28,475,986 |
| Systemwide | Locomotive and Coach Procurement | \$14,400,000 | \$3,600,000 | \$18,000,000 |
| Section 5309 Infrastructure Program | | | | |
| Red Line | Columbia Junction | \$12,000,000 | \$3,000,000 | \$15,000,000 |
| Commuter Rail | Commuter Rail Coach Overhaul | \$2,320,000 | \$580,000 | \$2,900,000 |
| Systemwide | Power Improvements | \$11,080,000 | \$2,770,000 | \$13,850,000 |
| | | <i>NNEPRA Funds</i> | <i>MBTA Funds</i> | <i>Total Funds</i> |
| Systemwide | Haverhill Line Improvements | \$2,400,000 | \$600,000 | \$3,000,000 |
| Section 5309 MBTA Match Total | | \$77,570,913 | \$19,392,728 | \$116,207,030 |
| Federal-Aid Subtotal | | \$216,417,571 | | |
| Federal-Aid State Matching Funds Subtotal | | | \$86,142 | \$53,916,677 |
| Federal-Aid MBTA Matching Funds Subtotal | | | | |
| Total Regional Transit Funds | | | | \$289,949,733 |

Federal Fiscal Year 2010

Regional Highway Program

FEDERAL-AID TARGET PROJECTS

Congestion Mitigation and Air Quality Improvement Program

| | | | <i>Federal Funds</i> | <i>State Funds</i> | <i>*Total Funds</i> |
|-----------------|--------|---|----------------------|--------------------|---------------------|
| Acton & Maynard | 604531 | Assabet River Rail Trail | \$3,798,579 | \$949,645 | \$4,748,224 |
| Boston | 604761 | South Bay Harbor Trail (construction) | \$3,331,328 | \$832,832 | \$4,164,160 |
| Weymouth | 114906 | Route 53 (Washington Street)/Middle Street | \$1,514,240 | \$378,560 | \$1,892,800 |
| | | | <i>Federal Funds</i> | <i>State Funds</i> | <i>Total Funds</i> |
| Boston Region | | Improving the Region's Bicycle Parking Infrastructure Program | \$520,000 | \$130,000 | \$650,000 |
| Boston Region | | Regional Transportation Demand Management Program | \$200,000 | \$50,000 | \$250,000 |
| Boston Region | | Suburban Mobility Improvement Program | \$520,000 | \$130,000 | \$650,000 |

| | | | |
|--|--------------------|-----------------------------|---------------------|
| Congestion Mitigation and Air Quality Improvement Program Total | \$9,884,147 | \$2,471,037 | \$12,355,184 |
| | | <i>CMAQ Regional Target</i> | <i>\$12,890,131</i> |

National Highway System

| | | | <i>Federal Funds</i> | <i>State Funds</i> | <i>Total Funds</i> |
|-----------------------------|--------|--|----------------------|--------------------|--------------------|
| Canton, Randolph & Westwood | 087800 | Route 128 Improvement Program Contract 4, Year Three | \$4,012,904 | \$1,003,226 | \$5,016,130 |
| Dedham, Needham & Westwood | 603206 | Route 128 Improvement Program Contract 4, Year Four | \$5,603,397 | \$1,400,849 | \$7,004,246 |
| Needham & Wellesley | 603711 | Route 128 Improvement Program Contract 5, Year Two | \$6,922,240 | \$1,730,560 | \$8,652,800 |

| | | | |
|--------------------------------------|---------------------|--------------------|---------------------|
| National Highway System Total | \$16,538,541 | \$4,134,635 | \$20,673,176 |
|--------------------------------------|---------------------|--------------------|---------------------|

Surface Transportation Program

| | | | <i>Federal Funds</i> | <i>State Funds</i> | <i>*Total Funds</i> |
|---------------------------------|--------|---|----------------------|--------------------|---------------------|
| Bedford, Billerica & Burlington | 029492 | Middlesex Turnpike Improvement Project, Phase 3 | \$5,682,483 | \$1,420,621 | \$7,103,104 |
| Concord & Lincoln | 602984 | Route 2 (Crosby's Corner), Phase 2 | \$10,400,000 | \$2,600,000 | \$13,000,000 |
| Everett | 602382 | Route 99 (Broadway) | \$1,730,560 | \$432,640 | \$2,163,200 |
| Weymouth | 601630 | Route 18 | \$6,160,000 | \$1,540,000 | \$7,700,000 |

| | | | |
|---|---------------------|--------------------|---------------------|
| Surface Transportation Program Total | \$23,973,043 | \$5,993,261 | \$29,966,304 |
|---|---------------------|--------------------|---------------------|

| | |
|---|---------------------|
| Total Regional Target Programming | \$62,994,664 |
| <i>Boston Region MPO Regional Target with State Match</i> | <i>\$62,993,178</i> |

*Projects Programmed in FFY 2010 have a 4% inflation rate applied for 2009 and 2010

FEDERAL-AID BRIDGE PROJECTS

Bridge

| | | | <i>Federal Funds</i> | <i>State Funds</i> | <i>Total Funds</i> |
|---------------------|--------|----------------------|----------------------|--------------------|--------------------|
| Needham - Wellesley | 603711 | Route 128 add a lane | \$3,200,000 | \$800,000 | \$4,000,000 |

| | | | |
|---------------------------|---------------------|--------------------|---------------------|
| Major Bridge Total | \$24,200,000 | \$6,050,000 | \$16,500,000 |
|---------------------------|---------------------|--------------------|---------------------|

Advance Construction Bridge

| | | | <i>Federal Funds</i> | <i>State Funds</i> | <i>Total Funds</i> |
|----------------------------|--------|---|----------------------|--------------------|--------------------|
| Dedham, Needham & Westwood | 603206 | Route 128 Improvement Program Contract 4, Year Four | \$8,000,000 | \$2,000,000 | \$10,000,000 |
| Lynn & Saugus | 026710 | Route 107 (Fox Hill) Bridge, Year Four | \$3,400,000 | \$850,000 | \$4,250,000 |
| Boston | 604517 | Chelsea Street Bridge | \$13,200,000 | \$3,300,000 | \$16,500,000 |
| Boston | 603370 | Route 99 (Alford Street) over Mystic River | \$4,000,000 | \$1,000,000 | \$5,000,000 |

| | | | |
|--|---------------------|--------------------|---------------------|
| Advance Construction Bridge Total | \$28,600,000 | \$7,150,000 | \$35,750,000 |
|--|---------------------|--------------------|---------------------|

| | |
|---------------------------------|---------------------|
| Federal-Aid Bridge Total | \$52,250,000 |
|---------------------------------|---------------------|

Federal Fiscal Year 2010

FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES

| Interstate Maintenance | | | <i>Federal Funds</i> | <i>State Funds</i> | <i>Total Funds</i> |
|-------------------------------------|--------|---------------|----------------------|----------------------|---------------------|
| Woburn-Wilmington | | Interstate 93 | \$7,772,400 | \$863,600 | \$8,636,000 |
| Waltham | 604710 | Interstate 95 | \$6,795,135 | \$755,015 | \$7,550,150 |
| Interstate Maintenance Total | | | \$14,567,535 | \$1,618,615.0 | \$16,186,150 |

FEDERAL AID NON-TARGET PROJECTS

| High-Priority Projects (TEA-21) | | | <i>Federal Funds</i> | <i>State Funds</i> | <i>Total Funds</i> |
|--|--------|---|----------------------|--------------------|----------------------|
| Somerville | | Assembly Square Multimodal Access Improvements | \$870,000 | \$217,500 | \$1,087,500 |
| Bedford, Billerica & Burlington | 029492 | Middlesex Turnpike Improvement Project, Phase Three | \$640,000 | \$160,000 | \$800,000 |
| Watertown | 601686 | Pleasant Street and Howard Street | \$278,400 | \$69,600 | \$348,000 |
| High-Priority Projects Total | | | | | \$2,235,500 |
| Total Federal-Aid Highway Program | | | | | \$133,666,314 |

NON FEDERAL-AID TARGET PROJECTS

| Non Federal Aid Bridge | | | <i>Federal Funds</i> | <i>State Funds</i> | <i>Total Funds</i> |
|-------------------------------------|--|---|----------------------|--------------------|----------------------|
| Boston - Cambridge | | Charles River Dam Road (RT 28) over the Charles River | | \$20,131,000 | \$20,131,000 |
| Non Federal Aid Bridge Total | | | | | \$20,131,000 |
| Total Highway Program | | | | | \$153,797,314 |

Federal Fiscal Year 2010

Central Artery/Tunnel Project

| | <i>Federal Funds</i> | <i>State Funds</i> | <i>Total Funds</i> |
|---|----------------------|---------------------|----------------------|
| National Highway System (NHS) | \$70,000,000 | \$17,500,000 | \$87,500,000 |
| State Transportation Program (STP) | \$81,290,000 | \$20,322,500 | \$101,612,500 |
| Federal-Aid Subtotal | \$151,290,000 | | |
| Federal-Aid Matching Funds Subtotal | | \$37,822,500 | |
| Total Fiscal Year 2010 Central Artery/Tunnel Funds | | | \$189,112,500 |

Federal Fiscal Year 2010

Regional Transit Program

Section 5307

| | | <i>Federal Funds</i> | <i>MBTA Funds</i> | <i>Total Funds</i> |
|------------|---|----------------------|-------------------|--------------------|
| Green Line | Car Overhaul Program | \$20,000,000 | \$5,000,000 | \$25,000,000 |
| Systemwide | CNG Bus Overhaul Program | \$15,244,462 | \$3,811,116 | \$19,055,578 |
| Systemwide | Station Management Program | \$6,400,000 | \$1,600,000 | \$8,000,000 |
| Bus | Arborway Maintenance Facility | \$24,812,400 | \$6,203,100 | \$31,015,500 |
| Systemwide | Elevator Replacement/Rehabilitation | \$37,079,999 | \$9,270,000 | \$46,349,999 |
| Systemwide | Grant Anticipation Notes (GANs) Program | \$14,400,000 | \$3,600,000 | \$18,000,000 |
| Systemwide | MBTA Enhancement Program | \$951,382 | \$237,845 | \$1,189,227 |
| Red Line | Ashmont Station | \$8,560,000 | \$2,140,000 | \$10,700,000 |
| Systemwide | Preventative Maintenance | \$8,000,000 | \$2,000,000 | \$10,000,000 |

Section 5307 MBTA Match Total \$135,448,243 \$33,862,061 \$169,310,304

| | | <i>Federal Funds</i> | <i>State Funds</i> | <i>Total Funds</i> |
|----------|-----------------------------------|----------------------|--------------------|--------------------|
| Cape Ann | Cape Ann Transportation Authority | \$344,568 | \$86,142 | \$430,710 |

Section 5307 State Match Total \$344,568 \$86,142 \$430,710

Section 5309

| | | <i>Federal Funds</i> | <i>MBTA Funds</i> | <i>Total Funds</i> |
|-------------|----------------------------------|----------------------|-------------------|--------------------|
| Orange Line | Orange Line Improvement | \$11,200,000 | \$2,800,000 | \$14,000,000 |
| Red Line | Red Line Number 2 Car | \$21,809,876 | \$5,452,469 | \$27,262,345 |
| Systemwide | Kawasaki Coaches | \$25,600,000 | \$6,400,000 | \$32,000,000 |
| Systemwide | Locomotive and Coach Procurement | \$8,000,000 | \$2,000,000 | \$10,000,000 |

Section 5309 Infrastructure Program

| | | | | |
|------------|--------------------|--------------|-------------|--------------|
| Red Line | Columbia Junction | \$14,355,748 | \$3,588,937 | \$17,944,685 |
| Systemwide | Power Improvements | \$12,000,000 | \$3,000,000 | \$15,000,000 |

Section 5309 MBTA Match Total \$92,965,624 \$23,241,406 \$116,207,030

Federal-Aid Subtotal

\$228,758,435

Federal-Aid State Matching Funds Subtotal

\$86,142

Federal-Aid MBTA Matching Funds Subtotal

\$57,103,467

Total Regional Transit Funds \$285,948,044

Federal Fiscal Year 2011

Regional Highway Program

FEDERAL-AID TARGET PROJECTS

Congestion Mitigation and Air Quality Improvement Program

| | <i>Federal Funds</i> | <i>State Funds</i> | <i>*Total Funds</i> |
|---|-----------------------------|--------------------|---------------------|
| Acton, Carlisle, Concord, Sudbury & Westford Bruce Freeman Memorial Bicycle Path | \$2,400,000 | \$600,000 | \$3,000,000 |
| Stoneham, Winchester & Woburn 604652 Tri-Community Bikeway (Construction) | \$4,453,923 | \$1,113,481 | \$5,567,404 |
| | <i>Federal Funds</i> | <i>State Funds</i> | <i>Total Funds</i> |
| Boston Region Improving the Region's Bicycle Parking Infrastructure Program | \$520,000 | \$130,000 | \$650,000 |
| Boston Region Regional Transportation Demand Management Program | \$200,000 | \$50,000 | \$250,000 |
| Boston Region Suburban Mobility Improvement Program | \$520,000 | \$130,000 | \$650,000 |
| Congestion Mitigation and Air Quality Improvement Program Total | \$8,093,923 | \$2,023,481 | \$10,117,404 |
| | <i>CMAQ Regional Target</i> | | <i>\$12,890,131</i> |

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 Four | \$10,341,403 | \$2,585,351 | \$12,926,754 |
| Needham & Wellesley 603711 Route 128 Improvement Program Contract 5, Year One | \$10,613,760 | \$2,653,440 | \$13,267,200 |
| National Highway System Total | \$20,955,163 | \$5,238,791 | \$26,193,954 |

Surface Transportation Program

| | <i>Federal Funds</i> | <i>State Funds</i> | <i>*Total Funds</i> |
|---|----------------------|--------------------|---------------------|
| Bedford, Billerica & Burlington 029492 Middlesex Turnpike Improvement Project, Phase 3 | \$9,600,000 | \$2,400,000 | \$12,000,000 |
| Concord & Lincoln 602984 Route 2 (Crosby's Corner), Phase 3 | \$8,208,000 | \$2,052,000 | \$10,260,000 |
| Somerville 601820 Beacon Street | \$911,418 | \$227,854 | \$1,139,272 |
| Surface Transportation Program Total | \$18,719,418 | \$4,679,854 | \$23,399,272 |

Total Regional Target Programming **\$59,710,630**

Boston Region MPO Regional Target with State Match *\$59,535,400*

*Projects Programmed in FFY 2010 have a 4% inflation rate applied for 2009, 2010 and 2011

FEDERAL-AID BRIDGE PROJECTS

| | <i>Federal Funds</i> | <i>State Funds</i> | <i>Total Funds</i> |
|--|---------------------------------|--------------------|--------------------|
| Bridge | | | |
| Bridge Total | | | |
| Advance Construction Bridge | | | |
| | <i>Federal Funds</i> | <i>State Funds</i> | <i>Total Funds</i> |
| | \$0 | | |
| Advance Construction Bridge Total | \$0 | \$0 | \$0 |
| | Federal-Aid Bridge Total | | |

FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES

| | <i>Federal Funds</i> | <i>State Funds</i> | <i>Total Funds</i> |
|-------------------------------------|----------------------|--------------------|--------------------|
| Interstate Maintenance Total | \$0 | \$0 | \$0 |

FEDERAL AID NON-TARGET PROJECTS

High-Priority Projects (TEA-21)

| | <i>Federal Funds</i> | <i>State Funds</i> | <i>Total Funds</i> |
|-------------------------------------|----------------------|--------------------|---------------------|
| Somerville 601820 Beacon Street | \$2,309,753 | \$577,438 | \$2,887,191 |
| High-Priority Projects Total | | | \$2,887,191 |
| Total Highway Program | | | \$62,597,821 |

Federal Fiscal Year 2011

Central Artery/Tunnel Project

| | <i>Federal Funds</i> | <i>State Funds</i> | <i>Total Funds</i> |
|---|----------------------|---------------------|----------------------|
| National Highway System (NHS) | \$70,000,000 | \$17,500,000 | \$87,500,000 |
| State Transportation Program (STP) | \$89,365,000 | \$20,322,500 | \$101,612,500 |
| Federal-Aid Subtotal | \$159,365,000 | | |
| Federal-Aid Matching Funds Subtotal | | \$37,822,500 | |
| Total Fiscal Year 2011 Central Artery/Tunnel Funds | | | \$197,187,500 |

Federal Fiscal Year 2011

Regional Transit Program

| | | <i>Federal Funds</i> | <i>MBTA Funds</i> | <i>Total Funds</i> |
|--|-------------------------------------|-------------------------------------|---------------------|----------------------|
| Section 5307 | | | | |
| Green Line | Car Overhaul Program | \$32,800,000 | \$8,200,000 | \$41,000,000 |
| Systemwide | CNG Bus Overhaul Program | \$46,656,862 | \$11,664,215 | \$58,321,077 |
| Bus | Zero Series Bus Replacement | \$15,040,000 | \$3,760,000 | \$18,800,000 |
| Systemwide | Elevator Replacement/Rehabilitation | \$32,000,000 | \$8,000,000 | \$40,000,000 |
| Systemwide | MBTA Enhancement Program | \$951,382 | \$237,845 | \$1,189,227 |
| Systemwide | Preventative Maintenance | \$8,000,000 | \$2,000,000 | \$10,000,000 |
| Section 5307 MBTA Match Total | | \$135,448,243 | \$33,862,061 | \$169,310,304 |
| | | | | |
| Cape Ann | Cape Ann Transportation Authority | \$344,568 | \$86,142 | \$430,710 |
| Section 5307 State Match Total | | \$344,568 | \$86,142 | \$430,710 |
| | | | | |
| | | <i>Federal Funds</i> | <i>MBTA Funds</i> | <i>Total Funds</i> |
| Section 5309 | | | | |
| Orange Line | Orange Line Improvement | \$12,800,000 | \$3,200,000 | \$16,000,000 |
| Red Line | Red Line Number 2 Car | \$8,000,000 | \$2,000,000 | \$10,000,000 |
| Systemwide | Kawasaki Coaches | \$4,800,000 | \$1,200,000 | \$6,000,000 |
| Systemwide | Locomotive and Coach Procurement | \$29,660,636 | \$7,415,159 | \$37,075,795 |
| Section 5309 Infrastructure Program | | | | |
| Red Line | Columbia Junction | \$24,044,252 | \$6,011,063 | \$30,055,315 |
| Systemwide | Power Improvements | \$13,660,736 | \$3,415,184 | \$17,075,920 |
| Section 5309 MBTA Match Total | | \$92,965,624 | \$23,241,406 | \$116,207,030 |
| Federal-Aid Subtotal | | \$228,413,867 | | |
| Federal-Aid State Matching Funds Subtotal | | | \$86,142 | |
| Federal-Aid MBTA Matching Funds Subtotal | | | | \$57,103,467 |
| | | Total Regional Transit Funds | | \$285,517,334 |

Bedford

Page Road Bridge

603985

Replace the Page Road Bridge (B-04-008) over the Shawsheen River.

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

| | |
|----------------|-------------|
| Federal Funds: | \$2,038,722 |
| State Funds: | \$509,681 |
| Total Funds: | \$2,548,403 |

Bedford, Billerica & Burlington

Middlesex Turnpike (Mitre Extension), Phase One

029491

Construct the Mitre Extension, a proposed new section of roadway, to connect the Middlesex Turnpike to the intersection of Route 62 and Network Drive (formerly Kent Road). The remaining High-Priority Project (HPP) funds allocated to the Crosby Drive/Middlesex Turnpike Project are insufficient to fund the federal share of the cost of this Phase and must be supplemented with Surface Transportation Program funds. The HPP (SAFETEA-TEA) funds are \$1,922,102; HPP (TEA-21) funds are \$689,040; Surface Transportation Program funds total \$3,036,072. The total cost of the project is \$6,300,000.

Funding Program: High-Priority Projects (SAFETEA-LU)
 Air Quality Status: Model
 TIP Category: Arterial and Intersection

| | |
|----------------|-----------|
| Federal Funds: | \$689,040 |
| State Funds: | \$172,260 |
| Total Funds: | \$861,300 |

Bedford, Billerica & Burlington

Middlesex Turnpike (Mitre Extension), Phase One

029491

Construct the Mitre Extension, a proposed new section of roadway, to connect the Middlesex Turnpike to the intersection of Route 62 and Network Drive (formerly Kent Road). The remaining High-Priority Project (HPP) funds allocated to the Crosby Drive/Middlesex Turnpike Project are insufficient to fund the federal share of the cost of this Phase and must be supplemented with Surface Transportation Program funds.

Funding Program: High-Priority Projects
 Air Quality Status: Model
 TIP Category: Arterial and Intersections

| | |
|----------------|-------------|
| Federal Funds: | \$1,922,102 |
| Local Funds: | \$480,526 |
| Total Funds: | \$2,402,628 |

Bedford, Billerica & Burlington

Middlesex Turnpike (Mitre Extension), Phase One

029491

Construct the Mitre Extension, a proposed new section of roadway, to connect the Middlesex Turnpike to the intersection of Route 62 and Network Drive (formerly Kent Road). The remaining High-Priority Project (HPP) funds allocated to the Crosby Drive/Middlesex Turnpike Project are insufficient to fund the federal share of the cost of this Phase and must be supplemented with Surface Transportation Program funds.

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

| | |
|----------------|-------------|
| Federal Funds: | \$7,152,288 |
| State Funds: | \$1,788,072 |
| Total Funds: | \$8,940,360 |

Chapter 3

2008

Belmont, Cambridge & Somerville

Bicycle Facility

600811

Improve the bicycle facility connecting existing paths in Somerville and Cambridge to link the communities of Belmont, Cambridge, and Somerville.

Funding Program: Congestion Mitigation and Air Quality Improvement
 Air Quality Status: Off-Model
 TIP Category: Bicycle/Pedestrian

| | |
|----------------|-------------|
| Federal Funds: | \$4,160,000 |
| State Funds: | \$1,040,000 |
| Total Funds: | \$5,200,000 |

Blue Line

Blue Line Vehicles

MBTA

Overhaul 24 current Blue Line vehicles for use on the Orange Line, consistent with the MBTA's Capital Investment Program (CIP).

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

| | |
|----------------|--------------|
| Federal Funds: | \$8,859,754 |
| MBTA Funds: | \$2,214,938 |
| Total Funds: | \$11,074,692 |

Blue Line

Blue Line Modernization

MBTA

Make improvements to the Blue Line, consistent with the MBTA's Capital Investment Program (CIP). This is a multiyear project programmed for a total of \$155.8 million in the fiscal years 2006–2010 TIP.

The funding allocations are based upon the best information available as of June 29, 2006. The actual amount of funding requested for projects under this program will be determined by the MBTA as part of its request for the award of funds from the Federal Transit Administration.

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

| | |
|----------------|--------------|
| Federal Funds: | \$31,338,699 |
| MBTA Funds: | \$7,834,675 |
| Total Funds: | \$39,173,374 |

Bolton, Boxborough & Harvard

Interstate 495

604363

Fund structural overlay on Interstate 495.

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

| | |
|----------------|--------------|
| Federal Funds: | \$9,000,000 |
| State Funds: | \$1,000,000 |
| Total Funds: | \$10,000,000 |

Chapter 3

2008

Bolton, Boxborough & Harvard

Interstate 495

604363

Fund repitching of breakdown lane and structural overlay on Interstate 495.

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

| | |
|----------------|--------------|
| Federal Funds: | \$9,000,000 |
| | \$1,000,000 |
| Total Funds: | \$10,000,000 |

Boston

Massachusetts Avenue

600636

Reconstruct Massachusetts Avenue from Westland Avenue to Albany Street.

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

| | |
|----------------|-------------|
| Federal Funds: | \$6,283,995 |
| State Funds: | \$1,570,999 |
| Total Funds: | \$7,854,994 |

Boston

Massachusetts Avenue

600636

Reconstruct Massachusetts Avenue from Westland Avenue to Albany Street.

Funding Program: Congestion Mitigation and Air Quality Improvement
Air Quality Status: Off-Model
TIP Category: Arterial and Intersection

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

Boston

Massachusetts Avenue

600636

Reconstruct Massachusetts Avenue from Westland Avenue to Albany Street. Funds for this project include \$7,854,994 in Surface Transportation Program funds, \$2,500,000 in Congestion Mitigation and Air Quality Improvement funds and High-Priority Project funds in the amount of \$2,657,501 in fiscal year 2008 and \$669,900 in fiscal year 2009.

Funding Program: High-Priority Projects (SAFETEA-LU)
Air Quality Status: Exempt
TIP Category: Arterial and Intersection

| | |
|----------------|-------------|
| Federal Funds: | \$2,657,501 |
| State Funds: | \$664,375 |
| Total Funds: | \$3,321,876 |

Boston

Morton Street Bridge

603654

Replace the Morton Street Bridge (B-16-163) over the MBTA and CSX Railroad.

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

| | |
|----------------|-------------|
| Federal Funds: | \$2,384,200 |
| State Funds: | \$596,200 |
| Total Funds: | \$2,981,000 |

Boston Longwood Avenue/Urban Ring Tunnel Study

Fund a study of the Longwood Avenue/Urban Ring Tunnel in Boston.

Funding Program: High-Priority Projects (SAFETEA-LU)
 Air Quality Status: Exempt
 TIP Category: Transit Expansion

| | |
|----------------|----------|
| Federal Funds: | \$78,300 |
| State Funds: | \$19,575 |
| Total Funds: | \$97,875 |

Boston Chelsea Street Bridge, Year Three 604517

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

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

| | |
|----------------|--------------|
| Federal Funds: | \$9,200,000 |
| State Funds: | \$2,300,000 |
| Total Funds: | \$11,500,000 |

Boston Boston Traffic Management Center Operations

Provide funds for operation of the City of Boston's Traffic Management Center.

Funding Program: Congestion Mitigation and Air Quality Improvement
 Air Quality Status: Off-Model
 TIP Category: Enhancement

| | |
|----------------|-----------|
| Federal Funds: | \$324,000 |
| Local Funds: | \$81,000 |
| Total Funds: | \$405,000 |

Boston National Park Traveler Information System & Visitor Center

Provide funds for the National Park Traveler Information System & Visitor Center in Boston.

Funding Program: High-Priority Project (SAFETEA-LU)
 Air Quality Status: Exempt
 TIP Category: Enhancement

| | |
|----------------|-------------|
| Federal Funds: | \$1,218,000 |
| Other Funds: | \$0 |
| Total Funds: | \$1,218,000 |

Boston & Everett Route 99 (Alford Street) Bridge, Year Four 603370

Reconstruct the Route 99 (Alford Street) Bridge (B-16-29) over the Mystic River. This project was advertised for \$24 million in fiscal year 2005 under the Advanced Construction Program and will be funded over a four-year period with federal funds.

Funding Program: Bridge (Advance Construction)
 Air Quality Status: Exempt
 TIP Category: Bridge

| | |
|----------------|-------------|
| Federal Funds: | \$6,400,000 |
| State Funds: | \$1,600,000 |
| Total Funds: | \$8,000,000 |

Chapter 3

2008

Boston Region **Central Artery/Tunnel 2008** **195001**

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

| | | | |
|---------------------|-------------------------|----------------|--------------|
| Funding Program: | National Highway System | Federal Funds: | \$70,000,000 |
| Air Quality Status: | Model | State Funds: | \$17,500,000 |
| TIP Category: | Major Highway | Total Funds: | \$87,500,000 |

Boston Region **Central Artery/Tunnel 2008** **195001**

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

| | | | |
|---------------------|-------------------------------------|----------------|--------------|
| Funding Program: | Transportation Insurance Trust Fund | Federal Funds: | |
| Air Quality Status: | Model | State Funds: | \$57,033,514 |
| TIP Category: | Major Highway | Total Funds: | \$57,033,514 |

Boston Region **Central Artery/Tunnel 2008** **195001**

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

| | | | |
|---------------------|------------------------------|----------------|--------------|
| Funding Program: | Massachusetts Turnpike Funds | Federal Funds: | \$0 |
| Air Quality Status: | Model | State Funds: | \$13,964,908 |
| TIP Category: | Major Highway | Total Funds: | \$13,964,908 |

Boston Region **Regional Transportation Demand Management Program**

Provide funding for regional or local shuttles, the formation of Transportation Management Associations (TMAs), or other Transportation Demand Management (TDM) projects.

| | | | |
|---------------------|---|----------------|-----------|
| Funding Program: | Congestion Mitigation and Air Quality Improvement | Federal Funds: | \$200,000 |
| Air Quality Status: | Off-Model | Local Funds: | \$50,000 |
| TIP Category: | Regional Mobility | Total Funds: | \$250,000 |

Boston Region **Improving the Region's Bicycle Parking Infrastructure Program**

Fund the improvement of the Boston Region's bicycle infrastructure and regional bicycle parking issues.

| | | | |
|---------------------|---|----------------|-----------|
| Funding Program: | Congestion Mitigation and Air Quality Improvement | Federal Funds: | \$544,800 |
| Air Quality Status: | | Local Funds: | \$136,200 |
| TIP Category: | | Total Funds: | \$681,000 |

Boston Region Hybrid Locomotive Switches

Fund the procurement of hybrid locomotive switches.

| | | | |
|---------------------|---|----------------|-------------|
| Funding Program: | Congestion Mitigation and Air Quality Improvement | Federal Funds: | \$1,536,000 |
| Air Quality Status: | Exempt | MBTA Funds: | \$384,000 |
| TIP Category: | Transit State of Good Repair | Total Funds: | \$1,920,000 |

Boston Region Suburban Mobility Improvement Program

Provide funding for programs and projects that improve the mobility of residents in areas currently not served or underserved by transit. Potential services eligible for funding under this program include fixed-route shuttles serving markets not typically addressed (e.g., suburb-to-suburb and reverse commuting), employer-based van/carpool services, flexible-route shuttle services, and similar programs.

| | | | |
|---------------------|---|----------------|-----------|
| Funding Program: | Congestion Mitigation and Air Quality Improvement | Federal Funds: | \$520,000 |
| Air Quality Status: | Off-Model | Local Funds: | \$130,000 |
| TIP Category: | Regional Mobility | Total Funds: | \$650,000 |

Boston Region Central Artery/Tunnel 2008 195001

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

| | | | |
|---------------------|--------------------------------|----------------|--------------|
| Funding Program: | Surface Transportation Program | Federal Funds: | \$47,230,000 |
| Air Quality Status: | Model | State Funds: | \$11,807,500 |
| TIP Category: | Major Highway | Total Funds: | \$59,037,500 |

Bus Arborway Maintenance Facility MBTA

Design and construct a permanent bus maintenance and storage facility.

| | | | |
|---------------------|------------------------------|----------------|--------------|
| Funding Program: | Section 5307 | Federal Funds: | \$23,039,528 |
| Air Quality Status: | Exempt | MBTA Funds: | \$5,759,882 |
| TIP Category: | Transit State of Good Repair | Total Funds: | \$28,799,410 |

Bus Local Intra-Framingham Transit System MBTA

Provide funds for the local intra-Framingham transit system enhancements.

| | | | |
|---------------------|-------------------------------------|----------------|-----------|
| Funding Program: | High-Priority Projects (SAFETEA-LU) | Federal Funds: | \$391,248 |
| Air Quality Status: | Exempt | Local Funds: | \$97,812 |
| TIP Category: | Transit Service Enhancement | Total Funds: | \$489,060 |

Bus **Blue Line Signals** **MBTA**

Make infrastructure improvements to the regional public transportation system, consistent with the MBTA's Capital Investment Program (CIP). The funds programmed here are \$12.5 million for the Blue Line Signal System.

These funding allocations are based upon the best information available as of June 29, 2006. The actual amount of funding requested for projects under this program will be determined by the MBTA as part of its request for the award of funds from the Federal Transit Administration

| | | | | | | | |
|--|--|----------------|--------------|--------------|-------------|--------------|--------------|
| Funding Program: Section 5307 (carryover) Air Quality Status: Exempt (buses), Model (Blue Line) TIP Category: Transit State of Good Repair | <table border="0"> <tr> <td>Federal Funds:</td> <td style="text-align: right;">\$10,000,000</td> </tr> <tr> <td>State Funds:</td> <td style="text-align: right;">\$2,500,000</td> </tr> <tr> <td>Total Funds:</td> <td style="text-align: right;">\$12,500,000</td> </tr> </table> | Federal Funds: | \$10,000,000 | State Funds: | \$2,500,000 | Total Funds: | \$12,500,000 |
| Federal Funds: | \$10,000,000 | | | | | | |
| State Funds: | \$2,500,000 | | | | | | |
| Total Funds: | \$12,500,000 | | | | | | |

Bus **Zero Series Bus Replacement** **MBTA**

Purchase replacement vehicles for the Zero Series buses.

| | | | | | | | |
|---|---|----------------|--------------|-------------|-------------|--------------|--------------|
| Funding Program: Section 5307 Air Quality Status: Exempt TIP Category: Transit State of Good Repair | <table border="0"> <tr> <td>Federal Funds:</td> <td style="text-align: right;">\$29,444,326</td> </tr> <tr> <td>MBTA Funds:</td> <td style="text-align: right;">\$7,361,082</td> </tr> <tr> <td>Total Funds:</td> <td style="text-align: right;">\$36,805,408</td> </tr> </table> | Federal Funds: | \$29,444,326 | MBTA Funds: | \$7,361,082 | Total Funds: | \$36,805,408 |
| Federal Funds: | \$29,444,326 | | | | | | |
| MBTA Funds: | \$7,361,082 | | | | | | |
| Total Funds: | \$36,805,408 | | | | | | |

Canton, Randolph & Westwood **087800**

Route 128 Improvement Program Contract 4, Year One

This contract consists of approximately 5 miles of I-95/93 (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.

| | | | | | | | |
|--|--|----------------|-------------|--------------|-------------|--------------|-------------|
| Funding Program: National Highway System Air Quality Status: Model TIP Category: Major Highway | <table border="0"> <tr> <td>Federal Funds:</td> <td style="text-align: right;">\$4,320,000</td> </tr> <tr> <td>State Funds:</td> <td style="text-align: right;">\$1,080,000</td> </tr> <tr> <td>Total Funds:</td> <td style="text-align: right;">\$5,400,000</td> </tr> </table> | Federal Funds: | \$4,320,000 | State Funds: | \$1,080,000 | Total Funds: | \$5,400,000 |
| Federal Funds: | \$4,320,000 | | | | | | |
| State Funds: | \$1,080,000 | | | | | | |
| Total Funds: | \$5,400,000 | | | | | | |

Canton, Randolph & Westwood **Route 128 Improvement Program Contract 4, Year Two** **087800**

Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions of the roadway.

| | | | | | | | |
|---|--|----------------|-------------|--------------|-------------|--------------|-------------|
| Funding Program: Bridge (Advance Construction) Air Quality Status: Model TIP Category: Bridge | <table border="0"> <tr> <td>Federal Funds:</td> <td style="text-align: right;">\$4,800,000</td> </tr> <tr> <td>State Funds:</td> <td style="text-align: right;">\$1,200,000</td> </tr> <tr> <td>Total Funds:</td> <td style="text-align: right;">\$6,000,000</td> </tr> </table> | Federal Funds: | \$4,800,000 | State Funds: | \$1,200,000 | Total Funds: | \$6,000,000 |
| 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: | \$344,568 |
| State Funds: | \$86,142 |
| Total Funds: | \$430,710 |

Commuter Rail

Commuter Rail Top Deck Overhaul

MBTA

Work consists of replacing rotating equipment such as power assemblies, turbochargers, camshafts and other items on Commuter Rail locomotives. The completion of this overhaul will improve the service reliability of these units, help maintain on-time performance standards and increase operating efficiency by reducing the number of failures

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

| | |
|----------------|-------------|
| Federal Funds: | \$2,499,080 |
| MBTA Funds: | \$624,770 |
| Total Funds: | \$3,123,850 |

Concord

Route 62 (Main Street)

604646

Reconstruct Route 62 (Main Street) from Water Street to Acton town line and make safety improvements.

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

| | |
|----------------|-------------|
| Federal Funds: | \$1,862,744 |
| | \$465,686 |
| Total Funds: | \$2,328,430 |

Danvers & Peabody

Border to Boston Bikeway (Design)

For the purposes of design, engineering and permitting for rail trail from Salisbury to Danvers.

Funding Program: High-Priority Projects (SAFETEA-LU)
 Air Quality Status: Exempt
 TIP Category: Bicycle/Pedestrian

| | |
|----------------|-----------|
| Federal Funds: | \$139,200 |
| State Funds: | \$34,800 |
| Total Funds: | \$174,000 |

Dedham & Westwood

Route 128 Improvement Program Contract 3, Year Four

603162

Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions of the roadway.

Funding Program: Bridge (Advance Construction)
 Air Quality Status: Model
 TIP Category: Major Highway

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

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

Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions of the roadway.

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

| | |
|----------------|-------------|
| Federal Funds: | \$800,000 |
| State Funds: | \$200,000 |
| Total Funds: | \$1,000,000 |

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

Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions of the roadway.

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

| | |
|----------------|-------------|
| Federal Funds: | \$7,200,000 |
| State Funds: | \$1,800,000 |
| Total Funds: | \$9,000,000 |

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

Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions of the roadway.

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

| | |
|----------------|-------------|
| Federal Funds: | \$7,200,000 |
| State Funds: | \$1,800,000 |
| Total Funds: | \$9,000,000 |

Dedham, Needham & Westwood Route 128 Contract 3, Year Four 603162

Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions of the roadway.

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

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

Essex Route 133 (Main Street) 600217

Reconstruct Route 133 (Main Street) from north of Western Avenue to Water Street.

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

| | |
|----------------|-------------|
| Federal Funds: | \$4,933,315 |
| State Funds: | \$1,233,329 |
| Total Funds: | \$6,166,644 |

Chapter 3

2008

Holliston

Upper Charles Trail

602929

Construct a bicycle-and-pedestrian trail along an abandoned rail line from just west of Hopping Brook Road to Cross Street. This project is one section of the proposed Upper Charles Rail Trail.

Funding Program: Congestion Mitigation and Air Quality Improvement
 Air Quality Status: Off-Model
 TIP Category: Bicycle/Pedestrian

| | |
|----------------|-------------|
| Federal Funds: | \$1,452,000 |
| State Funds: | \$363,000 |
| Total Funds: | \$1,815,000 |

Hudson & Stow

Assabet River Rail Trail (Design)

604531

For the purposes of design and acquisition.

Funding Program: High-Priority Projects (SAFETEA-LU)
 Air Quality Status: Exempt
 TIP Category: Bicycle/Pedestrian

| | |
|----------------|-----------|
| Federal Funds: | \$261,000 |
| State Funds: | \$65,250 |
| Total Funds: | \$326,250 |

Lynn & Saugus

Route 107 (Fox Hill) Bridge

026710

Replace the Route 107 (Fox Hill) Bridge (L-18-16 and S-5-8) over the Saugus River.

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

| | |
|----------------|-------------|
| Federal Funds: | \$800,000 |
| State Funds: | \$200,000 |
| Total Funds: | \$1,000,000 |

Lynnfield & Peabody

Interstate 95

Fund structural overlay on Interstate 95.

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

| | |
|----------------|-------------|
| Federal Funds: | \$4,500,000 |
| State Funds: | \$500,000 |
| Total Funds: | \$5,000,000 |

Medford & Somerville

Interstate 93

Fund structural overlay on Interstate 93.

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

| | |
|----------------|-------------|
| Federal Funds: | \$5,400,000 |
| State Funds: | \$600,000 |
| Total Funds: | \$6,000,000 |

Milford Upper Charles Trail, Phase Two

Construct the second phase of the Upper Charles Trail in Milford.

Funding Program: Congestion Mitigation and Air Quality Improvement
 Air Quality Status: Off-Model
 TIP Category: Bicycle/Pedestrian

| | |
|----------------|-------------|
| Federal Funds: | \$3,280,000 |
| State Funds: | \$820,000 |
| Total Funds: | \$4,100,000 |

Newton Route 30 (Commonwealth Avenue), Phase Three Enhancements 601899

Install historic lighting and provide landscaping along Commonwealth Avenue from the Boston city line to west of Grant Avenue.

Funding Program: Surface Transportation Program/Enhancement
 Air Quality Status: Exempt
 TIP Category: Enhancement

| | |
|----------------|-----------|
| Federal Funds: | \$639,524 |
| State Funds: | \$159,881 |
| Total Funds: | \$799,405 |

Newton Route 30 (Commonwealth Avenue), Phase Three 601899

Reconstruct Route 30 (Commonwealth Avenue) from Grant Avenue to the Boston city line.

Funding Program: Congestion Mitigation and Air Quality Improvement
 Air Quality Status: Exempt
 TIP Category: Arterial and Intersection

| | |
|----------------|-------------|
| Federal Funds: | \$6,481,324 |
| State Funds: | \$1,620,331 |
| Total Funds: | \$8,101,655 |

Orange Line Orange Line Upgrades MBTA

Fund the design of the next-generation Orange Line vehicle and necessary infrastructure improvements for operation of the vehicle.

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

| | |
|----------------|-------------|
| Federal Funds: | \$4,800,000 |
| MBTA Funds: | \$1,200,000 |
| Total Funds: | \$6,000,000 |

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/Rail Modernization
 Air Quality Status: Exempt
 TIP Category: Transit State of Good Repair

| | |
|----------------|-------------|
| Federal Funds: | \$6,400,000 |
| MBTA Funds: | \$1,600,000 |
| Total Funds: | \$8,000,000 |

Revere Park Avenue and Central Avenue 601935

Reconstruct Park Avenue & Central Avenue (approximately 7,000 linear feet).

| | | | |
|---------------------|---|----------------|-------------|
| Funding Program: | Congestion Mitigation and Air Quality Improvement | Federal Funds: | \$2,238,984 |
| Air Quality Status: | Off-Model | State Funds: | \$559,736 |
| TIP Category: | Arterial and Intersection | Total Funds: | \$2,798,680 |

Somerville I-93 Mystic Avenue Interchange (Design and Study) 600831

Fund the design and study of the Interstate 93/Route 28/Mystic Avenue Interchange (Fells-McGrath Highway).

| | | | |
|---------------------|-------------------------------------|----------------|----------|
| Funding Program: | High-Priority Projects (SAFETEA-LU) | Federal Funds: | \$69,600 |
| Air Quality Status: | Model | State Funds: | \$17,400 |
| TIP Category: | Arterials and Intersections | Total Funds: | \$87,000 |

Somerville Union Square

Fund a study of Union Square in Somerville.

| | | | |
|---------------------|-------------------------------------|----------------|----------|
| Funding Program: | High-Priority Projects (SAFETEA-LU) | Federal Funds: | \$69,600 |
| Air Quality Status: | Exempt | State Funds: | \$17,400 |
| TIP Category: | Enhancement | Total Funds: | \$87,000 |

Somerville Assembly Square Multimodal Access Improvements

Fund the construction of multimodal improvements at Assembly Square.

| | | | |
|---------------------|-------------------------------------|----------------|-------------|
| Funding Program: | High-Priority Projects (SAFETEA-LU) | Federal Funds: | \$2,581,300 |
| Air Quality Status: | Exempt | State Funds: | \$645,325 |
| TIP Category: | Arterial and Intersection | Total Funds: | \$3,226,625 |

Systemwide Preventative Maintenance MBTA

The funding allocation for the MBTA Preventative Maintenance program for fiscal year 2008 totals \$10 million. Funds will be used to maintain existing MBTA infrastructure and rolling stock among various modes.

| | | | |
|---------------------|------------------------------|----------------|--------------|
| Funding Program: | Section 5307 | Federal Funds: | \$8,000,000 |
| Air Quality Status: | Exempt | MBTA Funds: | \$2,000,000 |
| TIP Category: | Transit State of Good Repair | Total Funds: | \$10,000,000 |

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). Approximately \$151.9 million is programmed for the Station Management Program in the fiscal years 2006–2010 TIP.

