

# Chapter One

## The 3C Process

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

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

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

### ***Certification Documents***

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

- The ***Unified Planning Work Program (UPWP)*** describes a fiscal year’s transportation-related planning activities and sets forth budgets for projects using Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) planning funds. The UPWP identifies the funding used to carry out each component of the transportation planning process in the region, including production of the Regional Transportation Plan, the Transportation Improvement

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

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 (RTP)*** 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. The Boston Region MPO produces a TIP annually. An MPO-endorsed TIP is incorporated into the State Transportation Improvement Program (STIP) for its submission to FHWA, FTA, and the Environmental Protection Agency (EPA) for approval.

### ***The Boston Region Metropolitan Planning Organization***

The MPO region encompasses the 101 cities and towns identified in the map page 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:*** EOT, 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 EOT 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. It also has been designated an economic development district under Title IV of the Public Works and Economic Development Act of 1965, as amended. MAPC's responsibilities for comprehensive planning include 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 Braintree, Newton, 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 EOT 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 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 Two

## The TIP Process

### *Overview of the Transportation Improvement Program Process*

The Transportation Improvement Program (TIP) is an agreed-upon scheduled list of specific, prioritized transportation projects in the Boston region. The steps taken by the MPO to create the document are:

#### **Fiscal Constraint**

The 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 Boston Region MPO solicits local communities for projects to be included in the TIP and funded with federal highway funds, while the regional transit authorities, the MBTA, the Metrowest Regional Transit Authority, and the Cape Ann Transportation Authority submit projects to be funded with federal transit funds. The MPO works closely with the municipal TIP contacts to gather data on the projects and evaluates projects. A detailed description of these evaluations is included in Appendix 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 Municipal TIP Input Days 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 dollars or is a change of 10 percent or greater of the total project value. Changes below these thresholds may be considered administrative modifications. The Transportation Planning and Programming Committee acts on administrative modifications, and, although no public review period is required, one may be provided at the Committee's discretion.

### *Fiscal Constraint*

#### **Federal Framework**

Unlike most federal funding, highway funding is not committed to a program or project on the basis of the annual appropriations act. The first step in the process of allocating federal highway funds is for a multiyear transportation authorization act to establish a maximum level of federal transportation funding per 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.<sup>1</sup> In Massachusetts, several allocations such as the Central Artery/Tunnel Project, the Statewide Infrastructure Program, Statewide and Regional Planning, and change orders for existing contracts occur prior to the establishment of regional programming targets for federal highway funds. After these needs are satisfied, the remaining federal apportionment is allocated for programming among the state's MPOs based upon formulas used to determine target figures for programming. The Massachusetts Association of Regional Planning Agencies develops these targets.

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 four years of the fiscal years 2010–2013 Boston Region MPO TIP, is

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

approximately \$1.072 billion, including approximately \$68.4 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 four years of the fiscal years 2010–2013 TIP is approximately \$969.6 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 2010–2013 TIP are listed in the following two tables.

**Federal-Aid Highway Programs**

<b>Abbreviation</b>	<b>Program</b>	<b>Eligible Uses</b>	<b>Examples</b>
Bridge	Bridge Replacement and Rehabilitation	Replacement and rehabilitation of any public bridge.	Fountain Street over MBTA (Framingham) – 2010 Element
CMAQ	Congestion Mitigation and Air Quality Improvement	A wide range of projects in air quality nonattainment and maintenance areas for ozone, carbon monoxide, and small particulate matter that reduce transportation-related emissions.	South Bay Harbor Trail (Boston) – 2010 Element
IM	Interstate Maintenance	Resurfacing, restoring, and rehabilitating routes on the interstate highway system.	Interstate 95 (Waltham) – 2010 Element
NHS	National Highway System	Interstate routes, major urban and rural arterials, connectors to major intermodal facilities, and the national defense network.	Route 128 Improvement Program (Dedham, Needham, Westwood) – 2010 Element

STP	Surface Transportation Program	Broad range of surface transportation capital needs, including many roads; transit, sea, and airport access; and vanpool, bicycle, and pedestrian facilities.	Pulaski Boulevard (Bellingham) – 2010 Element
HPP	High Priority (Demonstration) Projects	Funds identified for a specific project.	Quincy Center Concourse, Phase II (Quincy) – 2010 Element
Various	Discretionary Funding	Funds identified for specific projects in annual appropriations. (i.e. Enhancements)	North Green Improvements (Ipswich) – 2011 Element

**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 (JARC) 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, mobility and operations, and issues of regional and local concern (environmental justice, land use, economic development, and the environment). For evaluation purposes, projects are segregated by type. For example, arterial highway projects are compared to each other, but are not compared to enhancement projects.