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

| | |
|----------------|-------------|
| Federal Funds: | \$5,408,116 |
| MBTA Funds: | \$1,352,029 |
| Total Funds: | \$6,760,145 |

Systemwide Haverhill Line Improvements MBTA

Project in partnership with Northern New England Passenger Rail Authority of Maine to implement infrastructure upgrades along the rail corridor including interlocking, signal, bridge and track improvements.

Funding Program: Section 5309
 Air Quality Status: Exempt
 TIP Category:

| | |
|----------------|-------------|
| Federal Funds: | \$2,400,000 |
| MBTA Funds: | \$600,000 |
| Total Funds: | \$3,000,000 |

Systemwide Public Address System MBTA

Installation of Public Address Systems and an Electronic Sign System throughout the MBTA system.

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

| | |
|----------------|--------------|
| Federal Funds: | \$10,400,000 |
| MBTA Funds: | \$2,600,000 |
| Total Funds: | \$13,000,000 |

Systemwide 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 & security systems.

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

| | |
|----------------|-------------|
| Federal Funds: | \$6,400,000 |
| MBTA Funds: | \$1,600,000 |
| Total Funds: | \$8,000,000 |

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: | \$5,219,211 |
| MBTA Funds: | \$1,304,803 |
| Total Funds: | \$6,524,014 |

Systemwide Elevator Replacement/Rehab MBTA

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

| | | | |
|---------------------|------------------------------|----------------|--------------|
| Funding Program: | Section 5307 | Federal Funds: | \$16,946,304 |
| Air Quality Status: | Exempt | MBTA Funds: | \$4,236,576 |
| TIP Category: | Transit State of Good Repair | Total Funds: | \$21,182,880 |

Systemwide Power Improvements MBTA

Project will upgrade power systems on the Highland Branch D of the Green Line and the Mattapan High Speed Line.

| | | | |
|---------------------|------------------------------|----------------|-------------|
| Funding Program: | Section 5309 | Federal Funds: | \$7,352,268 |
| Air Quality Status: | Exempt | MBTA Funds: | \$1,838,067 |
| TIP Category: | Transit State of Good Repair | Total Funds: | \$9,190,335 |

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. This effort will be funded by a total of \$119.3 million from fiscal year 2006 to fiscal year 2011.

The funds programmed here are for the reimbursement of principle 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 project 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.

These funding allocations are based upon the best information available as of June 29, 2006. The actual amount of funding requested for projects under this program will be determined by the MBTA as part of its request for the award of funds from the Federal Transit Administration.

| | | | |
|---------------------|--|----------------|--------------|
| Funding Program: | Section 5307 | Federal Funds: | \$23,347,587 |
| Air Quality Status: | Model (Fairmount), Off-Model (ECD buses) | MBTA Funds: | \$5,836,897 |
| TIP Category: | Transit State of Good Repair | Total Funds: | \$29,184,484 |

Systemwide**Section 5309 Infrastructure Program****MBTA**

Make infrastructure improvements to the regional public transportation system, consistent with the MBTA's Capital Investment Program (CIP). The funds programmed here are \$2 million for Columbia Junction, \$14.19 million for Systemwide Power Improvements, \$11.8 million for Commuter Rail Coach Overhaul, and \$3.12 million for Commuter Rail Top Deck Overhaul.

These funding allocations are based upon the best information available as of June 23, 2005. The actual amount of funding requested for projects under this program will be determined by the MBTA as part of its request for the award of funds from the Federal Transit Administration.

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

| | |
|----------------|--------------|
| Federal Funds: | \$24,891,348 |
| MBTA Funds: | \$6,222,837 |
| Total Funds: | \$31,114,185 |

Systemwide**New Freedom****MBTA**

Fund the design of accessibility improvements at MBTA non-key stations, including Science Park and Symphony. Subsequent allocation of these funds are to be determined by a competitive process.

Funding Program: New Freedom
 Air Quality Status: Exempt
 TIP Category: Transit Enhancement

| | |
|----------------|-------------|
| Federal Funds: | \$1,222,546 |
| MBTA Funds: | \$305,636 |
| Total Funds: | \$1,528,182 |

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). Approximately \$151.9 million is programmed for the Station Management Program in the fiscal years 2006–2010 TIP.

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

| | |
|----------------|-------------|
| Federal Funds: | \$5,130,310 |
| MBTA Funds: | \$1,282,578 |
| Total Funds: | \$6,412,888 |

Systemwide**Section 5307 Infrastructure Program****MBTA**

Make infrastructure improvements to the regional public transportation system, consistent with the MBTA's Capital Investment Program (CIP). The funds programmed here are \$12 million for the Blue Line Signals System.

These funding allocations are based upon the best information available as of June 23, 2005. The actual amount of funding requested for projects under this program will be determined by the MBTA as part of its request for the award of funds from the Federal Transit Administration.

Funding Program: Section 5307
 Air Quality Status: Exempt, Off-Model (CNG Buses)
 TIP Category: Transit State of Good Repair

| | |
|----------------|--------------|
| Federal Funds: | \$10,000,000 |
| MBTA Funds: | \$2,500,000 |
| Total Funds: | \$12,500,000 |

Systemwide Commuter Rail Coach Overhaul MBTA

The midlife overhaul of 75 bi-level Kawasaki coaches. To be included in this overhaul program are critical safety components such as trucks, brakes, couplers, draft gears, in addition to others such as air conditioning systems and toilets.

Funding Program: Section 5309
Air Quality Status:
TIP Category:

| | |
|----------------|--------------|
| Federal Funds: | \$10,240,000 |
| MBTA Funds: | \$2,560,000 |
| Total Funds: | \$12,800,000 |

Systemwide MBTA Enhancement Program MBTA

Funds programmed for this project will be used for bus shelters, the systemwide ITS program, rapid transit signage, transit security, and bike racks.

A systems engineering process will be applied to the ITS components of this program to ensure consistency with the Regional ITS Architecture Plan for Metropolitan Boston as defined in the FTA National ITS Policy. Applicable ITS standards will be applied during the procurement/implementation stages of this program.

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

| | |
|----------------|-------------|
| Federal Funds: | \$951,382 |
| MBTA Funds: | \$237,845 |
| Total Funds: | \$1,189,227 |

Systemwide MBTA Bridge Program MBTA

Design and reconstruct one or more of the following bridges: Drawbridge 1 at North Station (\$4.725 million), Beverly Drawbridge (\$630,000), and Washington Street Bridge (\$9.55 million).

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

| | |
|----------------|--------------|
| Federal Funds: | \$11,924,000 |
| MBTA Funds: | \$2,981,000 |
| Total Funds: | \$14,905,000 |

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: | \$6,400,000 |
| MBTA Funds: | \$1,600,000 |
| Total Funds: | \$8,000,000 |

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. This effort will be funded by a total of \$119.3 million from fiscal year 2006 to fiscal year 2011.

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.

These funding allocations are based upon the best information available as of June 29, 2006. The actual amount of funding requested for projects under this program will be determined by the MBTA as part of its request for the award of funds from the Federal Transit Administration.

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

| | |
|----------------|--------------|
| Federal Funds: | \$15,347,587 |
| MBTA Funds: | \$3,836,897 |
| Total Funds: | \$19,184,484 |

Systemwide

Job Access/Reverse Commute

MBTA

Fund programs to provide access to job centers through direct service or extensions of existing routes. Subsequent allocation of these funds are to be determined by a competitive process.

Funding Program: Section 3037
 Air Quality Status: Exempt
 TIP Category: Transit Enhancement

| | |
|----------------|-------------|
| Federal Funds: | \$1,425,006 |
| MBTA Funds: | \$356,251 |
| Total Funds: | \$1,781,257 |

Waltham

Interstate 95

Fund milling and structural overlay on Interstate 95.

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

| | |
|----------------|-------------|
| Federal Funds: | \$6,750,000 |
| State Funds: | \$750,000 |
| Total Funds: | \$7,500,000 |

Watertown**Intersection Improvements at Three Locations****602053**

Improvements to intersection #1 at Spring/Summer Street include 4-way stop control. Improvements to intersection #2 at Mt. Auburn/Summer Street and intersection #3 at Arlington Street/Nichols Avenue/Coolidge Hill Avenue include traffic sensing devices at all four approaches. Roadway realignment will occur along the approaches for Spring Street, Crawford Street, Nichols Avenue, and Arlington Street. New sidewalks with granite curbing and wheelchair ramps, as well as roadway resurfacing, will be done through all three intersections.

Funding Program: Congestion Mitigation and Air Quality Improvement
 Air Quality Status: Off-Model
 TIP Category: Arterial and Intersection

| | |
|----------------|-----------|
| Federal Funds: | \$700,000 |
| State Funds: | \$175,000 |
| Total Funds: | \$875,000 |

Watertown**Pleasant Street and Howard Street****601686**

Reconstruct Pleasant Street from the Waltham city line to Main Street (Route 20) at Watertown Square and Howard Street from Pleasant Street to Main Street (Route 20).

Funding Program: High-Priority Projects (SAFETEA-LU)
 Air Quality Status: Off-Model
 TIP Category: Arterial and Intersection

| | |
|----------------|-----------|
| Federal Funds: | \$278,400 |
| State Funds: | \$69,600 |
| Total Funds: | \$348,000 |

Wellesley**Rockland Street Bridge****600776**

Replace the Rockland Street Bridge (W-13-7) over Conrail.

Funding Program: Bridge - Non Federal Aid
 Air Quality Status: Exempt
 TIP Category: Bridge

| | |
|----------------|-------------|
| Federal Funds: | \$0 |
| State Funds: | \$2,152,956 |
| Total Funds: | \$2,152,956 |

Chapter 3

2009

Blue Line

Blue Line Vehicles

MBTA

Overhaul 24 current Blue Line vehicles for use on the Orange Line, consistent with the MBTA's Capital Investment Program (CIP).

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

| | |
|----------------|--------------|
| Federal Funds: | \$9,600,000 |
| MBTA Funds: | \$2,400,000 |
| Total Funds: | \$12,000,000 |

Boston

Tremont Street, Phase One

601274

Reconstruct Tremont Street from Court Street to Boylston Street.

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

| | |
|----------------|-------------|
| Federal Funds: | \$1,747,200 |
| State Funds: | \$436,800 |
| Total Funds: | \$2,184,000 |

Boston

Chelsea Street Bridge, Year Five

604517

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

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

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

Boston

Tremont Street, Phase One

601274

Reconstruct Tremont Street from Court Street to Boylston Street.

Funding Program: Congestion Mitigation and Air Quality Improvement
 Air Quality Status: Off-Model
 TIP Category: Arterials and Intersections

| | |
|----------------|-------------|
| Federal Funds: | \$1,164,800 |
| State Funds: | \$291,200 |
| Total Funds: | \$1,456,000 |

Boston

Massachusetts Avenue

600636

Reconstruct Massachusetts Avenue from Westland Avenue to Albany Street. Funds for this project include \$7,854,994 in Surface Transportation Program funds, \$2,500,000 in Congestion Mitigation and Air Quality Improvement funds and High-Priority Project funds in the amount of \$2,657,501 in fiscal year 2008 and \$669,900 in fiscal year 2009.

Funding Program: High-Priority Projects (SAFETEA-LU)
 Air Quality Status: Exempt
 TIP Category: Arterial and Intersection

| | |
|----------------|-----------|
| Federal Funds: | \$669,900 |
| State Funds: | \$167,475 |
| Total Funds: | \$837,375 |

Boston

American Legion Highway Bridge

600944

Reconstruct the American Legion Highway Bridge (B-16-217) over Route 203 (Morton Street).

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

| | |
|----------------|-------------|
| Federal Funds: | \$2,400,000 |
| State Funds: | \$600,000 |
| Total Funds: | \$3,000,000 |

Boston

Longwood Avenue/Urban Ring Tunnel Study

Fund a study of the Longwood Avenue/Urban Ring Tunnel in Boston.

Funding Program: High-Priority Projects (SAFETEA-LU)
 Air Quality Status: Exempt
 TIP Category: Transit Expansion

| | |
|----------------|----------|
| Federal Funds: | \$78,300 |
| State Funds: | \$19,575 |
| Total Funds: | \$97,875 |

Boston

National Park Traveler Information System & Visitor Center

Provide funds for the National Park Traveler Information System & Visitor Center in Boston.

Funding Program: High-Priority Project (SAFETEA-LU)
 Air Quality Status: Exempt
 TIP Category: Enhancement

| | |
|----------------|-------------|
| Federal Funds: | \$1,218,000 |
| Other Funds: | \$0 |
| Total Funds: | \$1,218,000 |

Boston & Everett

Route 99 (Alford Street) Bridge, Year Five

603370

Reconstruct the Route 99 (Alford Street) Bridge (B-16-29) over the Mystic River. This project was advertised for \$24 million in fiscal year 2005 under the Advanced Construction Program and will be funded over a four-year period with federal funds.

Funding Program: Bridge (Advance Construction)
 Air Quality Status: Exempt
 TIP Category: Bridge

| | |
|----------------|-------------|
| Federal Funds: | \$6,400,000 |
| State Funds: | \$1,600,000 |
| Total Funds: | \$8,000,000 |

Boston Region

Suburban Mobility Improvement Program

Provide funding for programs and projects that improve the mobility of residents in areas currently not served or underserved by transit. Potential services eligible for funding under this program include fixed-route shuttles serving markets not typically addressed (e.g., suburb-to-suburb and reverse commuting), employer-based van/carpool services, flexible-route shuttle services, and similar programs.

Funding Program: Congestion Mitigation and Air Quality Improvement
 Air Quality Status: Off-Model
 TIP Category: Regional Mobility

| | |
|----------------|-----------|
| Federal Funds: | \$520,000 |
| Local Funds: | \$130,000 |
| Total Funds: | \$650,000 |

Boston Region

Regional Transportation Demand Management Program

Provide funding for regional or local shuttles, the formation of Transportation Management Associations (TMAs), or other Transportation Demand Management (TDM) projects.

Funding Program: Congestion Mitigation and Air Quality Improvement
 Air Quality Status: Off-Model
 TIP Category: Regional Mobility

| | |
|----------------|-----------|
| Federal Funds: | \$200,000 |
| Local Funds: | \$50,000 |
| Total Funds: | \$250,000 |

Boston Region

Improving the Region's Bicycle Parking Infrastructure Program

Fund the improvement of the Boston Region's bicycle infrastructure and regional bicycle parking issues.

Funding Program: Congestion Mitigation and Air Quality Improvement
 Air Quality Status:
 TIP Category:

| | |
|----------------|-----------|
| Federal Funds: | \$520,000 |
| Local Funds: | \$130,000 |
| Total Funds: | \$650,000 |

Bus

Arborway Maintenance Facility

MBTA

Design and construct a permanent bus maintenance and storage facility.

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

| | |
|----------------|--------------|
| Federal Funds: | \$39,348,072 |
| MBTA Funds: | \$9,837,018 |
| Total Funds: | \$49,185,090 |

Bus

Zero Series Bus Replacement

MBTA

Purchase replacement vehicles for the Zero Series buses.

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

| | |
|----------------|-------------|
| Federal Funds: | \$4,093,746 |
| MBTA Funds: | \$1,023,436 |
| Total Funds: | \$5,117,182 |

Bus

Local Intra-Framingham Transit System

MBTA

Provide funds for the local intra-Framingham transit system enhancements.

Funding Program: High-Priority Projects (SAFETEA-LU)
 Air Quality Status: Exempt
 TIP Category: Transit Service Enhancement

| | |
|----------------|-----------|
| Federal Funds: | \$406,296 |
| Local Funds: | \$101,574 |
| Total Funds: | \$507,870 |

Chapter 3

2009

Canton, Randolph & Westwood

Route 128 Improvement Contract 4, Year Three

087800

Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions of the roadway.

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

| | |
|----------------|--------------|
| Federal Funds: | \$9,651,200 |
| State Funds: | \$2,412,800 |
| Total Funds: | \$12,064,000 |

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: | \$344,568 |
| State Funds: | \$86,142 |
| Total Funds: | \$430,710 |

Commuter Rail

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

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

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

Concord & Lincoln

Route 2 (Crosby's Corner), Phase 2

602984

Make safety and operations improvements at Crosby's Corner (intersection of Route 2, Cambridge Turnpike, and Route 2A/Concord Turnpike) from Bedford Road in Lincoln to Route 126 in Concord. This project includes construction of a bridge to separate Route 2 over the other routes and construction of neighborhood service roads parallel to Route 2. The project starts at the Bedford Road intersection in the town of Lincoln and extends to the intersection of Route 126 with Route 2 in the Town of Concord. This project has been phased. For 2009, \$4,250,000 in Surface Transportation Program funds and \$4,250,000 in Congestion Mitigation and Air Quality funds have been programmed; for 2010, \$8,200,000 in surface transportation program funds have been programmed; and for 2011, \$15,800,000 in Surface Transportation Program funds have been programmed.

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

| | |
|----------------|-------------|
| Federal Funds: | \$3,120,000 |
| State Funds: | \$780,000 |
| Total Funds: | \$3,900,000 |

Concord & Lincoln

Route 2 (Crosby's Corner), Phase 1

602984

Make safety and operations improvements at Crosby’s Corner (intersection of Route 2, Cambridge Turnpike, and Route 2A/Concord Turnpike) from Bedford Road in Lincoln to Route 126 in Concord. This project includes construction of a bridge to separate Route 2 over the other routes and construction of neighborhood service roads parallel to Route 2. The project starts at the Bedford Road intersection in the town of Lincoln and extends to the intersection of Route 126 with Route 2 in the Town of Concord. This project has been phased. For 2009, \$4,250,000 in Surface Transportation Program funds and \$4,250,000 in Congestion Mitigation and Air Quality funds have been programmed; for 2010, \$8,200,000 in surface transportation program funds have been programmed; and for 2011, \$15,800,000 in Surface Transportation Program funds have been programmed.

Funding Program: Congestion Mitigation and Air Quality Improvement
 Air Quality Status: Model
 TIP Category: Arterial and Intersection

| | |
|----------------|-------------|
| Federal Funds: | \$3,536,000 |
| State Funds: | \$884,000 |
| Total Funds: | \$4,420,000 |

Dedham, Needham & Westwood

Route 128 Improvement Program Contract 4, Year Four

603206

Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions of the roadway.

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

| | |
|----------------|-------------|
| Federal Funds: | \$6,739,200 |
| State Funds: | \$1,684,800 |
| Total Funds: | \$8,424,000 |

Dedham, Needham & Westwood

Route 128 Improvement Program Contract 4, Year Three

603206

Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions of the roadway.

Funding Program: Bridge (Advance Construction)
 Air Quality Status: Model
 TIP Category: Bridge

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

Dedham, Needham & Westwood

Route 128 Contract 3, Year Four

603162

Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions of the roadway.

Funding Program: Bridge (Advance Construction)
 Air Quality Status: Model
 TIP Category: Major Highway

| | |
|----------------|-------------|
| Federal Funds: | \$4,480,000 |
| State Funds: | \$1,120,000 |
| Total Funds: | \$5,600,000 |

Foxborough, Norfolk & Wrentham

Route 115 (Pond/Pine Street)

602496

Reconstruct Route 115 (Pond and Pine Streets) from Needham Street in Norfolk to Route 140 in Foxborough.

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

| | |
|----------------|-------------|
| Federal Funds: | \$4,576,000 |
| State Funds: | \$1,144,000 |
| Total Funds: | \$5,720,000 |

Framingham

Fountain Street Bridge

604013

Replace the Fountain Street Bridge (F-07-016) over MBTA/CSX tracks.

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

| | |
|----------------|-------------|
| Federal Funds: | \$2,400,000 |
| State Funds: | \$600,000 |
| Total Funds: | \$3,000,000 |

Framingham

Central Street Bridge

602839

Replace the Central Street Bridge (F-7-9) over the Sudbury River.

Funding Program: Non-Federal Aid
 Air Quality Status: Exempt
 TIP Category: Bridge

| | |
|----------------|-------------|
| Federal Funds: | \$0 |
| State Funds: | \$1,800,000 |
| Total Funds: | \$1,800,000 |

Hudson

Houghton Street Bridge

604006

Replace Houghton Street Bridge (H-25-004) over the Assabet River.

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

| | |
|----------------|-------------|
| Federal Funds: | \$2,033,058 |
| State Funds: | \$508,264 |
| Total Funds: | \$2,541,322 |

Hudson & Stow

Assabet River Rail Trail (Design)

604531

For the purposes of design and acquisition.

Funding Program: High-Priority Projects (SAFETEA-LU)
 Air Quality Status: Exempt
 TIP Category: Bicycle/Pedestrian

| | |
|----------------|-----------|
| Federal Funds: | \$261,000 |
| State Funds: | \$65,250 |
| Total Funds: | \$326,250 |

Ipswich **Route 1A (High Street) Bridge** **602543**

Replace the Route 1A (High Street) Bridge (I-1-7) over the MBTA and the B&M Railroad.

| | | | |
|---------------------|--------|----------------|-------------|
| Funding Program: | Bridge | Federal Funds: | \$7,450,487 |
| Air Quality Status: | Exempt | State Funds: | \$1,862,622 |
| TIP Category: | Bridge | Total Funds: | \$9,313,109 |

Lynn & Saugus **Route 107 (Fox Hill) Bridge, Year Four** **026710**

Replace the Route 107 (Fox Hill) Bridge (L-18-16 and S-5-8) over the Saugus River.

| | | | |
|---------------------|-------------------------------|----------------|-------------|
| Funding Program: | Bridge (Advance Construction) | Federal Funds: | \$7,400,000 |
| Air Quality Status: | Exempt | State Funds: | \$1,600,000 |
| TIP Category: | Bridge | Total Funds: | \$8,000,000 |

Marlborough, Hudson & Berlin **Interstate 495**

Fund repitching of breakdown lane and structural overlay on Interstate 495.

| | | | |
|---------------------|------------------------|----------------|-------------|
| Funding Program: | Interstate Maintenance | Federal Funds: | \$7,822,692 |
| Air Quality Status: | Exempt | State Funds: | \$869,188 |
| TIP Category: | Major Highway | Total Funds: | \$8,691,880 |

Milford **Upper Charles Trail Phase 2** **604530**

Construct the Upper Charles Trail Phase 2.

| | | | |
|---------------------|---|----------------|-------------|
| Funding Program: | Congestion Mitigation and Air Quality Improvement | Federal Funds: | \$3,280,000 |
| Air Quality Status: | Exempt | State Funds: | \$820,000 |
| TIP Category: | Bicycle and Pedestrian | Total Funds: | \$4,264,000 |

Needham & Wellesley **Route 128 Improvement Program Contract 5, Year One** **603711**

Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions of the roadway.

| | | | |
|---------------------|---------------|----------------|-------------|
| Funding Program: | Major Bridge | Federal Funds: | \$4,864,000 |
| Air Quality Status: | Model | State Funds: | \$1,216,000 |
| TIP Category: | Major Highway | Total Funds: | \$6,080,000 |

Chapter 3

2009

Quincy

Quincy Center Concourse, Phase 2

601947

Construct the "East Side Link" of the Quincy Center Concourse. This project includes the construction of a roadway link between the "West Side Link" (Phase 1 of the project) and Mechanic Street, and Revere Road. When complete, the city will abandon the existing length of Revere Road between Mechanic Street and Hancock Street.

Funding Program: High-Priority Projects (SAFETEA-LU)
Air Quality Status:
TIP Category: Arterial and Intersection

| | |
|----------------|-------------|
| Federal Funds: | \$6,000,000 |
| State Funds: | \$1,500,000 |
| Total Funds: | \$7,500,000 |

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: | \$22,780,789 |
| MBTA Funds: | \$5,695,197 |
| Total Funds: | \$28,475,986 |

Salem

Route 1A (Bridge Street)

601017

Reconstruct Route 1A (Bridge Street) from the Veterans' Memorial Bridge to Washington Street.

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

| | |
|----------------|-------------|
| Federal Funds: | \$5,491,200 |
| State Funds: | \$1,372,800 |
| Total Funds: | \$6,864,000 |

Somerville

Somerville Community Bicycle Path

604331

Bike/Ped path in Somerville, phase 1

Funding Program: Congestion Mitigation and Air Quality Improvement
Air Quality Status: Exempt
TIP Category: Bicycle/Pedestrian

| | |
|----------------|-------------|
| Federal Funds: | \$2,022,624 |
| State Funds: | \$505,656 |
| Total Funds: | \$2,528,280 |

Somerville

Somerville Community Bicycle Path

604331

Bike/Ped path in Somerville, phase 1

Funding Program: High-Priority Projects (SAFETEA-LU)
Air Quality Status: Exempt
TIP Category: Bicycle/Pedestrian

| | |
|----------------|-----------|
| Federal Funds: | \$156,600 |
| State Funds: | \$39,150 |
| Total Funds: | \$195,750 |

Somerville **Somerville Community Path, Phase One** **604331**

Construct Phase One of the Somerville Community Path from Cedar Street to Central Street.

| | | | |
|---------------------|---|----------------|-------------|
| Funding Program: | Congestion Mitigation and Air Quality Improvement | Federal Funds: | \$1,944,830 |
| Air Quality Status: | Off-Model | State Funds: | \$486,208 |
| TIP Category: | Bicycle/Pedestrian | Total Funds: | \$2,431,038 |

Somerville **Assembly Square Multimodal Access Improvements**

Fund the construction of multimodal improvements at Assembly Square.

| | | | |
|---------------------|-------------------------------------|----------------|-------------|
| Funding Program: | High-Priority Projects (SAFETEA-LU) | Federal Funds: | \$870,000 |
| Air Quality Status: | Off-Model | State Funds: | \$217,500 |
| TIP Category: | Enhancement | Total Funds: | \$1,087,500 |

Somerville **I-93 Mystic Avenue Interchange (Design and Study)** **600831**

Fund the design and study of the Interstate 93/Route 28/Mystic Avenue Interchange (Fells-McGrath Highway).

| | | | |
|---------------------|-------------------------------------|----------------|----------|
| Funding Program: | High-Priority Projects (SAFETEA-LU) | Federal Funds: | \$69,600 |
| Air Quality Status: | Model | State Funds: | \$17,400 |
| TIP Category: | Arterials and Intersections | Total Funds: | \$87,000 |

Somerville **Union Square**

Fund a study of Union Square in Somerville.

| | | | |
|---------------------|-------------------------------------|----------------|----------|
| Funding Program: | High-Priority Projects (SAFETEA-LU) | Federal Funds: | \$69,600 |
| Air Quality Status: | Exempt | State Funds: | \$17,400 |
| TIP Category: | Enhancement | Total Funds: | \$87,000 |

Somerville **Somerville Community Path, Phase One** **604331**

Construct Phase One of the Somerville Community Path from Cedar Street to Central Street.

| | | | |
|---------------------|-------------------------------------|----------------|-----------|
| Funding Program: | High-Priority Projects (SAFETEA-LU) | Federal Funds: | \$621,234 |
| Air Quality Status: | Off-Model | State Funds: | \$155,309 |
| TIP Category: | Bicycle/Pedestrian | Total Funds: | \$776,543 |

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. This effort will be funded by a total of \$119.3 million from fiscal year 2006 to fiscal year 2011.

The funds programmed here are for the reimbursement of principal and interest on GANs with Section 5307 funds for the purchase of 175 emission-controlled diesel buses and the Fairmount Corridor Improvement Project, Phase One. The Fairmount corridor project, 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.

These funding allocations are based upon the best information available as of June 29, 2006. The actual amount of funding requested for projects under this program will be determined by the MBTA as part of its request for the award of funds from the Federal Transit Administration.

Funding Program: Section 5307
 Air Quality Status: Model (Fairmount), Off-Model (ECD Buses)
 TIP Category: Transit State of Good Repair

| | |
|----------------|--------------|
| Federal Funds: | \$19,985,000 |
| MBTA Funds: | \$4,996,250 |
| Total Funds: | \$24,981,250 |

Systemwide

MBTA Enhancement Program

MBTA

Funds programmed for this project will be used for bus shelters, the systemwide ITS program, rapid transit signage, transit security, and bike racks.

A systems engineering process will be applied to the ITS components of this program to ensure consistency with the Regional ITS Architecture Plan for Metropolitan Boston as defined in the FTA National ITS Policy. Applicable ITS standards will be applied during the procurement/implementation stages of this program.

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

| | |
|----------------|-------------|
| Federal Funds: | \$951,382 |
| MBTA Funds: | \$237,845 |
| Total Funds: | \$1,189,227 |

Systemwide

Haverhill Line Improvements

MBTA

Project in partnership with Northern New England Passenger Rail Authority of Maine to implement infrastructure upgrades along the rail corridor including interlocking, signal, bridge and track improvements.

Funding Program: Section 5309
 Air Quality Status: Exempt
 TIP Category:

| | |
|----------------|-------------|
| Federal Funds: | \$2,400,000 |
| MBTA Funds: | \$600,000 |
| Total Funds: | \$3,000,000 |

Systemwide Power Improvements MBTA

Project will upgrade power systems on the Highland Branch D of the Green Line and the Mattapan High Speed Line.

| | | | |
|---------------------|------------------------------|----------------|--------------|
| Funding Program: | Section 5309 | Federal Funds: | \$11,080,000 |
| Air Quality Status: | Exempt | MBTA Funds: | \$2,770,000 |
| TIP Category: | Transit State of Good Repair | Total Funds: | \$13,850,000 |

Systemwide Job Access/Reverse Commute MBTA

Fund programs to provide access to job centers through direct service or extensions of existing routes. Subsequent allocation of these funds are to be determined by a competitive process.

| | | | |
|---------------------|---------------------|----------------|-------------|
| Funding Program: | Section 3037 | Federal Funds: | \$1,502,650 |
| Air Quality Status: | Exempt | MBTA Funds: | \$375,662 |
| TIP Category: | Transit Enhancement | Total Funds: | \$1,878,312 |

Systemwide MBTA Accessibility Program MBTA

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

The fiscal year 2006 funding allocation for the Section 5307 MBTA Accessibility Program is for: Kenmore Station, Arlington Station, Copley Station, Government Center Station, the E-Line surface stations.

| | | | |
|---------------------|---|----------------|-------------|
| Funding Program: | Section 5307 | Federal Funds: | \$5,079,999 |
| Air Quality Status: | Exempt | MBTA Funds: | \$1,270,000 |
| TIP Category: | Transit Service Enhancement-Accessibility | Total Funds: | \$6,349,999 |

Systemwide Commuter Rail Coach Overhaul MBTA

The midlife overhaul of 75 bi-level Kawasaki coaches. To be included in this overhaul program are critical safety components such as trucks, brakes, couplers, draft gears, in addition to others such as air conditioning systems and toilets.

| | | | |
|---------------------|--------------|----------------|-------------|
| Funding Program: | Section 5309 | Federal Funds: | \$2,320,000 |
| Air Quality Status: | | MBTA Funds: | \$580,000 |
| TIP Category: | | Total Funds: | \$2,900,000 |

Systemwide New Freedom MBTA

Fund the design of accessibility improvements at MBTA non-key stations, including Science Park and Symphony. Subsequent allocation of these funds are to be determined by a competitive process.

| | | | |
|---------------------|---------------------|----------------|-------------|
| Funding Program: | New Freedom | Federal Funds: | \$1,292,406 |
| Air Quality Status: | Exempt | MBTA Funds: | \$323,101 |
| TIP Category: | Transit Enhancement | Total Funds: | \$1,615,507 |

Systemwide Elevator Replacement/Rehab MBTA

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

| | | | |
|---------------------|------------------------------|----------------|--------------|
| Funding Program: | Section 5307 | Federal Funds: | \$40,390,045 |
| Air Quality Status: | Exempt | MBTA Funds: | \$10,097,511 |
| TIP Category: | Transit State of Good Repair | Total Funds: | \$50,487,556 |

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). Approximately \$151.9 million is programmed for the Station Management Program in the fiscal years 2006–2010 TIP.

| | | | |
|---------------------|------------------------------|----------------|--------------|
| Funding Program: | Section 5309 (carryover) | Federal Funds: | \$8,000,000 |
| Air Quality Status: | Exempt | MBTA Funds: | \$2,000,000 |
| TIP Category: | Transit State of Good Repair | Total Funds: | \$10,000,000 |

Systemwide Locomotive and Coach Procurement MBTA

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

| | | | |
|---------------------|------------------------------|----------------|--------------|
| Funding Program: | Section 5309 | Federal Funds: | \$14,400,000 |
| Air Quality Status: | Exempt | MBTA Funds: | \$3,600,000 |
| TIP Category: | Transit State of Good Repair | Total Funds: | \$18,000,000 |

Systemwide Kawasaki Coaches MBTA

Fund the engineering and rehabilitation of 75 Kawasaki bi-level coaches.

| | | | |
|---------------------|------------------------------|----------------|--------------|
| Funding Program: | Section 5309 | Federal Funds: | \$22,780,789 |
| Air Quality Status: | Exempt | MBTA Funds: | \$5,695,197 |
| TIP Category: | Transit State of Good Repair | Total Funds: | \$28,475,986 |

Systemwide Preventative Maintenance MBTA

The funding allocation for the MBTA Preventative Maintenance program for fiscal year 2008 totals \$10 million. Funds will be used to maintain existing MBTA infrastructure and rolling stock among various modes.

| | | | |
|---------------------|------------------------------|----------------|--------------|
| Funding Program: | Section 5307 | Federal Funds: | \$8,000,000 |
| Air Quality Status: | Exempt | MBTA Funds: | \$2,000,000 |
| TIP Category: | Transit State of Good Repair | Total Funds: | \$10,000,000 |

Wakefield Salem Street - Three Intersections 603311

The project consists of the installation of traffic signals at the intersections of Salem Street with Pleasure Island Road, Montrose Avenue, and the Route 128 northbound on/off Ramp. Roadway improvements will also be provided in the form of a reconstructed roadway and the installation of new signs and pavement markings, drainage improvements, and sidewalks with ADA accessible ramps.

| | | | |
|---------------------|---|----------------|-------------|
| Funding Program: | Congestion Mitigation and Air Quality Improvement | Federal Funds: | \$1,580,800 |
| Air Quality Status: | Off-Model | State Funds: | \$395,200 |
| TIP Category: | Arterial and Intersection | Total Funds: | \$1,976,000 |

Weymouth Route 18 (ROW) 601630

Widen Route 18 (Main Street) from two to four lanes from Route 3 in Weymouth to Route 139 in Abington. The Boston Region MPO federal-aid portion of the project is \$11.2 million.

| | | | |
|---------------------|---------------------------|----------------|-------------|
| Funding Program: | High-Priority Projects | Federal Funds: | \$1,440,000 |
| Air Quality Status: | Model | State Funds: | \$360,000 |
| TIP Category: | Arterial and Intersection | Total Funds: | \$1,800,000 |

Weymouth Route 18 601630

Widen Route 18 (Main Street) from two to four lanes from Route 3 in Weymouth to Route 139 in Abington. The Boston Region MPO federal-aid portion of the project is \$11.2 million.

| | | | |
|---------------------|--------------------------------|----------------|-------------|
| Funding Program: | Surface Transportation Program | Federal Funds: | \$2,283,367 |
| Air Quality Status: | Model | State Funds: | \$570,842 |
| TIP Category: | Arterial and Intersection | Total Funds: | \$2,854,209 |

Weymouth Route 18 601630

Widen Route 18 (Main Street) from two to four lanes from Route 3 in Weymouth to Route 139 in Abington. The Boston Region MPO federal-aid portion of the project is \$11.2 million.

| | | | |
|---------------------|---------------------------|----------------|--------------|
| Funding Program: | High-Priority Projects | Federal Funds: | \$10,996,633 |
| Air Quality Status: | Model | State Funds: | \$2,749,158 |
| TIP Category: | Arterial and Intersection | Total Funds: | \$13,745,791 |

Wilmington & Woburn Interstate 93

Fund repitching of breakdown lane and structural overlay on Interstate 93.

| | | | |
|---------------------|------------------------|----------------|-------------|
| Funding Program: | Interstate Maintenance | Federal Funds: | \$4,978,908 |
| Air Quality Status: | Exempt | State Funds: | \$553,212 |
| TIP Category: | Major Highway | Total Funds: | \$5,532,120 |

Chapter 3

2010

Acton & Maynard

Assabet River Rail Trail

604531

Construct the Acton and Maynard sections of the Assabet Rail Trail from Main Street in South Acton to the Maynard/Stow border.

Funding Program: Congestion Mitigation and Air Quality Improvement
 Air Quality Status: Off-Model
 TIP Category: Bicycle/Pedestrian

| | |
|----------------|-------------|
| Federal Funds: | \$3,798,579 |
| State Funds: | \$949,645 |
| Total Funds: | \$4,748,224 |

Bedford, Billerica & Burlington

Middlesex Turnpike Improvement Project, Phase Two

029492

Widen the Middlesex Turnpike from the Burlington town line to Manning Road in Billerica. The project also includes the reconfiguration of various intersections. Funds for this project include \$7,300,000 in Surface Transportation Program funds and \$640,000 in federal High-Priority Project funds.

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

| | |
|----------------|-------------|
| Federal Funds: | \$5,840,000 |
| State Funds: | \$1,460,000 |
| Total Funds: | \$7,300,000 |

Bedford, Billerica & Burlington

Middlesex Turnpike Improvement Project, Phase Two

029492

Widen the Middlesex Turnpike from the Burlington town line to Manning Road in Billerica. The project also includes the reconfiguration of various intersections. Funds for this project include \$7,300,000 in Surface Transportation Program funds and \$640,000 in federal High-Priority Project funds.

Funding Program: High-Priority Projects (TEA-21)
 Air Quality Status: Model
 TIP Category: Arterial and Intersection

| | |
|----------------|-----------|
| Federal Funds: | \$640,000 |
| State Funds: | \$160,000 |
| Total Funds: | \$800,000 |

Boston

River Street Bridge

603443

Replace the River Street Bridge (B-16-167) over Amtrak and the MBTA.

Funding Program: Non Federal Aid
 Air Quality Status: Exempt
 TIP Category: Bridge

| | |
|----------------|--------------|
| Federal Funds: | |
| State Funds: | \$20,131,000 |
| Total Funds: | \$20,131,000 |

Boston

South Bay Harbor Trail (Construction)

604761

Construct the South Bay Harbor Trail from Ruggles Station to Boston Harbor in South Boston along the Fort Point Channel.

Funding Program: Congestion Mitigation and Air Quality Improvement
 Air Quality Status: Off-Model
 TIP Category: Bicycle/Pedestrian

| | |
|----------------|-------------|
| Federal Funds: | \$3,331,328 |
| State Funds: | \$832,832 |
| Total Funds: | \$4,164,160 |

Boston Chelsea Street Bridge, Year Five 604517

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

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

| | |
|----------------|--------------|
| Federal Funds: | \$13,200,000 |
| State Funds: | \$3,300,000 |
| Total Funds: | \$16,500,000 |

Boston & Everett Route 99 (Alford Street) Bridge, Year Five 603370

Reconstruct the Route 99 (Alford Street) Bridge (B-16-29) over the Mystic River. This project was advertised for \$24 million in fiscal year 2005 under the Advanced Construction Program and will be funded over a four-year period with federal funds.

Funding Program: Bridge (Advance Construction)
 Air Quality Status: Exempt
 TIP Category: Bridge

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

Boston Region Suburban Mobility Improvement Program

Provide funding for programs and projects that improve the mobility of residents in areas currently not served or underserved by transit. Potential services eligible for funding under this program include fixed-route shuttles serving markets not typically addressed (e.g., suburb-to-suburb and reverse commuting), employer-based van/carpool services, flexible-route shuttle services, and similar programs.

Funding Program: Congestion Mitigation and Air Quality Improvement
 Air Quality Status: Off-Model
 TIP Category: Regional Mobility

| | |
|----------------|-----------|
| Federal Funds: | \$520,000 |
| State Funds: | \$130,000 |
| Total Funds: | \$650,000 |

Boston Region Improving the Region's Bicycle Parking Infrastructure Program

Fund the improvement of the Boston Region's bicycle infrastructure and regional bicycle parking issues.

Funding Program: Congestion Mitigation and Air Quality Improvement
 Air Quality Status:
 TIP Category:

| | |
|----------------|-----------|
| Federal Funds: | \$520,000 |
| Local Funds: | \$130,000 |
| Total Funds: | \$650,000 |

Boston Region Regional Transportation Demand Management Program

Provide funding for regional or local shuttles, the formation of Transportation Management Associations (TMAs), or other Transportation Demand Management (TDM) projects.

Funding Program: Congestion Mitigation and Air Quality Improvement
 Air Quality Status: Off-Model
 TIP Category: Regional Mobility

| | |
|----------------|-----------|
| Federal Funds: | \$200,000 |
| State Funds: | \$50,000 |
| Total Funds: | \$250,000 |

Bus **Zero Series Bus Replacement** **MBTA**

Purchase replacement vehicles for the Zero Series buses.

| | | | |
|---------------------|------------------------------|----------------|--------------|
| Funding Program: | Section 5307 | Federal Funds: | \$15,040,000 |
| Air Quality Status: | Exempt | MBTA Funds: | \$3,760,000 |
| TIP Category: | Transit State of Good Repair | Total Funds: | \$18,800,000 |

Bus **Arborway Maintenance Facility** **MBTA**

Design and construct a permanent bus maintenance and storage facility.

| | | | |
|---------------------|------------------------------|----------------|--------------|
| Funding Program: | Section 5307 | Federal Funds: | \$45,908,072 |
| Air Quality Status: | Exempt | MBTA Funds: | \$11,477,018 |
| TIP Category: | Transit State of Good Repair | Total Funds: | \$57,385,090 |

Canton, Randolph & Westwood **Route 128 Improvement Program Contract 6, Year Two** **087800**

Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions of the roadway.

| | | | |
|---------------------|-------------------------|----------------|-------------|
| Funding Program: | National Highway System | Federal Funds: | \$7,982,400 |
| Air Quality Status: | Model | State Funds: | \$1,995,600 |
| TIP Category: | Major Highway | Total Funds: | \$9,978,000 |

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: | \$344,568 |
| Air Quality Status: | Exempt | State Funds: | \$86,142 |
| TIP Category: | Transit State of Good Repair | Total Funds: | \$430,710 |

Commuter Rail **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 | Federal Funds: | \$14,355,748 |
| Air Quality Status: | Exempt | MBTA Funds: | \$3,588,937 |
| TIP Category: | Transit Expansion | Total Funds: | \$17,944,685 |

Concord & Lincoln

Route 2 (Crosby's Corner), Phase 2

602984

Make safety and operations improvements at Crosby’s Corner (intersection of Route 2, Cambridge Turnpike, and Route 2A/Concord Turnpike) from Bedford Road in Lincoln to Route 126 in Concord. This project includes construction of a bridge to separate Route 2 over the other routes and construction of neighborhood service roads parallel to Route 2. The project starts at the Bedford Road intersection in the town of Lincoln and extends to the intersection of Route 126 with Route 2 in the Town of Concord. This project has been phased. For 2009, \$4,250,000 in Surface Transportation Program funds and \$4,250,000 in Congestion Mitigation and Air Quality funds have been programmed; for 2010, \$8,200,000 in surface transportation program funds have been programmed; and for 2011, \$15,800,000 in Surface Transportation Program funds have been programmed.

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

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

Dedham, Needham & Westwood

Route 128 Improvement Program Contract 4, Year Four

603206

Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions of the roadway.

Funding Program: Bridge (Advance Construction)
 Air Quality Status: Model
 TIP Category: Bridge

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

Everett

Route 99 (Broadway)

602382

Reconstruct Route 99 (Broadway) from Sweetser Circle to the Boston city line at the traffic signals.

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

| | |
|----------------|-------------|
| Federal Funds: | \$1,730,560 |
| State Funds: | \$432,640 |
| Total Funds: | \$2,163,200 |

Lynn & Saugus

Route 107 (Fox Hill) Bridge, Year Three

026710

Replace the Route 107 (Fox Hill) Bridge (L-18-16 and S-5-8) over the Saugus River.

Funding Program: Bridge (Advance Construction)
 Air Quality Status: Exempt
 TIP Category: Bridge

| | |
|----------------|-------------|
| Federal Funds: | \$3,400,000 |
| State Funds: | \$850,000 |
| Total Funds: | \$4,250,000 |

Needham & Wellesley Route 128 Improvement Program Contract 5, Year Two 603711

Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions of the roadway.

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

| | |
|----------------|-------------|
| Federal Funds: | \$3,200,000 |
| State Funds: | \$800,000 |
| Total Funds: | \$4,000,000 |

Needham & Wellesley Route 128 Improvement Program Contract 5, Year One 603711

Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions of the roadway.

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

| | |
|----------------|-------------|
| Federal Funds: | \$4,554,952 |
| State Funds: | \$1,138,738 |
| Total Funds: | \$5,693,690 |

Somerville Assembly Square Multimodal Access Improvements

Fund the construction of multimodal improvements at Assembly Square.

Funding Program: High-Priority Projects (SAFETEA-LU)
 Air Quality Status: Off-Model
 TIP Category: Enhancement

| | |
|----------------|-------------|
| Federal Funds: | \$870,000 |
| State Funds: | \$217,500 |
| Total Funds: | \$1,087,500 |

**Stoneham, Winchester & Interstate 93
 Reading**

Fund repitching of breakdown lane and structural overlay on Interstate 93.

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

| | |
|----------------|-------------|
| Federal Funds: | \$7,772,400 |
| State Funds: | \$863,600 |
| Total Funds: | \$8,636,000 |

Systemwide Power Improvements MBTA

Project will upgrade power systems on the Highland Branch D of the Green Line and the Mattapan High Speed Line.

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 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). Approximately \$151.9 million is programmed for the Station Management Program in the fiscal years 2006–2010 TIP.

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

| | |
|----------------|-------------|
| Federal Funds: | \$1,600,000 |
| MBTA Funds: | \$6,400,000 |
| Total Funds: | \$8,000,000 |

Systemwide Elevator Replacement/Rehab 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: | \$37,079,999 |
| MBTA Funds: | \$9,270,000 |
| Total Funds: | \$46,349,999 |

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. This effort will be funded by a total of \$119.3 million from fiscal year 2006 to fiscal year 2011.

The funds programmed here are for the reimbursement of principal and interest on GANs with Section 5307 funds for the purchase of 175 emission-controlled diesel buses and the Fairmount Corridor Improvement Project, Phase One. The Fairmount corridor project, 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.

These funding allocations are based upon the best information available as of June 29, 2006. The actual amount of funding requested for projects under this program will be determined by the MBTA as part of its request for the award of funds from the Federal Transit Administration.

Funding Program: Section 5307
 Air Quality Status: Model (Fairmount), Off-Model (ECD Buses)
 TIP Category: Transit State of Good Repair

| | |
|----------------|--------------|
| Federal Funds: | \$14,400,000 |
| MBTA Funds: | \$3,600,000 |
| Total Funds: | \$18,000,000 |

Chapter 3

2010

Systemwide

MBTA Enhancement Program

MBTA

Funds programmed for this project will be used for bus shelters, the systemwide ITS program, rapid transit signage, transit security, and bike racks.

A systems engineering process will be applied to the ITS components of this program to ensure consistency with the Regional ITS Architecture Plan for Metropolitan Boston as defined in the FTA National ITS Policy. Applicable ITS standards will be applied during the procurement/implementation stages of this program.

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

| | |
|----------------|-------------|
| Federal Funds: | \$951,382 |
| MBTA Funds: | \$237,845 |
| Total Funds: | \$1,189,227 |

Systemwide

Preventative Maintenance

MBTA

The funding allocation for the MBTA Preventative Maintenance program for fiscal year 2008 totals \$10 million. Funds 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: | \$8,000,000 |
| MBTA Funds: | \$2,000,000 |
| Total Funds: | \$10,000,000 |

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: | \$25,600,000 |
| MBTA Funds: | \$6,400,000 |
| Total Funds: | \$32,000,000 |

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

Waltham

Resurfacing I-95

604710

Interstate resurfacing on I-95 in Waltham

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

| | |
|----------------|-------------|
| Federal Funds: | \$6,795,135 |
| State Funds: | \$755,015 |
| Total Funds: | \$7,550,150 |

Weymouth

Route 53 (Washington Street)/Middle Street

114906

Improvements to the traffic signal at Route 53/Middle Street and a new signal installation at the intersection of Winter and Middle Streets.

Funding Program: Congestion Mitigation and Air Quality Improvement
 Air Quality Status: Off-Model
 TIP Category: Arterial and Intersection

| | |
|----------------|-------------|
| Federal Funds: | \$1,514,240 |
| State Funds: | \$378,560 |
| Total Funds: | \$1,892,800 |

Weymouth

Route 18

601630

Widen Route 18 (Main Street) from two to four lanes from Route 3 in Weymouth to Route 139 in Abington. The Boston Region MPO federal-aid portion of the project is \$11.2 million.

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

| | |
|----------------|-------------|
| Federal Funds: | \$6,160,000 |
| State Funds: | \$1,540,000 |
| Total Funds: | \$7,700,000 |

**Acton, Carlisle, Westford, Bruce Freeman Memorial Bicycle Path
Concord & Sudbury**

Construct Bruce Freeman Trail Phase Two from Westford to South Sudbury along the Lowell secondary track right-of-way owned by the Commonwealth of Massachusetts.

| | | | |
|---------------------|---|----------------|-------------|
| Funding Program: | Congestion Mitigation and Air Quality Improvement | Federal Funds: | \$2,400,000 |
| Air Quality Status: | Off-Model | State Funds: | \$600,000 |
| TIP Category: | Bicycle/Pedestrian | Total Funds: | \$3,000,000 |

**Bedford, Billerica & Middlesex Turnpike Improvement Project, Phase Two 029492
Burlington**

Widen the Middlesex Turnpike from the Burlington town line to Manning Road in Billerica. The project also includes the reconfiguration of various intersections. Funds for this project include \$7,300,000 in Surface Transportation Program funds and \$640,000 in federal High-Priority Project funds.

| | | | |
|---------------------|--------------------------------|----------------|--------------|
| Funding Program: | Surface Transportation Program | Federal Funds: | \$9,600,000 |
| Air Quality Status: | Model | State Funds: | \$2,400,000 |
| TIP Category: | Arterial and Intersection | Total Funds: | \$12,000,000 |

Boston Region Regional Transportation Demand Management Program

Provide funding for regional or local shuttles, the formation of Transportation Management Associations (TMAs), or other Transportation Demand Management (TDM) projects.

| | | | |
|---------------------|---|----------------|-----------|
| Funding Program: | Congestion Mitigation and Air Quality Improvement | Federal Funds: | \$200,000 |
| Air Quality Status: | Off-Model | State Funds: | \$50,000 |
| TIP Category: | Regional Mobility | Total Funds: | \$250,000 |

Boston Region Improving the Region's Bicycle Parking Infrastructure Program

Fund the improvement of the Boston Region's bicycle infrastructure and regional bicycle parking issues.

| | | | |
|---------------------|---|----------------|-----------|
| Funding Program: | Congestion Mitigation and Air Quality Improvement | Federal Funds: | \$520,000 |
| Air Quality Status: | | Local Funds: | \$130,000 |
| TIP Category: | | Total Funds: | \$650,000 |

Boston Region Suburban Mobility Improvement Program

Provide funding for programs and projects that improve the mobility of residents in areas currently not served or underserved by transit. Potential services eligible for funding under this program include fixed-route shuttles serving markets not typically addressed (e.g., suburb-to-suburb and reverse commuting), employer-based van/carpool services, flexible-route shuttle services, and similar programs.

| | | | |
|---------------------|---|----------------|-----------|
| Funding Program: | Congestion Mitigation and Air Quality Improvement | Federal Funds: | \$520,000 |
| Air Quality Status: | Off-Model | State Funds: | \$130,000 |
| TIP Category: | Regional Mobility | Total Funds: | \$650,000 |

Chapter 3

2011

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: | \$344,568 |
| State Funds: | \$86,142 |
| Total Funds: | \$430,710 |

Commuter Rail

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 Expansion

| | |
|----------------|--------------|
| Federal Funds: | \$24,044,252 |
| MBTA Funds: | \$6,011,063 |
| Total Funds: | \$30,055,315 |

Concord & Lincoln

Route 2 (Crosby's Corner), Phase 1

602984

Make safety and operations improvements at Crosby's Corner (intersection of Route 2, Cambridge Turnpike, and Route 2A/Concord Turnpike) from Bedford Road in Lincoln to Route 126 in Concord. This project includes construction of a bridge to separate Route 2 over the other routes and construction of neighborhood service roads parallel to Route 2. The project starts at the Bedford Road intersection in the town of Lincoln and extends to the intersection of Route 126 with Route 2 in the Town of Concord. This project has been phased. For 2009, \$4,250,000 in Surface Transportation Program funds and \$4,250,000 in Congestion Mitigation and Air Quality funds have been programmed; for 2010, \$8,200,000 in surface transportation program funds have been programmed; and for 2011, \$15,800,000 in Surface Transportation Program funds have been programmed.

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

| | |
|----------------|--------------|
| Federal Funds: | \$8,208,000 |
| State Funds: | \$2,052,000 |
| Total Funds: | \$10,260,000 |

Needham & Wellesley

Route 128 Improvement Program Contract 5, Year One

603711

Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions of the roadway.

Funding Program: Bridge (Advance Construction)
Air Quality Status: Model
TIP Category: Bridge

| | |
|----------------|--------------|
| Federal Funds: | \$11,413,760 |
| State Funds: | \$2,853,440 |
| Total Funds: | \$14,267,200 |

Chapter 3

2011

| | | |
|-------------------|----------------------|---------------|
| Somerville | Beacon Street | 601820 |
|-------------------|----------------------|---------------|

Reconstruct Beacon Street from Oxford Street to the Cambridge city line. The High-Priority Project federal portion of this project is \$2,309,753 and the Surface Transportation Program portion is \$1,012,809. The total cost of the project is \$3.9 million.

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

| | |
|----------------|-------------|
| Federal Funds: | \$810,247 |
| State Funds: | \$202,562 |
| Total Funds: | \$1,012,809 |

| | | |
|-------------------|----------------------|---------------|
| Somerville | Beacon Street | 601820 |
|-------------------|----------------------|---------------|

Reconstruct Beacon Street from Oxford Street to the Cambridge city line. The High-Priority Project federal portion of this project is \$2,309,753 and the Surface Transportation Program portion is \$1,012,809. The total cost of the project is \$3.9 million.

Funding Program: High-Priority Projects (TEA-21)
Air Quality Status: Exempt
TIP Category: Arterial and Intersection

| | |
|----------------|-------------|
| Federal Funds: | \$2,309,753 |
| State Funds: | \$577,438 |
| Total Funds: | \$2,887,191 |

| | | |
|--|---|---------------|
| Stoneham, Woburn & Winchester | Tri-Community Bikeway (Construction) | 604652 |
|--|---|---------------|

Construct a 5.7-mile bicycle facility in Stoneham, Winchester, and Woburn.

Funding Program: Congestion Mitigation and Air Quality Improvement
Air Quality Status: Off-Model
TIP Category: Bicycle/Pedestrian

| | |
|----------------|-------------|
| Federal Funds: | \$3,520,000 |
| State Funds: | \$880,000 |
| Total Funds: | |

| | | |
|-------------------|---------------------------------|-------------|
| Systemwide | MBTA Enhancement Program | MBTA |
|-------------------|---------------------------------|-------------|

Funds programmed for this project will be used for bus shelters, the systemwide ITS program, rapid transit signage, transit security, and bike racks.

A systems engineering process will be applied to the ITS components of this program to ensure consistency with the Regional ITS Architecture Plan for Metropolitan Boston as defined in the FTA National ITS Policy. Applicable ITS standards will be applied during the procurement/implementation stages of this program.

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

| | |
|----------------|-------------|
| Federal Funds: | \$951,382 |
| MBTA Funds: | \$237,845 |
| Total Funds: | \$1,189,227 |

Chapter 3

2011

Systemwide

Preventative Maintenance

MBTA

The funding allocation for the MBTA Preventative Maintenance program for fiscal year 2008 totals \$10 million. Funds 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: | \$8,000,000 |
| MBTA Funds: | \$2,000,000 |
| Total Funds: | \$10,000,000 |

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: | \$4,800,000 |
| MBTA Funds: | \$1,200,000 |
| Total Funds: | \$6,000,000 |

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: | \$29,660,636 |
| MBTA Funds: | \$7,415,159 |
| Total Funds: | \$37,075,795 |

Systemwide

Power Improvements

MBTA

Project will upgrade power systems on the Highland Branch D of the Green Line and the Mattapan High Speed Line.

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

| | |
|----------------|--------------|
| Federal Funds: | \$13,660,736 |
| MBTA Funds: | \$3,415,184 |
| Total Funds: | \$17,075,920 |

Systemwide

Elevator Replacement/Rehab

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: | \$32,000,000 |
| MBTA Funds: | \$8,000,000 |
| Total Funds: | \$40,000,000 |

Chapter 4

Determination of Air Quality Conformity

INTRODUCTION

The 1990 Clean Air Act Amendments (CAAA) require metropolitan planning organizations within nonattainment areas to perform air quality conformity determinations prior to the approval of Transportation Plans and Transportation Improvement Programs (TIPs), and at such other times as required by regulation. A nonattainment area is one that the U.S. 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 2008–2011 TIP, as required by federal regulations (40 CFR Part 93) and the Massachusetts conformity regulations (310 CMR 60.03). It also presents 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 (VOCs) and nitrogen oxides (NO_x), 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 will 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 September 6, 2002, the Massachusetts Department of Environmental Protection (DEP) submitted to the EPA a revision of the Massachusetts SIP that included a revised one-hour ozone attainment demonstration for Eastern Massachusetts. This SIP revision included a 2007 mobile-source emission budget for VOC and NO_x emissions in the Eastern Massachusetts ozone nonattainment area. The EPA found the one-hour budget adequate for conformity purposes on December 6, 2002. With the adoption of the new eight-hour ozone standard, DEP is required to submit an eight-hour budget for attainment of this new standard by 2007. However, a conformity determination is required to be performed on this TIP. Therefore, the EPA determined that the Boston Region MPO must show conformity with the one-hour budget adopted in December 2002. The Boston Region MPO is using the one-hour budget for this conformity determination.

Conformity Regulations

Designated MPOs are required to perform conformity determinations by ozone nonattainment area for their Transportation Plans and TIPs. Section 176 of the CAAA defines conformity to a SIP to mean conformity to the SIP’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 Transportation Plan (or “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 Transportation Plans, TIPs, and individual projects. The federal conformity regulations

were amended several times through May 2005. The components of the required conformity analysis are listed below and are explained in detail subsequently.

Conformity Determination Criteria

- Horizon year requirements
- Current planning assumptions
- Transit operating policy assumptions
- Emissions inventory assumptions
- Latest emission model
- Timely implementation of transportation control measures (TCMs)
- Consultation procedures
- Public participation procedures
- Financially consistency

*Procedures for Determining Regional Transportation Emissions**The Conformity Test*

- Consistency 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 2007 mobile-source emission budget for VOCs and NO_x in the Eastern Massachusetts ozone nonattainment area and with the CO emission 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 TIP 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.

- 2000 – Milestone Year: This year is currently being used as the base year for calculation of emission reductions of VOCs and NO_x.
- 2007 – Milestone Year
- 2010 – Milestone Year: This year is used to show conformity with the ozone budget in Eastern Massachusetts and the CO budget in the Boston nonattainment area.
- 2020 – Analysis Year

- 2030 – Horizon Year: Last forecast year of the 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 Plan is based on U.S. census data and information obtained from the Metropolitan Area Planning Council (MAPC), MassHighway, and other sources. The following is a list of the sources of data used for model calibration in this analysis:

- **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 2006.
- **Population, household, and employment forecasts:** Metropolitan Area Planning Council, eastern Massachusetts demographic forecasts, smart-growth scenario, completed in June 2006 and amended in November 2006.
- **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 MassHighway and the Central Transportation Planning Staff (CTPS).
- **Project-level data:** Obtained from the responsible implementing agency.

Transit Operating Policy Assumptions

The transit service assumptions used in ridership modeling for this analysis 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 agreements between the Massachusetts DEP and Executive Office of Transportation and Public Works (EOTPW).

The operating policies and assumed transit ridership have not changed since the conformity

determination prepared for the JOURNEY TO 2030 Regional Transportation Plan in April 2007.

Emission Inventory Assumptions

For the TIP, conformity is determined in relation to the SIP mobile-source emission budgets that were approved in December 2002 for VOCs and NO_x. The VOC mobile-source emission budget for 2007 for the Eastern Massachusetts ozone nonattainment area has been set at 86.7 tons per summer day, and the 2007 mobile-source budget for NO_x is 226.363 tons per summer day.

The Boston Region MPO area's VOC and NO_x 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*
- Nantucket Planning and Economic Development Commission*

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 that 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 emissions will not exceed the 501.53 tons per winter day maximum allowance in the future. The mobile-source emission 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).

EOTPW'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 EOTPW 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 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 anti-tampering rates, hot/cold start mix, emission failure rates, vehicle fleet mix, and fleet age distribution.

* These regions are considered to be MPOs for planning purposes

The input variables used in this conformity determination were received from DEP. The inputs used for the 2000 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 2007 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 attain 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 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 Order (ACO) signed by EOTPW and the Executive Office of Environmental Affairs (EOEA) in September 2000 and January 2005, and the Project Update and Schedule, which was submitted by the MBTA to DEP in May 2007. All of the projects are in the Plan as 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 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 are 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 and are included in this conformity determination.

An amended ACO was signed in January 2005 by the Executive Office of Transportation and the Department of Environmental Protection 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 and conformity determination.

As outlined in the ACOs, several SIP TCM commitments are outstanding. The Office for Commonwealth Development (OCD), EOTPW, 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 adoption of the original Central Artery/Tunnel SIP commitments. The agencies embarked upon a reevaluation process for three projects: Green Line Arborway Restoration, Red Line–Blue Line Connector, and 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 MPO used the PMT ratings to select transit projects for its Transportation Plan. Despite the medium rating of the three projects in question within the PMT, the MPO did prioritize funding for them because they are SIP commitments, and the Commonwealth is required to show timely implementation of the TCMs.

EOTPW and the Boston Region MPO both place a significant emphasis on objective criteria, and this focus has been reflected in the transportation decision-making process. In 2003, EOTPW 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 its 2005–2009, 2006–2010, 2007–2010, and 2008–2011 TIPs. 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, EOTPW, 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, EOTPW, and DEP recognized the importance of this effort, since the timely implementation of TCMs is critical to the Commonwealth's achieving federal air quality conformity and its own air quality goals.

Correspondence between EOTPW and DEP has been ongoing since 2003. On December 8, 2003, DEP's then Commissioner Golledge sent a letter to EOTPW's then Secretary Grabauskas notifying EOTPW that there are areas of noncompliance with the ACO and requesting 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. EOTPW 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, EOTPW submitted the Transit Commitments 2004 Project Schedule and Project Update to EOEPA. In the cover letter transmitting the report, EOTPW stated its recognition of the air quality benefits of the transit commitments and its dedication to providing equal or greater benefits if any changes were made to the existing list of projects. It outlined its intention to conduct a comprehensive public involvement process and to work cooperatively with concerned MPOs should any changes to the SIP be necessary. In the letter, EOTPW asked DEP to confirm the air quality benefits to be derived from the remaining projects. The confirmation allowed EOTPW 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 Gollidge 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, EOTPW submitted a summary of the reasoning that prompted the revisiting of the SIP commitments to FHWA, FTA, and DEP. A 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 EOTPW 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 held in Jamaica Plain and Somerville subsequently.

DEP reviewed the public comments and provided an air quality budget in a letter to EOTPW dated March 25, 2005, that quantified the air quality benefits needed to complete the Commonwealth's remaining obligations to the SIP. Commissioner Gollidge established the air quality benefits associated with the three projects being reevaluated with an overall upward adjustment of 10 percent.

EOTPW and the Boston Region MPO completed step two of the process, the evaluation of the original and alternative SIP TCM projects. This step involved examining the high-priority transit projects included in the PMT and all outstanding SIP transit commitments in the Boston Region MPO area and using the state's objective criteria to determine the most important regional projects. EOTPW presented its preferred alternative to the three 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 consists of:

- Enhanced Green Line extended beyond Lechmere to Medford Hillside and Union Square
- Fairmount Line Improvements
- 1,000 Additional Park-and-Ride Spaces in the Boston Region

The MPO posted this information on its Web site and scheduled a public meeting to hear comments concerning these changes on June 22, 2005. On July 19, 2005, the MPO sent EOTPW a letter detailing the outcome of EOTPW's consultation with the MPO on the reevaluation process.

EOTPW and DEP proposed a SIP revision of regulatory changes. DEP agreed to consider regulatory changes, after EOTPW reevaluated the remaining SIP commitments. The primary reason for these changes is the infeasibility thresholds of engineering, environment, and economics. EOTPW submitted the SIP substitutions along with suggested regulatory changes required to implement the projects, in a letter from then EOTPW Secretary Cogliano to Commissioner Gollodge 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. The final draft of the revised regulation was reviewed by 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 is currently in its review process of DEP's SIP submission.

The following is a status report on the two projects that have not been completed on schedule and on those required to be completed in the future.

Old Colony/Greenbush Commuter Rail

Schedule: The original completion date for the Greenbush Line, as set forth in the SIP, was December 31, 1996. An extension was granted to December 31, 1999. In November 2000, the MBTA provided DEP with a series of interim offsets for this project that will remain in effect until the Greenbush Line is in service. The MBTA is completing this project under a design-build approach. The MBTA Board of Directors awarded a design-build contract in February 2002, and a contract Notice to Proceed was issued in April 2002. In February 2003, the MBTA delayed the project by six months due to the fact that three major components had not been brought to a satisfactory resolution (real estate acquisitions, environmental permits, and mitigation agreements). In September 2003, the MBTA determined that sufficient progress had been made on these issues and lifted the delay of the project. Since that time, the contractor has moved forward with construction, addressing major early-action items. The MBTA completed the state and federal permitting for the entire right-of-way in January 2005. Regular progress is being made, and the MBTA anticipates running the service by the fall of 2007.

Funding Source: MBTA bond proceeds and PAYGO.

Arborway Restoration

Schedule: The MBTA filed documents in January 1999 with DEP indicating that the restoration of Green Line service on the Arborway was infeasible. In October 2001, after requesting further information, DEP determined that the project was feasible and directed the MBTA to complete the project. In a December 3, 2001, letter to DEP, the MBTA presented a schedule for designing and constructing the project with a concurrent community process. It provided anticipated dates for completion of design and completion of construction.

In subsequent meetings in 2002, DEP asked the MBTA to update its schedule. The MBTA identified a number of critical-path items that must be resolved before the MBTA can advance the design to a final stage or begin construction. These include:

- Completing the environmental review process
- Satisfactorily completing the community involvement process
- Addressing the City of Boston's public safety requirements

On March 18, 2003, the MBTA filed an expanded environmental notification form that laid out the methodology to study the environmental impacts of the project. On June 23, 2003, MEPA issued a certificate and a scope for the environmental impact report. As described in a February 13, 2003, letter to DEP from the MBTA, the MBTA believed that it is imprudent to commit to more specific milestones without successfully resolving the critical-path items first. It anticipated that many of these would be resolved as part of the environmental review process.

Since the 2003 correspondence, this project has been included as one of the projects that EOTPW is reevaluating. As discussed above, EOTPW presented its preferred alternative, which does not include this project. DEP accepted this change and made regulatory changes in order to implement the proposed project change. The proposed changes were forwarded to EPA, which is now reviewing this submission.

Funding Source: General Court.

Red Line–Blue Line Connector

Schedule: This project is required to be completed by December 31, 2011. The MBTA initiated a planning-level ridership-benefit study in 2003. This study examined user benefits of this project given the transit network improvements programmed and implemented since 1990, including the Silver Line and the Airport Intermodal Connector service. The analysis was completed in the spring of 2005.

This project has also been included as one of the projects that EOTPW is reevaluating as a SIP commitment. As discussed above, EOTPW presented its preferred alternative, which did not include this project. However, in DEP's submission to EPA for a proposed regulation change, EOTPW is required to complete only a final design of the Red Line–Blue Line Connector. This proposed change was forwarded to EPA, which is now reviewing the submission. EOTPW will be filing an expanded environmental notification form for this project in July 2007.

Funding Source: General Court.

Green Line Extension to Medford Hillside

Schedule: This project is required to be completed by December 31, 2011. The MBTA undertook a planning study that defined a set of alternatives for this project. Issues to be resolved at the planning level included routing options, environmental impact, methods of construction, and operational characteristics. These issues were addressed through a planning process managed by the MBTA with the participation of Medford and Somerville community representatives. A consultant was selected in March 2004 to conduct the Phase I alternatives analysis. The

alternatives analysis began in the spring of 2004 and was completed in 2005. The next planning phase of work is being managed and funded by EOTPW. It calls for conceptual design/engineering including an assessment of environmental impacts through a MEPA and/or potentially federal NEPA process should the project be made eligible for federal funding. Details of station siting, maintenance facility planning, parking supply, and terminus siting will be defined in this phase.

This project has also been included as one of the projects that EOTPW is reevaluating as a SIP commitment. As discussed above, EOTPW has presented its preferred alternative, and the enhanced Green Line extended beyond Lechmere to West Medford and Union Square was included in the preferred alternative. EOTPW will be starting the draft environmental impact report for this project, with preliminary engineering completed within 18 months once a consultant is under contract.

Funding Source: General Court.

Russia Wharf Ferry Terminal

Schedule: Funding of the Russia Wharf Ferry Terminal is the responsibility of the Massachusetts Turnpike Authority. Actual ferry service to the wharf was not included in the SIP requirement, and the Turnpike Authority is not responsible for providing that service. In May 2006, the Turnpike Authority requested a deferral of the construction of the facility from DEP and the Boston Conservation Commission pending the availability of ferry service. Various parties have been talking about providing service; however, none has been established at this time. The Boston Conservation Commission has approved this request. The Turnpike Authority is awaiting a response from DEP.

Funding Source: Massachusetts Turnpike Authority.

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, EOTPW, MassHighway, DEP, EPA (Region 1), and FHWA (Region 1) consult on the following issues:

- Selection of regional emissions analysis models, including model development and assessing 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 nonexempt 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 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. An updated version of the Boston Region MPO's public participation program was formally adopted in June 2007. The development and adoption of this program conform to these requirements. The program guarantees public access to the Transportation Plan and TIP and all supporting documentation, provides for public notification of the availability of the 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 Transportation Plan and TIP and related certification documents by the MPO.

On June 25, 2007, a public notice was placed in the *Boston Globe* informing the public of its right to comment on this draft document. In 2007, the Boston Region MPO will vote to approve the Plan 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 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 2008–2011 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 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 Plan and TIP are summarized below.

Demographics, Employment, and Transportation Demand

Specific sources of population, household, employment, and traffic information used in this analysis have been listed above in the Current Planning Assumptions section.

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 have been 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 Build Network in this conformity determination is composed of projects proposed in the approved Transportation Improvement Programs, projects in the 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 4-1.

In addition to emissions calculated using the regional transportation model (which include 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 4-2.

**Table 4-1
2004 Transportation Plan: Future Needs Analysis Build Networks**

| Project | 2007 Build | 2010 Build | 2020 Build | 2030 Build |
|---|-----------------------|-----------------------|-----------------------|-----------------------|
| Middlesex Turnpike (Bedford & Burlington) | | | X | X |
| Route 128 Capacity Improvements (Beverly to Peabody) | | | | X |
| East Boston Haul Road/Chelsea Truck Route (Boston) | | | X | X |
| Arborway Restoration (Boston) | X | X | X | X |
| Red Line–Blue Line Connector (Boston) | | | X | X |
| Route 1A/Boardman Street Grade Separation (Boston) | | | X | X |
| Russia Wharf Ferry Terminal (Boston) | | X | X | X |
| Rutherford Avenue/Sullivan Square (Boston) | | | X | X |
| Consolidated Rental Car Facility (Logan Airport, Boston) | | | X | X |
| Silver Line Phase III (Boston) | | | X | X |
| Green Line to Ball Square (Boston, Medford & Somerville) | | | X | X |
| Urban Ring Phase 2 (Compact Communities) | | | X | X |
| I-93/Route 3 Interchange (Braintree) | | | X | X |
| I-93/I-95 Interchange (Canton) | | | X | X |
| I-95 (NB)/Dedham Street Ramp (Canton) | | X | X | X |
| Concord Rotary (Concord) | | | | X |
| Route 2/Crosby’s Corner (Concord & Lincoln) | | | X | X |
| Route 1/114 Corridor Improvements (Danvers & Peabody) | | | | X |
| River’s Edge Boulevard (formerly Telecom City Boulevard; Everett, Malden & Medford) | | | X | X |
| Revere Beach Parkway (Everett & Medford) | | | | X |
| Route 126/135 Grade Separation (Framingham) | | | | X |
| Route 85 Improvements (Hudson) | | | X | X |
| Route 1 Improvements (Malden & Revere) | | | | X |
| I-495/I-290/Route 85 Interchange (Marlborough) | | | X | X |
| Needham Street/Highland Avenue (Newton & Needham) | | | X | X |
| Quincy Center Concourse, Phase 2 (Quincy) | | | X | X |
| 100 Additional Buses to Improve Service on Existing Routes (Regionwide) | | | X | X |
| I-93/I-95 Initiative (Reading & Woburn) | | | X | X |
| Mahoney Circle Grade Separation (Revere) | | | | X |
| Route 1/Route 16 Interchange (Revere) | | | X | X |
| Route 1A/Route 16 Connection (Revere) | | | | X |
| North Shore Transit Improvements (Revere-to-Salem Corridor) | | | X | X |
| Boston Street (Salem) | | | X | X |
| Bridge Street (Salem) | | | X | X |
| Assembly Square Orange Line Station (Somerville) | | | X | X |

| Project | 2007 Build | 2010 Build | 2020 Build | 2030 Build |
|--|-----------------------|-----------------------|-----------------------|-----------------------|
| Naval Air Station Access Improvements (Weymouth) | | | X | X |
| Route 18 (Weymouth) | | X | X | X |
| Route 3 South Additional Lanes (Weymouth to Duxbury) | | | | X |
| I-93/Route 129 Interchange (Wilmington) | | | X | X |
| New Boston Street Bridge (Woburn) | | | | X |

Table 4-2
Summary of Emissions from Off-Model Sources of VMT from Eastern Massachusetts

| VOC Emissions | | | | | | | | |
|------------------------------|----------------|--------------|----------------|--------------|----------------|--------------|----------------|--------------|
| | 2007 | | 2010 | | 2020 | | 2030 | |
| | Grams | Tons | Grams | Tons | Grams | Tons | Grams | Tons |
| Buses | 50,000 | 0.055 | 50,000 | 0.055 | 52,000 | 0.057 | 52,000 | 0.057 |
| Commuter rail | 393,000 | 0.433 | 365,000 | 0.402 | 379,000 | 0.418 | 331,000 | 0.365 |
| Commuter boat | 392,000 | 0.431 | 392,000 | 0.431 | 392,000 | 0.431 | 392,000 | 0.431 |
| Mass. Turnpike park-and-ride | -9,000 | -0.010 | -6,400 | -0.070 | -3,300 | -0.004 | -3,000 | -0.003 |
| TOTAL | 826,000 | 0.911 | 800,600 | 0.883 | 819,700 | 0.904 | 772,000 | 0.851 |

| NOx Emissions | | | | | | | | |
|------------------------------|------------------|---------------|------------------|---------------|------------------|---------------|------------------|--------------|
| | 2007 | | 2010 | | 2020 | | 2030 | |
| | Grams | Tons | Grams | Tons | Grams | Tons | Grams | Tons |
| Buses | 1,844,000 | 2.033 | 1,844,000 | 2.033 | 2,275,000 | 2.508 | 2,275,000 | 2.508 |
| Commuter rail | 7,093,000 | 7.819 | 6,531,000 | 7.199 | 6,731,000 | 7.420 | 5,867,000 | 6.467 |
| Commuter boat | 741,000 | 0.817 | 741,000 | 0.817 | 741,000 | 0.817 | 741,000 | 0.817 |
| Mass. Turnpike park-and-ride | -22,200 | -0.024 | -15,800 | -0.017 | -4,100 | -0.005 | -2,600 | -0.003 |
| TOTAL | 9,655,800 | 10.644 | 9,100,200 | 10.031 | 9,742,900 | 10.740 | 8,880,400 | 9.789 |

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 Transportation Plan in April 2007. The mix of projects included in that conformity determination remains the same; however, the construction time frame for the Middlesex Turnpike Improvement project in Bedford, Burlington, and Billerica has changed. That project has been removed from analysis year 2010 but will be completed for the 2020 analysis 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 emission 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 Highway 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 provided HPMS information to DEP. DEP used this information in setting mobile-source budgets for VOCs, NOx, and CO in all SIP revisions prior to 1997. DEP has since revised its VOC and NOx 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 VMT and emission projections made by DEP. Adjustment factors that compare the 2000 HPMS VMT to the 2000 transportation model VMT have been developed for each MPO :

$$\frac{\text{2000 HPMS VMT}}{\text{2000 Modeled VMT}} = \text{Adjustment factor for VOC and NOx}$$

The adjustment factors are then applied to all modeled VOC and NOx emissions for the years 2007 through 2025 to ensure consistency with EPA-accepted procedures. 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 each MPO in the Eastern Massachusetts ozone nonattainment area are shown in Table 4-3.

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 was 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 4-3
HPMS Adjustment Factors**

| Region | 2000 HPMS VMT (miles) | 2000 Travel Demand Model VMT (miles) | HPMS/Model Conversion Factor |
|----------------------|----------------------------------|---|---|
| Cape Cod | 6,204,000 | 4,763,248 | 1.302 |
| Central Mass. | 12,920,000 | 14,533,106 | 0.889 |
| Martha's Vineyard | 219,000 | 159,409 | 1.374 |
| Merrimack Valley | 8,920,000 | 8,563,266 | 1.042 |
| Boston | 59,139,000 | 79,040,650 | 0.748 |
| Montachusett | 5,366,000 | 4,815,154 | 1.114 |
| Nantucket | 108,000 | 56,498 | 1.912 |
| Northern Middlesex | 7,261,000 | 6,907,993 | 1.051 |
| Old Colony | 6,058,000 | 6,590,912 | 0.919 |
| Southeastern Mass. | 14,007,000 | 13,631,934 | 1.028 |
| | | | |
| Eastern Mass. | 120,202,000 | 139,062,169 | 0.864 |

THE CONFORMITY TEST

Consistency with Emission Budgets Set Forth in the SIP

The Boston Region MPO has conducted an air quality analysis of the 2008–2011 TIP. The purpose of the analysis is to evaluate the air quality impacts of the projects included in the TIP on the SIP. The analysis evaluates the change in ozone-precursor (VOC and NO_x) 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 the analysis was consistent with the SIP.

The primary test for showing conformity with the SIP is to demonstrate that the air quality conformity of this TIP is consistent with the emission budgets set forth in the SIP. The Massachusetts Reasonable Further Progress Plan (RFP) 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 2007 mobile-source emissions budget for Eastern Massachusetts was found adequate for conformity purposes by the EPA in December 2002.

The MPO staff estimated VOC and NOx emissions for the Boston region. On behalf of EOTPW, MassHighway included the Boston Region MPO emissions estimates in the final emission totals for all areas and all MPOs in Massachusetts. The VOC mobile-source emission budget for 2007 for the Eastern Massachusetts ozone nonattainment area has been set at 86.7 tons per summer day, and the 2007 mobile-source budget for NOx is 226.363 tons per summer day. As shown in Tables 4-4 and 4-5, 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 4-6. The CO emissions are less than the CO emission budget.

**Table 4-4
VOC Emissions Estimates for the Eastern Massachusetts
Ozone Nonattainment Area
(all emissions expressed in tons per summer day)**

| Year | Boston Region Action Emissions | Eastern Mass. Action Emissions | Budget | Difference (Action – Budget) |
|-------------|---|---|---------------|---|
| 2000 | n/a | 166.545 | n/a | n/a |
| 2007 | 22.7093 | 61.957 | 86.700 | - 24.743 |
| 2010 | 18.7438 | 49.718 | 86.700 | -36.982 |
| 2020 | 13.5291 | 29.805 | 86.700 | - 56.895 |
| 2030 | 12.9286 | 28.714 | 86.700 | - 57.986 |

Table 4-5
NOx Emissions Estimates for the Eastern Massachusetts
Ozone Nonattainment Area
(all emissions expressed in tons per summer day)

| Year | Boston Region Action Emissions | Eastern Mass. Action Emissions | Budget | Difference (Action – Budget) |
|-------------|---|---|---------------|---|
| 2000 | n/a | 287.877 | n/a | n/a |
| 2007 | 63.7815 | 174.098 | 226.363 | - 52.265 |
| 2010 | 48.2882 | 129.201 | 226.363 | -97.162 |
| 2020 | 24.2932 | 45.439 | 226.363 | - 180.924 |
| 2030 | 20.1948 | 34.744 | 226.363 | - 191.619 |

Table 4-6
Winter Carbon Monoxide Emissions Estimates for the CO Maintenance Area
for the Nine Cities in the Boston Area
(all emissions expressed in tons per winter day)

| Year | Boston Build Emissions | Budget | Difference (Action – Budget) |
|-------------|-----------------------------------|---------------|---|
| 2010 | 62.10 | 228.33 | -166.23 |
| 2020 | 49.27 | 228.33 | -179.06 |
| 2030 | 45.85 | 228.33 | -182.48 |

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*, which was last amended on August 15, 1997, 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 2008–2011 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_x) 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.

EOTPW 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 are met:

- The VOC emissions for the build scenarios are less than the 2007 VOC mobile-source emission budget for analysis years 2007 through 2030.
- The NO_x emissions for the build scenarios are less than the 2007 NO_x mobile-source emission budget for analysis years 2007 through 2030.
- The CO emissions for the build scenarios are less than projections for analysis years 2010 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 2008–2011 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 5

Fiscal Constraint

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

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

As shown in the tables below, the fiscal years 2008–2011 TIP complies with both of these requirements.

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

| | FFY 2008 | FFY 2009 | FFY 2010 |
|---|---------------|---------------|---------------|
| <i>Transit Program</i> | | | |
| § 5307 Authorization | \$127,389,174 | \$135,453,630 | \$135,453,630 |
| § 5307 Program | \$127,389,174 | \$135,453,630 | \$135,453,630 |
| | | | |
| § 5309 Authorization | \$89,780,362 | \$94,107,393 | \$94,107,393 |
| § 5309 Program | \$89,780,362 | \$94,107,393 | \$94,107,393 |
| | | | |
| <i>Non-Artery Highway Program (including state matching funds, but exclusive of earmarked funds)</i> | | | |
| Highway Obligation | \$65,306,956 | \$64,463,190 | \$62,993,178 |
| Highway Program | \$65,306,956 | \$64,284,489 | \$62,993,178 |
| | | | |
| <i>Bridges</i> | | | |
| Federal-Aid Bridges | \$36,048,403 | \$58,204,431 | \$52,250,000 |

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

| | FFY 2008 | FFY 2009 | FFY 2010 |
|----------------|-------------|-------------|--------------|
| Bridge Target | N/A | N/A | N/A |
| Bridge Program | \$2,152,956 | \$7,851,480 | \$20,131,000 |

Table 5-3
The Central Artery Project
(federal funds only)

| | FFY 2008 | FFY 2009 | FFY 2010 | FFY 2011 |
|--|-----------------|-----------------|-----------------|-----------------|
| Obligation Authority | \$550,000,000 | \$557,000,000 | \$557,000,000 | \$557,000,000 |
| Central Artery/ Tunnel Project Share | \$117,230,000 | \$126,845,000 | \$151,290,000 | \$159,365,000 |
| Central Artery/ Tunnel TIP Program | \$117,230,000 | \$126,845,000 | \$151,290,000 | \$159,365,000 |

Chapter 5

Fiscal Constraint

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

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

As shown in the tables below, the fiscal years 2008–2011 TIP complies with both of these requirements.

Table 5-1
The Federal-Aid Program

| | FFY 2008 | FFY 2009 | FFY 2010 |
|---|---------------|---------------|---------------|
| <i>Transit Program</i> | | | |
| § 5307 Authorization | \$127,389,174 | \$135,453,630 | \$135,453,630 |
| § 5307 Program | \$127,389,174 | \$135,453,630 | \$135,453,630 |
| | | | |
| § 5309 Authorization | \$89,780,362 | \$94,107,393 | \$94,107,393 |
| § 5309 Program | \$89,780,362 | \$94,107,393 | \$94,107,393 |
| | | | |
| <i>Non-Artery Highway Program (including state matching funds, but exclusive of earmarked funds)</i> | | | |
| Highway Obligation | \$65,306,956 | \$64,463,190 | \$62,993,178 |
| Highway Program | \$65,306,956 | \$64,284,489 | \$62,993,178 |
| | | | |
| <i>Bridges</i> | | | |
| Federal-Aid Bridges | \$36,048,403 | \$58,204,431 | \$52,250,000 |

Table 5-2
The Non-Federal-Aid Highway Program

| | FFY 2008 | FFY 2009 | FFY 2010 |
|----------------|-------------|-------------|--------------|
| Bridge Target | N/A | N/A | N/A |
| Bridge Program | \$2,152,956 | \$7,851,480 | \$20,131,000 |

Table 5-3
The Central Artery Project
(federal funds only)

| | FFY 2008 | FFY 2009 | FFY 2010 | FFY 2011 |
|--|-----------------|-----------------|-----------------|-----------------|
| Obligation Authority | \$550,000,000 | \$557,000,000 | \$557,000,000 | \$557,000,000 |
| Central Artery/ Tunnel Project Share | \$117,230,000 | \$126,845,000 | \$151,290,000 | \$159,365,000 |
| Central Artery/ Tunnel TIP Program | \$117,230,000 | \$126,845,000 | \$151,290,000 | \$159,365,000 |

Chapter 6

Operations and Maintenance

A requirement under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) is the assessment of the operation and maintenance of the transportation system in the Boston region. The transit and highway segments of the system have developed characteristic operating and maintenance budget systems. The state agencies develop their estimates for operations and maintenance through their budgeting processes. The funding and projects presented in Chapter 3 of this TIP reflects the operations and maintenance estimates and are based on projections from the Cape Ann Transit Authority (CATA), the Massachusetts Bay Transportation Authority (MBTA), and the Massachusetts Highway Department (MassHighway). Tables 1 and 2 present the operations and maintenance figures and estimates for the period of FY 2005 to FY 2009 for CATA and the MBTA. Table 3 presents the operations and maintenance figures and estimates for the period of FY 2005 to FY 2008 for MassHighway projects.

**Table 1
Boston MPO
Operations and Maintenance Summary Table
for the Massachusetts Bay Transportation Authority
State Fiscal Year 2006**

The numbers below represent actual numbers for the previous year, the current year budget/forecast approved by the RTA Advisory Board, and projections for the out-years as used in the Program Preview meetings with the State. These numbers indicate that there are sufficient revenues projected to meet the operating needs of the area transit authority.

| Operating Revenue | Previous | Current | Yr Two | Yr Three | Yr Four |
|----------------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| | 2005 | 2006 | 2007 | 2008 | 2009 |
| Farebox | 319,271,166 | 334,000,000 | 375,750,000 | 418,000,000 | 428,000,000 |
| Section 5307 | 6,000,000 | 10,000,000 | 8,000,000 | 8,000,000 | 8,000,000 |
| Section 5311 | | | | | |
| CMAQ/TDM | | | | | |
| Fully Funded * | | | | | |
| Job Access/Reverse Commute | | | | | |
| Advertising | 21,610,945 | 9,649,064 | 15,083,500 | 15,083,500 | 15,083,500 |
| Interest Income | 4,361,467 | 3,579,345 | 2,937,709 | 3,119,847 | 3,241,521 |
| Rental Income | 26,140,563 | 30,424,322 | 33,895,475 | 35,996,994 | 37,400,877 |
| State Contract Assistance ** | 704,620,528 | 712,585,739 | 733,963,311 | 779,000,000 | 809,000,000 |
| Local Assessment | 137,732,280 | 136,026,868 | 139,427,540 | 142,913,229 | 146,486,059 |
| Other: Land Sales/Utility Reimb. | 6,344,064 | 27,836,813 | 34,948,063 | 34,948,063 | 34,948,063 |
| TOTAL | 1,226,081,013 | 1,264,102,151 | 1,344,005,598 | 1,437,061,633 | 1,482,160,020 |

| Operating Expenses *** | Previous | Current | Yr Two | Yr Three | Yr Four |
|--------------------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| | 2005 | 2006 | 2007 | 2008 | 2009 |
| TOTAL (See Description Below) | 1,224,527,743 | 1,274,569,254 | 1,348,739,971 | 1,433,000,000 | 1,477,000,000 |

Footnotes:
 * Fully funded refers to contract work often to Human Service Agencies
 ** Operating assistance provided by the State (Sales Tax Revenue)
 *** 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 expense items.

Table 2

**Boston MPO
Operations and Maintenance Summary Table
For the Cape Ann Transportation Authority
State Fiscal Year 2007**

The numbers below represent actual numbers for the previous year, the current year budget/forecast approved by the RTA Advisory Board, and Projections for the out-years as used in the Program Preview meetings with the State. These numbers indicate that there are sufficient revenues projected to meet the operating needs of the area transit authority.

| Operating Revenue | Previous | Current | Yr Two | Yr. Three | Yr Four |
|------------------------------|------------------|------------------|------------------|------------------|----------------|
| | 2006 | 2007 | 2008 | 2009 | 2010 |
| Farebox | 205,158 | 216,500 | 220,000 | 220,000 | |
| Section 5307 | 300,000 | 300,000 | 300,000 | 300,000 | |
| Section 5311 | 22,940 | 23,000 | 23,000 | 23,000 | |
| CMAQ/TDM | | | | | |
| Fully Funded * | 4,246,963 | 4,640,575 | 4,665,885 | 4,802,201 | |
| Job Access/Reverse Commute | | | | | |
| New Freedom | | | | | |
| Advertising | | 12,000 | 12,000 | 12,000 | |
| Interest Income | 11,579 | 10,000 | 10,000 | 10,000 | |
| Rental Income | 59,000 | 72,000 | 72,000 | 72,000 | |
| State Contract Assistance ** | 1,017,605 | 1,060,691 | 1,087,208 | 1,114,388 | |
| Local Assessment | 352,406 | 354,405 | 363,265 | 372,346 | |
| Other: (Define) | 288,921 | 272,750 | 269,086 | 244,939 | |
| TOTAL | 6,504,572 | 6,961,921 | 7,022,444 | 7,170,874 | - |

| Operating Expenses *** | Previous | Current | Yr Two | Yr. Three | Yr Four |
|--------------------------------------|------------------|------------------|------------------|------------------|----------------|
| | 2006 | 2007 | 2008 | 2009 | 2010 |
| TOTAL (See Description Below) | 6,580,872 | 6,961,921 | 7,022,336 | 7,251,874 | |

Footnotes:
 * Fully funded refers to contract work often to Human Service Agencies
 ** Operating assistance provided by the State
 *** 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 expense items.

Massachusetts Highway Department
Summary of Operating and Maintenance Expenditures
State Total - Part 1: Non-Federal Aid

Section I - Non Federal Aid Maintenance Projects - State Bondfunds

6/29/2007

| Program Group/Sub Group | SFY 2005 NFA Expenditures | SFY 2006 NFA Expenditures | Projected Full Year SFY 2007 NFA Expenditures | Estimated SFY 2008 NFA Expenditures |
|---|---------------------------|---------------------------|---|-------------------------------------|
| 01 - Bridge Repair & Replacement | | | | |
| New Bridge (Excluded) | | | | |
| Bridge Replacement (Excluded) | | | | |
| Bridge Reconstruction/Rehab | \$15,508,302 | \$15,115,382 | \$8,058,884 | \$12,894,189 |
| Drawbridge Maintenance | \$5,441,192 | \$4,845,495 | \$1,408,175 | \$3,898,287 |
| Structure Maintenance | \$27,757,332 | \$32,251,391 | \$32,238,727 | \$30,749,150 |
| 02 - Bridge Painting | | | | |
| Painting - Structural | \$1,214,706 | \$3,587,770 | \$940,879 | \$1,914,452 |
| 03 - Roadway Reconstruction | | | | |
| Hwy Relocation (Excluded) | | | | |
| Hwy Recon. - Added Capacity(Excluded) | | | | |
| Hwy Recon - Added Capacity(Excluded) | | | | |
| New Construction (Excluded) | | | | |
| Hwy Reconstr - Restr and Rehab | \$538,660 | \$1,674,934 | \$2,989,018 | \$1,734,204 |
| Hwy Reconstr - No Added Capacity | \$15,095,507 | \$13,109,345 | \$5,565,152 | \$11,256,668 |
| Hwy Reconstr - Minor Widening | \$2,876,198 | \$1,475,265 | \$1,346,093 | \$1,899,185 |
| 04 - Roadway Resurfacing | | | | |
| Resurfacing | \$10,868,784 | \$20,257,768 | \$26,592,227 | \$19,239,593 |
| 05 - Intersection & Safety | | | | |
| Impact Attenuators | \$940,935 | \$273,153 | \$185,263 | \$446,269 |
| Safety Improvements | \$2,710,232 | \$403,516 | \$558,223 | \$1,223,990 |
| Traffic Signals | \$1,271,876 | \$2,757,064 | \$1,300,708 | \$1,776,549 |
| 06 - Signs & Lighting | | | | |
| Lighting and Electrical | \$1,095,934 | \$1,535,432 | \$727,053 | \$1,119,473 |
| Sign Installation / Upgrading | \$596,306 | \$545,369 | \$408,312 | \$516,662 |
| Structural Signing | \$54,801 | \$1,219,158 | \$591,046 | \$593,344 |
| 07 - Guardrail | | | | |
| Guard Rail and Fencing | \$864,544 | \$2,332,911 | \$1,823,277 | \$1,673,578 |
| 08 - Maintenance | | | | |
| Catch Basin Cleaning | \$4,181,300 | \$3,910,476 | \$3,822,300 | \$3,971,359 |
| Crack Sealing | \$445,984 | \$487,213 | \$164,717 | \$365,971 |
| Landscape and Roadside Develop | \$1,969,091 | \$1,887,167 | \$2,697,293 | \$2,184,517 |
| Mowing and Spraying | \$0 | \$197,585 | \$95,897 | \$97,827 |
| Pavement Marking | \$3,576,692 | \$5,105,878 | \$3,099,979 | \$3,927,516 |
| Sewer and Water | \$889,508 | \$530,557 | \$675,270 | \$698,445 |
| 09 - Facilities | | | | |
| Chemical Storage Sheds | \$908,359 | \$116,956 | \$367,929 | \$464,414 |
| 10 - Bikeways (Excluded) | | | | |
| 11 - Other | | | | |
| Miscellaneous / No Prequal | \$1,511,163 | \$1,509,615 | \$1,368,611 | \$1,463,129 |
| Section I Total: | \$100,317,407 | \$115,129,400 | \$97,025,034 | \$104,108,774 |

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

| | | | | |
|--|----------------------|---------------------|---------------------|---------------------|
| 12 - Snow and Ice Operations & Materials | \$105,772,259 | \$60,830,197 | \$52,374,674 | \$72,992,377 |
| 13 - District Maintenance (Mowing, Litter Management, Sight Distance Clearing, Etc.) | \$17,670,166 | \$17,687,799 | \$16,309,494 | \$17,222,486 |
| Section II Total: | \$123,442,425 | \$78,517,996 | \$68,684,168 | \$90,214,863 |

Grand Total NFA: \$223,759,832 \$193,647,396 \$165,709,201 \$194,323,637

Massachusetts Highway Department
 Summary of Operating and Maintenance Expenditures
 State Total - Part 2: Federal Aid

Section I - Federal Aid Maintenance Projects

6/29/2007

| Program Group/Sub Group | SFY 2005 Federal Aid Expenditures | SFY 2006 Federal Aid Expenditures | Projected Full Year SFY 2007 Federal Aid Expenditures | Estimated SFY 2008 Federal Aid Expenditures |
|---|-----------------------------------|-----------------------------------|---|---|
| 01 - Bridge Repair & Replacement | | | | |
| New Bridge (Excluded) | | | | |
| Bridge Replacement (Excluded) | | | | |
| Bridge Reconstruction/Rehab | \$29,505,781 | \$28,312,520 | \$24,102,146 | \$27,299,707 |
| Structure Maintenance | \$4,602,310 | \$3,375,129 | \$3,577,015 | \$3,851,485 |
| 02 - Bridge Painting | \$0 | \$0 | \$0 | \$0 |
| 03 - Roadway Reconstruction | | | | |
| Hwy Relocation (Excluded) | | | | |
| Hwy Recon. - Added Capacity(Excluded) | | | | |
| Hwy Recon - Added Capacity(Excluded) | | | | |
| New Construction (Excluded) | | | | |
| Hwy Reconstr - Restr and Rehab | \$13,682,881 | \$16,931,820 | \$11,899,461 | \$14,234,721 |
| Hwy Reconstr - No Added Capacity | \$45,374,932 | \$58,979,095 | \$61,239,019 | \$55,184,408 |
| Hwy Reconstr - Minor Widening | \$14,928,403 | \$24,721,250 | \$28,436,105 | \$22,686,368 |
| 04 - Roadway Resurfacing | | | | |
| Resurfacing | \$60,964,035 | \$77,043,574 | \$77,047,552 | \$71,607,255 |
| 05 - Intersection & Safety | | | | |
| Impact Attenuators | \$125,102 | \$191,087 | \$150,486 | \$155,124 |
| Safety Improvements | \$3,621,246 | \$15,418,462 | \$19,161,918 | \$12,733,875 |
| Traffic Signals | \$10,472,647 | \$12,161,028 | \$14,645,044 | \$12,059,774 |
| 06 - Signs & Lighting | | | | |
| Lighting and Electrical | \$1,794,096 | \$640,811 | \$239,663 | \$958,187 |
| Sign Installation / Upgrading | \$1,141,444 | \$2,555,124 | \$4,266,436 | \$2,664,164 |
| 07 - Guardrail | | | | |
| Guard Rail and Fencing | \$6,133,290 | \$3,280,925 | \$832,409 | \$3,427,773 |
| 08 - Maintenance | | | | |
| Contract Highway Maintenance | \$246,155 | \$76,973 | \$15,108 | \$112,965 |
| Landscape and Roadside Develop | \$751,664 | \$1,601,064 | \$0 | \$783,960 |
| Pavement Marking | \$7,079 | \$0 | \$0 | \$2,303 |
| 09 - Facilities | \$0 | \$0 | \$0 | \$0 |
| 10 - Bikeways (Excluded) | \$0 | \$0 | \$0 | \$0 |
| 11 - Other | | | | |
| Intelligent Transportation Sys | \$2,476,059 | \$4,196,135 | \$3,142,556 | \$3,261,103 |
| Miscellaneous / No prequal | \$3,385,024 | \$1,430,592 | \$1,240,583 | \$2,024,662 |
| Reclamation | \$2,770,354 | \$1,958,543 | \$38,843 | \$1,589,247 |
| Unknown | \$0 | \$0 | \$0 | \$0 |
| Total | \$202,182,472 | \$253,054,124 | \$250,044,344 | \$234,617,099 |

Section II - Federal Aid Highway Operations

| | | | | |
|---|-----------|-----------|-----------|-----------|
| 11 - Other | | | | |
| ITS Operations - I-93 HOV Lane Operation and Towing | \$455,000 | \$455,000 | \$500,000 | \$500,000 |
| ITS Operations - Traffic Operations Center (South Boston) | \$550,000 | \$550,000 | \$500,000 | \$500,000 |

Appendix A

Universe of Projects

This appendix lists information about roadway, bridge, and transit projects that have been identified through the MPO evaluation processes. The roadway-project-evaluation system was used for both the federal fiscal years (FFYs) 2007–2010 TIP amendment process and the development of the FFYs 2008–2011 TIP. Projects programmed in the FFYs 2008–2011 TIP are in **bold 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. The following categories of information are provided, as available, in the descriptions of the Major Highway projects in this appendix; the descriptions of the other types of highway projects provide various subsets of these categories of information:

TIP category: Category of the project for purposes of applying criteria for project evaluation. The categories are Arterial, Bicycle/Pedestrian, Enhancement, Major Highway, and Regional Mobility.

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.

Name: 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 22, 2007.

Community, subregional, and MassHighway priorities

TIP year:

MMS recommendation: Whether the project was recommended by the Mobility Management System.

Regional Transportation Plan

Ratings: Roadway projects 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. The basic criteria categories are:

- Condition (need/effectiveness)
- Safety (need/effectiveness)
- Mobility (need/effectiveness)
- Community

- Environment
- Land use
- Economic development

Starting in 2006, from two to four levels of evaluation have been performed on a project, depending on its design status. The first three of the four possible levels of evaluation are:

Need 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 identified project plan’s 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,” and zero “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 criterion category:

- Condition Need
- Condition Effectiveness
- Safety Need
- Safety Effectiveness
- Mobility Need
- Mobility Effectiveness
- Community
- Environment

The fourth of the four possible levels of evaluation is:

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 of –1 to 4 depending on the number 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 number of points granted for answers to economic-development-related questions on the project information forms.

TRANSIT PROJECTS

Transit System Expansion and Transit 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. The tables in this appendix provide each project idea's ratings in the seven categories. In some cases, certain categories are not applicable to a project. Within the expansion and enhancement sections, the project ideas are divided by mode: rapid transit, commuter rail, bus/trackless trolley, and boat; the enhancement section also includes a systemwide category. For additional information, see the MBTA's Program for Mass Transportation. The following information is used in the descriptions of the projects:

Description: Name or description of project idea.

Type: Type of expansion or improvement.

Overall category scores:

- Utilization
- Mobility
- Cost-effectiveness
- Air quality
- Service quality
- Economic/land use
- Environmental justice
- Total

| ID | Municipality | Name | Design Status | Community Priority | Subregional Priority | MassHighway Priority | TIP Year | MMS | Transportation Plan | Condition Need Rating: -3 to 3 | Condition Effectiveness Rating: -3 to 3 | Safety Need Rating: 0 to 3 | Safety Effectiveness Rating: -3 to 3 | Mobility Need Rating: 0 to 3 | Mobility Effectiveness Rating: -3 to 3 | Community Rating: -3 to 3 | Environment Rating: -3 to 3 | Land Use Rating: -1 to 8 | Economic Development Rating: -1 to 4 |
|--------|---------------------------------|--|----------------|--------------------|----------------------|----------------------|----------|--|---------------------|--------------------------------|---|----------------------------|--------------------------------------|------------------------------|--|---------------------------|-----------------------------|--------------------------|--------------------------------------|
| 601935 | Revere | Park Avenue & Central Avenue | 100% Approved | | | | 2008 | | | 1.67 | 2.50 | 1.00 | 2.00 | 1.25 | 1.33 | 1.00 | 0.50 | 2 | 3 |
| 602962 | Franklin | King Street | 100% Approved | 1 | | District 3 | | | | 0.67 | 1.75 | 0.50 | 1.17 | 0.00 | 1.25 | 0.50 | 0.00 | 1 | 0 |
| 602146 | Ipswich | Route 133 (Essex Road) | 100% Approved | | | District 4 | | | | 1.00 | 1.75 | 0.00 | 1.33 | 0.00 | 0.67 | 0.00 | 0.00 | 1 | 0 |
| 601686 | Watertown | Pleasant Street & Howard Street | 100% Submitted | | Inner Core | | 2008 | | | 2.00 | 2.50 | 1.50 | 2.17 | 0.75 | 1.25 | 0.50 | 0.00 | 4 | 1 |
| 600217 | Essex | Route 133 (Main Street) | 100% Submitted | 1 | NSTF | District 4 | 2008 | | | 1.67 | 2.00 | 1.00 | 0.83 | 1.00 | 0.92 | 1.00 | 1.00 | 2 | 2 |
| 601019 | Winchester | Signal Upgrades at 4 Locations | 100% Submitted | 2 | | | | | | 1.00 | 1.25 | 1.00 | 1.50 | 1.00 | 1.50 | 0.00 | 0.50 | 2 | 0 |
| 603540 | Littleton | Goldsmith Street | 100% Submitted | | | MAGIC | | | | 1.67 | 1.75 | 0.50 | 1.00 | 0.25 | 0.42 | 0.50 | 0.00 | 1 | 0 |
| 600636 | Boston | Massachusetts Ave. | 75% Submitted | 1 | Inner Core | | 2008 | High Delay Arterial (High-Medium Volume) | | 2.33 | 2.50 | 2.00 | 2.33 | 2.25 | 1.92 | 2.50 | 0.50 | 5 | 1 |
| 114906 | Weymouth | Route 53 (Washington Street)/Middle Street | 75% Submitted | 2 | | District 4 | 2010 | | | 2.33 | 2.00 | 2.00 | 1.83 | 1.25 | 1.50 | 0.00 | 0.50 | 1 | 0 |
| 29492 | Bedford, Billerica & Burlington | Middlesex Turnpike/Crosby Drive Roadway Improvements Project - Phase 3 | 75% Submitted | 1 | MAGIC | | 2010 | | RTP Project | 1.67 | 2.75 | 1.00 | 1.67 | 0.75 | 1.25 | 0.00 | -0.50 | 5 | 4 |
| 29491 | Bedford, Billerica & Burlington | Mitre Extension/Middlesex Turnpike Improvement Project, Phase 2 | 75% Submitted | 1,0,1 | MAGIC | | 2008 | | RTP Project | 1.67 | 2.75 | 1.50 | 2.00 | 0.75 | 1.42 | 0.00 | -0.50 | 4 | 3 |
| 601820 | Somerville | Beacon Street | 75% Submitted | 7 | Inner Core | | 2011 | | | 1.67 | 2.25 | 1.00 | 1.83 | 1.00 | 1.67 | 1.00 | 0.00 | 3 | 2 |
| 601513 | Saugus | Route 1/Walnut Street | 75% Submitted | | Inner Core | District 4 | | MMS Recommendation | | 1.00 | 2.50 | 2.50 | 2.33 | 2.25 | 1.83 | 0.00 | 0.50 | 1 | 1 |
| 602053 | Watertown | Intersection Improvements at 3 Locations | 75% Submitted | | | | | | | 2.00 | 2.00 | 0.50 | 1.67 | 0.75 | 0.83 | 0.00 | 0.50 | 4 | 2 |
| 603311 | Wakefield | Salem Street and Three Intersections | 75% Submitted | 1 | NSPC | District 4 | 2009 | | | 0.67 | 2.00 | 1.50 | 1.67 | 0.00 | 1.25 | 0.50 | 0.50 | 4 | 2 |
| 602493 | Bellingham | Pulaski Boulevard, Phase 1 | 75% Submitted | 1 | SWAP | | | | | 1.67 | 2.00 | 1.00 | 1.33 | 1.00 | 1.17 | 0.50 | 1.00 | 1 | 2 |
| 601899 | Newton | Commonwealth Avenue (Route 30), Phase 3 | 75% Submitted | 1 | Inner Core | | 2008 | | | 2.00 | 1.75 | 1.00 | 1.83 | 1.75 | 1.33 | 0.50 | 0.50 | 1 | 1 |
| 602747 | Topsfield | Ipswich Road | 75% Submitted | | | | | | | 2.00 | 1.75 | 1.00 | 1.83 | 0.50 | 0.92 | 1.00 | 0.50 | 1 | 0 |
| 602496 | Foxborough, Norfolk & Wrentham | Route 115 (Pond/Pine Streets), Route 140 | 75% Submitted | | | SWAP | 2009 | High Delay Arterial (Low Volume) | | 1.67 | 2.25 | 1.00 | 1.67 | 1.00 | 1.25 | 0.00 | 0.00 | 0 | 0 |

| ID | Municipality | Name | Design Status | Community Priority | Subregional Priority | MassHighway Priority | TIP Year | MMS | Transportation Plan | Condition Need Rating: -3 to 3 | Condition Effectiveness Rating: -3 to 3 | Safety Need Rating: 0 to 3 | Safety Effectiveness Rating: -3 to 3 | Mobility Need Rating: 0 to 3 | Mobility Effectiveness Rating: -3 to 3 | Community Rating: -3 to 3 | Environment Rating: -3 to 3 | Land Use Rating: -1 to 8 | Economic Development Rating: -1 to 4 |
|--------------------|-------------------|--------------------------------------|---------------|--------------------|----------------------|----------------------|----------|-------------------------------------|---------------------|--------------------------------|---|----------------------------|--------------------------------------|------------------------------|--|---------------------------|-----------------------------|--------------------------|--------------------------------------|
| 600541 | Sherborn | Route 16 and 27 (North Main Street) | 75% Submitted | | | | | | | 0.67 | 1.25 | 1.00 | 0.17 | 1.25 | 0.33 | 0.00 | 0.00 | | |
| 602012 | Needham | Chestnut Street | 75% Submitted | | | | | | | 0.33 | 1.75 | 0.00 | 1.00 | 0.50 | 0.67 | 0.00 | 0.00 | 2 | 0 |
| 602009 | Dedham | Washington Street | 75% Submitted | 1 | | District 4 | | | | 0.33 | 0.75 | 1.50 | 0.00 | 0.75 | 0.00 | 0.00 | -0.50 | 3 | 0 |
| 602496 | Norfolk | RT 115 Reconstruction | 75% Submitted | 1 | | | | | | | | | | | | | | | |
| 601947 (604664) | Quincy | Quincy Center Concourse, Phase 2 | 25% Approved | 1 | Inner Core | | 2008 | | RTP Project | 1.33 | 2.00 | 1.00 | 1.50 | 1.25 | 1.08 | 1.00 | 0.00 | 3 | 3 |
| 602984 | Concord & Lincoln | Route 2 (Crosby's Corner) | 25% Approved | 1,1 | MAGIC | District 4 | 2009 | MMS Recommendation | RTP Project | 2.33 | 1.50 | 2.00 | 1.83 | 1.25 | 1.33 | 1.00 | 0.50 | 1 | 0 |
| 604646 | Concord | Route 62 (Main Street) | 25% Approved | 1 | MAGIC | | 2008 | | | 1.00 | 1.50 | 0.00 | 1.67 | 0.25 | 1.17 | 0.50 | 0.00 | 3 | 1 |
| 602593 | Braintree | Union Street | 25% Approved | 1 | | | | | | 2.00 | 1.75 | 1.00 | 1.67 | 1.25 | 1.00 | 0.00 | 0.00 | 2 | 0 |
| 602310 | Danvers | Collins Street | 25% Approved | 1 | | | | | | 1.67 | 2.75 | 0.50 | 1.33 | -0.25 | 1.00 | 0.00 | 1.00 | 3 | 0 |
| 602078 | Middleton | Route 62 (Maple Street) | 25% Approved | | | | | | | 1.00 | 1.75 | 0.00 | 1.33 | 0.00 | 0.67 | 0.00 | 0.00 | 0 | 0 |
| 602027 | Braintree | Route 37 (Washington Street) | 25% Approved | | | | | | | 0.67 | 0.75 | 1.50 | 0.33 | 1.00 | 0.08 | 0.00 | -0.50 | 2 | 0 |
| 601017 | Salem | Route 1A (Bridge Street) | 25% Submitted | 1 | | | 2009 | High Delay Arterial (Medium Volume) | RTP Project | 2.00 | 2.50 | 1.50 | 2.50 | 2.25 | 1.83 | 0.50 | 0.50 | 2 | 3 |
| 601274 | Boston | Tremont Street , Phase 1 | 25% Submitted | 1 | Inner Core | | 2009 | | | 2.00 | 2.50 | 2.00 | 2.00 | 1.75 | 1.58 | 2.00 | 0.00 | 4 | 2 |
| 5399 | Salem | Bridge Street (Beverly/Salem Bridge) | 25% Submitted | | | | | | | 2.00 | 2.00 | 1.50 | 1.17 | 1.75 | 0.83 | 0.00 | 0.00 | 2 | 3 |
| 604206 | Milton | Central Avenue | 25% Submitted | | | | | | | 1.67 | 2.50 | 0.50 | 1.00 | 0.25 | 0.83 | 1.50 | 0.50 | 2 | 3 |
| 601825 | Danvers | Liberty Street | 25% Submitted | 2 | | | | | | 2.00 | 2.50 | 2.50 | 1.50 | 1.25 | 0.83 | 0.00 | 0.00 | 3 | 0 |
| 601359 | Franklin | Pleasant Street | 25% Submitted | 3 | | | | | | 2.00 | 2.00 | 0.50 | 2.00 | 0.25 | 1.33 | 0.00 | 0.00 | 3 | 2 |
| 601705 | Reading | West Street | 25% Submitted | 2 | | | | | | 2.33 | 2.25 | 0.50 | 1.33 | 0.50 | 1.00 | 0.50 | 0.00 | 2 | 2 |
| 601704 | Newton | Walnut Street | 25% Submitted | 2 | | | | | | 1.67 | 2.00 | 2.00 | 2.00 | 1.00 | 1.33 | 0.00 | 0.00 | 2 | 0 |
| 601553 | Melrose | Lebanon & Main Streets | 25% Submitted | 1 | | | | | | 1.00 | 2.00 | 1.00 | 1.33 | 1.25 | 1.42 | 0.00 | 0.50 | 3 | 0 |
| 602091 | Concord | Concord Rotary (Routes 2/2A/119) | 25% Submitted | 5 | | | | MMS Recommendation | RTP Project | 1.67 | 1.25 | 3.00 | 0.00 | 1.50 | 0.00 | 0.50 | 0.50 | 2 | 1 |
| 601827 | Needham & Newton | Needham Street (Highland Avenue) | 25% Submitted | | | | | | RTP Project | 1.67 | 2.00 | 2.50 | 1.67 | 1.50 | 1.42 | 0.50 | 0.00 | 3 | 0 |
| 600671 | Walpole | Route 1A (Main Street) | 25% Submitted | 1 | | | | | | 1.00 | 1.75 | 0.50 | 1.83 | 0.25 | 1.08 | 0.50 | 0.00 | 3 | 2 |
| 601821 | Somerville | Temple Street | 25% Submitted | | | | | | | 1.67 | 1.75 | 2.50 | 1.83 | 0.50 | 1.42 | 1.00 | 0.00 | 2 | 2 |
| 602261 | Walpole | Route 1A (Main Street) | 25% Submitted | 2 | | | | | | 1.67 | 1.75 | 0.50 | 0.83 | 0.00 | 0.83 | 0.00 | 0.00 | 2 | 2 |
| 602077 | Lynn | Route 129 (Lynnfield Street) | 25% Submitted | 5 | | | | High Delay Arterial (Medium Volume) | | 1.33 | 2.25 | 2.00 | 1.50 | 1.00 | 1.08 | 0.00 | 0.00 | 3 | 0 |
| 604344 | Newton | Needham Street | 25% Submitted | 3 | | | | | | 0.00 | 2.25 | 0.00 | 0.83 | 1.25 | 0.83 | 0.50 | 0.00 | 3 | 0 |
| 603674 | Boston | Old Northern Avenue/Seaport Blvd | 25% Submitted | | | | | | | 1.00 | 2.00 | 0.50 | 0.17 | 1.25 | 1.17 | 1.50 | 0.00 | 4 | 1 |

| ID | Municipality | Name | Design Status | Community Priority | Subregional Priority | MassHighway Priority | TIP Year | MMS | Transportation Plan | Condition Need Rating: -3 to 3 | Condition Effectiveness Rating: -3 to 3 | Safety Need Rating: 0 to 3 | Safety Effectiveness Rating: -3 to 3 | Mobility Need Rating: 0 to 3 | Mobility Effectiveness Rating: -3 to 3 | Community Rating: -3 to 3 | Environment Rating: -3 to 3 | Land Use Rating: -1 to 8 | Economic Development Rating: -1 to 4 |
|--------|---------------------|--|---------------|--------------------|----------------------|----------------------|----------|--|---------------------|--------------------------------|---|----------------------------|--------------------------------------|------------------------------|--|---------------------------|-----------------------------|--------------------------|--------------------------------------|
| 600220 | Beverly | Route 1A (Rantoul Street) | 25% Submitted | | | | | High Delay Arterial (Medium Volume) | | 1.67 | 2.25 | 1.50 | 0.00 | 1.00 | 0.00 | 0.50 | 0.50 | 2 | 1 |
| 602602 | Hanover | Route 53-Route 3 | 25% Submitted | 1 | SSC | | | | | 1.33 | 1.00 | 0.50 | 0.67 | 1.75 | 1.25 | 0.00 | 0.50 | 2 | 1 |
| 600219 | Beverly | Cabot Street | 25% Submitted | | | | | | | 1.67 | 2.00 | 1.00 | 0.00 | 1.75 | 0.00 | 0.00 | 0.50 | 2 | 1 |
| 601914 | Sharon | Massapoag Avenue | 25% Submitted | | | | | | | 2.00 | 2.25 | 0.50 | 1.67 | 0.25 | 0.58 | 0.50 | -1.00 | 0 | 0 |
| 602523 | Rockland | North Avenue | 25% Submitted | | | | | | | 1.00 | 1.75 | 0.00 | 1.33 | 0.00 | 0.67 | 0.00 | 0.00 | 0 | 0 |
| 601608 | Hull | Fitzpatrick Way | 25% Submitted | | | | | | | 1.00 | 1.50 | 0.00 | 1.00 | 0.50 | 0.42 | 0.00 | 0.00 | 3 | 0 |
| 600283 | Foxborough | North Street | 25% Submitted | | | | | | | 0.67 | 1.50 | 0.50 | 1.17 | 0.00 | 0.58 | 0.00 | 0.00 | 0 | 0 |
| 602530 | Rockland | Salem Street | 25% Submitted | | | | | | | 0.33 | 2.00 | 0.00 | 1.33 | -0.25 | 0.83 | 0.00 | 0.00 | 0 | 0 |
| 602532 | Rockland | Pleasant Street | 25% Submitted | | | | | | | 0.33 | 1.50 | 0.00 | 0.83 | 0.00 | 0.75 | 0.00 | 0.00 | -1 | 0 |
| 602379 | Sharon | Route 27 (Norwood Street) | 25% Submitted | | | | | | | 1.00 | 0.75 | 0.50 | 0.50 | -0.50 | 0.67 | 0.50 | 0.00 | -1 | 0 |
| 602395 | Rockland | Traffic Signals at Four Locations | 25% Submitted | | | | | | | 1.00 | 0.75 | 0.00 | 0.50 | -0.25 | 0.50 | 0.00 | 0.50 | 0 | 0 |
| 602133 | Lexington | Route 2A-Waltham Street | 25% Submitted | | MAGIC | District 4 | | | | 0.67 | 0.75 | 0.00 | 0.00 | 0.50 | 0.00 | 0.00 | 0.50 | 0 | 0 |
| 603867 | Milford | RT 16 Signals | 25% Submitted | 1 | | | | | | 0.00 | 0.33 | 0.00 | 0.00 | 0.00 | 0.33 | 1.00 | 0.00 | | |
| 603462 | Duxbury | Route 53/Winter Street | 25% Submitted | | | | | | | 0.33 | 0.50 | 0.50 | 0.00 | -0.50 | 0.00 | 0.00 | 0.50 | 0 | 0 |
| 602639 | Milton | Route 138 (Blue Hill Avenue)-Neponset Valley Parkway | 25% Submitted | | | | | | | 0.00 | 1.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | -1 | 1 |
| 602378 | Norwell | Route 123 | 25% Submitted | 1 | | | | High Delay Arterial (Low Volume) | | 0.67 | 0.75 | 0.00 | 0.00 | -0.25 | 0.00 | 0.00 | 0.00 | 0 | 0 |
| 604651 | Lynn | Lynnfield St Intersections | 25% Submitted | 1 | Inner Core | District 4 | | | | 0.00 | | | | 0.50 | | 0.00 | | | |
| 601507 | Boston | Tremont Street, Phase 2 | Pre-25% | 1 | | | | | | 2.00 | 2.75 | 1.50 | 2.33 | 1.75 | 1.83 | 2.00 | 0.50 | 3 | |
| DM0171 | Framingham | Route 126 (Route 9 to Lincoln Street) | Pre-25% | | MetroWest | | | High Delay Arterial (High-Medium Volume) | | 1.67 | 1.75 | 2.00 | 1.50 | 1.75 | 1.67 | 0.50 | 0.50 | 5 | 1 |
| 601630 | Weymouth & Abington | Route 18 | Pre-25% | 1 | SSC | 2009 | | RTP Project | | 2.00 | 2.50 | 2.50 | 1.17 | 2.00 | 1.42 | -0.50 | -1.00 | 5 | 2 |
| 603288 | Somerville | Washington Street | Pre-25% | | | | | | | 1.67 | 1.50 | 2.00 | 2.00 | 1.50 | 1.58 | 1.00 | 0.00 | 3 | 2 |
| 602382 | Everett | Route 99 (Broadway) | Pre-25% | 1 | Inner Core | 2010 | | High Delay Arterial (High Volume) | | 1.67 | 2.50 | 2.00 | 1.83 | 1.50 | 1.67 | 0.50 | 0.00 | 2 | 1 |
| 602038 | Framingham | Edgell Road Corridor Project (Formerly Five Intersections Project) | Pre-25% | 4 | | | | | | 1.67 | 2.00 | 2.00 | 2.17 | 1.75 | 0.92 | 0.50 | 0.50 | 3 | 0 |
| 604687 | Arlington | Massachusetts Avenue, PH 1 Const | Pre-25% | | Inner Core | | | High Delay Arterial (High-Medium Volume) | | 1.00 | 2.25 | 1.50 | 2.00 | 1.25 | 1.33 | 0.50 | 0.50 | 3 | 1 |
| 604006 | Hudson | Route 85/Washington Street | Conceptual | 1 | MAGIC | | | | | 1.00 | 2.00 | 1.50 | 2.33 | 0.75 | 1.67 | 0.50 | -0.50 | 2 | 3 |

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|--------|--------------|---|---------------|--------------------|----------------------|----------------------|----------|--|---------------------|--------------------------------|---|----------------------------|--------------------------------------|------------------------------|--|---------------------------|-----------------------------|--------------------------|--------------------------------------|
| 604377 | Gloucester | Washington Street And Railroad Avenue | Pre-25% | | | | | | | 1.67 | 1.25 | 1.50 | 1.33 | 1.25 | 0.83 | 0.00 | 0.00 | 2 | 2 |
| 600932 | Newton | Route 30 (Commonwealth Avenue) Phase 5 | Pre-25% | 4 | | | | | | 1.67 | 1.75 | 2.50 | 2.17 | 0.75 | 1.58 | 0.00 | 1.00 | 0 | 0 |
| 604916 | Norwood | Pleasant Street/Morse Street | Pre-25% | 2 | | | | | | 1.33 | 2.00 | 0.50 | 1.17 | 0.25 | 1.50 | 0.00 | 0.50 | 2 | 1 |
| 601181 | Wakefield | Salem Street -Vernon Street | Pre-25% | 2 | | | | | | 1.00 | 1.50 | 1.00 | 1.50 | -0.25 | 1.00 | 0.00 | 0.50 | 4 | 0 |
| DM0239 | Weymouth | Route 18 (ROW) | Pre-25% | 3 | | | | | | 2.00 | 2.50 | 2.50 | 1.17 | 2.00 | 1.42 | -0.50 | -1.00 | | |
| 603883 | Canton | Route 138 | Pre-25% | | | | | | | 1.33 | 2.00 | 3.00 | 0.83 | 1.75 | 0.75 | 0.00 | 0.00 | | |
| 602129 | Franklin | Lincoln Street & Main Street | Pre-25% | 4 | SWAP | | | | | 2.00 | 1.25 | 0.50 | 0.83 | 0.25 | 0.50 | 0.00 | 0.00 | 2 | 2 |
| 600380 | Pembroke | Route 36 (Center Street) | Pre-25% | | | | | | | 1.33 | 1.75 | 0.50 | 1.67 | -0.25 | 0.83 | 0.00 | 0.50 | 2 | 1 |
| 600176 | Woburn | Route 3/Bedford Road | Pre-25% | 4 | | | | | | 1.00 | 1.75 | 0.50 | 0.00 | 1.25 | 0.00 | 0.00 | 0.50 | 4 | 0 |
| 180519 | Boston | Ruggles Street | Pre-25% | | | | | | | 2.00 | 2.00 | 2.50 | 0.00 | 0.75 | 0.00 | 1.00 | 0.50 | | |
| 602165 | Stoneham | Route 28/North Street | Pre-25% | | | | | | | 1.33 | 1.25 | 1.00 | 0.83 | 1.25 | 0.42 | 0.00 | 0.50 | 2 | 0 |
| 602094 | Lynn | Route 129 (Broadway) | Pre-25% | 2 | | | | High Delay Arterial (Medium Volume) | | 2.00 | 2.25 | 1.00 | 1.33 | 1.00 | 0.83 | 0.00 | 0.00 | | |
| 601551 | Melrose | Main Street to Stoneham Ave | Pre-25% | 3 | | | | | | 1.33 | 1.75 | 0.50 | 1.00 | 1.00 | 1.75 | 0.00 | 0.50 | | |
| 602081 | Lynn | Route 107 (Western Avenue)/Eastern Avenue | Pre-25% | 3 | | | | High Delay Arterial (Medium Volume) | | 2.33 | 1.75 | 0.50 | 1.00 | 1.00 | 0.67 | 0.00 | 0.50 | | |
| 600385 | Norwell | Route 123 (Main Street) | Pre-25% | | | | | High Delay Arterial (Low Volume) | | 2.00 | 2.25 | 1.00 | 1.33 | 0.25 | 0.92 | 0.00 | 0.00 | | |
| 601138 | Lynn | Traffic Signals at 4 Locations (Contract E) | Pre-25% | 1 | | | | | | 2.00 | 1.75 | 0.50 | 1.17 | 0.00 | 1.25 | 0.00 | 0.50 | | |
| 604453 | Bellingham | Route 126-Route 140 | Pre-25% | 2 | | | | | | 1.33 | 1.75 | 1.00 | 0.67 | 0.50 | 1.08 | 0.00 | 0.50 | | |
| 601819 | Somerville | College Avenue | Pre-25% | | | | | | | 1.00 | 1.75 | 0.50 | 1.33 | 0.25 | 1.33 | 0.00 | 0.50 | | |
| 604120 | Medfield | North Street | Pre-25% | | | | | | | 1.33 | 1.25 | 0.50 | 0.83 | 0.25 | 0.67 | 1.50 | 0.00 | 0 | 0 |
| 600986 | Salem | Boston Street | Pre-25% | | | | | RTP Project | | 0.67 | 1.75 | 0.50 | 1.33 | 0.75 | 1.25 | 0.00 | 0.00 | | |
| 601915 | Sharon | Bay Road | Pre-25% | | | | | | | 2.00 | 1.75 | 0.00 | 1.33 | 0.00 | 0.58 | 0.50 | 0.00 | | |
| 600518 | Hingham | Derby Street | Pre-25% | 2 | | | | | | 0.67 | 1.75 | 2.00 | 0.67 | 0.25 | 1.00 | 0.00 | -0.50 | | |
| 602154 | Holliston | Route 126 (Concord Street) | Pre-25% | 3 | MetroWest | | | High Delay Arterial (High-Medium Volume) | | 1.33 | 1.75 | 1.00 | 0.67 | 0.50 | 0.58 | 0.00 | 0.00 | | |
| 600355 | Scituate | Route 123 | Pre-25% | | | | | High Delay Arterial (Low Volume) | | 0.33 | 1.75 | 0.50 | 1.67 | 0.50 | 1.08 | 0.00 | 0.00 | | |
| 604810 | Marlborough | Route 85 South (Maple Street) | Pre-25% | 1 | MetroWest | | | | | 1.00 | 1.25 | 0.50 | 1.00 | 0.25 | 1.00 | 0.50 | 0.00 | | |

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|--------|--------------------------|--|---------------|--------------------|----------------------|----------------------|----------|-------------------------------------|---------------------|--------------------------------|---|----------------------------|--------------------------------------|------------------------------|--|---------------------------|-----------------------------|--------------------------|--------------------------------------|
| 604706 | Burlington | Wheeler Road | Pre-25% | | | | | | | 0.67 | 1.75 | 0.50 | 1.00 | 0.25 | 1.50 | 0.00 | -0.50 | | |
| 602279 | Braintree | Route 37 (Granite Street) | Pre-25% | | | | | | | 0.67 | 0.50 | 2.00 | 0.00 | 1.75 | 0.00 | 0.00 | 0.00 | | |
| 602155 | Holliston | Norfolk Street | Pre-25% | 2 | | | | | | 1.33 | 1.75 | 0.00 | 0.83 | 0.00 | 0.50 | 0.50 | 0.00 | | |
| 604688 | Belmont | Trapelo Road and Waltham Street | Pre-25% | 1 | | | | | | 0.00 | 2.25 | 1.50 | 0.83 | 0.25 | 1.50 | 0.00 | 1.50 | | |
| 602093 | Lynn | Route 107 (Western Avenue) | Pre-25% | 3 | | | | High Delay Arterial (Medium Volume) | | 1.33 | 1.50 | 0.50 | 0.00 | 0.50 | 0.00 | 0.00 | 0.50 | | |
| 601527 | Beverly | Route 127 | Pre-25% | | | | | | | 1.00 | 0.75 | 0.50 | 0.33 | 0.25 | 0.42 | 1.00 | 0.00 | | |
| 604915 | Marshfield | Route 139 Corridor Improvements | Pre-25% | 1 | | | | | | 0.00 | 1.75 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2 | 0 |
| 602359 | Gloucester | Route 127 (Washington Street) | Pre-25% | | | | | | | 1.00 | 1.50 | 0.00 | 0.83 | 0.25 | 0.58 | 0.00 | 0.00 | | |
| 601826 | Danvers | Route 62 (Maple, Poplar & Elliott Sts.) | Pre-25% | | | | | | | 1.00 | 0.75 | 1.50 | 0.00 | 0.75 | 0.00 | 0.00 | 0.00 | | |
| 601579 | Wayland | Route 27 (Main Street)/Route 30 (Commonwealth Road) | Pre-25% | | MetroWest | | | | | 1.00 | 0.75 | 1.00 | 0.00 | 0.75 | 0.00 | 0.00 | 0.50 | | |
| 125298 | Wellesley | Route 9 Drainage | Pre-25% | 1 | MetroWest | | | | | 1.33 | 0.75 | 0.00 | 0.00 | 0.25 | 0.00 | 0.00 | 1.50 | | |
| 601607 | Hull | Atlantic Avenue | Pre-25% | 3 | | | | | | 0.67 | 1.00 | 0.50 | 0.67 | 0.50 | 0.42 | 0.00 | 0.00 | | |
| 601357 | Malden | Route 60 (Pleasant Street) | Pre-25% | | | | | High Delay Arterial (High Volume) | | 1.67 | 0.75 | 0.00 | 0.00 | 0.75 | 0.00 | 0.00 | 0.50 | | |
| 603866 | Franklin | Grove Street | Pre-25% | 6 | | | | | | 0.33 | 1.25 | 1.00 | 0.50 | 0.00 | 0.58 | 0.00 | 0.00 | | |
| 603865 | Framingham | Rt. 9 (Worcester Road) At Temple St. Intersection- Roadway Resurfacing, Box Widening, & Intersection | Pre-25% | | MetroWest | | | | | 0.00 | 1.25 | 1.00 | 0.00 | 0.75 | 0.00 | 0.00 | 0.50 | | |
| 600840 | Burlington | Middlesex Turnpike/Route 62 (Bedford Street) | Pre-25% | | | | | | | 0.67 | 0.75 | 1.00 | 0.00 | 0.50 | 0.00 | 0.00 | 0.50 | | |
| 602260 | Holbrook | Abington Avenue-Plymouth Street | Pre-25% | | | | | | | 1.67 | 1.25 | 0.00 | 0.00 | -0.25 | 0.00 | 0.00 | 0.50 | | |
| 604619 | Lexington | Hartwell Avenue Intersections | Pre-25% | | | | | | | 0.67 | 1.25 | 0.50 | 0.00 | 0.25 | 0.00 | 0.00 | 0.50 | | |
| 602140 | Malden, Melrose & Saugus | Route 99 (Broadway) | Pre-25% | | | | | High Delay Arterial (High Volume) | | 0.33 | 0.75 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | | 0 |
| DM0149 | Danvers | Route 62, Phase 2 | Pre-25% | | | | | | | 1.67 | 0.75 | 0.00 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | | |
| 604804 | Reading | Main St | Pre-25% | | | District 4 | | | | 0.66 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| 600921 | Danvers | Route 114 & I-95 | Pre-25% | | | | | | RTP Project | 1.00 | 0.50 | 2.00 | 0.00 | 0.50 | 0.00 | 0.00 | -1.50 | | |
| 89201 | Reading & Wilmington | Route 129 | Pre-25% | | | | | High Delay Arterial (Medium Volume) | | 0.00 | 0.75 | 1.50 | 0.00 | 1.00 | 0.17 | 0.00 | -1.00 | | |

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|--------|-----------------------|--|---------------|--------------------|----------------------|----------------------|----------|-------------------------------------|---------------------|--------------------------------|---|----------------------------|--------------------------------------|------------------------------|--|---------------------------|-----------------------------|--------------------------|--------------------------------------|
| 600989 | Swampscott | Route 129 (Humphrey Street) | Pre-25% | | | | | High Delay Arterial (Medium Volume) | | 0.67 | 0.75 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | | |
| 602717 | Stoughton | Route 138 | Pre-25% | | | | | | | 0.33 | 0.75 | 1.00 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | | |
| 602597 | Needham & Wellesley | Wellesley Avenue-Hunnewell Street | Pre-25% | | | | | | | 0.00 | 1.25 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.50 | | |
| 602810 | Salem | Commercial Street | Pre-25% | | | | | | | 0.00 | 0.00 | 0.50 | 0.00 | 0.25 | 0.42 | 1.00 | 0.00 | | |
| 602010 | Dedham | High Street, Phase 2 | Pre-25% | | | | | | | 0.00 | 0.75 | 0.00 | 0.00 | 0.75 | 0.00 | 0.00 | 0.50 | | |
| 600641 | Lynnfield | Salem Street/Walnut Street | Pre-25% | | | | | | | 0.00 | 0.50 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.50 | | |
| 600218 | Middleton | Route 62 (Boston Street) | Pre-25% | | | | | | | 0.33 | 1.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| 603137 | Hingham | Route 3A/Kilby Street | Pre-25% | | | | | | | 0.33 | 0.75 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.50 | | |
| 602134 | Medway | Village Street | Pre-25% | | | | | | | 0.00 | 1.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| 602000 | Weston | Route 30 (South Avenue)/Wellesley Street | Pre-25% | 1 | MetroWest | | | | | 0.00 | 0.50 | 0.00 | 0.00 | 0.50 | 0.00 | 0.00 | 0.50 | | |
| 602150 | Manchester-by-the-Sea | Route 127 (Summer Street) | Pre-25% | | | | | | | 0.67 | 0.75 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| 111506 | Duxbury | Route 53 | Pre-25% | | | | | | | 0.33 | 0.50 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| 603455 | Duxbury | Route 3A/Chestnut Street & Tobey Garden Street | Pre-25% | | | | | | | 0.33 | 0.50 | 0.50 | 0.00 | -0.50 | 0.00 | 0.00 | 0.50 | | |
| 601109 | Stoughton | Route 138 | Pre-25% | | | | | | | 0.33 | 0.50 | 0.00 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | | |
| 604230 | Hingham | Intersection Reconstruction, Route 3A At Route 228 | Pre-25% | | | | | | | 0.00 | 0.75 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.50 | | |
| 604123 | Ashland | Route 126 (Pond Street) | Pre-25% | | MetroWest | | | | | 0.33 | 0.75 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| 602065 | Ashland | Main Street & Prospect Street | Pre-25% | | | | | | | 0.00 | 0.75 | 0.00 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | | |
| 601188 | Lynnfield | Summer Street/Salem Street | Pre-25% | | | | | | | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.50 | | |
| 601471 | Foxborough | South Main Street (Copeland Drive) | Pre-25% | | | | | | | 0.33 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| 602064 | Ashland | Pleasant Street | Pre-25% | | | | | | | 0.00 | 0.75 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| 604697 | Hopkinton | Farm Road | Pre-25% | | | | | | | 0.00 | 0.75 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| 600396 | Duxbury | Route 139 | Pre-25% | | | | | | | 0.33 | 0.50 | 0.00 | 0.00 | -0.25 | 0.00 | 0.00 | 0.00 | | |
| 601999 | Weston | Route 117 (North Avenue) | Pre-25% | 2 | | | | | | 0.00 | 0.50 | 0.00 | 0.00 | -0.25 | 0.00 | 0.00 | 0.00 | | |
| 604472 | Acton | Route 2 | Pre-25% | | | District 3 | | | | | | | | | | | | | |
| 604400 | Littleton | Route 2 | Pre-25% | | | District 3 | | | | | | | | | | | | | |
| 601586 | Natick | Route 9 | Pre-25% | | | District 3 | | | | | | | | | | | | 3 | 1 |
| 604811 | Marlborough | Route 20 | Pre-25% | 3 | | | | | | | | | | | | | | | |
| 602140 | Melrose | RT 99 (Broadway St) | Pre-25% | | | | | | | | | | | | | | | | 0 |
| 602811 | Salem | Essex Street | Pre-25% | | | | | | | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | -0.50 | | |
| 602186 | Salem | RT 107 Intersections | Pre-25% | | | | | | | | | | | | | | | | |

| ID | Municipality | Name | Design Status | Community Priority | Subregional Priority | MassHighway Priority | TIP Year | MMS | Transportation Plan | Condition Need Rating: -3 to 3 | Condition Effectiveness Rating: -3 to 3 | Safety Need Rating: 0 to 3 | Safety Effectiveness Rating: -3 to 3 | Mobility Need Rating: 0 to 3 | Mobility Effectiveness Rating: -3 to 3 | Community Rating: -3 to 3 | Environment Rating: -3 to 3 | Land Use Rating: -1 to 8 | Economic Development Rating: -1 to 4 |
|--------|---------------|--|---------------|--------------------|----------------------|----------------------|----------|--|---------------------|--------------------------------|---|----------------------------|--------------------------------------|------------------------------|--|---------------------------|-----------------------------|--------------------------|--------------------------------------|
| DM0264 | Framingham | Route 126/135 Underpass | Conceptual | 4 | MetroWest | | | High Delay Arterial (High-Medium Volume) | RTP Project | 1.33 | 1.25 | 2.00 | 1.00 | 1.50 | 0.75 | 0.00 | 0.50 | 5 | 4 |
| DM0150 | Framingham | Route 126 (Hollis St) | Conceptual | | MetroWest | | | | | 0.33 | 2.00 | 0.50 | 1.33 | 1.25 | 1.42 | 1.00 | 0.00 | 5 | 3 |
| DM0287 | Woburn | Montvale Avenue | Conceptual | 3 | | | | | | 0.67 | 2.25 | 2.00 | 1.83 | 1.50 | 1.25 | 0.00 | 0.00 | 4 | 0 |
| DM0281 | Boston | Causeway Street | Conceptual | 1 | | | | | | 2.33 | 2.50 | 2.00 | 2.17 | 0.00 | 1.58 | 1.50 | 0.00 | 4 | 0 |
| DM0050 | Melrose | Lebanon Street | Conceptual | | | | | | | 1.00 | 2.25 | 0.50 | 1.17 | 1.00 | 1.42 | 0.00 | 0.00 | 4 | 0 |
| DM0094 | Melrose | Wyoming Avenue | Conceptual | 2 | | | | | | 1.67 | 2.00 | 0.00 | 1.83 | 0.75 | 1.33 | 0.50 | 0.00 | 3 | 0 |
| DM0092 | Lynn | Broad Street/Lewis Street /Route 129 | Conceptual | 4 | | | | | | 1.33 | 1.75 | 2.00 | 1.83 | 1.50 | 1.42 | 1.00 | 0.00 | | |
| DM0201 | Revere | Mahoney Circle Grade Separation | Conceptual | | | | | MMS Recommendation | RTP Project | 2.00 | 0.75 | 3.00 | 1.83 | 1.00 | 1.25 | 0.50 | 0.50 | | |
| DM0200 | Boston | Boardman Street at Route 1A | Conceptual | | | | | MMS Recommendation | RTP Project | 1.67 | 2.00 | 2.50 | 0.67 | 1.25 | 1.42 | 1.00 | 0.00 | | |
| DM0267 | Milton | Blue Hills Parkway/Brook Road | Conceptual | | | | | | | 1.33 | 2.25 | 0.50 | 1.33 | 0.00 | 0.83 | 1.50 | 1.00 | 1 | 0 |
| DM0170 | Everett | Ferry Street | Conceptual | 2 | | | | | | 1.00 | 1.25 | 1.00 | 0.50 | 0.75 | 1.42 | 0.00 | 0.50 | 2 | 1 |
| DM0168 | Chelsea | Spruce Street | Conceptual | | | | | | | 1.33 | 1.50 | 2.50 | 1.33 | 0.25 | 0.92 | 1.50 | 0.00 | | |
| DM0244 | Marlborough | Route 85 North (Bolton Street) | Conceptual | | | | | | | 1.00 | 0.75 | 1.50 | 0.67 | 0.25 | 0.17 | 0.50 | 0.00 | 1 | 3 |
| DM0183 | Milford | Veteran's Memorial Drive/Alternate Route | Conceptual | 1 | SWAP | | | | | 1.00 | 1.25 | 0.50 | 0.83 | 0.50 | 1.33 | 0.50 | 0.50 | | 2 |
| DM0245 | Winchester | North Main Street (Route 3A) | Conceptual | 4 | | | | | | 1.00 | 1.50 | 0.50 | 0.83 | 1.00 | 1.00 | 0.00 | 0.00 | 2 | |
| DM0243 | Marlborough | Farm Road | Conceptual | 2 | | | | | | 1.00 | 1.25 | 0.50 | 0.00 | 0.00 | 0.42 | 0.50 | 0.00 | 1 | 3 |
| DM0004 | Boston | East Boston Haul Road | Conceptual | | | | | | RTP Project | 0.00 | 1.25 | 2.50 | 0.00 | 1.25 | 0.00 | 1.00 | 1.00 | | |
| DM0231 | Franklin | Route 140 | Conceptual | 2 | | | | | | 1.00 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.50 | 0.00 | 2 | 3 |
| DM0283 | Hopkinton | Wood Street and W. Main Street | Conceptual | | | | | | | 1.33 | 1.50 | 1.00 | 1.33 | 0.00 | 1.17 | 0.00 | 0.50 | | |
| DM0154 | North Reading | Park Street | Conceptual | | | | | | | 0.33 | 2.00 | 0.00 | 0.83 | 0.00 | 1.33 | 0.00 | 0.00 | 2 | 0 |
| DM0008 | Boston | Signal Control Replacement | Conceptual | | | | | | | 1.33 | 1.25 | 0.50 | 0.50 | 0.00 | 0.83 | 2.00 | 0.00 | | |
| DM0305 | Medfield | South Street | Conceptual | | | | | | | 1.33 | 1.75 | 0.50 | 1.67 | -0.25 | 0.58 | 0.00 | 0.00 | | |
| DM0302 | Medfield | Route 109/Hartford Street | Conceptual | | | | | | | 1.00 | 1.25 | 1.50 | 0.50 | 0.25 | 0.50 | 0.00 | 0.50 | 0 | 0 |
| DM0304 | Sudbury | Route 20/Horsepond Road | Conceptual | | | | | | | 0.67 | 1.50 | 0.50 | 1.33 | 0.00 | 0.75 | 0.00 | 0.50 | | |
| DM0250 | Pembroke | Route 14 Corridor | Conceptual | | | | | | | 0.33 | 1.25 | 1.00 | 1.17 | 0.00 | 0.92 | 0.00 | 0.50 | | |
| DM0272 | Revere | Route 1A/Route 16 Connector | Conceptual | | | | | MMS Recommendation | RTP Project | 0.67 | 0.00 | 2.50 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | | |
| DM0274 | Sudbury | Route 20/Landham Road Intersection | Conceptual | | MAGIC | | | | | 1.00 | 1.50 | 0.50 | 0.50 | 0.00 | 1.00 | 0.00 | 0.50 | | |
| DM0317 | Hudson | South Street | Conceptual | 3 | | | | | | | | | | | | | | 2 | 3 |

| ID | Municipality | Name | Design Status | Community Priority | Subregional Priority | MassHighway Priority | TIP Year | MMS | Transportation Plan | Condition Need Rating: -3 to 3 | Condition Effectiveness Rating: -3 to 3 | Safety Need Rating: 0 to 3 | Safety Effectiveness Rating: -3 to 3 | Mobility Need Rating: 0 to 3 | Mobility Effectiveness Rating: -3 to 3 | Community Rating: -3 to 3 | Environment Rating: -3 to 3 | Land Use Rating: -1 to 8 | Economic Development Rating: -1 to 4 |
|---------|---------------------|--|---------------|--------------------|----------------------|----------------------|----------|-----|---------------------|--------------------------------|---|----------------------------|--------------------------------------|------------------------------|--|---------------------------|-----------------------------|--------------------------|--------------------------------------|
| DM0284 | Pembroke | Route 27 Corridor | Conceptual | | | | | | | 0.33 | 0.75 | 0.50 | 0.00 | -0.25 | 0.00 | 0.00 | 0.00 | | |
| DM0314 | Holbrook | South Franklin Street/King Road | Conceptual | | | | | | | 0.00 | 0.50 | 0.00 | 0.00 | 0.25 | 0.00 | 0.00 | 0.50 | | |
| DM0093 | Lynn | Boston Street -Hamilton Street | Conceptual | 5 | | | | | | 0.00 | 0.75 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.50 | | |
| DM0312 | Waltham | Lexington Street/Glen Meadow | Conceptual | | | | | | | 0.00 | 0.50 | 0.00 | 0.00 | 0.25 | 0.00 | 0.00 | 0.50 | | |
| DM0190 | Waltham | Trapelo Road/Forest Street | Conceptual | | | | | | | 0.00 | 0.75 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.50 | | |
| DM0089 | Boston | South Huntington Avenue | Conceptual | | | | | | | 0.00 | 0.75 | 0.00 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | | |
| DM0065 | Somerville | Powderhouse Boulevard/Packard Avenue | Conceptual | | | | | | | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.50 | | |
| DM0090 | Duxbury | Route 3A-Route 139 | Conceptual | | | | | | | 0.33 | 0.50 | 0.00 | 0.00 | -0.50 | 0.00 | 0.00 | 0.50 | | |
| DM0339 | Arlington | Massachusetts Ave, PH 2 | Conceptual | | | | | | | 0.00 | 0.00 | 0.50 | | 0.25 | | | | | |
| DM0275 | Bolton | Route 85 (Hudson Road) | Conceptual | | MAGIC | | | | | 0.00 | 0.67 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| DM0188 | Swampscott | Atlantic Avenue (Route 129) | Conceptual | | | | | | | 0.33 | 0.50 | 0.00 | 0.00 | -0.25 | 0.00 | 0.00 | 0.00 | | |
| DM0038 | Danvers | Holten Street -Burroughs Street | Conceptual | | | | | | | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| DM0310 | Pembroke | Route 53/Pleasant Street | Conceptual | | | | | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.50 | | |
| DM0308 | Wilmington | Middlesex Avenue (Route 62)/Glen Road/Wildwood Street Rotary | Conceptual | | | | | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.50 | | |
| DM0164 | Burlington | South Bedford Street | Conceptual | | | | | | | 0.00 | 1.00 | 0.50 | 0.00 | 0.25 | 0.00 | -0.50 | -1.00 | | |
| 9604991 | Framingham - Natick | Route 9 | Conceptual | | | District 3 | | | | | | | | | | | | | |
| DM0348 | Holbrook | Weymouth St/Sycamore | Conceptual | | | | | | | | | | | | | | | | |
| DM0220 | Medford | Telecom Blvd, PH1 | Conceptual | | | | | | | | | | | | | | | | |
| DM0221 | Medford | Telecom Blvd, PH2 | Conceptual | | | | | | | | | | | | | | | | |
| DM0347 | Newton | Washington St, PH 2 | Conceptual | | | | | | | | | | | | | | | | |
| DM0355 | Salem | Canal St | Conceptual | 2 | | | | | | | | | | | | | | | |
| DM0343 | Southborough | Main St (RT 30) | Conceptual | 1 | | | | | | | | | | | | | | | |
| DM0344 | Southborough | Cordaville Rd (RT 85) | Conceptual | 2 | MetroWest | | | | | | | | | | | | | | |
| DM0349 | Sudbury | Route 20/Wavland Inn Rd | Conceptual | | | | | | | | | | | | | | | | |
| DM0341 | Swampscott | Salem St | Conceptual | | | | | | | | | | | | | | | | |

| ID | Municipality | Name | Design Status | Community Priority | Subregional Priority | MassHighway Priority | TIP Year | Condition Need Rating: 0 to 3 | Condition Effectiveness Rating: -3 to 3 | Safety Need Rating: 0 to 3 | Safety Effectiveness Rating: 0 to 3 | Mobility Need Rating: 0 to 3 | Mobility Effectiveness Rating: -3 to 3 | Community Rating: -3 to 3 | Environment Rating: -3 to 3 | Land Use Rating: -1 to 8 | Economic Development Rating: -1 to 4 |
|--------|----------------------------------|--------------------------------------|---------------|--------------------|----------------------|----------------------|----------|-------------------------------|---|----------------------------|-------------------------------------|------------------------------|--|---------------------------|-----------------------------|--------------------------|--------------------------------------|
| 600811 | Belmont, Cambridge & Somerville | Bicycle Facility | 75% Submitted | 1,1,5 | Inner Core | | 2008 | 2.00 | 2.00 | 1.00 | 1.00 | 0.00 | 2.33 | 3.00 | 1.50 | 4 | 3 |
| 602929 | Holliston | Upper Charles Trail, PH 1 | 75% Submitted | 1 | SWAP | | 2008 | 1.67 | 1.33 | 0.00 | 0.67 | 0.00 | 1.50 | 1.50 | 1.50 | 1 | 2 |
| 604331 | Somerville | Somerville Community Path Phase I | 25% Approved | 2 | Inner Core | | 2009 | 1.67 | 1.33 | 1.00 | 0.50 | 0.25 | 3.00 | 3.00 | 1.50 | 2 | 2 |
| 602977 | Cohasset | Pedestrian Facility | 25% Approved | | | | | 1.00 | 2.00 | 0.50 | 1.83 | 0.50 | 0.50 | 1.00 | 1.00 | | |
| 604530 | Milford | Upper Charles Trail, Phase 2 | 25% Submitted | 1 | SWAP | | 2009 | 1.67 | 0.00 | 1.50 | 0.00 | 0.25 | 1.50 | 1.00 | 1.50 | 3 | 2 |
| 604531 | Acton & Maynard | Assabet Rail Trail | 25% Submitted | 1 | MAGIC | | 2010 | 1.67 | 0.00 | 0.50 | 0.33 | 0.00 | 2.33 | 1.50 | 1.50 | 2 | 1 |
| 604761 | Boston | South Bay Harbor Trail | Pre-25% | 1 | | | 2010 | 1.67 | 2.00 | 1.00 | 1.33 | 0.25 | 2.50 | 3.00 | 2.00 | 3 | 1 |
| 604652 | Stoneham, Winchester, and Woburn | Tri-Community Bikeway (Construction) | Pre-25% | 0,1,0 | NSPC | | 2011 | 1.67 | 0.67 | 0.00 | 0.67 | 0.00 | 2.83 | 1.00 | 1.50 | 5 | 3 |
| 5625 | Boston | Dorchester Bicycle Facility | Pre-25% | | | | | 1.33 | 1.33 | 0.00 | 0.83 | 0.00 | 1.67 | 1.50 | 1.00 | | |
| DM0127 | Boston | Linking the Corridors | Conceptual | 1 | | | | 1.33 | 3.00 | 0.00 | 2.17 | 0.25 | 2.67 | 2.50 | 1.50 | | |

| ID | Municipality | Name | Design Status | Community Priority | Subregional Priority | MassHighway Priority | TIP Year | Condition Need Rating: 0 to 3 | Condition Effectiveness Rating: -3 to 3 | Safety Need Rating: 0 to 3 | Safety Effectiveness Rating: 0 to 3 | Mobility Need Rating: 0 to 3 | Mobility Effectiveness Rating: -3 to 3 | Community Rating: -3 to 3 | Environment Rating: -3 to 3 | Land Use Rating: -1 to 8 | Economic Development Rating: -1 to 4 |
|--------|--|-------------------------------------|---------------|--------------------|----------------------|----------------------|----------|-------------------------------|---|----------------------------|-------------------------------------|------------------------------|--|---------------------------|-----------------------------|--------------------------|--------------------------------------|
| DM0098 | Beverly | Beverly Bikeway | Conceptual | | | | | 1.67 | 0.67 | 1.00 | 0.50 | 0.00 | 1.67 | 2.50 | 1.50 | | |
| DM0235 | Acton, Carlisle, Concord, Sudbury & Westford | Bruce Freeman Memorial Bicycle Path | Conceptual | 2,0,5,0,0 | MAGIC | | 2011 | 2.00 | 0.00 | 1.00 | 1.00 | 0.00 | 2.17 | 1.50 | 1.50 | 1 | 0 |
| DM0238 | Watertown | Minuteman Path Right of-Way | Conceptual | | | | | 0.67 | 0.00 | 0.00 | 0.83 | 0.00 | 2.17 | 0.50 | 1.00 | | 1 |
| DM0140 | Lynn, Malden, Revere & Saugus | Bike to the Sea, Phase 2 | Conceptual | | Inner Core | | | 1.67 | 0.67 | 0.00 | 0.00 | 0.00 | 0.00 | 2.50 | 1.00 | | |
| DM0113 | Salem | Salem Trail, Phase 2 | Conceptual | | | | | 1.33 | 0.00 | 0.00 | 0.17 | 0.00 | 2.17 | 1.00 | 1.00 | | |
| DM0110 | Salem | Salem Trail, Phase 1 | Conceptual | | | | | 1.33 | 0.00 | 0.00 | 0.17 | 0.00 | 2.00 | 1.00 | 1.00 | | |
| DM0251 | Waltham | Waltham Wayside Trail R.O.W. | Conceptual | | | | | 0.67 | 0.00 | 0.50 | 0.00 | 0.00 | 1.50 | 1.50 | 0.50 | | |
| DM0315 | Boxborough | Route 111 | Conceptual | | MAGIC | | | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.50 | 0.00 | | |
| DM0346 | Framingham | Cochituate Rail Trail | Conceptual | | | | | | | | | | | | | | |

| ID | Municipality | Name | Design Status | Community Priority | Subregional Priority | Condition Need Rating: 0 to 3 | Condition Effectiveness Rating: -3 to 3 | Safety Need Rating: 0 to 3 | Safety Effectiveness Rating: -3 to 3 | Mobility Need Rating: 0 to 3 | Mobility Effectiveness Rating: -3 to 3 | Community Rating: -3 to 3 | Environment Rating: -3 to 3 | Land Use Rating: -1 to 8 | Economic Development Rating: -1 to 4 |
|--------|-----------------|-------------------------------------|---------------|--------------------|----------------------|-------------------------------|---|----------------------------|--------------------------------------|------------------------------|--|---------------------------|-----------------------------|--------------------------|--------------------------------------|
| DM0249 | Somerville | Magoun Square | Pre-25% | 1 | Inner Core | 1.00 | 1.00 | 1.00 | 0.00 | 0.25 | 1.20 | 2.00 | 0.50 | 2 | 2 |
| DM0290 | Revere | Intermodal Transit Improvements | Pre-25% | | | 1.33 | 0.50 | 0.00 | 0.00 | 0.75 | 0.00 | 0.00 | 1.00 | | |
| DM0353 | Ipswich | North Green Improvement | Pre-25% | 1 | | | | | | | | | | | |
| DM0103 | Cambridge | Cambridge Common and Flagstaff Park | Conceptual | | | 1.00 | 1.50 | 2.00 | 1.75 | 0.00 | 1.00 | 2.00 | 0.50 | 5 | 1 |
| DM0255 | Boston | Huntington Avenue | Conceptual | | | 1.33 | 1.00 | 2.00 | 1.50 | 0.00 | 1.60 | 2.00 | 0.00 | | |
| DM0291 | Beverly & Salem | Intermodal Facilities | Conceptual | | NSTF | 1.33 | 0.50 | 0.00 | 0.00 | 0.75 | 0.00 | 0.00 | 1.00 | | |
| DM0254 | Boston | Long Island Pier | Conceptual | | | 1.00 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | | |
| DM0288 | Boston | Harbor Islands National Park Access | Conceptual | | | 1.00 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.50 | 0.00 | | |
| DM0289 | Boston | Long Island Pier Reconstruction | Conceptual | | | 1.00 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.50 | 0.00 | | |
| DM0327 | Boston | Nat'l Park Visitor Center | Conceptual | | | | | | | | | | | | |
| DM0329 | Boston | Longwood Av/Urban Ring Tunnel Study | Conceptual | | | | | | | | | | | | |

| ID | Municipality | Name | Cost | Design Status | Community Priority | Subregional Priority | MassHighway Priority | TIP Year | MMS | Transportation Plan | Condition Need Rating: 0 to 3 | Condition Effectiveness Rating: -3 to 3 | Safety Need Rating: 0 to 3 | Safety Effectiveness Rating: -3 to 3 | Mobility Need Rating: 0 to 3 | Mobility Effectiveness Rating: -3 to 3 | Community Rating: -3 to 3 | Environment Rating: -3 to 3 | Environment Rating: -3 to 3 | Land Use Rating: -1 to 8 | Economic Development Rating: -1 to 4 |
|--------|--|---|--------------|---------------|--------------------|----------------------|----------------------|----------|-------------------------------------|---------------------|-------------------------------|---|----------------------------|--------------------------------------|------------------------------|--|---------------------------|-----------------------------|-----------------------------|--------------------------|--------------------------------------|
| 604631 | Concord | Route 2 | \$1,067,360 | 100% Approved | | | District 4 | | | | 0.67 | 1.00 | 1.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0 | 0.00 | | |
| 603134 | Braintree | I-93/Route 37 | \$2,500,000 | 75% Submitted | | | | | MMS Recommendation | | 0.33 | 2.50 | 2.00 | 0.80 | 1.00 | 0.50 | 0.00 | 0 | 0.00 | | |
| 87612 | Danvers & Peabody | Route 128, Route 35 and Route 62 Interchanges | \$11,000,000 | 25% Approved | | | District 4 | | MMS Recommendation | | 1.33 | 1.50 | 3.00 | 1.40 | 1.25 | 1.25 | 0.00 | 0 | 0.00 | 2 | 0 |
| 87800 | Canton, Dedham, Milton, Randolph, Westwood | Route 128 Transportation Improvement Project Contract 6 | \$24,000,000 | 25% Approved | | | | | MMS Recommendation | | 0.67 | 2.50 | 3.00 | 1.20 | 2.00 | 1.38 | 0.00 | 0 | 0.00 | | |
| 603206 | Dedham, Needham & Westwood | Route 128 Transportation Improvement Project Contract 4 | \$53,142,500 | 25% Approved | | | | | MMS Recommendation | | 0.33 | 2.50 | 2.00 | 1.20 | 1.75 | 1.13 | 0.00 | 0 | 0.00 | | |
| 604327 | Newton | Route 9 | \$3,000,000 | 25% Approved | | | District 4 | | | | | | | | | | | | | | |
| 600831 | Somerville | I-93/Route 28/Mystic Avenue Interchange | \$55,000,000 | Pre-25% | | | | | RTP Project | | 2.00 | 2.50 | 3.00 | 1.40 | 1.75 | 1.50 | 1.00 | 0 | 0.00 | 3 | 2 |
| 603711 | Needham & Wellesley | Route 128 Transportation Improvement Project Contract 5 | \$80,212,050 | Pre-25% | | | | | MMS Recommendation | | 0.33 | 2.50 | 1.50 | 1.00 | 1.25 | 1.13 | 0.00 | 0 | 0.00 | | |
| 600821 | Burlington, Reading & Woburn | I-95 (Route 128) | \$3,000,000 | Pre-25% | | | | | | | 0.33 | 1.50 | 2.50 | 0.00 | 1.25 | 0.00 | 0.00 | 1 | 0.50 | | |
| 89200 | Reading & Wilmington | Route 129 | \$3,625,000 | Pre-25% | | | | | High Delay Arterial (Medium Volume) | | 0.67 | 1.50 | 3.00 | 1.40 | 0.50 | 1.00 | 0.50 | -1 | -1.00 | | |
| 180515 | Sharon | I-95/Route 1 Interchange | \$10,000,000 | Pre-25% | | | | | | | 0.00 | 1.00 | 1.50 | 0.40 | 0.50 | 0.63 | 0.00 | 1 | 0.50 | | |
| 21120 | Milton & Quincy | Furnace & Cunningham Brooks | \$18,700,000 | Pre-25% | | | | | | | 0.67 | 1.50 | 1.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0 | 1.50 | | |
| 36505 | Duxbury & Kingston | Route 3 | \$4,000,000 | Pre-25% | | | | | | | 0.67 | 1.00 | 3.00 | 0.00 | -0.25 | 0.00 | 0.00 | 0 | 0.00 | | |

| ID | Municipality | Name | Cost | Design Status | Community Priority | Subregional Priority | MassHighway Priority | TIP Year | MMS | Transportation Plan | Condition Need Rating: 0 to 3 | Condition Effectiveness Rating: -3 to 3 | Safety Need Rating: 0 to 3 | Safety Effectiveness Rating: -3 to 3 | Mobility Need Rating: 0 to 3 | Mobility Effectiveness Rating: -3 to 3 | Community Rating: -3 to 3 | Environment Rating: -3 to 3 | Environment Rating: -3 to 3 | Land Use Rating: -1 to 8 | Economic Development Rating: -1 to 4 |
|--------|--|--|--------------------|----------------|--------------------|----------------------|----------------------|-------------|--------------------|---------------------|-------------------------------|---|----------------------------|--------------------------------------|------------------------------|--|---------------------------|-----------------------------|-----------------------------|--------------------------|--------------------------------------|
| 87790 | Canton | I-95 (Route 128)/I-93 Interchange | \$27,700,000 | Pre-25% | | | | | MMS Recommendation | RTP Project | 0.67 | 1.00 | 2.00 | 0.20 | 1.50 | 0.50 | 0.00 | -1 | -0.50 | | |
| 604638 | Danvers & Peabody | Route 128 Interchanges Phase 2 | | Pre-25% | | | | | | | 0.33 | 2.00 | 1.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0 | 0.00 | | |
| 603916 | Somerville & Medford | Route 93 Lighting | \$7,848,000 | Pre-25% | | | | | | | 0.00 | 1.00 | 1.50 | 0.00 | 0.75 | 0.00 | 0.00 | 0 | 0.00 | | |
| 603917 | Stoneham & Woburn | Route 93 Lighting | \$7,500,000 | Pre-25% | | | | | | | 0.00 | 1.00 | 1.50 | 0.00 | 0.75 | 0.00 | 0.00 | 0 | 0.00 | | |
| 604547 | Newton, Wellesley & Weston | Interstate 95 | | Pre-25% | | | | | | | 0.00 | 1.00 | 1.50 | 0.00 | 0.50 | 0.00 | 0.00 | 0 | 0.00 | | |
| 602193 | Boston | I-93 | \$1,500,000 | Pre-25% | | | | | | | 0.33 | 1.00 | 1.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0 | 0.00 | | |
| 603939 | Bolton, Boxborough, Marlborough & Westborough | Highway Lighting Replacement At Four Interchanges On Rt. I-495 | \$825,000 | Pre-25% | | | | | | | 0.00 | 1.00 | 1.50 | 0.00 | 0.25 | 0.00 | 0.00 | 0 | 0.00 | | |
| 604640 | Hopkinton, Milford, Southborough & Westborough | Interstate 495 | \$4,500,000 | Pre-25% | | | | | | | 0.00 | 1.00 | 1.50 | 0.00 | 0.25 | 0.00 | 0.00 | 0 | 0.00 | | |
| 604701 | Hopkinton, Milford, Southborough & Westborough | Interstate 495 | \$8,750,000 | Pre-25% | | | | | | | 0.00 | 1.00 | 1.50 | 0.00 | 0.25 | 0.00 | 0.00 | 0 | 0.00 | | |
| 604630 | Concord | Route 2 | \$935,060,000 | Pre-25% | | | District 4 | | | | 0.67 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0 | 0.00 | | |
| 604121 | Marlborough & Northborough | Interstate 290 | \$6,000,000 | Pre-25% | | | | | | | 0.33 | 1.00 | 1.50 | 0.00 | -0.25 | 0.00 | 0.00 | 0 | 0.00 | | |
| 604548 | Boston- Milton- Quincy | Interstate 93 HOV Lane | | Pre-25% | | | | | | | 0.00 | 1.00 | 1.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0 | 0.00 | | |
| 604628 | Lexington | Route 2 | \$2,796,088 | Pre-25% | | | District 4 | | | | 0.00 | 1.00 | 1.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0 | 0.00 | | |
| 604369 | Beverly | Route 128 Brimbal Avenue Overpass / Interchange Reconstruction | \$12,000,000 | Pre-25% | | | | | | | 0.67 | 0.00 | 2.00 | 0.00 | -0.25 | 0.00 | 0.00 | 0 | 0.00 | | |
| | Marlborough, Hudson, Berlin | I-495 | \$8,691,880 | Pre-25% | | | | 2009 | | | | | | | | | | | | | |

| ID | Municipality | Name | Cost | Design Status | Community Priority | Subregional Priority | MassHighway Priority | TIP Year | MMS | Transportation Plan | Condition Need Rating: 0 to 3 | Condition Effectiveness Rating: -3 to 3 | Safety Need Rating: 0 to 3 | Safety Effectiveness Rating: -3 to 3 | Mobility Need Rating: 0 to 3 | Mobility Effectiveness Rating: -3 to 3 | Community Rating: -3 to 3 | Environment Rating: -3 to 3 | Environment Rating: -3 to 3 | Land Use Rating: -1 to 8 | Economic Development Rating: -1 to 4 |
|---------------|--|--|--------------------|----------------|--------------------|----------------------|----------------------|-------------|--------------------|---------------------|-------------------------------|---|----------------------------|--------------------------------------|------------------------------|--|---------------------------|-----------------------------|-----------------------------|--------------------------|--------------------------------------|
| 603345 | Hudson & Marlborough | I-495/I-290 Interchange | \$25,000,000 | Pre-25% | | | | | MMS Recommendation | RTP Project | 0.67 | 2.00 | 2.00 | 0.00 | 0.75 | 0.00 | 0.00 | -2 | -1.00 | | |
| 603833 | Braintree to Plymouth | Traffic signs improvement on Route 3 | \$1,750,000 | Pre-25% | | | | | | | 0.00 | 1.00 | 1.50 | 0.00 | -0.25 | 0.00 | 0.00 | 0 | 0.00 | | |
| 604542 | Essex, Gloucester, Manchester & Wenham | Route 128 | \$6,000,000 | Pre-25% | | | District 4 | | | | 0.33 | 1.00 | 1.00 | 0.00 | -0.25 | 0.00 | 0.00 | 0 | 0.00 | | |
| 604363 | Bolton, Boxborough & Harvard | Resurfacing And Related Work, From Berlin/Bolton Town Line Northerly To The Boxborough/Littleton Town Line | \$11,875,000 | Pre-25% | | | | | | | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0 | 0.00 | | |
| 604629 | Lincoln | Route 2 | \$1,218,880 | Pre-25% | | | District 4 | | | | 0.00 | 1.00 | 1.00 | 0.00 | -0.25 | 0.00 | 0.00 | 0 | 0.00 | | |
| 603739 | Wrentham | I-495/Route 1A Ramps | \$4,000,000 | Pre-25% | | SWAP | | | | | 0.67 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0 | 0.00 | | |
| 604472 | Acton & Boxborough | Route 2 | | Pre-25% | | | | | | | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0 | 0.00 | | |
| 604710 | Waltham | I-95 | \$7,550,150 | Pre-25% | | | | 2010 | | | | | | | | | | | | | |
| 604363 | Boxborough | I-495 | \$11,875,000 | Pre-25% | | | | | | | | | | | | | | | | | |
| | Sharon, Walpole, Norwood | I-95 | \$5,532,120 | Pre-25% | | | | 2009 | | | | | | | | | | | | | |
| | Woburn Wilmington | I-93 | \$8,636,000 | Pre-25% | | | | 2010 | | | | | | | | | | | | | |
| DM0233 | Southborough/Westborough | I-495/Route 9 intersection improvements | | Conceptual | | | | | | | 0.67 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1 | 0.50 | | |
| | Foxborough Sharon | I-95 | \$4,693,920 | Pre-25% | | | | 2011 | | | | | | | | | | | | | |
| DM0296 | Burlington & Woburn | Interstate 95 | \$8,000,000 | Conceptual | | | | | | | 0.33 | 1.00 | 1.50 | 0.00 | 0.75 | 0.00 | 0.00 | 0 | 0.00 | | |
| DM0299 | Waltham & Wellesley | Interstate 95 | \$14,000,000 | Conceptual | | | | | | | 0.33 | 1.00 | 1.50 | 0.00 | 0.75 | 0.00 | 0.00 | 0 | 0.00 | | |

| ID | Municipality | Name | Cost | Design Status | Community Priority | Subregional Priority | MassHighway Priority | TIP Year | MMS | Transportation Plan | Condition Need Rating: 0 to 3 | Condition Effectiveness Rating: -3 to 3 | Safety Need Rating: 0 to 3 | Safety Effectiveness Rating: -3 to 3 | Mobility Need Rating: 0 to 3 | Mobility Effectiveness Rating: -3 to 3 | Community Rating: -3 to 3 | Environment Rating: -3 to 3 | Environment Rating: -3 to 3 | Land Use Rating: -1 to 8 | Economic Development Rating: -1 to 4 |
|--------|----------------------------|--|--------------|---------------|--------------------|----------------------|----------------------|----------|-----|---------------------|-------------------------------|---|----------------------------|--------------------------------------|------------------------------|--|---------------------------|-----------------------------|-----------------------------|--------------------------|--------------------------------------|
| DM0298 | Lynnfield & Peabody | Interstate 95 | \$5,000,000 | Conceptual | | | | | | | 0.33 | 1.00 | 1.50 | 0.00 | 0.50 | 0.00 | 0.00 | 0 | 0.00 | | |
| DM0252 | Walpole | Coney Street Interchange with Route 95 | \$4,500,000 | Conceptual | | | | | | | 0.33 | 1.50 | 0.50 | 0.60 | 0.00 | 0.88 | -0.50 | 0 | 0.00 | | |
| DM0295 | Bolton & Littleton | Interstate 495 | \$10,000,000 | Conceptual | | | | | | | 0.33 | 1.00 | 1.50 | 0.00 | 0.25 | 0.00 | 0.00 | 0 | 0.00 | | |
| DM0297 | Southborough & Westborough | Interstate 495 | \$3,500,000 | Conceptual | | | | | | | 0.33 | 1.00 | 1.50 | 0.00 | 0.25 | 0.00 | 0.00 | 0 | 0.00 | | |
| DM0325 | Hudson | I-495 | | Conceptual | | | | | | | | | | | | | | | | | |
| DM0324 | Reading | I-93 | | Conceptual | | | | | | | | | | | | | | | | | |
| DM0323 | Wilmington&Woburn | I-93 | | Conceptual | | | | | | | | | | | | | | | | | |
| DM0331 | Medford | Interstate 93 | | Conceptual | | | | | | | | | | | | | | | | | |

| ID | Municipality | Name | Cost | Design Status | Community Priority | Subregional Priority | MassHighway Priority | TIP Year | Condition Need Rating: 0 to 3 | Condition Need Rating: 3 to -3 | Safety Need Rating: 0 to 3 | Safety Effectiveness Rating: -3 to 3 | Mobility Need Rating: 0 to 3 | Mobility Effectiveness Rating: -3 to 3 | Community Rating: -3 to 3 | Environment Rating: -3 to 3 | Land Use Rating: -1 to 8 | Economic Development Rating: -1 to 4 |
|--------|--------------|------------------------------------|-------------|---------------|--------------------|----------------------|----------------------|----------|-------------------------------|--------------------------------|----------------------------|--------------------------------------|------------------------------|--|---------------------------|-----------------------------|--------------------------|--------------------------------------|
| 602964 | Woburn | Magazine Hill Park & Ride Facility | \$1,868,270 | 25% Submitted | 2 | NSPC | | 2007 | 1.00 | 2.00 | 0.00 | 0.00 | 0.75 | 1.50 | 0.00 | 1.50 | 5 | 3 |

Appendix A

Transit Expansion

Rapid Transit Projects

KEY:

- = High
- ◆ = Medium
- = Low

| Description | Type | Utilization | Mobility | Cost-Effectiveness | Air Quality | Service Quality | Economic/Land Use | Environmental Justice | Total |
|--|----------------|-------------|----------|--------------------|-------------|-----------------|-------------------|-----------------------|-------|
| Blue-Red Connector | Line Extension | ◆ | ◆ | ● | ◆ | ◆ | ● | ◆ | ◆ |
| Convert Dudley-Boylston section of Silver Line to light rail | Line Extension | ○ | ○ | ○ | ○ | ◆ | ● | ● | ○ |
| Extend Blue Line from Bowdoin to West Medford | Line Extension | ◆ | ◆ | ◆ | ◆ | ◆ | ● | ● | ◆ |
| Extend Blue Line from Lynn to Salem | Line Extension | ● | ◆ | ◆ | ● | ○ | ◆ | ◆ | ◆ |
| Extend Blue Line from Wonderland to Lynn | Line Extension | ● | ◆ | ◆ | ● | ◆ | ● | ● | ● |
| Green Line to West Medford | Line Extension | ◆ | ◆ | ◆ | ◆ | ◆ | ◆ | ● | ◆ |
| New Green Line Needham Branch | Line Extension | ○ | ○ | ○ | ○ | ◆ | ○ | ○ | ○ |
| Orange Line North Extension From Oak Grove to Reading/Route 128 | Line Extension | ◆ | ○ | ○ | ◆ | ○ | ○ | ○ | ○ |
| Orange Line South Extension From Forest Hills to Route 128 Via Hyde Park | Line Extension | ○ | ○ | ○ | ◆ | ◆ | ◆ | ◆ | ○ |
| Orange Line South Extension From Forest Hills to West Roxbury/Needham | Line Extension | ○ | ○ | ○ | ○ | ○ | ○ | ◆ | ○ |
| Red Line extension to Weymouth | Line Extension | ◆ | ○ | ○ | ◆ | ○ | ● | ○ | ○ |
| Red Line Northwest Extension from Alewife to Route 128 | Line Extension | ○ | ○ | ○ | ◆ | ◆ | ○ | ○ | ○ |
| Restore Green Line service between Heath Street and Arborway | Line Extension | ○ | ○ | ◆ | ○ | ● | ● | ◆ | ◆ |
| Silver Line East Extension to City Point | Line Extension | ○ | ○ | ● | ◆ | ◆ | ● | ○ | ◆ |
| Silver Line Phase III: South Station-Boylston Connector | Line Extension | ● | ● | ◆ | ◆ | ◆ | ● | ● | ● |
| Silver Line South Extension to Ashmont and Mattapan | Line Extension | ◆ | ◆ | ● | ◆ | ● | ● | ● | ● |
| Silver Line West Extensions to Allston and Longwood Medical Area | Line Extension | ● | ◆ | ◆ | ◆ | ◆ | ● | ◆ | ◆ |
| Urban Ring Phase II | Line Extension | ● | ● | ● | ● | ● | ● | ● | ● |
| Urban Ring Phase III | Line Extension | ● | ● | ● | ● | ● | ● | ● | ● |
| Construct Orange Line station at Assembly Square | New Station | ○ | ○ | ● | ◆ | ○ | ● | ◆ | ◆ |
| Wonderland Connector | New Station | ○ | ○ | ◆ | ◆ | ○ | ● | ○ | ○ |

Appendix A

Transit Expansion

Commuter Rail Projects

KEY:
 ● = High
 ◆ = Medium
 ○ = Low

| Description | Type | Utilization | Mobility | Cost-Effectiveness | Air Quality | Service Quality | Economic/Land Use | Environmental Justice | Total |
|---|----------------|-------------|----------|--------------------|-------------|-----------------|-------------------|-----------------------|-------|
| Build commuter rail spur from Framingham to Leominster via Northborough and Marlborough | Line Extension | ● | ● | ○ | ○ | ○ | ● | ◆ | ◆ |
| Build commuter rail spur from Salem to Danvers | Line Extension | ◆ | ● | ◆ | ◆ | ○ | ○ | ◆ | ● |
| Commuter Rail branch from existing Old Colony lines to Greenbush | New Line | ● | ● | ◆ | ◆ | ○ | ○ | ○ | ● |
| Commuter Rail to Millis | Line Extension | ● | ● | ◆ | ◆ | ○ | ○ | ○ | ◆ |
| Commuter Rail to New Bedford/Fall River | Line Extension | ● | ● | ◆ | ◆ | ○ | ◆ | ◆ | ● |
| Extend commuter rail from Providence to T.F. Green (RI) | Line Extension | ◆ | ● | ◆ | ◆ | ◆ | ○ | ○ | ◆ |
| Extend commuter rail service from Fitchburg to Gardner | Line Extension | ○ | ● | ○ | ○ | ○ | ● | ◆ | ◆ |
| Extend commuter rail service from Forge Park to Milford | Line Extension | ◆ | ● | ◆ | ◆ | ○ | ○ | ◆ | ◆ |
| Extend commuter rail service from Haverhill to Plaistow, NH | Line Extension | ● | ○ | ● | ● | ○ | ○ | ○ | ◆ |
| Extend commuter rail service from Lowell to Nashua with stop at North Chelmsford (NH) | Line Extension | ● | ● | ◆ | ● | ○ | ○ | ○ | ◆ |
| Extend commuter rail service from Middleborough to Wareham | Line Extension | ◆ | ● | ○ | ◆ | ○ | ◆ | ○ | ◆ |
| Extend passenger rail service from Wareham to Hyannis | Line Extension | ◆ | ○ | ○ | ● | ○ | ○ | ○ | ○ |
| North-South Rail Link | Line Extension | ● | ◆ | ◆ | ◆ | ◆ | ● | ◆ | ● |
| Operate full-time service to Foxboro Station | Line Extension | ○ | ◆ | ○ | ◆ | ○ | ○ | ○ | ○ |
| Operate high-frequency Riverside – South Station commuter rail service | Line Extension | ○ | ○ | ○ | ○ | ○ | ◆ | ○ | ○ |
| Operate high-frequency Riverside – JFK/Umass commuter rail service | Line Extension | ◆ | ○ | ○ | ○ | ○ | ◆ | ◆ | ○ |
| Operate high-frequency Readville – Allston Landing commuter rail service | Line Extension | ○ | ◆ | ○ | ○ | ○ | ● | ● | ◆ |
| Add a station at Millbury on the Framingham/Worcester commuter rail line | New Station | ○ | ◆ | ● | ◆ | ○ | ● | ○ | ◆ |
| Add a station at South Salem on the Rockport/Newburyport commuter rail line | New Station | ○ | ◆ | ● | ● | ○ | ◆ | ◆ | ◆ |
| Build a new Allston/Brighton commuter rail station | New Station | ○ | ◆ | ◆ | ◆ | ○ | ● | ● | ◆ |
| Build a new commuter rail station on the Fitchburg Line at Union Square, Somerville | New Station | ○ | ◆ | ● | ◆ | ○ | ● | ● | ● |

Appendix A

Transit Expansion

Commuter Rail Projects (continued)

KEY:
 ● = High
 ◆ = Medium
 ○ = Low

| Description | Type | Utilization | Mobility | Cost-Effectiveness | Air Quality | Service Quality | Economic/Land Use | Environmental Justice | Total |
|---|-------------|-------------|----------|--------------------|-------------|-----------------|-------------------|-----------------------|-------|
| Build a regional commuter rail station along Route 2 west of I-495. | New Station | ○ | ○ | ○ | ◆ | ○ | ○ | ○ | ○ |
| Build a regional commuter rail station on I-495 in Metrowest Area | New Station | ◆ | ○ | ◆ | ● | ○ | ○ | ○ | ◆ |
| Connect Fitchburg commuter rail line with Red Line at Alewife | New Station | ○ | ○ | ◆ | ◆ | ◆ | ● | ○ | ◆ |
| Fairmount Line Improvements | New Station | ◆ | ● | ◆ | ○ | ● | ● | ● | ● |
| New commuter rail station at Riverside | New Station | ○ | ○ | ● | ◆ | ◆ | ○ | ○ | ◆ |

Boat Projects

| Description | Type | Utilization | Mobility | Cost-Effectiveness | Air Quality | Service Quality | Economic/Land Use | Environmental Justice | Total |
|---|--------------------------|-------------|----------|--------------------|-------------|-----------------|-------------------|-----------------------|-------|
| Ferry Expansion–Russia Wharf/South Station | Line Extension/ New Line | ◆ | ◆ | ● | ○ | ◆ | ● | ○ | ● |
| High-Speed Ferry Service From the North Shore to Boston and the Airport | Line Extension/ New Line | ◆ | ○ | ○ | ○ | ○ | ◆ | ◆ | ○ |
| Restore East Boston ferry | Line Extension/ New Line | ○ | ○ | ◆ | ○ | ○ | ● | ● | ◆ |
| Improved Ferry Service From South Shore Communities (Quincy, Hingham and Hull) to Boston. | Frequency Improvement | ● | ◆ | ◆ | ○ | ○ | ○ | ◆ | ◆ |

Appendix A

Transit Expansion

Bus/Trackless Trolley Projects

KEY:

- = High
- ◆ = Medium
- = Low

| Description | Type | Utilization | Mobility | Cost-Effectiveness | Air Quality | Service Quality | Environmental Justice | Total |
|--|--------------------------|-------------|----------|--------------------|-------------|-----------------|-----------------------|-------|
| Build new busways to Alewife Station | Line Extension/ New Line | ○ | ○ | ● | ● | ◆ | ○ | ◆ |
| Extend Trackless Trolley #71 from Watertown to Newton Corner | Line Extension/ New Line | ○ | ○ | ● | ◆ | ○ | ○ | ○ |
| Route 128 Circumferential Bus Service | Line Extension/ New Line | ◆ | ● | ○ | ○ | ○ | ○ | ○ |
| Suburban Commuter Rail Feeder Bus Services | Line Extension/ New Line | ◆ | ● | ◆ | ◆ | ● | ● | ● |
| Urban Ring Phase I | Line Extension/ New Line | ● | ◆ | ○ | ○ | ● | ● | ● |

Appendix A

Transit Service Enhancement

Rapid Transit Projects

KEY:
 ● = High
 ◆ = Medium
 ○ = Low

| Description | Type | Utilization | Mobility | Cost Effectiveness | Air Quality | Service Quality | Environmental Justice | Total |
|---|-------------------------|-------------|----------|--------------------|-------------|-----------------|-----------------------|-------|
| Operate 4-car trains on Green Line | Facility Improvement | ◆ | ○ | ○ | ○ | ○ | ◆ | ○ |
| Operate 8-car trains on Orange Line | Facility Improvement | ◆ | ○ | ◆ | ◆ | ○ | ● | ◆ |
| Operate 8-car trains on Red Line | Facility Improvement | ◆ | ○ | ◆ | ◆ | ○ | ◆ | ◆ |
| <i>Signal and Train Control Improvements on Blue Line</i> | Facility Improvement | ● | ○ | ● | ● | ◆ | ◆ | ● |
| Signal and Train Control Improvements on Green Line | Facility Improvement | ○ | ○ | ○ | ○ | ◆ | ○ | ○ |
| Signal and Train Control Improvements on Red Line | Facility Improvement | ● | ○ | ◆ | ● | ◆ | ○ | ● |
| <i>Signal and Train Control Improvements on Orange Line</i> | Facility Improvement | ● | ○ | ● | ● | ◆ | ◆ | ● |
| Commonwealth Flats Silver Line Grade Separation | Travel Time Improvement | ○ | ○ | ○ | ○ | ○ | ◆ | ○ |
| Preemptive signals on Beacon, Commonwealth, and Huntington | Travel Time Improvement | ○ | ○ | ● | ◆ | ○ | ◆ | ◆ |

Appendix A

Transit Service Enhancement

Commuter Rail Projects

KEY:
 ● = High
 ◆ = Medium
 ○ = Low

| Description | Type | Utilization | Mobility | Cost Effectiveness | Air Quality | Service Quality | Environmental Justice | Total |
|--|-------------------------|-------------|----------|--------------------|-------------|-----------------|-----------------------|-------|
| Add bike racks to coaches | Facility Improvement | N/A | ○ | N/A | N/A | ◆ | ○ | ○ |
| Expand the waiting area at North Station | Facility Improvement | N/A | ○ | N/A | N/A | ◆ | ○ | ○ |
| Improve pedestrian access to Anderson RTC from western side of tracks | Facility Improvement | ○ | ◆ | ● | ◆ | ◆ | ○ | ◆ |
| Install welded rail along sections of Haverhill, Lowell, and Fitchburg lines where it is not presently in place | Facility Improvement | N/A | ○ | N/A | N/A | ◆ | ◆ | ◆ |
| Upgrade station signage for commuter rail systemwide | Facility Improvement | N/A | ○ | N/A | N/A | ◆ | ◆ | ◆ |
| Increase speed and frequency of Needham service | Freq/Trav. Time Improv. | ◆ | ○ | ○ | ○ | ○ | ○ | ○ |
| Build new layover facility in Bellingham for the Franklin Line | Frequency Improvement | N/A | ○ | N/A | N/A | ○ | ○ | ○ |
| Expand Reverse Commuting Options | Frequency Improvement | ● | ● | ◆ | ◆ | ◆ | ◆ | ● |
| Install a fourth track on the Fort Point Channel Bridge | Frequency Improvement | N/A | ○ | N/A | N/A | ◆ | ● | ◆ |
| Install double-tracking on entire commuter rail system | Frequency Improvement | N/A | ○ | N/A | N/A | ◆ | ◆ | ◆ |
| Install platforms on both sides of tracks at stations in Newton so that reverse commuting trips may make more stops. | Frequency Improvement | ○ | ○ | ○ | ◆ | ○ | ○ | ○ |
| Operate a Yawkey–Back Bay–South Station shuttle | Frequency Improvement | ◆ | ◆ | ◆ | ◆ | ◆ | ● | ● |
| Operate more frequent service between Framingham and Worcester | Frequency Improvement | ◆ | ◆ | ● | ◆ | ○ | ● | ● |
| Purchase diesel multiple unit trains to allow for increased frequency on commuter rail lines | Frequency Improvement | ◆ | ● | ○ | ○ | ○ | ◆ | ○ |
| Construct high platforms at all Providence Line stations not so equipped and expand to other lines at a later date | Travel Time Improvement | N/A | ○ | N/A | N/A | ○ | ○ | ○ |
| Electrify all commuter rail lines | Travel Time Improvement | ◆ | ○ | ○ | ● | ○ | ○ | ○ |
| Operate express service from outer stations | Travel Time Improvement | ● | ○ | ● | ◆ | ○ | ○ | ◆ |

Appendix A

Transit Service Enhancement

Bus/Trackless Trolley Projects

KEY:

- = High
- ◆ = Medium
- = Low

| Description | Type | Utilization | Mobility | Cost Effectiveness | Air Quality | Service Quality | Environmental Justice | Total |
|--|-------------------------|-------------|----------|--------------------|-------------|-----------------|-----------------------|-------|
| Install automatic passenger counters on buses | Facility Improvement | N/A | ○ | N/A | N/A | ○ | ○ | ○ |
| Install 300 shelters | Facility Improvement | N/A | ○ | N/A | N/A | ◆ | ● | ● |
| Add exclusive lanes and priority signals along the top ten highest ridership bus routes. | Travel Time Improvement | ◆ | ○ | ○ | ◆ | ◆ | ● | ◆ |
| Install Intelligent Transportation System (ITS) systems for bus fleet | Travel Time Improvement | N/A | ○ | N/A | N/A | ● | ◆ | ● |
| Purchase 100 new buses | Frequency Improvement | ● | ○ | ◆ | ○ | ○ | ● | ◆ |

Systemwide Projects

KEY:

- = High
- ◆ = Medium
- = Low

| Description | Type | Utilization | Mobility | Cost Effectiveness | Air Quality | Service Quality | Environmental Justice | Total |
|---|--------------------|-------------|----------|--------------------|-------------|-----------------|-----------------------|-------|
| Add bike racks to coaches | Access Improvement | N/A | ○ | N/A | N/A | ◆ | ○ | ○ |
| Add more motorcycle parking spaces systemwide | Access Improvement | N/A | ○ | N/A | N/A | ○ | ◆ | ○ |
| Improve pedestrian access to all rapid transit and commuter rail stations | Access Improvement | N/A | ○ | N/A | N/A | ● | ● | ● |
| Improve pedestrian access to Anderson RTC from western side of tracks | Access Improvement | ○ | ◆ | ● | ◆ | ● | ◆ | ◆ |
| Install bike racks at rapid transit and commuter rail stations | Access Improvement | N/A | ○ | N/A | N/A | ◆ | ● | ◆ |
| Install more enclosed waiting areas along MBTA lines | Access Improvement | N/A | ○ | N/A | N/A | ● | ◆ | ◆ |

Transit Accessibility Enhancement

| Station | Service | Inbound Ridership | In Process | Ridership | Rail Transfers | Interconnectivity | Terminal Locations | Major Centers | Overall |
|--------------------------|----------------------|-------------------|------------|-----------|----------------|-------------------|--------------------|---------------|---------|
| <i>Arlington</i> | <i>Green</i> | | ● | | | | | | ● |
| <i>Ashmont</i> | <i>Red-M</i> | | ● | | | | | | ● |
| Babcock St. | Green-B | 1761 | | ● | | | | ● | ● |
| Blanford St. | Green-B | 2096 | | ● | | | | ● | ● |
| <i>Boylston</i> | <i>Green</i> | 5934 | | ● | | | | ● | ● |
| Brighton Ave | Green-B | 1571 | | ● | | ○ | | | ● |
| Brookline Hills | Green-D | 2097 | | ● | | | | ● | ● |
| BU West | Green-B | 899 | | ◆ | | | | ● | ● |
| <i>Charles</i> | <i>Red</i> | | ● | | | | | | ● |
| Chelsea | Commuter Rail | 257 | | ○ | | ○ | | ● | ● |
| <i>Copley</i> | <i>Green</i> | | ● | | | | | | ● |
| <i>Fairmount</i> | <i>Commuter Rail</i> | | ● | | | | | | ● |
| Fields Corner | Red | | ● | | | | | | ● |
| Franklin | Commuter Rail | 1311 | | ● | | ○ | | ● | ● |
| <i>Government Center</i> | <i>Green/Blue</i> | | ● | | | | | | ● |
| Hynes ICA | Green | 8579 | | ● | | ◆ | | ● | ● |
| <i>Kenmore</i> | <i>Green</i> | | ● | | | | | | ● |
| Longwood | Green-D | 2536 | | ● | | | | ● | ● |
| <i>Malden</i> | <i>Commuter Rail</i> | | ● | | | | | | ● |
| <i>Malden</i> | <i>Orange</i> | | ● | | | | | | ● |
| Mattapan | Red-M | | ● | | | | | | ● |
| Maverick | Blue | | ● | | | | | | ● |
| Newton Highlands | Green-D | 1257 | | ● | | ○ | | | ● |
| Pleasant St. | Green-B | 1014 | | ● | | | | ● | ● |
| Rockport | Commuter Rail | 215 | | ○ | | ○ | ● | | ● |
| St. Paul St. | Green-B | 814 | | ◆ | | | | ● | ● |
| Savin Hill | Red | | ● | | | | | | ● |
| Science Park | Green | 1360 | | ● | | | | ● | ● |

Transit Accessibility Enhancement

| Station | Service | Inbound Ridership | In Process | Ridership | Rail Transfers | Interconnectivity | Terminal Locations | Major Centers | Overall |
|-------------------|---------------|-------------------|------------|-----------|----------------|-------------------|--------------------|---------------|---------|
| Shawmut | Red | | ● | | | | | | ● |
| State | Blue | | ● | | | | | | ● |
| Symphony | Green | 1065 | | ● | | | | ● | ● |
| Waltham | Commuter Rail | 521 | | ◆ | | ◆ | | | ● |
| Wollaston | Red | 4269 | | ● | | ○ | | | ● |
| Woodland | Green-D | 1044 | | ● | | ○ | | ● | ● |
| Allston St. | Green-B | 1115 | | ● | | | | | ◆ |
| Auburndale | Commuter Rail | 376 | | ○ | | ○ | | | ◆ |
| Back of the Hill | Green-E | 86 | | | | | | ● | ◆ |
| Beaconsfield | Green-D | 896 | | ◆ | | | | | ◆ |
| Belmont | Commuter Rail | 131 | | ○ | | ○ | | | ◆ |
| Central Ave. | Red-M | 598 | | ◆ | | ○ | | | ◆ |
| Chestnut Hill | Green-D | 1035 | | ● | | | | | ◆ |
| Chestnut Hill Ave | Green-B | 861 | | ◆ | | | | | ◆ |
| Chiswick Rd. | Green-B | 735 | | ◆ | | | | | ◆ |
| Eliot | Green-D | 595 | | ◆ | | | | | ◆ |
| Englewood Ave | Green-C | 585 | | ◆ | | | | | ◆ |
| Fairbanks | Green-C | 500 | | ◆ | | | | | ◆ |
| Fordham Rd. | Green-B | 921 | | ◆ | | | | | ◆ |
| Griggs St. | Green-B | 1260 | | ● | | | | | ◆ |
| Kent St | Green-C | 510 | | ◆ | | | | | ◆ |
| Melrose Highlands | Commuter Rail | 402 | | ○ | | ○ | | | ◆ |
| Milton | Red-M | 311 | | ○ | | ○ | | | ◆ |
| Morton st. | Commuter Rail | 248 | | ○ | | ○ | | | ◆ |
| Natick | Commuter Rail | 960 | | ◆ | | ○ | | | ◆ |
| Newtonville | Commuter Rail | 574 | | ◆ | | ○ | | | ◆ |
| Riverway | Green-E | 664 | | ◆ | | ○ | | | ◆ |
| Sharon | Commuter Rail | 1088 | | ● | | | | | ◆ |

Transit Accessibility Enhancement

| Station | Service | Inbound Ridership | In Process | Ridership | Rail Transfers | Interconnectivity | Terminal Locations | Major Centers | Overall |
|-----------------|---------------|-------------------|------------|-----------|----------------|-------------------|--------------------|---------------|---------|
| St. Paul Street | Green-C | 886 | | ◆ | | | | | ◆ |
| Summit Ave | Green-B | 583 | | ◆ | | | | | ◆ |
| Sutherland St. | Green-B | 923 | | ◆ | | | | | ◆ |
| Tappan St. | Green-C | 1020 | | ● | | | | | ◆ |
| Uphams Corner | Commuter Rail | 148 | | ○ | | ○ | | | ◆ |
| Wakefield | Commuter Rail | 679 | | ◆ | | ○ | | | ◆ |
| Walpole | Commuter Rail | 865 | | ◆ | | ○ | | | ◆ |
| Warren St. | Green-B | 1629 | | ● | | | | | ◆ |
| Waverly | Commuter Rail | 127 | | ○ | | ○ | | | ◆ |
| Wellesley Farms | Commuter Rail | 535 | | ◆ | | | | | ◆ |
| Wellesley Hills | Commuter Rail | 520 | | ◆ | | | | | ◆ |
| Wellesley Sq | Commuter Rail | 790 | | ◆ | | | | | ◆ |
| West Medford | Commuter Rail | 309 | | ○ | | ○ | | | ◆ |
| West Newton | Commuter Rail | 401 | | ○ | | ○ | | | ◆ |
| Winchester | Commuter Rail | 628 | | ◆ | | ○ | | | ◆ |
| Winchester St. | Green-C | 921 | | ◆ | | | | | ◆ |
| Windsor Gardens | Commuter Rail | 552 | | ◆ | | | | | ◆ |
| Ayer | Commuter Rail | 228 | | ○ | | | | | ○ |
| Brandon Hall | Green-C | 360 | | ○ | | | | | ○ |
| Butler | Red-M | 134 | | ○ | | | | | ○ |
| Cedar Grove | Red-M | 110 | | ○ | | | | | ○ |
| Concord | Commuter Rail | 439 | | ○ | | | | | ○ |
| Dean Rd. | Green-C | 316 | | ○ | | | | | ○ |
| Endicott | Commuter Rail | 281 | | ○ | | | | | ○ |
| Fenwood St. | Green-E | 343 | | ○ | | | | | ○ |
| Greenwood | Commuter Rail | 214 | | ○ | | | | | ○ |
| Greycliff Rd. | Green-B | 109 | | ○ | | | | | ○ |
| Hawes St. | Green-C | 426 | | ○ | | | | | ○ |

Transit Accessibility Enhancement

| Station | Service | Inbound Ridership | In Process | Ridership | Rail Transfers | Interconnectivity | Terminal Locations | Major Centers | Overall |
|--------------------|---------------|-------------------|------------|-----------|----------------|-------------------|--------------------|---------------|---------|
| Islington | Commuter Rail | 226 | | ○ | | | | | ○ |
| Kendal Green | Commuter Rail | 106 | | ○ | | | | | ○ |
| Lincoln | Commuter Rail | 284 | | ○ | | | | | ○ |
| Littleton/495 | Commuter Rail | 146 | | ○ | | | | | ○ |
| Melrose Cedar Park | Commuter Rail | 285 | | ○ | | | | | ○ |
| Mount Hood Rd. | Green-B | 282 | | ○ | | | | | ○ |
| North Leominster | Commuter Rail | 208 | | ○ | | | | | ○ |
| North Wilmington | Commuter Rail | 180 | | ○ | | | | | ○ |
| Parker Hill | Green-E | 462 | | ○ | | | | | ○ |
| Shirley | Commuter Rail | 151 | | ○ | | | | | ○ |
| South Acton | Commuter Rail | 466 | | ○ | | | | | ○ |
| South St. | Green-B | 237 | | ○ | | | | | ○ |
| Waban | Green-D | 427 | | ○ | | | | | ○ |
| Wedgmere | Commuter Rail | 324 | | ○ | | | | | ○ |
| Wyoming Hill | Commuter Rail | 196 | | ○ | | | | | ○ |

Transit Parking Enhancement

| Station | Service | Customer Access | Land/Air Rights | Projected Demand | Potential Utilization | Cost Per Parking Space | Environment'l Status | Ease of Construction | Community Support | Funding Availability | Overall |
|----------------------|----------------------|-----------------|-----------------|------------------|-----------------------|------------------------|----------------------|----------------------|-------------------|----------------------|---------|
| Beverly Depot | Commuter Rail | ● | ● | ● | ◆ | ◆ | ◆ | ● | ● | ◆ | ● |
| Bridgewater | Commuter Rail | ◆ | ● | ● | ● | ● | ● | ◆ | ● | ◆ | ● |
| Fitchburg | Commuter Rail | ◆ | ● | ○ | ● | ● | ◆ | ◆ | ● | ● | ● |
| Forge Park | Commuter Rail | ◆ | ● | ● | ● | ◆ | ● | ◆ | ◆ | ◆ | ● |
| Franklin | Commuter Rail | ○ | ● | ◆ | ● | ● | ● | ◆ | ● | ◆ | ● |
| Kingston | Commuter Rail | ◆ | ● | ● | ● | ● | ● | ◆ | ◆ | ◆ | ● |
| Lawrence | Commuter Rail | ◆ | ● | ◆ | ● | ◆ | ◆ | ● | ● | ● | ● |
| Natick | Commuter Rail | ◆ | ● | ◆ | ● | ● | ◆ | ● | ● | ◆ | ● |
| North Quincy | Red-B | ◆ | ● | ● | ○ | ● | ● | ◆ | ● | ◆ | ● |
| Quincy Adams | Red-B | ● | ● | ● | ● | ● | ● | ◆ | ◆ | ◆ | ● |
| Salem | Commuter Rail | ● | ● | ● | ● | ◆ | ◆ | ● | ● | ● | ● |
| South Attleboro | Commuter Rail | ● | ● | ● | ● | ◆ | ● | ◆ | ● | ● | ● |
| Whitman | Commuter Rail | ● | ● | ◆ | ● | ● | ◆ | ● | ● | ◆ | ● |
| Woodland | Green-D | ◆ | ● | ● | ○ | ◆ | ● | ● | ● | ● | ● |
| Abington | Commuter Rail | ◆ | ○ | ● | ● | ○ | ● | ● | ◆ | ◆ | ◆ |
| Attleboro | Commuter Rail | ◆ | ● | ● | ● | ○ | ○ | ○ | ● | ● | ◆ |
| Devens-Shirley | Commuter Rail | ◆ | ◆ | ◆ | ● | ● | ◆ | ◆ | ○ | ● | ◆ |
| Gloucester | Commuter Rail | ◆ | ● | ○ | ● | ○ | ◆ | ◆ | ● | ● | ◆ |
| Hingham | Boat | ◆ | ◆ | ● | ● | ● | ◆ | ◆ | ◆ | ◆ | ◆ |
| Littleton | Commuter Rail | ● | ● | ◆ | ◆ | ◆ | ● | ◆ | ◆ | ◆ | ◆ |
| Mansfield | Commuter Rail | ◆ | ● | ● | ○ | ○ | ◆ | ◆ | ● | ● | ◆ |
| Milton | Red-M | ◆ | ◆ | ○ | ◆ | ◆ | ● | ● | ● | ● | ◆ |
| Norfolk | Commuter Rail | ○ | ● | ● | ● | ● | ● | ◆ | ○ | ◆ | ◆ |
| North Leominster | Commuter Rail | ◆ | ● | ○ | ◆ | ◆ | ◆ | ◆ | ● | ● | ◆ |
| Rockport | Commuter Rail | ◆ | ● | ○ | ● | ○ | ◆ | ◆ | ● | ◆ | ◆ |
| South Weymouth | Commuter Rail | ◆ | ○ | ● | ● | ◆ | ◆ | ● | ◆ | ◆ | ◆ |
| Walpole | Commuter Rail | ◆ | ◆ | ● | ● | ○ | ○ | ◆ | ● | ◆ | ◆ |
| Alewife | Red | | | | | | | | | | ○ |

Transit Parking Enhancement

| Station | Service | Customer Access | Land/Air Rights | Projected Demand | Potential Utilization | Cost Per Parking Space | Environment'l Status | Ease of Construction | Community Support | Funding Availability | Overall |
|----------------------|---------------|-----------------|-----------------|------------------|-----------------------|------------------------|----------------------|----------------------|-------------------|----------------------|---------|
| Anderson RTC | Commuter Rail | | | | | | | | | | ○ |
| Andover | Commuter Rail | | | | | | | | | | ○ |
| Ashland | Commuter Rail | | | | | | | | | | ○ |
| Auburndale | Commuter Rail | | | | | | | | | | ○ |
| Ayer | Commuter Rail | ◆ | ○ | ◆ | ○ | ◆ | ○ | ○ | ● | ○ | ○ |
| Ballardvale | Commuter Rail | | | | | | | | | | ○ |
| Brockton | Commuter Rail | | | | | | | | | | ○ |
| Campello | Commuter Rail | | | | | | | | | | ○ |
| Canton Junction | Commuter Rail | | | | | | | | | | ○ |
| Dedham Corp. Ctr | Commuter Rail | | | | | | | | | | ○ |
| Forest Hills | Commuter Rail | | | | | | | | | | ○ |
| Framingham | Commuter Rail | | | | | | | | | | ○ |
| Grafton | Commuter Rail | | | | | | | | | | ○ |
| Halifax | Commuter Rail | | | | | | | | | | ○ |
| Hamilton/ Wenham | Commuter Rail | | | | | | | | | | ○ |
| Hanson | Commuter Rail | | | | | | | | | | |
| Haverhill | Commuter Rail | | | | | | | | | | ○ |
| Holbrook/ Randolph | Commuter Rail | | | | | | | | | | ○ |
| Hyde Park | Commuter Rail | ○ | ○ | ◆ | ● | ○ | ○ | ◆ | ○ | ○ | ○ |
| Kendal Green | Commuter Rail | | | | | | | | | | ○ |
| Lincoln | Commuter Rail | ◆ | ● | ◆ | ○ | ◆ | ○ | ◆ | ◆ | ◆ | ○ |
| Lowell | Commuter Rail | | | | | | | | | | ○ |
| Malden Center | Commuter Rail | | | | | | | | | | ○ |
| Malden Center | Orange | | | | | | | | | | ○ |
| Middleborough/ Lakev | Commuter Rail | | | | | | | | | | ○ |
| Montello | Commuter Rail | | | | | | | | | | ○ |
| Needham Hghts. | Commuter Rail | | | | | | | | | | ○ |
| Needham Junct. | Commuter Rail | | | | | | | | | | ○ |

Transit Parking Enhancement

| Station | Service | Customer Access | Land/Air Rights | Projected Demand | Potential Utilization | Cost Per Parking Space | Environment'l Status | Ease of Construction | Community Support | Funding Availability | Overall |
|-----------------|---------------|-----------------|-----------------|------------------|-----------------------|------------------------|----------------------|----------------------|-------------------|----------------------|---------|
| Newburyport | Commuter Rail | | | | | | | | | | ○ |
| North Billerica | Commuter Rail | | | | | | | | | | ○ |
| Norwood Ctr. | Commuter Rail | | | | | | | | | | ○ |
| Norwood Depot | Commuter Rail | | | | | | | | | | ○ |
| Readville | Commuter Rail | | | | | | | | | | ○ |
| Route 128 | Commuter Rail | | | | | | | | | | ○ |
| Rowley | Commuter Rail | | | | | | | | | | ○ |
| Sharon | Commuter Rail | | | | | | | | | | ○ |
| South Acton | Commuter Rail | | | | | | | | | | ○ |
| Southborough | Commuter Rail | | | | | | | | | | ○ |
| Stoughton | Commuter Rail | | | | | | | | | | ○ |
| Wellesley Sq | Commuter Rail | | | | | | | | | | ○ |
| Wellington | Orange | | | | | | | | | | ○ |
| West Medford | Commuter Rail | ○ | ◆ | ◆ | ○ | ◆ | ◆ | ○ | ● | ◆ | ○ |
| West Natick | Commuter Rail | | | | | | | | | | ○ |
| Westborough | Commuter Rail | | | | | | | | | | ○ |
| Wilmington | Commuter Rail | | | | | | | | | | ○ |
| Winchester | Commuter Rail | ○ | ● | ◆ | ● | ◆ | ◆ | ○ | ○ | ◆ | ○ |
| Wollaston | Red-B | | | | | | | | | | ○ |
| Woodland | Green-D | | | | | | | | | | ○ |
| Worcester | Commuter Rail | | | | | | | | | | ○ |

Appendix A

Transit State of Good Repair

According to the MBTA's Program for Mass Transportation, over the course of the next twenty years with unlimited budget authority, the MBTA would need to spend more than \$15.5 billion in current dollars to bring the system into a state of ideal repair. The following table breaks this down into the cost of the high, medium, and low priority system preservation tasks.

| Revenue Vehicles | High-Priority | Medium Priority | Low Priority | Total |
|----------------------------------|----------------------|------------------------|---------------------|-----------------|
| Access (THE RIDE) | \$3,866,561 | \$12,779,258 | \$6,389,629 | \$23,035,448 |
| Bus | \$341,980,697 | \$708,308,657 | \$169,276,761 | \$1,219,566,115 |
| Silver Line | \$0 | \$70,520,560 | \$86,360,000 | \$156,880,560 |
| Commuter Rail | \$310,566,960 | \$1,428,601,680 | \$304,094,340 | \$2,043,262,980 |
| Ferry | \$158,400 | \$633,600 | \$3,294,720 | \$4,086,720 |
| Blue Line | \$288,320,560 | \$46,394,480 | \$0 | \$334,715,040 |
| Green Line | \$102,643,000 | \$34,353,000 | \$12,870,000 | \$149,866,000 |
| Orange Line | \$7,460,640 | \$534,900,960 | \$34,650,000 | \$577,011,600 |
| Red Line | \$10,791,000 | \$262,548,000 | \$234,927,000 | \$508,266,000 |
| <i>Revenue Vehicles Subtotal</i> | \$1,065,787,818 | \$3,099,040,195 | \$851,862,450 | \$5,016,690,463 |
| Non-Revenue Equipment | | | | |
| Non-Revenue Equipment | \$39,817,699 | \$62,194,136 | \$44,027,475 | \$146,039,310 |
| Track | | | | |
| Commuter Rail | \$88,409,465 | \$1,018,975,938 | \$466,420,515 | \$1,573,805,918 |
| Heavy Rail/Light Rail | \$68,475,514 | \$273,908,154 | \$136,954,077 | \$479,337,745 |
| <i>Track Subtotal</i> | \$156,884,979 | \$1,292,884,092 | \$603,374,592 | \$2,053,143,663 |
| Signals | | | | |
| Commuter Rail | \$209,579,040 | \$531,043,920 | \$201,920,400 | \$942,543,360 |
| Heavy Rail/Light Rail | \$386,867,942 | \$475,786,008 | \$234,725,661 | \$1,097,379,611 |
| <i>Signals Subtotal</i> | \$596,446,982 | \$1,006,829,928 | \$436,646,061 | \$2,039,922,971 |
| Communications | | | | |
| Commuter Rail | \$11,919,051 | \$31,497,499 | \$7,600,172 | \$51,016,722 |
| Heavy Rail/Light Rail | \$2,324,100 | \$25,831,800 | \$1,874,520 | \$30,030,420 |
| Systemwide | \$27,218,640 | \$26,875,740 | \$3,429,000 | \$57,523,380 |
| <i>Communications Subtotal</i> | \$41,461,791 | \$84,205,039 | \$12,903,692 | \$138,570,522 |

Appendix A

Transit State of Good Repair

Power

| | High-Priority | Medium Priority | Low Priority | Total |
|--|---------------|-----------------|---------------|---------------|
| Commuter Rail | \$79,672,483 | \$72,492,477 | \$27,798,716 | \$179,963,676 |
| Heavy Rail/Light Rail/ Trackless Trolley | \$57,269,634 | \$180,261,310 | \$276,241,612 | \$513,772,556 |
| Systemwide | \$0 | \$2,560,320 | \$9,732,264 | \$12,292,584 |
| <i>Power Subtotal</i> | \$136,942,117 | \$255,314,107 | \$313,772,592 | \$706,028,816 |

Yard and Shop

| | | | | |
|-------------------------------|---------------|---------------|---------------|---------------|
| Bus | \$45,031,989 | \$117,916,108 | \$85,045,749 | \$247,993,846 |
| Commuter Rail | \$1,383,069 | \$9,379,157 | \$13,388,396 | \$24,150,622 |
| Heavy Rail/Light Rail | \$21,760,426 | \$29,436,039 | \$96,809,558 | \$148,006,023 |
| Systemwide | \$52,901,531 | \$39,428,667 | \$176,524,841 | \$268,855,039 |
| <i>Yard and Shop Subtotal</i> | \$121,077,015 | \$196,159,971 | \$371,768,544 | \$689,005,530 |

Stations

| | | | | |
|--------------------------|---------------|---------------|---------------|---------------|
| Boats | \$0 | \$694,944 | \$1,085,088 | \$1,780,032 |
| Commuter Rail | \$56,422,004 | \$18,503,968 | \$43,372,561 | \$118,298,533 |
| Heavy Rail/Light Rail | \$77,655,633 | \$183,418,699 | \$151,644,543 | \$412,718,875 |
| <i>Stations Subtotal</i> | \$134,077,637 | \$202,617,611 | \$196,102,192 | \$532,797,440 |

Facilities

| | | | | |
|----------------------------|-------------|--------------|--------------|---------------|
| Bus | \$970,184 | \$2,815,021 | \$528,888 | \$4,314,093 |
| Commuter Rail | \$0 | \$28,512,000 | \$29,462,400 | \$57,974,400 |
| Heavy Rail/Light Rail | \$3,142,101 | \$35,973,397 | \$18,043,259 | \$57,158,757 |
| Systemwide | \$4,894,372 | \$8,342,373 | \$7,234,446 | \$20,471,191 |
| <i>Facilities Subtotal</i> | \$9,006,657 | \$75,642,791 | \$55,268,993 | \$139,918,441 |

Elevators and Escalators

| | | | | |
|--|--------------|--------------|--------------|---------------|
| Bus | \$0 | \$0 | \$401,637 | \$401,637 |
| Commuter Rail | \$0 | \$0 | \$401,637 | \$401,637 |
| Heavy Rail/Light Rail | \$47,068,263 | \$51,241,643 | \$21,852,731 | \$120,162,637 |
| Systemwide | \$0 | \$8,032,750 | \$0 | \$8,032,750 |
| <i>Elevators and Escalators Subtotal</i> | \$47,068,263 | \$59,274,393 | \$22,656,005 | \$128,998,661 |

Parking

| | | | | |
|-------------------------|-------------|---------------|--------------|---------------|
| Commuter Rail | \$0 | \$22,735,460 | \$7,151,507 | \$29,886,967 |
| Heavy Rail/Light Rail | \$2,389,178 | \$166,713,442 | \$23,463,246 | \$166,918,378 |
| <i>Parking Subtotal</i> | \$2,389,178 | \$189,448,902 | \$30,614,753 | \$222,452,833 |

Appendix A

Transit State of Good Repair

| Tunnels, Walls, and Culverts | High-Priority | Medium Priority | Low Priority | Total |
|--|----------------------|------------------------|---------------------|---------------|
| Bus | \$9,408,960 | \$0 | \$0 | \$9,408,960 |
| Commuter Rail | \$7,574,391 | \$0 | \$0 | \$7,574,391 |
| Heavy Rail/Light Rail | \$83,904,579 | \$0 | \$0 | \$83,904,579 |
| <i>Tunnels, Walls, and Culverts Subtotal</i> | \$100,887,930 | \$0 | \$0 | \$100,887,930 |

| Bridges | High-Priority | Medium Priority | Low Priority | Total |
|-------------------------|----------------------|------------------------|---------------------|---------------|
| Commuter Rail | \$57,181,678 | \$131,966,566 | \$46,442,775 | \$235,591,019 |
| Heavy Rail/Light Rail | \$47,756,564 | \$148,923,919 | \$80,013,508 | \$276,693,991 |
| <i>Bridges Subtotal</i> | \$104,938,242 | \$280,890,485 | \$126,456,283 | \$512,285,010 |

| Fare Equipment | High-Priority | Medium Priority | Low Priority | Total |
|-----------------------|----------------------|------------------------|---------------------|---------------|
| Systemwide | \$101,508,098 | \$11,006,013 | \$89,638,667 | \$202,152,778 |

| Administration | High-Priority | Medium Priority | Low Priority | Total |
|-----------------------|----------------------|------------------------|---------------------|--------------|
| Systemwide | \$5,406,237 | \$11,886,591 | \$6,572,707 | \$23,865,535 |

| Total | High-Priority | Medium Priority | Low Priority | Total |
|----------------------------------|----------------------|------------------------|---------------------|------------------|
| <i>System Preservation Needs</i> | \$2,663,700,643 | \$6,827,394,254 | \$3,161,665,006 | \$12,652,759,903 |

Appendix B

Project Information Forms

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 and the evaluation process 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

The information shown on these forms is gathered from the sources indicated. If the project proponent has information that updates or corrects the information presented here, they are welcome to provide it.

- 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 (sources: MassHighway, MPO database).
- 2 **Municipality(ies)** – The municipality(ies) in which the project is located (source: MPO database).
- 3 **Project Name** – Identifies the name of the project (sources: MPO database, MassHighway).
- 4 **Project Category** (per MassHighway classification):
 - **Arterial and Intersection** – Includes arterial roadway and intersection projects.
 - **Major Highway** – Includes limited-access roadway projects
 - **Bridge** – Includes bridge projects.
 - **Bicycle and Pedestrian** – Includes projects such as walkways, paths, trails.
 - **Enhancement** – Includes streetscapes or other types of enhancements.

Project Information Forms

- **Regional Mobility** – Includes transportation-demand-management programs, including the MPO’s Suburban Mobility Program, and park-and-ride facilities.
- 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 (sources: MPO database, MassHighway, and project proponent).
- 8 **Description** – A description of the project, including its major elements and project limits. Maps, diagrams, and pictures will be provided by MPO agencies or staff when available. Maps, diagrams, and pictures may be provided by the proponent. (Electronic formats are preferred.) Depending on the category of project, a type is assigned by MPO staff: (source: MPO database).
- 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 a reconstruction, replacement, rehabilitation, demolition, or new construction.
 - A Bicycle/Pedestrian project can be categorized as a new construction, improvement, or other.
 - Enhancements 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 project or program that increases the available travel choices.
 - In addition, any project that adds user capacity to the system (e.g., the addition of a travel lane to a roadway project) will be noted.

The following three items are based on GIS information, using the project description, and come from the MPO database.

- 9 **Project Length (Miles)** – Length of project in miles.

Project Information Forms

- 10 Project Lane-Miles** – Number of lane-miles of project.
- 11 Additional Lane-Miles by Project** – Additional lane-miles constructed by project.
- 12 Transportation Improvement Program History** – The history of the project programming from federal fiscal year 2001 through federal fiscal year 2007 (source: MPO database).

Community Support

- 13 Community Priority** – The priority of the project as reported by the community.
- 14 Subregional Priority** – Metropolitan Area Planning Council subregional priority for the project, usually voted on at a spring meeting of each MAPC subregion. Check the MAPC calendar for meetings (www.mapc.org/whats_new/monthly_calendar.html).
- 15 MassHighway Priority** – The priority of the project as reported by MassHighway.

Additional Status

- 16 Additional Status** – Indicates if a 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 (CMAQ) Mitigation Committee for the use of Congestion Mitigation and Air Quality (CMAQ) funds.
 - Approved Enhancement** – Approved by the Regional Enhancement Committee or Statewide Enhancement Steering Committee.

READINESS

All non-transit projects programmed in the first year of a five-year TIP must be advertised before the end of the federal fiscal year immediately preceding the year for which it's programmed (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 Information Forms

project in the first year of the TIP is determined to be “not ready to be advertised before September 30,” it will be removed from the TIP and replaced with another project by amendment. “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.

For projects in the first year of the TIP, it is important to communicate any perceived problems to the Boston Region MPO, c/o CTPS, as soon as possible.

17 TIP Status (Programmed, Pre-TIP, or Conceptual) – Programmed projects are those identified for funds in the federal fiscal years 2006–2010 TIP. Pre-TIP projects are in a project-development process but do not have funds identified in the TIP. Conceptual projects are project concepts or ideas that are not yet under design (source: MPO database).

18 Design Status – A project’s design status. A checked box indicates that a design status has been reached. Dates are provided where available (sources: MPO database, MassHighway Project Information).

- Conceptual
- Pre 25%
- 25% submitted to MassHighway
- 25% approved by MassHighway
- 75% submitted to MassHighway
- 75% approved by MassHighway
- 100% submitted to MassHighway
- 100% approved by MassHighway

19 Right-of-Way – The section describing the right-of-way status of a project (source: MassHighway Project Information).

None – No right-of-way action required for the completion of the project.

Required – Right-of-way action required for the completion of the project.
Types of right-of-way required for a project:

- **Rights of Entry** – Allows the contractor to perform certain types of work on the owner’s land, the rights granted are temporary in nature.
- **Easement** – The title of the land remains in the name of the property owner; however, the project proponent has the right to use.

Project Information Forms

- **Taking** – A fee taking, transferring the title of the land to the project proponent on the date of the recording of the order of taking.

MassHighway Responsibility – The required right-of-way is the responsibility of MassHighway.

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

Municipal Approval – Municipal approval of the right-of-way plan and the date.

- **Expected** – Expected date of right-of-way plan and order of taking (source: MassHighway or Municipal).
- **Recorded** – Date the right-of-way plan and order of taking was recorded at the Registry of Deeds (source: MassHighway or Municipal).
- **Expires** – Expiration date of the rights of entry, easements or order of taking (source: MassHighway or Municipal).

Outstanding Issues – Any outstanding right-of-way issues (source: MassHighway or Municipal).

- 20 Required Permits** – Permits required by the Massachusetts Environmental Policy Act (source: MPO database/MassHighway Project Information). 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

PROJECT INFORMATION

P1 What is the need for this project? Describe the need for the project from a local and regional perspective. What are the existing or anticipated issues the project is designed to address?

Existing Condition – Need

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, 2003).

Pavement Serviceability Rating (PSR) – Index value of roughness to the tenth and a range of one to five, with five being perfectly smooth. For pavement with a rating of 3.0 or less, the start of a maintenance program is recommended. For any roadway section that has a PSR range of 2.75–3, routine maintenance is recommended; with a PSR range of 2.5–2.75, a thin overlay; with a PSR range of 1.75–2.5, structural overlay; and any pavement with a PSR range less than or equal to 1.75 is considered for total reconstruction (source: MassHighway Roadway Inventory File, 2003).

22 Degree of Bicycle/Pedestrian Provisions (source: MassHighway Roadway Inventory File, 2005, MPO Bicycle coverage)

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

On Road Bike Accommodation: Shoulder \geq 4 Feet – Indicates if the shoulder can accommodate bicycling by providing at least a four-foot shoulder, and that the shoulder 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.

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 be as specific as possible. The information below is typical of the measures that can be used to identify needs, so please include additional pavement information from municipal pavement management programs. In addition, qualitative descriptions of

Project Information Forms

problems or anticipated needs can be provided. (When applicable, this information should be consistent with project need information provided in the MHD Project Need Form.)

Existing Condition – Project Effectiveness

P3 How does this project address the infrastructure condition needs or issues in the project area? The criteria below are examples of the types of information that can be used to demonstrate how effective the proposed project will be. For all projects, please provide details of any pavement management system the community or agency employs, and how this pavement management system will maximize the useful life of any pavement repaired or replaced by the project.

For Condition, each project will be evaluated by criteria that are specific to the category of the project.

| | Arterial | Major Highway | Bridge | Enhancement | Bicycle/ Pedestrian | Regional Mobility |
|---|---|---|---|---|---|--|
| A | Improves the roadway surface to state of good repair | Improves the roadway surface to state of good repair | Restores bridge to structural adequacy | Improves pedestrian and bicycle amenities, landscaping, or general aesthetics | Repairs existing shoulder on designated bicycle route | Improves transit access. Regional mobility is TDM, Suburban Mobility, etc. |
| B | Improves other identified infrastructure problems, e.g., signage, lighting, signals, etc. | Improves other identified infrastructure problems, e.g., signage, lighting, signals, etc. | Improves other identified infrastructure problems, e.g., signage, lighting, signals, etc. | | Repairs existing bicycle lane or trail | Improves other identified infrastructure problems |
| C | Repairs existing bicycle/pedestrian amenities | | Restores bridge to functional adequacy | | Repairs to existing sidewalks and crosswalks | |
| D | Improves road conditions for bicyclists and pedestrians | | Repairs existing bicycle/pedestrian amenities | | | |

Project Information Forms

| | | | | | | |
|---|--|--|----------------------------------|--|--|--|
| E | | | Addresses weight restriction | | | |
| F | | | Addresses bridge clearance issue | | | |

Safety – Need

Crashes

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. Up to three locations in a corridor are identified.

- 23 Top 1,000 Rank** – Rank of highest intersection in the project area that is in the top 1,000 crash sites in the Commonwealth (source: MassHighway 1999–2001 data, or more recent data when available).
- 24 Three-Year Crash Total** – Total crashes (1999–2001 data, or more recent data when available).
- 25 Fatal Crashes** – Total fatal crashes (1999–2001 data, or more recent data when available).
- 26 Bicycle-Involved Crashes** – Total bicycle-involved crashes (1999–2001 data, or more recent data when available).
- 27 Pedestrian-Involved Crashes** – Total pedestrian-involved crashes (1999–2001 data, or more recent data when available).

P4 What are the safety needs or issues of the project area? What are the existing or anticipated safety problems the project is designed to address? Please be as specific as possible. The information below is typical of the measures that can be used to identify needs, but qualitative descriptions of problems or anticipated needs can be provided as well. Local crash information compiled from local police records can be used to supplement the MassHighway Crash Data System. (When applicable, this information should be consistent with the project need information provided in the MHD Project Need Form.)

Project Information Forms

Safety – Project Effectiveness

P5 How does this project address the safety needs or issues in the project area?

How will the project result in improved safety conditions in the project area, including emergency vehicle access, improved lighting, or other safety features? Please explain the safety benefits of the project for all modes.

For Safety, each project will be evaluated by criteria that are specific to the category of the project.

| | Arterial | Major Highway | Bridge | Enhancement | Bicycle/ Pedestrian | Regional Mobility |
|----------|--|--|--|---|--|---|
| A | Will result in improved safety conditions for each mode. | Will result in improved safety conditions for each mode. | Will result in improved safety conditions for each mode. | Will result in improved safety conditions for pedestrians, bicyclists, and/or transit users | Will result in improved safety conditions for bicyclists and/or pedestrians | Will result in improved safety conditions for pedestrians, bicyclists, and transit users. |
| B | Addresses an identified safety problem for one or more modes | Addresses an identified safety problem for one or more modes | Addresses an identified safety problem for one or more modes | Addresses an identified safety problem for one or more modes | Addresses an identified safety problem for one or more modes | Will result in improved safety conditions across modes |
| C | Includes design elements to reduce vehicle speeds | Includes design elements to reduce vehicle speeds | Includes design elements to reduce vehicle speeds | Includes design elements to reduce vehicle speeds | Includes design elements to reduce vehicle speeds | Provides lighting or other safety features |
| D | Includes elements to further separate movements with the worst crash history | Includes elements to further separate movements with the worst crash history | Includes elements to further separate movements with the worst crash history | | Includes elements to further separate movements with the worst crash history | |

Project Information Forms

| | | | | | | |
|---|---|---|--|---|---|---|
| E | Reduces distance required for pedestrians to cross, or otherwise provides for protected pedestrian crossing | Reduces distance required for pedestrians to cross, or otherwise provides for protected pedestrian crossing | Provides sidewalks and remedies existing bicycle/ pedestrian safety problems | Reduces distance required for pedestrians to cross, or otherwise provides for protected pedestrian crossing | Reduces distance required for pedestrians to cross, or otherwise provides for protected pedestrian crossing | Reduces distance required for pedestrians to cross, or otherwise provides for protected pedestrian crossing |
| F | Provides sidewalks and remedies existing bicycle/ pedestrian safety problems | | | | Other safety benefits to users | |

Mobility – Need

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 also includes increasing access by and across all modes. We have more available measures and data on existing and potential use for vehicles and transit than for pedestrian and bicycle access. As new data and information become available, we will report it. In the meantime, we would appreciate the assistance of project proponents in helping us identify and collect that data.

Average Daily Traffic

- 28 ADT** –The annual average of vehicles passing a location in a day (source: Massachusetts Traffic Volumes, MassHighway).
- 29 Description of Count Location** – Indicates the roadway and the location on the roadway where the count occurred (source: Massachusetts Traffic Volumes, MassHighway).
- 30 Year of Count** –The year the count was taken (source: Massachusetts

Traffic Volumes, MassHighway).

- 31 Source of ADT** – Identifies the source of the ADT information if it is not from Massachusetts Traffic Volumes, MassHighway.
- 32 Truck ADT** – The annual average number of trucks passing a location in a day (Massachusetts Traffic Volumes, MassHighway).
- 33 Trucks Excluded from Roadway** – Identifies if, when, and what type of, trucks are excluded from using any portion of the project area. (source: MassHighway).
- 34 Transit Vehicles Using Roadway** – Identifies the fixed-route transit vehicles using the roadway.

Congestion Data

The Mobility Management System (MMS) is an MPO project that monitors and evaluates regional transportation system performance. MMS staff collect information on travel speeds and delays for a selected subset of roadways in the MPO region (mostly on state numbered routes).

If a project information form 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 is 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.

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

Project Information Forms

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 describes 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.

P6 How does this project address mobility needs? Describe the need for the project from a local and regional perspective. What are the existing or anticipated mobility needs the project is designed to address? Please be as specific as possible. The information below is typical of the quantitative measures that can be used to identify needs, but qualitative descriptions of problems or anticipated needs can be provided as well. Since the measures below focus on mobility using autos, any information on non-auto mobility needs will be carefully considered. (When applicable, this information should be consistent with project need information provided in the MHD Project Need Form.)

Mobility – Project Effectiveness

P7 How does this project meet the mobility needs identified above? Please include information on how the project improves the level of service and reduces congestion, provides multimodal elements (e.g., 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 pedestrian, bicycle, or transit users. The information below is typical of the quantitative measures that can be used to identify improvements, but qualitative descriptions can be provided as well. Since the measures below focus on vehicle mobility, any information on nonvehicle mobility needs will be carefully considered. Please explain the mobility benefits of the project for all modes.

Project Information Forms

For Mobility, each project will be evaluated by criteria that are specific to the category of the project.

| | Arterial | Major Highway | Bridge | Enhancement | Bicycle/ Pedestrian | Regional Mobility |
|----------|--|--|--|--|---|--|
| A | Improves LOS or otherwise relieves traffic congestion | Improves LOS or otherwise relieves traffic congestion | Removes a current travel restriction | Directly benefits more than one community or subregion | Provides connections to existing trails, sidewalks, transit stations, and other intermodal facilities | Meets an identified need not otherwise served |
| B | Includes signal equipment upgrades for adaptive signal controls and coordination with adjacent signals (ITS) | Reduces traffic on alternative routes | Improves mobility and reduces traffic congestion | Provides for better regional connectivity or addresses a missing link in the transportation system | Provides new connections across roadways or natural barriers | Provides additional mode choice to regional residents or complements another nearby TDM initiative |
| C | Includes additional auto travel lanes, including turning lanes | Includes additional auto travel lanes, including turning lanes | Includes additional auto travel lanes, including turning lanes | Number of persons benefiting | Removes existing obstruction | Proposed park-and-ride lot is served by transit |
| D | Prioritizes signals for transit vehicles (ITS) | Provides multimodal/non-SOV elements | Improves bicycle/pedestrian access | Is the project a component of a larger overall effort ? | Improves signage | Provides convenient non-motorized connection to nonmotorized trail |
| E | Provides multimodal/non-SOV elements | Provides new path for pedestrians/bicyclists to cross roadway | Carries >10% truck volumes and is part of the regional truck network | Benefits primarily new or underserved users | Number of persons benefiting | Increases efficiency of existing parking |
| F | Provides or repairs sidewalks, crosswalks, and bicycle lanes | Enhances freight movement for regional or local commerce | Improves travel reliability for regularly scheduled transit services | | Benefits primarily new or underserved users | For park-and-ride, the proposed parking supply is sufficient for demand |

Project Information Forms

| | | | | | | |
|---|--|---|-------------------------------------|--|--|--|
| G | Enhances freight movement for regional or local commerce | Improves travel reliability for regularly scheduled transit services | Improves emergency-vehicle mobility | | | Used by regularly scheduled transit services |
| H | Closes existing gaps in bicycle lanes or sidewalks | Includes other ITS elements to improve traffic flow (e.g., variable message signs, ramp metering) | | | | Improves regional connections and intermodal access |
| I | Improves travel reliability for regularly scheduled transit services | | | | | Project demand, including seasonal variation, if appropriate |
| J | Improves emergency-vehicle mobility | | | | | Improves access for nonmotorized travel |
| K | Carries >10% truck volumes and is part of the regional truck network | | | | | |
| L | Includes other ITS elements to improve traffic flow (e.g., variable message signs) | | | | | |

P8 What intelligent transportation systems (ITS) elements does this project include? Examples are new signal systems or emergency-vehicle override applications.

Community; Environmental Justice

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

Project Information Forms

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. Environmental justice is also addressed in this section:

“Environmental justice requires the MPO to examine the benefits and burdens, historically, currently, and planned in the future, to ensure that minority and low-income communities are treated equitably in the provision of transportation services and projects.”

The examination of environmental justice includes consideration of patterns of capital investment and allocation that have contributed to present conditions and inform current and future MPO decisions. 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 community of concern TAZ. If an environmental justice community is affected by this project and is not identified in questions 35 and 36, please provide the details in question P9.

- 37 Located in MPO-defined environmental justice community of concern –** Seventeen neighborhoods were identified by the MPO’s Environmental Justice Committee based on the percentage of minority residents and percentage of households with low incomes (2000 U.S. Census).
- 38 Located in MPO-defined environmental justice target population –** The thresholds for low-income and minority-target populations were determined in consultation with the MPO’s Environmental Justice Committee.
- **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 75% of this level (\$41,850).
 - **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 (2000 U.S. Census).

P9 How does the project relate to community character? Is the project is 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.

P10 If this project is located in an MPO-defined environmental justice community of concern or target population, how does the project affect this community?

Explain how this project will affect the surrounding community in terms of impacts on environmental justice communities.

P11 If this project is NOT located in an MPO-defined environmental justice community of concern or target population, does it have any environmental justice impacts? Since this project is not adjacent to an MPO-identified environmental justice community, please identify the community that will be affected and the effect this project will have on that community.

Environment

- 39 Located in an area of critical environmental concern** – Areas designated as Areas of Critical Environmental Concern by the Massachusetts Secretary of Environmental Affairs (data from MassGIS).
- 40 Located adjacent to (within 200 feet of) a waterway** – Hydrographic (water-related) features, including surface water (lakes, ponds, reservoirs), flats, rivers, streams, and other water-related features, from MassGIS. This is the distance within an area protected by the Massachusetts Rivers Protection Act (data from MassGIS).
- 41 Percentage of land within a half-mile corridor that is wetlands** – On either side of the project (source: MassGIS wetlands coverage).
- 42 Located in BioCore Habitat Area** – Areas designated as biocore habitat through the National Heritage and Endangered Species Program (data from MassGIS).
- 43 Located in Approved Wellhead Protection Areas** – Areas designated as DEP-Approved Wellhead Protection Areas (Zone II) (data from MassGIS).
- 44 Percentage of land within a half-mile corridor that is permanently protected open space or municipally owned** – On either side of the project (source: MassGIS coverage).

P12 What are the environmental impacts of the project? How will this project improve air quality or water quality, or reduce noise levels in the project area and in the region? Air quality improvements can come from reductions in vehicle trips, from reductions in the length of those trips, or in the reduction in vehicle cold starts. Water quality improvements can result from less runoff from impervious surfaces, water supply protection and habitat protection. Noise barriers or vegetation plantings can also reduce noise impacts.

Land Use

MAPC will make the draft evaluation, 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.

- 45 Percentage of greenfield land** – Percentage of land within a half-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 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:

- 46 Residential Density Threshold (7 Dwelling Units (DU)/acre (suburban) to 50 DU/acre (urban)]** – Residential areas are zoned for at least 7 Dwelling Units (DU)/acre (suburban) to 50 DU/acre (urban) as an average for the entire developable residentially zoned area within a half mile of the project. For all residential-zoned, developable land within the one-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.
- 47 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 a half mile

of the project. For all commercially zoned, developable land within the one-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. 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.

- 48 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 one-mile corridor will be divided by the total employment calculated within the one-mile corridor to produce a population/employment ratio. If a project allows a community to move towards the ratio range, 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 one-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 that have done substantial planning that addresses their housing inventory, needs, and goals, and objectives are rewarded. Eligible plans include 418 Housing Strategies (formerly used for Housing Certification), housing elements of 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 Question 9a in the community's application.

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

- 49** **A 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 predominately 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 one-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 centrally located 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.

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 Department of Housing

Project Information Forms

and Economic Development (DHED) 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 4, 4a, and 4b 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 mass.gov/commcap.

50 Maximum parking requirements – (≤ 3 per 1000 square feet of commercial-suburban; ≤ 1.0 of urban).

51 For all new development, a TDM program is required that includes at least four of the following 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

52 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, the project will receive a high rating.

P13 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.

Project Information Forms

P14 How does the zoning of the area within one-half 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.

P15 How is the project consistent with local land use policies? Explain how this project will support existing or proposed local land use policies.

Economic Development

53 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 that contribute to successful redevelopment.

The proponent should provide information demonstrating 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 should include three activities:

- Develop an inventory of potential redevelopment sites. Some examples are 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 information, such as address, site ownership, and any relevant descriptions. Brownfield inventories should include the property information, brownfields data (such as DEP tracking number, assessment status, and liability status if known), and municipal contact information. These inventories should be updated at least every two years. •

Project Information Forms

- Develop a remediation, revitalization, or reuse strategy that outlines 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 an eligible plan. The municipality must be an integral partner in the creation of the strategy. These strategies/plans should be no older than five years or demonstrated to be currently active.
- 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 plans must have been completed since July 1, 2003.

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 www.mass.gov/commcap.

54 Municipality provides financial or regulatory support for targeted redevelopment – The proponent should provide information demonstrating that the community has developed regulatory or financial incentives for redevelopment of the sites targeted under question 52 above. Incentives can include:

- Direct local funding. Funding must be at a meaningful level and could be provided through a variety of means, including the creation of a revolving loan program, a brownfields cleanup program, or bond authorization. Funding must have been used since July 1, 2003. Regional funding of brownfield assessment or remediation will earn the points as long as the funding has been used in the municipality since July 1, 2003.
- Local tax incentives, include use of Tax Increment Financing (TIF), District Improvement Financing (DIF), the new Urban Center Housing TIF, Special Tax Assessment (STA), and Business Improvement Districts (BID). To be eligible for points, such a tax incentive must not be just available, but have actually been used by a development since January 1, 2000, and be currently active.

Project Information Forms

- Changes to the permitting (zoning, other bylaws, building permit, occupancy permits, or other necessary approvals) process since July 1, 2003, that simplify or expedite the permitting for redevelopment of brownfield or greyfield sites.

At least one of these incentives must have been in place by the end of 2006 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 www.mass.gov/commcap.

- 55 Encourages development of affordable housing that is 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 one-mile corridor around the transportation project under review. A determination will be made based on information demonstrating that the community has attained a Planned Production certification from the Department of Housing and Community Development 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.

If your community has applied to the Commonwealth Capital Development program, most of this information will be available under Questions 12, 13, and 14 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 www.mass.gov/commcap.

56 Supports Regional Freight Infrastructure

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

P16 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.

Cost per Unit

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

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

58 \$ per Lane-Miles – Cost (question 7) divided by proposed total lane-miles (questions 10 and 11).

PROJECT EVALUATION

Transportation Improvement Program (TIP) Roadway Project Information Forms are evaluated based on the TIP criteria, which were developed based on 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.

- a. Condition
- b. Safety
- c. Mobility
- d. Community
- e. Environment
- f. Land Use

g. Economic Development

Starting in 2006, two levels of evaluation, encompassing all seven criteria categories, have been performed on each project:

Needs Criteria – Performed on all project ideas to determine the relative need for transportation improvements in the project area.

Project Criteria – Performed on all projects that have sufficient design to assess the magnitude of transportation improvements and the effect on environmental justice, land use, economic development, and environmental conditions of the project area.

THE BASIC STRUCTURE OF THE EVALUATION SYSTEM

Each criterion is evaluated as follows:

- Need criteria scored 3 to zero
- Project effectiveness criteria scored 3 to negative 3

A score of 3 indicates the “highest need”/”most effective,” negative 3 indicating the “most counter to the criteria,” and zero indicating “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 are averaged by criteria category:

- Condition Need
- Condition Effectiveness
- Safety Need
- Safety Effectiveness
- Mobility Need
- Mobility Effectiveness
- Community
- Environment

EXPLANATION OF MEASURES

Condition Need Criteria

A. Pavement condition in project area

Pavement Roughness

Three: IRI rating greater than 320: Poor

Two: IRI rating between 320 and 191: Fair

Zero: IRI rating less than 190: Good

Pavement Serviceability Rating

Three: PSR Rating less than 1.75: Recommends total reconstruction

Two: PSR Rating between 1.75 and 2.5: Recommends structural overlay

One: PSR Rating between 2.5 and 2.75: Recommends thin overlay

Zero: 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, the rating is based on the type of work recommended:

Three: Total reconstruction

Two: Structural overlay

One: Thin overlay

Zero: Adequate pavement

B: Bicycle/pedestrian condition in project area

Three: Project area does not have existing bicycle and pedestrian provisions

Two: Project area has pedestrian provisions on one side of the roadway

One: Project area has pedestrian provisions on both sides of the roadway

Zero: Project area has existing bicycle and pedestrian provisions

C. Identified condition issues in project area

Three: Project area has a specific and significant identified condition issue

Two: Project area has major condition issues

One: Project area includes minor condition issues

Project Information Forms

Zero: Project area does not address an identified condition issue

Condition Project Criteria

Three: Meets or addresses criteria to a high degree

Two: Meets or addresses criteria to a medium degree

One: Meets or address criteria to a low degree

Zero: Does not meet or address criteria

Negative One: Counter to criteria to a low degree

Negative Two: Counter to criteria to a medium degree

Negative Three: Counter to criteria to a high degree

For Condition, each project will be evaluated by criteria that are specific to the category of the project.

| | Arterial | Major Highway | Bridge | Enhancement | Bicycle/ Pedestrian | Regional Mobility |
|---|---|---|---|---|---|--|
| A | Improves the roadway surface to state of good repair | Improves the roadway surface to state of good repair | Restores bridge to structural adequacy | Improves pedestrian and bicycle amenities, landscaping, or general aesthetics | Repairs existing shoulder on designated bicycle route | Improves transit access. Regional mobility is TDM, Suburban Mobility, etc. |
| B | Improves other identified infrastructure problems, e.g., signage, lighting, signals, etc. | Improves other identified infrastructure problems, e.g., signage, lighting, signals, etc. | Improves other identified infrastructure problems, e.g., signage, lighting, signals, etc. | | Repairs existing bicycle lane or trail | Improves other identified infrastructure problems |
| C | Repairs existing bicycle/pedestrian amenities | | Restores bridge to functional adequacy | | Repairs existing sidewalks and crosswalks | |
| D | Improves road conditions for bicyclists and pedestrians | | Repairs existing bicycle/pedestrian amenities | | | |

Project Information Forms

| | | | | | | |
|---|--|--|----------------------------------|--|--|--|
| | | | amenities | | | |
| E | | | Addresses weight restriction | | | |
| F | | | Addresses bridge clearance issue | | | |

Safety Need Criteria

- A. High-crash location in project area that's in MassHighway's list of top 1,000 crash locations.

Three: If a top 200 crash location was located in the project area
Two: If a top 500 crash location located in the project area
One: If a top 1,000 crash location located in the project area
Zero: No top 1,000 crash location located in the project area

- B. Identified safety issues in project area

Three: Project area has a specific and significant identified safety issue
Two: Project area has major safety issues
One: Project area includes minor safety issues
Zero: Project area does not address an identified safety issue

Safety Project Criteria

Three: Meets or addresses criteria to a high degree
Two: Meets or addresses criteria to a medium degree
One: Meets or address criteria to a low degree
Zero: Does not meet or address criteria
Negative One: Counter to criteria to a low degree
Negative Two: Counter to criteria to a medium degree
Negative Three: Counter to criteria to a high degree

For Safety, each project will be evaluated by criteria that are specific to the category of the project.

Project Information Forms

| | Arterial | Major Highway | Bridge | Enhancement | Bicycle/ Pedestrian | Regional Mobility |
|---|---|---|--|---|---|---|
| A | Will result in improved safety conditions for each mode | Will result in improved safety conditions for each mode | Will result in improved safety conditions for each mode | Will result in improved safety conditions for pedestrians, bicyclists, and/or transit users | Will result in improved safety conditions for bicyclists and/or pedestrians | Will result in improved safety conditions for pedestrians, bicyclists, and transit users. |
| B | Addresses an identified safety problem for one or more modes | Addresses an identified safety problem for one or more modes | Addresses an identified safety problem for one or more modes | Addresses an identified safety problem for one or more modes | Addresses an identified safety problem for one or more modes | Will result in improved safety conditions across modes |
| C | Includes design elements to reduce vehicle speeds | Includes design elements to reduce vehicle speeds | Includes design elements to reduce vehicle speeds | Includes design elements to reduce vehicle speeds | Includes design elements to reduce vehicle speeds | Provides lighting or other safety features |
| D | Includes elements to further separate movements with the worst crash history | Includes elements to further separate movements with the worst crash history | Includes elements to further separate movements with the worst crash history | | Includes elements to further separate movements with the worst crash history | |
| E | Reduces distance required for pedestrians to cross, or otherwise provides for protected pedestrian crossing | Reduces distance required for pedestrians to cross, or otherwise provides for protected pedestrian crossing | Provides sidewalks and remedies existing bicycle/bedestrian safety problems | Reduces distance required for pedestrians to cross, or otherwise provides for protected pedestrian crossing | Reduces distance required for pedestrians to cross, or otherwise provides for protected pedestrian crossing | Reduces distance required for pedestrians to cross, or otherwise provides for protected pedestrian crossing |
| F | Provides sidewalks and remedies existing bicycle/pedestrian safety problems | | | | Provides other safety benefits to users | |

Mobility Need Criteria

A. Average daily traffic in project area

Three: ADT in project area is in the top 80% of projects

Two: ADT in project area is in the top 60% of projects

One: ADT in project area is in the top 40% of projects

Zero: ADT in project area is in the top 20% of projects

Negative One: ADT in project area is in the bottom 20% of projects

B. Mobility Management System

Three: MMS data indicates that the project area is in the top 80% of the most congested project areas monitored

Two: MMS data indicates that the project area is in the top 60% of the most congested project areas monitored

One: MMS data indicates that the project area is in the top 40% of the most congested project areas monitored

Zero: MMS data indicates that the project area is in the top 20% of the most congested project areas monitored

Negative One: MMS data indicates that the project area is in the bottom 20% of the most congested project areas monitored

C. Transit Usage

Three: Project area supports an intermodal connection

Two: Project area accommodates transit service

Zero: Transit does not use project area

D. Identified mobility issues in project area

Three: Project area has a specific and significant identified mobility issue

Two: Project area has major mobility issues

One: Project area includes minor mobility issues

Zero: Project area does not address an identified mobility issue

Mobility Project Criteria

Three: Meets or addresses criteria to a high degree

Two: Meets or addresses criteria to a medium degree

Project Information Forms

One: Meets or address criteria to a low degree

Zero: Does not meet or address criteria

Negative One: Counter to criteria to a low degree

Negative Two: Counter to criteria to a medium degree

Negative Three: Counter to criteria to a high degree

For Mobility, each project will be evaluated by criteria that are specific to the category of the project.

| | Arterial | Major Highway | Bridge | Enhancement | Bicycle/ Pedestrian | Regional Mobility |
|----------|--|--|--|--|---|--|
| A | Improves LOS or otherwise relieves traffic congestion | Improves LOS or otherwise relieves traffic congestion | Removes a current travel restriction | Directly benefits more than one community or subregion | Provides connections to existing trails, sidewalks, transit stations, and other intermodal facilities | Meets an identified need not otherwise served |
| B | Includes signal equipment upgrades for adaptive signal controls and coordination with adjacent signals (ITS) | Reduces traffic on alternative routes | Improves mobility; reduces traffic congestion | Provides better regional connectivity or addresses a missing link in the transportation system | Provides new connections across roadways or natural barriers | Provides additional mode choice to regional residents or complements another nearby TDM initiative |
| C | Includes additional auto travel lanes, including turning lanes | Includes additional auto travel lanes, including turning lanes | Includes additional auto travel lanes, including turning lanes | Number of persons benefiting | Removes existing obstruction | Proposed park-and-ride lot is served by transit |
| D | Prioritizes signals for transit vehicles (ITS) | Provides multimodal/non-SOV elements | Improves bicycle/pedestrian access | Is the project a component of a larger overall effort? | Improves signage | Provides convenient nonmotorized connection to nonmotorized trail |
| E | Provides multimodal/non-SOV elements | Provides new path for pedestrians/bicyclists to cross roadway | Carries >10% truck volumes; is part of the regional truck | PBenefits primarily new or underserved users | Number of persons benefiting | Increases efficiency of existing parking |

Project Information Forms

| | | | | | | |
|---|--|---|--|--|---|---|
| | | | network | | | |
| F | Provides or repairs sidewalks, crosswalks, and bicycle lanes | Enhances freight movement for regional or local commerce | Improves travel reliability for regularly scheduled transit services | | Benefits primarily new or underserved users | For park-and-ride, the proposed parking supply is sufficient for demand |
| G | Enhances freight movement for regional or local commerce | Improves travel reliability for regularly scheduled transit services | Improves emergency-vehicle mobility | | | Used by regularly scheduled transit services |
| H | Closes existing gaps in bicycle lanes or sidewalks | Includes other ITS elements to improve traffic flow (e.g., variable message signs, ramp metering) | | | | Improves regional connections and intermodal access |
| I | Improves travel reliability for regularly scheduled transit services | | | | | Project demand, including seasonal variation, if appropriate |

| | | | | | | |
|---|--|--|--|--|--|---|
| J | Improves emergency-vehicle mobility | | | | | Improves access for nonmotorized travel |
| K | Carries >10% truck volumes; is part of the regional truck network | | | | | |
| L | Includes other ITS elements to improve traffic flow (e.g., variable message signs) | | | | | |

Community Criteria

A. Environmental Justice

Three: Project located in an MPO community of concern and major project benefits outweigh the project burdens
Two: Project located in an MPO target population and major project benefits outweigh the project burdens
One: Project located in an MPO target population and minor project benefits outweigh the project burdens
Zero: Local project benefits balance the project burdens Negative One: Project located in an MPO target population and minor project burdens outweigh the project benefits
Negative Two: Project located in an MPO target population and major project burdens outweigh the project benefits
Negative Three: Project located in an MPO community of concern and major project burdens outweigh the project benefits

For a project area NOT identified as being located in an MPO-defined environmental justice community of concern or target population

One: Where the project benefits outweigh the project burdens
Zero: Where the project benefits balance the project burdens
Negative One: Where the project burdens outweigh the project benefits

B. How the project relates to community character

Three: Project specifically improves community character
Two: Project includes major elements that improve community character
One: Project includes minor elements that improve community character
Zero: Project does affect community character
Negative One: Project includes minor elements that degrade community character
Negative Two: Project includes major elements that degrade community character
Negative Three: Project significantly degrades community character

Environmental Criteria

A. Environmental mitigation of project

Three: Project mitigates significant existing environmental issues

Two: Project includes major elements mitigating existing environmental issues

One: Project includes minor elements mitigating existing environmental issues

Zero: Project has no significant environmental issues

Negative One: Project includes minor elements that have negative environmental impacts

Negative Two: Project includes major elements that have negative environmental impacts

Negative Three: Project has significant negative environmental impacts

B. Air quality improvement by project

Three: Project significant improves air quality

Two: Project includes major elements improving air quality

One: Project includes minor elements improving air quality

Zero: Project has no significant air quality impacts

Negative One: Project includes minor elements that have negative air quality impacts

Negative Two: Project includes major elements that have negative air quality impacts

Negative Three: Project has significant negative air quality impacts

Land Use Criteria

Land Use Criteria score –

59 Average residential density allowed by zoning (within a one-mile corridor around project) – calculated by MAPC

- 1 point if above 7 DU/acre (for suburban communities)
- 1 point if above 50 DU/acre (for urban communities)
- 0 points otherwise

Project Information Forms

- 60** Average employment density allowed by zoning (within a one-mile corridor around project) – calculated by MAPC
- 1 point if above 50 employees/acre (for suburban communities)
 - 1 point if above 150 employees/acre (for urban communities)
 - 0 points otherwise
- 61** Average population-to-employment ratio allowed by zoning (within a one-mile corridor around project) – calculated by MAPC
- 1 point if the ratio is between 2.0 and 0.75, or
 - 1 point if the ratio is below 0.75 but community responses indicate recent residential development in the corridor (designed as + on the spreadsheet)
- 62** Mixed uses allowed in corridor – determined by MAPC based on zoning, Commonwealth Capital forms, and community responses
- 1 point if mixed use allowed
 - 0 points if not
- 63** Maximum parking requirements in the corridor of three spaces or less/1000 square feet of commercial space in suburban communities, one space or less/1000 square feet in urban communities – determined by MAPC based on zoning.
- 1 point if maximum not exceeded
 - 0 points if exceeded
- 64** Community requirements for TDM program for new development – determined by MAPC based on zoning.
- 1 point if community has appropriate TDM program
 - 0 points if not

Project Information Forms

65 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 point if plan exists and has been adopted by all communities
- 0 points if plan doesn't exist or has not been adopted by all communities

66&67 Percentage of Wetlands (40) and Greenfields (41) in corridor – calculated by MAPC

- -1 point if the total for Wetlands and Greenfields is greater than 33% (except for bicycle/pedestrian and enhancement projects, which are not penalized)
- 0 points 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

68 The project serves a targeted redevelopment site – determined by MAPC based on Commonwealth Capital forms and community responses.

- 1 point if the project provides access to the site
- 0 points if the project does not provide access, or if a redevelopment site has not been identified

69 The community provides financial or regulatory support to the targeted redevelopment site – determined by MAPC based on Commonwealth Capital forms, and community responses

- 1 point if the project provides access to a designated redevelopment site and the community provides support
- 0 points if the community does not provide support

70 The project provides access between new affordable housing and employment centers – determined by MAPC based on Commonwealth Capital forms and

Project Information Forms

community responses

- 1 point if the community has recently developed affordable housing in the corridor (or affordable housing is currently under development in the corridor)
- 0 points if the community has not recently developed affordable housing in the corridor

71 Supports regional freight movement – determined by MAPC based on community responses

- 1 point if the project supports regional freight movement
- 0 points if not

Appendix C

Status of Fiscal Year 2007 Roadway Projects

This chapter lists information about the status of roadway projects in the federal fiscal year 2007 element of the federal fiscal years 2007–2010 TIP.

The information included is presented in the following format:

| Municipality | Project | ID number |
|-----------------------|----------------|------------------|
| Description | | |
| Current Status | | |

Municipality: The community(ies) in which the 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 2007 Roadway Projects

| | | |
|---|---|---------------|
| Arlington | Massachusetts Avenue (Design) - Earmark | 604687 |
| Fund design of Massachusetts Avenue from Pond Street to the Cambridge City Line. Current Status: <i>Expected to be obligated in a future TIP.</i> | | |
| Boston | Boston University Highway Corridors Study | DM0338 |
| Fund the study of corridors in the Boston Region. Current Status: <i>Expected to be obligated prior to the close of federal fiscal year 2007.</i> | | |
| Boston | Boston Traffic Management Center Operations | DM0282 |
| Provide funds for operation of the City of Boston's Traffic Management Center. Current Status: <i>Expected to be obligated prior to the close of federal fiscal year 2007.</i> | | |
| Boston | Commonwealth Ave, Phase B | 600635 |
| Fund the reconstruction of Commonwealth Avenue from Warren St./Kelton St. to the Newton city line. Current Status: Project advertised 9/22/07. | | |
| Boston | Bridge - Chelsea St over the Chelsea River | 604517 |
| Replace the Chelsea Street Bridge (B-16-020) over the Chelsea River. Current Status: Project advertised 9/15/07. | | |
| Boston | Longwood Ave / Urban Ring Tunnel Study | DM0329 |
| Fund a study of the Longwood Avenue/Urban Ring Tunnel in Boston. Current Status: <i>Expected to be obligated prior to the close of federal fiscal year 2007.</i> | | |
| Boston | Huntington Ave. near the Symphony | DM0293 |
| Reconstruct Huntington Avenue. Current Status: <i>Expected to be obligated prior to the close of federal fiscal year 2007.</i> | | |
| Boston | National Park Traveler Information System & Visitor Center | DM0327 |
| Provide funds for the National Park Traveler Information System and Visitor Center in Boston. Current Status: <i>Expected to be obligated prior to the close of federal fiscal year 2007.</i> | | |
| Boston Region | Improving the Region's Bicycle Parking Infrastructure Program | DM0356 |
| Fund the improvement of the Boston Region's bicycle infrastructure and regional bicycle parking issues. Current Status: <i>Expected to be obligated prior to the close of federal fiscal year 2007.</i> | | |
| Boston Region | Regional Transportation Demand Management Program | DM0247 |
| Provide funding for regional or local shuttles, the formation of Transportation Management Associations (TMAs), or other Transportation Current Status: <i>Expected to be obligated prior to the close of federal fiscal year 2007.</i> | | |

FFY 2007 Roadway Projects

| | | |
|---|---|---------------|
| Boston Region | Suburban Mobility Improvement Program | DM0246 |
| Provide funding for programs and projects that improve the mobility of residents in areas currently not served or underserved by transit. Potential services eligible for funding under this program include fixed-route shuttles serving markets not typically addressed (e.g., suburb- Current Status: Project funds obligated 7/16/07. | | |
| Burlington & Woburn | Interstate 95 | 604650 |
| Fund repitching of breakdown lane and structural overlay on Interstate 95. Current Status: Project advertised 9/8/07. | | |
| Canton, Dedham, Milton, Randolph & Westwood | Route 128 Bridges | 87800 |
| Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions Current Status: Project advertised 9/22/07. | | |
| Canton, Randolph, Westwood | Route 128 Improvement Program Contract 4, Year One | 087800 |
| Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions of the roadway. Current Status: Project advertised 9/22/07. | | |
| Concord | Bridge - Monument St over the Concord River | 601442 |
| Rehabilitate the Monument Street Bridge (C-19-13) over the Concord River. Current Status: Project advertised 9/1/07. | | |
| Danvers & Peabody | Border to Boston Bikeway (Design) | DM0322 |
| For the purposes of design, engineering and permitting for rail trail from Salisbury to Danvers. Current Status: <i>Expected to be obligated prior to the close of federal fiscal year 2007.</i> | | |
| Hingham | Route 228, Phase 2 | 604391 |
| Reconstruct roadway and perform intersection improvements from Queen Anne's Corner (Route 53) to Merrymount Road Current Status: Project advertised 8/11/07. | | |
| Littleton & Westford | Interstate 495 | 604362 |
| Fund repitching of breakdown lane and structural overlay on Interstate 495. Current Status: Project advertised 8/25/07 | | |
| Milford, Hopkinton, Westborough & Southborough | Interstate 495 | 604701 |
| Fund repitching of breakdown lane and structural overlay on Interstate 495. Current Status: Project advertised 8/4/07. | | |
| Milton | East Milton Parking Deck Study | DM0337 |
| Fund the study for the East Milton Parking Deck. Current Status: <i>Expected to be obligated prior to the close of federal fiscal year 2007.</i> | | |

FFY 2007 Roadway Projects

| | | |
|---|--|---------------|
| Randolph to Wellesley | Route 128 Improvement Program (Design) | DM0216 |
| Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions of the roadway. | | |
| Current Status: <i>Expected to be obligated prior to the close of federal fiscal year 2007.</i> | | |
| Revere | Park Ave and Central Ave | 601935 |
| Reconstruct Park Avenue and Central Avenue. | | |
| Current Status: Project advertised 8/25/07. | | |
| Revere & Saugus | Bridge - Route 107 Bridges | 118160 |
| Replace two bridges on Route 107: R-5-7 over the Pines River and R-5-9 over the Diamond Creek. | | |
| Current Status: Project advertised 9/8/07. | | |
| Somerville | I-93 Mystic Avenue Interchange (Study and Design) | 600831 |
| Fund the design and study of the Interstate 93/Route 28/Mystic Avenue Interchange (Fells-McGrath Highway). | | |
| Current Status: <i>Expected to be obligated in federal fiscal year 2008.</i> | | |
| Somerville | Union Square Improvements (Study) | DM0328 |
| Fund a study of Union Square in Somerville. | | |
| Current Status: <i>Expected to be obligated in federal fiscal year 2008.</i> | | |
| Stoneham, Winchester, & Woburn | Tri-Community Bikeway (Design) | 604652 |
| Design and construct a 5.7-mile bicycle facility in Stoneham, Winchester, and Woburn. | | |
| Current Status: <i>Expected to be obligated prior to the close of federal fiscal year 2007.</i> | | |
| Wenham | Route 97 Intersections | 604028 |
| Safety and intersection improvements on Route 97 (Topsfield Road) at Cherry and Maple Streets. | | |
| Current Status: Project advertised 9/1/07. | | |
| Weymouth | Route 18 Design | 601630 |
| Design and widen Route 18 (Main Street) from two to four lanes from Route 3 in Weymouth to Route 139 in Abington. | | |
| Current Status: <i>Expected to be obligated prior to the close of federal fiscal year 2007.</i> | | |

Appendix D

Status of Federal Fiscal Year 2007 Transit Projects

This chapter of the Transportation Improvement Program (TIP) lists information about the status of transit projects on the fiscal year 2007 element of the fiscal years 2007–2010 TIP.

Funds Programmed: Total funds programmed in the fiscal year 2007 element of the fiscal years 2007–2010 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 | | | |
| Systemwide | Station Security Program | \$10,000,000 | | | |
| Systemwide | Zero Series Bus Replacement | \$72,847,337 | | | |
| Systemwide | Elevator Repl/Rehab | \$5,000,000 | | | |
| Systemwide | Public Address System | \$10,000,000 | | | |
| Systemwide | Grant Anticipation Notes (GANs) Program | \$22,201,210 | | | |
| Systemwide | Everett Maintenance Facility | \$5,000,000 | | | |
| Systemwide | Redundant Operations Control Center | \$3,000,000 | | | |
| Systemwide | MBTA Enhancement Program | \$1,189,227 | | | |
| Systemwide | Preventative Maintenance | \$2,500,000 | | | |
| Section 5307 MBTA Total | | \$145,070,211 | | | |

Section 5309

| | | <i>Programmed Funds</i> | <i>Pending</i> | <i>Completed</i> | <i>Approved</i> |
|--------------------------------|----------------------------------|-------------------------|----------------|------------------|-----------------|
| Blue Line | Blue Line Modernization | \$35,885,273 | | | |
| Green Line | Lechmere Intermodal | \$4,516,944 | | | |
| Green Line | MBTA Accessibility Program | \$15,840,486 | | | |
| Orange Line | Orange Line Upgrades | \$2,000,000 | | | |
| Red Line | Charles/MGH Station | \$4,900,000 | | | |
| Systemwide | Kawasaki Coaches | \$2,000,000 | | | |
| Systemwide | Locomotive and Coach Procurement | \$2,000,000 | | | |
| Systemwide | Station Management Program | \$14,478,146 | | | |
| Systemwide | MBTA Bridge Program | \$6,000,000 | | | |
| Commuter Rail | Commuter Rail Top Deck Overhaul | \$5,000,000 | | | |
| Commuter Rail | Commuter Rail Coach Overhaul | \$2,300,000 | | | |
| Red Line | Columbia Junction Signal Program | \$2,000,000 | | | |
| Systemwide | Power Improvements | \$5,783,745 | | | |
| Systemwide | Haverhill Line Improvements | \$3,000,000 | | | |
| Section 5309 MBTA Total | | \$105,704,594 | | | |

Appendix E

Comment Letters FFYs 2008 - 2011 TIP

| Date | Name/Affiliation | Comment | MPO Action |
|-----------|---|--|--|
| 5/9/2007 | Stephen LeDuc, State Representative - Fourth Middlesex | Wrote in support of 604989 - Main Street Reconstruction in Southborough. Also stated that Southborough has never had a municipal roadway funded in the TIP. | The Transportation Planning and Programming Committee endorsed a program that did not include Southborough - Main Street Reconstruction. |
| 6/12/2007 | Lisa Lepore, Chair - Inner Core Committee | Wrote to submit Inner Core's list of priority projects for the FFY 2007 amendment and FFYs 2008 - 2011 TIP development: Watertown – Pleasant Street/Howard St; Newton – Commonwealth Ave, Phase 3; Cambridge, Belmont, Somerville – Alewife Station Bicycle Facility; Boston – Tremont Street; Boston – Massachusetts Ave; Somerville – Beacon Street; Somerville Community Bike Path; Everett – Route 99; Quincy – Quincy Center Concourse; Saugus - Route 1/Walnut St; Everett and Medford - Telecom Ave; Lynn, Malden, Revere, Saugus - Bike to the Sea; Lynn - Intersections of Dan Quarry, Millard and Parker Hill Ave. | The Transportation Planning and Programming Committee endorsed a program that did include: Watertown – Pleasant Street/Howard St, FFY 2008 element; Newton – Commonwealth Ave, Phase 3, FFY 2008 element; Cambridge, Belmont, Somerville – Alewife Station Bicycle Facility, FFY 2008 element; Boston – Massachusetts Ave, FFY 2008 element; Boston – Tremont Street, FFY 2009 element; Somerville Community Bike Path, FFY 2009 element; Quincy – Quincy Center Concourse, Phase 2, FFY 2009 element; Everett – Route 99, FFY 2010 element; Somerville – Beacon Street, FFY 2011 element. |
| 6/14/2007 | John Stasik, Chair - MetroWest Transportation Task Force | Wrote to submit MetroWest Transportation Task Force's list of priority projects for the FFY 2007 amendment and FFYs 2008 - 2011 TIP development: Ashland - Route 126; Framingham - reconstruction of Route 126; Framingham - reconstruction of Route 9; Holliston - resurfacing of Route 126; Marlborough - reconstruction of Maple Street; Natick - reconstruction of Route 27; Southborough - Cordaville Road; Wayland - Route 27; Wellesley - drainage improvements on Route 9; Wellesley - Cedar Street Bridge; Weston - intersection of Route 30 and Wellesley St. | The Transportation Planning and Programming Committee endorsed a program that did not include: Ashland - Route 126; Framingham - reconstruction of Route 126; Framingham - reconstruction of Route 9; Holliston - resurfacing of Route 126; Marlborough - reconstruction of Maple Street; Natick - reconstruction of Route 27; Southborough - Cordaville Road; Wayland - Route 27; Wellesley - drainage improvements on Route 9; Wellesley - Cedar Street Bridge; Weston - intersection of Route 30 and Wellesley St. |
| 6/14/2007 | Joan Blaustein, Staff Coordinator - North Suburban Planning Council | Wrote to submit NSPC's list of priority projects for the FFY 2007 amendment and FFYs 2008 - 2011 TIP development. They are: Stoneham, Winchester, Woburn – Tri-Community Bikeway; Woburn – Magazine Hill Park and Ride; Woburn – New Boston Street Bridge; and Wakefield – Salem Street Three Intersections. NSPC also expressed concerns about the MassHighway review process. | The Transportation Planning and Programming Committee endorsed a program that did include: Wakefield – Salem Street Three Intersections, FFY 2009 element, and Stoneham, Winchester, Woburn – Tri-Community Bikeway, FFY 2011 element. It should be noted that the Woburn – Magazine Hill Park and Ride was included in the FFY 2007 element of the FFYs 2007 – 2010 TIP. |
| 6/14/2007 | Gino Carlucci, Chair - SouthWest Advisory Planning Committee | Wrote to submit SWAP's list of priority projects for the FFY 2007 amendment and FFYs 2008 - 2011 TIP development. They are: Bellingham – Pulaski Blvd; Medway – Route 109; Franklin – Lincoln St and Main St; Milford – Veterans Memorial Drive Alternate Route; and the Wrentham – 1A/I-495 slip ramp. | The Transportation Planning and Programming Committee endorsed a program that did not include these projects: Bellingham – Pulaski Blvd; Medway – Route 109; Franklin – Lincoln St and Main St; Milford – Veterans Memorial Drive Alternate Route; and the Wrentham – 1A/I-495 slip ramp. |
| 6/14/2007 | Brian Watson, Chairman - North Shore Task Force | Wrote to submit NSTF's list of priority projects for the FFY 2007 amendment and FFYs 2008 - 2011 TIP development. They are: Essex – Route 133/Main Street; Wenham – Route 97 Intersections; Border to Boston Bikeway (Design); Ipswich – Route 1A/High Street bridge and the Ipswich Explorer; Danvers – Waters Street Bridge over the Waters River; and Beverly/Salem – Intermodal Improvements Project and Bridge Street Project. | The Transportation Planning and Programming Committee endorsed a program that did include the following projects: Essex – Route 133/Main Street, FFY 2008 element; Border to Boston Bikeway (Design), FFY 2008 element. It should also be noted that funding for the Beverly/Salem – Intermodal Improvements Project and Ipswich Explorer, as well as the Bridge Street project, was included in the FFY 2007 element of the FFYs 2007 – 2010 TIP. |

Appendix E

Comment Letters FFYs 2008 - 2011 TIP

| Date | Name/Affiliation | Comment | MPO Action |
|-----------|---|---|--|
| 6/15/2007 | Michelle Ciccolo, Chair - Minuteman Advisory Group on Interlocal Coordination (MAGIC) | Wrote to submit MAGIC's list of priority projects for the FFY 2007 amendment and FFYs 2008 - 2011 TIP development. They are: Concord and Lincoln – Crosby's Corner; Concord – Route 62; Hudson – Route 85 and the Houghton Street Bridge; Lexington – Route 2A/Waltham St; Littleton – Goldsmith Street; Bedford – Middlesex Turnpike (all phases); Sudbury – Route 20/Landham Road; Acton and region – Assabet River Trail and Bruce Freeman Trail; Bolton – Route 115/Hudson Road; and Boxborough – Route 111 Bike/Ped. | The Transportation Planning and Programming Committee endorsed a program that did include the following projects: Concord – Route 62, FFY 2008 element; Concord and Lincoln – Crosby's Corner, FFYs 2009 – 2011 elements; Bedford – Middlesex Turnpike, FFYs 2010 – 2011 elements; Acton and region – Assabet River Trail, FFY 2010 element; and Acton and region – Bruce Freeman Trail, FFY 2011. |
| 6/19/2007 | Richard Stenson, Director of Public Works - Wakefield | Wrote to express that 603311 - Salem Street and Three Intersections is an extremely important project and should be programmed no later than FFY 2010 on the TIP. | The Transportation Planning and Programming Committee endorsed a program that did include the Wakefield - Salem Street Three Intersections project in the FFY 2009 element. |
| 6/19/2007 | Mark Falzone, State Representative - Ninth Essex | Wrote to express his concern that the Salem Street Three Intersections project (603311) not be removed from the TIP. | The Transportation Planning and Programming Committee endorsed a program that did include the Wakefield - Salem Street Three Intersections project in the FFY 2009 element. |
| 6/20/2007 | Richard Tisei, State Senator - Middlesex and Essex | Wrote to express his strong support for the Wakefield – Salem Street Three Intersections project and requested that it be placed back on the TIP for FFY 2010. | The Transportation Planning and Programming Committee endorsed a program that did include the Wakefield - Salem Street Three Intersections project in the FFY 2009 element. |
| 6/20/2007 | Taber Keally, Chair - Three Rivers Interlocal Council | Submitted TRIC's list of priorities for the subregion. They are Route 138, Canton (603883), North Street, Foxborough (600283), Central Ave, Milton (604206), Pleasant Street/Morse Street Intersection, Norwood (DM0303), East/West Connector, Canton (DM0037), Blue Hills Parkway/Brook Road, Milton (DM0267). | The Transportation Planning and Programming Committee endorsed a program that did not include these projects: Route 138, Canton (603883), North Street, Foxborough (600283), Central Ave, Milton (604206), Pleasant Street/Morse Street Intersection, Norwood (DM0303), East/West Connector, Canton (DM0037), Blue Hills Parkway/Brook Road, Milton (DM0267) |
| 6/21/2007 | Robert Fennell, State Representative - 10th Essex | Wrote to express his support for and ask for inclusion of three projects in the draft FFYs 2008 - 2011 TIP: Intersection of Lynnfield St/Millard Ave/Den Quarry Road/Parker Hill Ave, Lynnfield St from Colonial Street to Wyoma Square, and Broadway from Pickering to Boston Street. He stated that these projects will ensure greater safety for the high traffic roadways of the North Shore. | The Transportation Planning and Programming Committee endorsed a program that did not include these projects: Intersection of Lynnfield St/Millard Ave/Den Quarry Road/Parker Hill Ave, Lynnfield St from Colonial Street to Wyoma Square, and Broadway from Pickering to Boston Street. |
| 6/28/2007 | Jeffery Nutting, Town Administrator - Franklin | Would like to see the King Street intersection project programmed in FFY 2007. This project was part of a staff recommendation for FFY 2007 and he would like it to stay there. If it is not possible for this project to be programmed in the FFY 2007 element, he would ask that the MPO consider FFY 2008. | The Transportation Planning and Programming Committee endorsed a program that did not include the King Street/I-495 project in the FFYs 2008 – 2011 TIP. |
| 7/13/2007 | Joseph Tulimieri, Executive Director - Cambridge Redevelopment Authority | Stated that two Cambridge projects, 604977 - Reconstruction of Third Street, Munroe Street, Fifth Street and Potter Street (\$850,000) and 604993 Innovation Blvd Streetscape (\$1,000,000), had received PRC approval. He stated that both of these projects are "construction-only" and are both earmarks with no associated state or local match. He stated that the roadway project would support a development with 15% affordable housing and that the streetscape would improve pedestrian access in Kendall Square. He requested that both projects be added to the FFYs 2008 - 2011 TIP. | The Transportation Planning and Programming Committee endorsed a program that did include the reconstruction of Third Street, Munroe Street, Fifth Street, and Potter and the Innovation Boulevard Streetscape projects in Cambridge in the FFY 2009 element. |
| 7/17/2007 | Frank Hynes, State Representative - Fourth Plymouth | Expressed concern about the amount of time it has taken to start construction on the Union Street Bridge in Norwell/Marshfield. Would like the bridge to be advertised in FFY 2007 and not move to FFY 2008. Included in Rep. Hynes letter as an example of correspondence regarding the Union St Bridge with former Sec. of Transportation John Cogliano. Rep. Hynes also cited the Boston Globe op ed by Sec. Cohen and stated that this project should be used as the example for the Patrick Administration's new transportation policies. | The Transportation Planning and Programming Committee endorsed a program that did include the Union Street/Bridge Street bridge project in the FFY 2008 element of the FFYs 2008-2011 Transportation Improvement Program. |

Appendix E

Comment Letters FFYs 2008 - 2011 TIP

| Date | Name/Affiliation | Comment | MPO Action |
|-----------|--|--|--|
| 7/17/2007 | David Flynn, Chairman - Hanover Board of Selectmen, Daniel Pallotta, Hanover Board of Selectmen and R. Alan Rugman, Hanover Board of Selectmen | Wrote to request that project number 602602, roadwork and traffic signals associated with the Route 53/Route 3 bridge project, be added to the draft FFYs 2008 - 2011 TIP. | The Transportation Planning and Programming Committee endorsed a program that did not include the Route 53 and Route 3 projects in the FFYs 2008 – 2011 TIP. The possibility of combining all three projects is still under consideration by MassHighway. The Route 123/Webster Street project is listed as 51% complete with a completion timeline for later this fall. |
| 7/17/2007 | Richard Stenson, Director of Public Works - Wakefield | Expressed his support for the acceptance of the draft FFYs 2008 - 2011 TIP and thanked the MPO for its inclusion of the Salem Street Three Intersections project in FFY 2009. He stated that the Salem Street project is critical for the town and supported regionally. | The Transportation Planning and Programming Committee thanks the town of Wakefield for its comments it glad that it could include this much needed project in the FFY 2008 - 2011 TIP. |
| 7/18/2007 | Gary Taylor, Chairman - Lincoln | Wrote to express his support for the programming of the Crosby's Corner Project, currently in the draft for FFYs 09 - 11. He thanked the MPO for their work and support. He stated that the intersection is a safety concern for the region and that the severity of accidents there are escalating. In addition, there are plans for a 200 unit senior living community abutting Crosby's Corner. He urges the MPO to make every effort to adhere to the project schedule as it stands. | The Transportation Planning and Programming Committee endorsed a program that did include the Crosby's Corner project in the FFYs 2008-2011 Transportation Improvement Program in the federal fiscal years 2009 – 2011 elements. |
| 7/19/2007 | F. Dore' Hunter, Chairman - Acton Board of Selectmen | Expressed support for the Crosby's Corner project in Concord/Lincoln. He stated that Crosby's Corner is the most imminent project on Route 2 and anticipates that the Concord prison rotary will be given equal attention in the near future. | The Transportation Planning and Programming Committee endorsed a program that did include the Crosby's Corner project in the FFYs 2008-2011 Transportation Improvement Program in the federal fiscal years 2009 – 2011 elements. |
| 7/19/2007 | William Brownsberger, State Representative - Twenty-Fourth Middlesex | Wrote to express strong support for the Trapelo Road project in Belmont and request that it be included in the FFYs 2008 - 2011 TIP. He stated that the Town has recently upzoned Cushing Square to accommodate smart growth in the area and that there are further plans for upzoning in the area. He also stated that he feels that there are some errors in the evaluation of the project (Appendix A). He stated that the project is at the pre-25% stage and that the programming process may be moving too fast to allow for adequate attention to the accuracy in the rankings. | The Transportation Planning and Programming Committee endorsed a program that did not include the Trapelo Road project. There is only one pre-25% project listed in the FFYs 2008 – 2011 TIP and that project – Weymouth Route 18 redevelopment – is programmed in the FFY 2009 element of the TIP. The Weymouth Route 18 project is vital to the continued smart growth redevelopment of the former South Weymouth Naval Air Station and is a project of regional significance for the South Shore. This project was listed as Weymouth's number one community priority, a South Shore Coalition Ppriority, and a MassHighway priority. Additionally, this project has been included in the TIP since FFY 2005. |
| 7/23/2007 | Terry Fancher, Executive Director - South Shore Tri-Community Development Corporation | Wrote to request that money for the Route 18 widening project be programmed in FFY 2008 for the purpose of design and permitting. He stated that only \$830K in funding is listed for design work, but their estimates are that \$1.6M will be needed for design and permitting work, and that adequate funding for this regional transportation project must remain programmed in the FFYs 2008 - 2011 TIP. | The Transportation Planning and Programming Committee endorsed a program that did not include \$1.6M in FFY 2008 for Route 18. |
| 7/23/2007 | Robert Hedlund, State Senator - Plymouth and Norfolk | Wrote to express support for his districts two top priorities: The Route 18 widening in Weymouth and the Route 53/Middle Street project in Weymouth. He stated that the Route 18 project is essential to improving the quality of life for Weymouth residents and that the Washington Street/Middle Street project will help alleviate traffic and improve safety conditions in this very busy corridor. | The Transportation Planning and Programming Committee endorsed a program that did include the reconstruction of Route 18 in Weymouth in FFYs 2009 and 2010 elements and did not include the Route 53/Middle Street project. |
| 7/23/2007 | James Boudreau, Town Administrator - Norwell | Wrote on behalf of the Town and the Board of Selectmen in support of the Union Street bridge project and requested that it not be moved from the FFY 2007 element to the FFY 2008 element. He stated that the bridge is how emergency service vehicles travel between Norwell and Marshfield and that if the bridge were to close it would dramatically increase response times. | The Transportation Planning and Programming Committee endorsed a program that did include the Union Street/Bridge Street bridge project in the FFY 2008 element of the FFYs 2008-2011 Transportation Improvement Program. |

Appendix E

Comment Letters FFYs 2008 - 2011 TIP

| Date | Name/Affiliation | Comment | MPO Action |
|-----------|--|---|---|
| 7/23/2007 | Robert Soli, Citizen - Reading | Wrote to express dismay with MassHighway's design of interchanges throughout the Commonwealth. In particular the I93/I95 interchange and the Route 128 corridor. He stated that the drive from Route 128 at Mishawum Road to Route 20 in Weston took 45 minutes at 8:30 AM, compared with the 15 minutes it took when he commuted in 1993. | The Transportation Planning and Programming Committee endorsed a program that did not include the I93/I95 interchange project. This project is included in the Journey to 2030 long range transportation plan as a project for FFYs 2011 to 2020. |
| 7/24/2007 | F. Dore' Hunter, Chairman - Acton Board of Selectmen | Wrote to express his objection to the Bruce Freeman Rail Trail project (DM0235) being moved from FFY 2010 to FFY 2011 and the reduction in funding to \$3 million from \$4.4 million. He stated that the trail, when built, will connect numerous business and commercial centers and neighborhoods. He request that the MPO recognize the commitment and support for the Bruce Freeman trail and program it in the FFY 2009 element at \$4.7 million. | The Transportation Planning and Programming Committee endorsed a program that did include Bruce Freeman Rail Trail in the FFY 2011 element of the FFYs 2008-2011 Transportation Improvement Program (TIP) at for the funding amount of \$ 3 million. |
| 7/26/2007 | Marc Fournier, Director of Public Works - Hull, William Griffin, Town Manager - Cohasset, Phil Lemnios, Town Manager - Hull and Charles Cristello, Town Administrator, Hingham | Wrote to request programming for the West Corner Culver Replacement Project in the draft FFY 2008 - 2011 TIP. The project is a bridge replacement that is the major bridge leading into the town of Hull. All three towns involved (Hull, Hingham, and Cohasset) list the bridge as a priority and respectfully request programming. He stated that the bridge is a major public safety issue for all three towns. Both the bridge and the tide gates are in extreme disrepair and are structurally deficient. | The Transportation Planning and Programming Committee endorsed a program that did include the West Corner Culvert project in the FFY 2008 element of the FFYs 2008 – 2011 Transportation Improvement Program (TIP). |
| 7/27/2007 | Tony Fields, Chairman - North Suburban Planning Council | Wrote to inquire about the status of Woburn's Magazine Hill earmarks and subsequent programming, expressed support and say thank you for the programming of the Tri-Community Bikeway and Salem Street - Three Intersections (NSPC priorities) and then asked that the New Boston Street Bridge be included in the draft FFYs 2008 - 2011 TIP. | The Transportation Planning and Programming Committee endorsed a program that did include: Stoneham, Winchester, Woburn – Tri-Community Bikeway, FFY 2011; and Wakefield – Salem Street Three Intersections, FFY 2009. It should be noted that the Woburn – Magazine Hill Park and Ride was included in the FFY 2007 element of the FFYs 2007 – 2010 TIP. |
| 7/27/2007 | Donna Jacobs, Director - MetroWest Growth Management Committee | Stated concern that the current level of state transportation funding is insufficient to meet the needs of our subregional priorities and the length of time it takes for projects to receive TIP programming. They also requested that the MPO undertake an analysis of the available funding stream for local projects over the past ten years, including the effects of inflation. Also stated was MetroWest Growth Management Committee's support and request for programming for all area projects listed as a priority. | The Transportation Planning and Programming Committee endorsed a program that did not include: Ashland - Route 126; Framingham - reconstruction of Route 126; Framingham - reconstruction of Route 9; Holliston - resurfacing of Route 126; Marlborough - reconstruction of Maple Street; Natick - reconstruction of Route 27; Southborough - Cordaville Road; Wayland - Route 27; Wellesley - drainage improvements on Route 9; Wellesley - Cedar Street Bridge; Weston - intersection of Route 30 and Wellesley St. |
| 7/27/2007 | Beth Rubenstein, Assistant City Manager for Community Development - Cambridge | Wrote to thank the MPO for programming the Belmont/Cambridge/Somerville Bicycle Path in FFY 2008 of the draft TIP. She stated that the project is currently Cambridge's highest priority and they are committed to its design so that it may be advertised as early as possible. | The Transportation Planning and Programming Committee thanks the city of Cambridge for its comments and is glad that it could include this much needed project in the FFYs 2008 - 2011 TIP. |
| 7/27/2007 | Garrett Bradley, State Representative - 3rd Plymouth | Wrote to express his strong support of the West Corner Culvert project in Hull, Hingham and Cohasset. Stated that this bridge is on an evacuation route and is one of only three ways into Hull. If it were to close it would severely impact the traffic in Hull. He asked that the project be programmed in the FFY 2008 element of the TIP at \$1.7M. | The Transportation Planning and Programming Committee endorsed a program that did include the West Corner Culvert project in the FFY 2008 element of the FFYs 2008 – 2011 Transportation Improvement Program (TIP). |
| 7/29/2007 | Thomas Michelman, Chairman - Friends of the Bruce Freeman Rail Trail | Wrote to express his objection to the Bruce Freeman Rail Trail project (DM0235) being moved from FFY 2010 to FFY 2011 and the reduction in funding to \$3 million from \$4.4 million. He stated that the 10% design contract for this portion of the Bruce Freeman has been awarded and that a public meeting held in June that public support was strong. He also was concerned that the evaluation of the project did not accurately account for the safety improvements provided and that there was no land use or economic development score. | The Transportation Planning and Programming Committee endorsed a program that did include Bruce Freeman Rail Trail in the FFY 2011 element of the FFYs 2008-2011 Transportation Improvement Program (TIP) at for the funding amount of \$ 3M. |

Appendix E

Comment Letters FFYs 2008 - 2011 TIP

| Date | Name/Affiliation | Comment | MPO Action |
|-----------|---|---|--|
| 7/29/2007 | Kirk Shilts, President - Weir River Watershed Association | Wrote to express Hull's strong support for the West Corner Culvert project and requested that MPO please program the project in the FFYs 2008 – 2011 TIP. He stated that there is a \$700K earmark associated with this project and that if the project is not completed it could bring irrecoverable harm to the watershed. | The Transportation Planning and Programming Committee endorsed a program that did include the West Corner Culvert project in the FFY 2008 element of the FFYs 2008 – 2011 Transportation Improvement Program (TIP). |
| 7/30/2007 | Gino Carlucci, Chair - SouthWest Advisory Planning Committee | Wrote to express that SWAP was happy to see that Upper Charles Trail, the Whitney Street Bridge, and Route 115 are in the draft TIP. He would also like to express his support for the SWAP projects not included: Pulaski Blvd - Bellingham, Route 109 - Medway, Lincoln Street - Franklin, Veterans Memorial Drive (Alt Route) - Milford, Route 1A/495 Slip Ramps - Wrentham. He also stated that the Medway Route 109 and Wrentham slip ramps do not appear on the universe of projects and requested that they be added. He also stated that when informing MPO staff of problems with the posted document than the corrections were made and a new draft was posted. SWAP would like to request that instead of posting a new draft, that a posted addenda or errata be posted instead of. | The Transportation Planning and Programming Committee endorsed a program that did not include the Pulaski Blvd - Bellingham, Route 109 - Medway, Lincoln Street - Franklin, Veterans Memorial Drive (Alt Route) - Milford, Route 1A/495 Slip Ramps - Wrentham. In the future, MPO staff will take action to insure that when draft TIPs are updated this is noted. |
| 7/30/2007 | Michelle Ciccolo, Assistant Town Administrator - Hudson | Wrote to express her support of and disappointment that the Route 85/Washington Street project (608412) was not programmed in FFY 2011. The project design is being funded by an area developer who will not continue to fund design without TIP programming. She stated that Hudson is working very closely with MassHighway District 3 and that the project is a MAGIC priority. She also was glad to see that the Houghton Street Bridge was programmed in FFY 2009, but stated that the bridge has been closed for over a year and asks that construction start sooner. | The Transportation Planning and Programming Committee endorsed a program that did include the Houghton Street Bridge in the FFY 2009 element of the TIP and did not include the Route 85/Washington Street project. |
| 7/30/2007 | William Keegan, Town Administrator - Dedham | Wrote to express support for the Washington Street discontinuance project in Dedham (602009) and to request that it be included in the draft FFYs 2008 - 2011 TIP. The project is currently estimated at a construction value of \$6 million and involves the full depth reconstruction of Washington Street from Dedham to Boston. The project is at the 75% design phase and 100% are currently being prepared and would like to have the project programmed in the FFY 2008 or 2009 element. | The Transportation Planning and Programming Committee endorsed a program that did not include the Washington Street discontinuance project in the FFYs 2008 – 2011 TIP. |
| 7/30/2007 | Bonnie Phaneuf, Chairman - Southborough Board of Selectman | Wrote to express disappointment that neither the Route 30 or Route 85 improvement projects were included in the draft FFYs 2008 - 2011 TIP. Stated that both projects are of regional significance and provide much needed bicycle and pedestrian improvements. In addition, she stated that Southborough has never had a project programmed on the TIP and that both projects are in keeping with the project recommendations given to the town by MPO staff as included in the "Bicycle and Pedestrian Improvements in Small Town Centers" plan. | The Transportation Planning and Programming Committee endorsed a program that did not include the Main Street/Route 30 and Cordaville Road/Route 85 projects in the FFYs 2008 – 2011 TIP. The majority of project included in the TIP were at 25% approved status. At this time the town of Southborough is yet to have a 25% design hearing for this project. |
| 7/30/2007 | Peter Hechenbleikner, Town Manager - Reading | Wrote to request that the West Street (601705) project be programmed in the draft FFYs 2008 - 2011 TIP in FFY 2008 or 2009. He stated that the project will make the corridor ADA compliant and provide safe bicycle and pedestrian facilities as well as the installation of a new pedestrian signal at Barrows Elementary School. The project is at the 25% design phase and 75% will be submitted shortly, and therefore, Reading requests that the project be programmed in FFY 2008 or 2009. | The Transportation Planning and Programming Committee endorsed a program that did not include the Reading reconstruction of West Street project in the FFYs 2008 – 2011 TIP. |
| 7/30/2007 | Peter Shelley, Massachusetts Advocacy Center Director - Conservation Law Foundation | Wrote to express support and request that the West Corner Culvert project in Hull, Cohasset and Hingham be programmed in the draft FFY 2008 - 2011 TIP. Stated that the project is a vital environmental restoration project for Straits Pond and that it also address significant public works and public safety issues. | The Transportation Planning and Programming Committee endorsed a program that did include the West Corner Culvert project in the FFY 2008 element of the FFYs 2008 – 2011 Transportation Improvement Program (TIP). |
| 7/30/2007 | Thomas McLaughlin, Mayor - Woburn | Expressed that all HPP funds available for the Magazine Hill project are not included in the draft FFY 2008 - 2011 TIP, requested that the New Boston Street bridge be included, as well as the Montvale Ave reconstruction. All of these projects address safety concerns for Woburn. | The Transportation Planning and Programming Committee endorsed a program that did not include more funding for Magazine Hill, the New Boston Street Bridge and the Montvale Ave reconstruction. |
| 7/30/2007 | Robert Campbell, Town Engineer - Braintree | Wrote to express two issues that he has with the draft FFYs 2008 - 2011 TIP; that it does not include the town of Braintree's number one priority - 602593 Union Street - a project that has been included in the past two transportation bond bills. His second is with Appendix A. Mr. Campbell states that the rankings derived from the evaluation matrix are not included in the TIP document. He states that he has been told that the information is in the document and wants to know why he would have to go through all the evaluations to derive the rankings himself. | The Transportation Planning and Programming Committee endorsed a program that did not include the Union Street project in the FFYs 2008 – 2011 TIP. Mr. Campbell was instructed to contact At its August 16 meeting, the Transportation Planning and Programming Committee endorsed a program that did not include the Union Street project in the FFYs 2008 – 2011 TIP. |

Appendix E

Comment Letters FFYs 2008 - 2011 TIP

| Date | Name/Affiliation | Comment | MPO Action |
|-----------|---|---|--|
| 7/31/2007 | Andrew Port, Town Planner - Hanover | Wrote to express his support for all projects in Hanover. In particular, he asked for clarification on the status of project 114501 which was advertised last year, but the bid had not been opened and on project 602602/603378. The 602602/603378 bridge and associated roadwork project has been a source of much confusion for the town. The 602602 part of the project is intersection and roadway improvements associated with the 603378 bridge project. At this time, the Route 53/Route 3 (603378) bridge project has stopped and MassHighway has written the town expressing that the project will have to be redesigned and bid. | The Transportation Planning and Programming Committee endorsed a program that did not include the Route 53 and Route 3 projects in the FFYs 2008 – 2011 TIP. The possibility of combining all three projects is still under consideration by MassHighway. |
| 7/31/2007 | Paul Matthews, Executive Director - Arc of Innovation and Adam Plotz, Manager of Sustainable Development Programs - Arc of Innovation | Indicated that the draft FFY 2008 - 2011 TIP is an other example of the deplorable condition of transportation financing in the Commonwealth. Also provided was a list of all projects in the MetroWest region that are in line for funding. Expressed concern that the incompletion of these projects threatens the economic development of the region. Also included was a list of projects queuing for TIP funding (see attached letter). The Arc of Innovation also cited their "Top Ten Transportation Nightmares" project and asked that those projects be included in the TIP. | The Transportation Planning and Programming Committee endorsed a program that did include several projects in the MetroWest region they are: Upper Charles Trail, Holliston – FFY 2008; Rockland Street Bridge, Wellesley – FFY 2008; Route 128 Improvement Program – FFY 2008 - 2011; Fountain Street Bridge, Marlborough – FFY 2009; Interstate 495 Maintenance – FFY 2009; and Central Street Bridge, Framingham – FFY 2009. |
| 7/31/2007 | William Friel, Town Administrator- Canton | Wrote to request that the Route 138 project in Canton (603883) be programmed in FFY 2009 or sooner. Expressed that the project is vital to economic development, safety, and will provide much needed bicycle and pedestrian improvements. | The Transportation Planning and Programming Committee endorsed a program that did not include the Route 138 project in the FFYs 2008 – 2011 TIP. |
| 7/31/2007 | Patricia Walrath, State Representative - Third Middlesex | Express support and urged programming for the Washington St/Route 85 project in Hudson and requested that the Houghton Street Bridge be moved up from FFY 2009, considering that it is currently closed and poses a public safety hazard. She stated that the Houghton Street Bridge is at the 75% design stage and should be moved to FFY 2008. | The Transportation Planning and Programming Committee endorsed a program that did not include the Washington Street/Route 85 project and that included the Houghton Street Bridge in the FFY 2009 element of the FFYs 2008 – 2011 TIP. |
| 7/31/2007 | Wayne Marquis, Town Manager - Danvers | Wrote to request that the Collins Street project in Danvers be included in the draft FFYs 2008 - 2011 TIP. Asserted that the project will provide much needed safety and bicycle and pedestrian improvements. He stated that the project has been worked on since the late 1990's. It is at 25% approval by MassHighway and that a public hearing about the project was held on September 28, 2006. | The Transportation Planning and Programming Committee endorsed a program that did not include the Liberty Street or Collins Street projects in the FFYs 2008 – 2011 TIP. |
| 7/31/2007 | David Madden, Mayor - Weymouth | Wrote to express support for the Route 18 widening and expressed concern that no money is programmed in the FFY 2008 element for design and ROW acquisition. He stated that the Tri-Town Development Corporation estimates that approximately \$1.6M is needed for design and permitted and that only \$830K is programmed. | The Transportation Planning and Programming Committee endorsed a program that did not include \$1.6M in FFY 2008 for Route 18. |
| 7/31/2007 | Michael D. Yunits, Chairman - South Shore Coalition | Was please with the MPO's programming of Route 18 in Weymouth and Route 228 in Hingham. Expressed support for 602602, traffic signal improvements and roadwork associated with the 603378 Route 53/Route 3 bridge project and gave examples of how confusing the project has become for the town. In addition, the SSC would like the MPO to be aware of the Union Street Bridge and to make sure that it is advertised as soon as possible. SSC expressed support of the West Corner Culvert project and ask that it be programmed in the draft. SSC also urges that the MPO to place a greater emphasis on infrastructure maintenance and public safety improvements and to pursue reform of the region's transportation financing and delivery mechanisms. | The Transportation Planning and Programming Committee endorsed a program that did include constructions funding in excess of \$24M for Route 18; Route 53/Route 3. The program did include the West Corner Culvert project in the FFY 2008 element. Route 228 in Hingham was included in the FFY 2007 element of the FFYs 2007 - 2010 TIP and was advertised in FFY 2007. The TIP did not include \$1.6M in FFY 2008 for Route 18. |
| 7/31/2007 | Thomas McGee, State Senator - Third Essex and Middlesex | Expressed concern that the Route1/Walnut Street project in Saugus has been eliminated from the draft FFY 2008 - 2011 TIP. Requested that the project be added to the draft. He stated that the project had been programmed in the FFY 2006 - 2010 TIP and urged the MPO's Transportation Planning and Programming Committee recognize this project as a number one priority for the FFY 2008 Transportation Improvement Project. | The Transportation Planning and Programming Committee endorsed a program that did not include the Route 1/Walnut Street project in Saugus. |
| 7/31/2007 | Christine Apicella, Senior Planner - Medical Academic and Scientific Community Organization | Expressed support for the programming of funding for the Urban Ring study, the continuing of funding for the Traffic Management Center, the reconstruction of Massachusetts Ave, the Transportation Demand Management program, the improving the bicycle infrastructure program and all state of good repair projects for the MBTA. | The Transportation Planning and Programming Committee endorsed a program that did include funding of the Urban Ring Study, the Boston Region Traffic Management Center, the reconstruction of Massachusetts Avenue in Boston, the Regional Transportation Demand Management Program, the Bicycle Parking Program, and the MBTA's investment in Transit State of Good repair projects. |

Appendix E

Comment Letters FFYs 2008 - 2011 TIP

| Date | Name/Affiliation | Comment | MPO Action |
|-----------|---|---|---|
| 7/31/2007 | Jeanne Krieger, Chairman - Lexington Board of Selectmen | Expressed support for and requested programming of the Waltham Street/Merritt Road Intersection improvements. Stated that the corridor is part of a safe routes to school program, which has helped to reduce traffic at peak times on the road. The Town feels that the improvements outlined in this project will help more to get more children to use the road and alleviate traffic further. The project is at the 25% design phase. | The Transportation Planning and Programming Committee endorsed a program that did not include the Lexington Waltham Street/Marrett Street intersection project in the FFYs 2008 – 2011 TIP. |
| 7/31/2007 | Lawry Reid, President - Straits Pond Watershed Association | Wrote to express his support of and ask for programming for the West Corner Culvert project in Hull, Hingham and Cohasset. Stated that his organization has been working on this project for 8 years and that there are significant state and federal earmarks associated with the project. He stated that he was not aware of the TIP until last year and that he did not understand clearly where the MassHighway money was coming from. He stated that all local agencies are on board and are working with MassHighway to advance the project. | The Transportation Planning and Programming Committee endorsed a program that did include the West Corner Culvert project in federal fiscal year 2008 of the FFYs 2008 – 2011 Transportation Improvement Program (TIP). |
| 7/31/2007 | Pamela Resor, State Senator - Middlesex and Worcester Districts | Wrote to request inclusion of two projects to the FFYs 2008 - 2011 TIP: the Washington Street/Route 85 project in Hudson (for FFY 2011). She also requested that the Houghton Street Bridge project in Hudson be moved from FFY 2009 to FFY 2008. She stated that the bridge has been closed for a year and that detouring traffic from downtown is degrading Hudson's economic vitality. | The Transportation Planning and Programming Committee endorsed a program that did include the Houghton Street Bridge in the FFY 2009 element of the TIP and did not include the Route 85/Washington Street project. |
| 7/31/2007 | Kurt M., Citizen | Wrote to express that the conversation of the Bruce Freeman Rail Trail and the Assabet River Rail Trail would negatively impact the Commonwealth because those ROW would not be able to be used for transit in the future. He highly recommended that path construction funds are redirected to transit restoration studies, as this is the best use of ALL taxpayer money. | The Transportation Planning and Programming Committee endorsed a program that did include the Assabet River Rail Trail for \$4.4M in the FFY 2010 element and the Bruce Freeman Rail Trail in the FFY 2011 element in the amount of \$3M. |
| 7/31/2007 | Michelle Ciccolo, Chair - Minuteman Advisory Group on Interlocal Coordination (MAGIC) | Wrote to express gratitude for those MAGIC subregion priorities that were included in the draft FFYs 2008 - 2011 TIP; Route 2 Crosby's Corner, Middlesex Turnpike phases one and two, Route 62/Main St in Concord, the Assabet and Bruce Freeman Trails and the Houghton Street Bridge in Hudson. She also requested that the MAGIC subregional priorities not included in the FFYs 2008 - 2011 TIP be advanced and given priority for the FFYs 2009 - 2012 TIP; Route 85/Washington Street in Hudson, Route 20/Landham Road Intersection in Sudbury, Route 85/Hudson Road in Bolton, Route 2A in Lexington, Goldsmith Street in Littleton and Route 111 Bike/Ped in Boxborough. | The Transportation Planning and Programming Committee thanks the Minuteman Advisory Group on Interlocal Coordination for its comments and is glad that the Committee could include these much needed projects in the FFY 2008 - 2011 TIP |
| 8/2/2007 | William Delahunt, US Representative - Tenth District Massachusetts | Congressman Delahunt expressed support for adding the West Corner Culvert Replacement Project to the 2008 - 2011 TIP. He stated that he secured a \$700,000 federal earmark for the project and had been in regular contact with town officials about the project. He stated that the 75% design is complete and that Hull, Hingham and Cohasset have had a public hearing. He stated that the West Corner Culvert is one of only three access roads into Hull and carries the towns gas, sewer, water and phone lines within it. Additionally, the degrading condition of the culvert threatens a vital estuary and watershed. | The Transportation Planning and Programming Committee endorsed a program that did include the West Corner Culvert project in federal fiscal year 2008 of the FFYs 2008 – 2011 Transportation Improvement Program (TIP). |
| 8/8/2007 | Paul Matthews, Executive Director - Arc of Innovation and Adam Plotz, Manager of Sustainable Development Programs - Arc of Innovation | Submitted some additional comments on the TIP supporting the MetroWest Regional Transit Authority (MWRTA) have its request for \$400,000 in FFY 2008 of the TIP. | The Transportation Planning and Programming Committee endorsed a program that did include the SAFETEA-LU HPP earmark for the MetroWest RTA in the amount of \$489,060 in the federal fiscal year 2008 element and \$507,870 in the federal fiscal year 2009 element of the FFYs 2008-2011 Transportation Improvement Program. |
| 8/14/2007 | Steven Olanoff, Chairman - Regional Transportation Advisory Council | Mr. Olanoff stated that the Regional Transportation Advisory Council (RTAC) voted to support the draft FFYs 2008 - 2011 TIP at its August 8 meeting with the following statement of reservations: Funding Constraints - RTAC asks that the MPO pursue additional financial support from the State Legislature and the Administration to provide funding to meet the transportation needs of the region. Future Project Cost Estimates - RTAC is interested in developing a mechanism for providing dependable project cost estimates. It would like the TPPC to monitor the 4% out-year inflation reflection to make sure that it is useful. Freight Progress - RTAC would like the MPO to pursue funding for projects that address freight operation and mobility, preserve existing facilities, and increase access to our ports. Transit Progress - RTAC supports the Green Line extension with a spur to Union Square, the Blue/Red line connector, the Blue Line extension to Lynn, the South Coast Rail expansion, and a heavy rail version of the Urban Ring. Bicycle/Pedestrian Access and Accommodation - RTAC supports alternative transportation modes and would like to see the Bruce Freeman Bicycle Path fully funded. TIP Pr | The Transportation Planning and Programming Committee endorsed a program that did include the Bruce Freeman Rail Trail. |
| 8/16/2007 | John Keeper, Citizen - Roxbury | Would like the MPO to scrap the Silver Line concept and the \$1B+ bus tunnel and invest in light rail branches that go where people really want. Would also like to see existing stations and services fixed. Especially the Orange Line and Roxbury Crossing station. | The Transportation Planning and Programming Committee endorsed a program that did include additional funding for the Silver Line. The Silver Line extension is included in the JOURNEY to 2030 long range transportation plan. |