MPO staff evaluates 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 municipal

support. Additional background information on the TIP project evaluation process is provided in Appendix A and B of this document and on the MPO's Web site, [www.bostonmpo.org](http://www.bostonmpo.org). The MPO reviews the effectiveness of this evaluation method and makes alterations to the process as appropriate.

### **Outreach on Projects and Contacts (January 2009)**

On January 26 the MPO mailed each municipality a list of proposed projects in that municipality known to the MPO. Communities were asked to identify which projects the MPO should consider for the fiscal years 2010–2013 TIP and to name a TIP contact person for their municipality.

### **Data Collection (January–June 2009)**

In January of 2009 information on over 140 projects was requested by TIP contacts. The proponents were sent, via email, Proponent Provided Information Forms for these projects. 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 for municipalities that are in an MPO identified environmental justice area (related to low-income and minority populations), and project development status. More information on the Proponent Provided Information Forms can be found in Appendix A of this document.

On May 21 and 28 the MPO held Municipal TIP Input Days, giving municipalities an opportunity to present their top priority projects. At the May 21 and 28 meetings, dedicated to gathering project information, representatives of 44 communities discussed over 83 projects with members of the committee.

### **Evaluation of Projects (April–June 2009)**

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

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

For more details on the rating method, including each projects evaluation rating, see Appendix A.

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

### **Summary and Application of Results (May–June 2009)**

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

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

On August 20, 2009, the Transportation Planning and Programming Committee voted to release the draft federal fiscal years 2010–2013 TIP for a 30-day public review period to begin August 24. 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 2010 – 2013 TIP.

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

The MPO is scheduled to vote on the Draft FFYs 2010 – 2013 TIP on September 24, 2009 or October 1, 2009.

### ***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 Regional Transportation Advisory Council is notified and briefed during this period and comments during the public comment period. The subscribers to the MPOINFO listserve are notified and provided with a schedule of meetings for consideration of potential amendments. Municipal representatives and members of the public may attend the Transportation Planning and Programming Committee and MPO meetings at which amendments are discussed, and may submit written or oral testimony.

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

Because the print version of the TIP is prepared prior to the start of the federal fiscal year, it may not reflect all of the changes to the program throughout the year, the Boston Region MPO website ([www.bostonmpo.org](http://www.bostonmpo.org)) is the best place to find current information about the TIP.

### *TIP Information on the Web*

All draft and approved actions on the TIP are available 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 website.

# Chapter Two

## Project Information: Fiscal Years 2010-2013

### KEY

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

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

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

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

*Project:* The location or name of the project.

*ID number:* Projects in 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 found in Chapter 2.

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

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

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

# Chapter Three

## Project Table Index

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

<b><i>Municipality</i></b>	<b><i>ID #</i></b>	<b><i>Project Name</i></b>	<b><i>Year</i></b>	<b><i>Page(s)</i></b>
Acton & Stow	604531	Assabet River Rail Trail (Design)	2010	16
Arlington	604687	Massachusetts Ave.	2012	22
Bellingham	602493	Pulaski Blvd.	2010	16
Boston		East Boston Haul Road (Design)	2010, 2011, 2012, 2013	16,19,22,24
Boston		Huntington Ave/Symphony Area Streetscape (Construction)	2010	16
Boston		Melnea Cass Blvd. (Construction)	2011	19
Boston		Rutherford Ave (Design)	2010	16
Boston	604761	South Bay Harbor Trail (Construction)	2010	16
Boston		Warren St./Blue Hill Ave. (Construction)	2011	19
Boston Region		Regionwide CMAQ Program	2010, 2011, 2012, 2013	16,19,22,24
Cambridge	605188	Cambridge Common (Construction)	2013	24
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	2011, 2012, 2013	19,22,24
Danvers & Peabody	87612	Route 128 at Route 35 and Route 62	2010, 2011	16,19
Everett	602382	Route 99 (Broadway)	2010	16
Ipswich		North Green Improvements	2011	19
Lexington	602133	Route 2A at Waltham St.	2010	16
Norwood	604916	Pleasant St. at Morse St.	2010	16
Quincy	604664	Quincy Center Concourse, Phase 2	2010	16
Somerville	601820	Beacon Street	2013	24
Somerville	605219	Improvements to Broadway in East Somerville (Construction)	2010	16
Somerville	604331	Somerville Community Path, Phase 1	2011	19
Walpole	605187	Washington St. (Construction)	2010	16
Weymouth	601630	Route 18	2012, 2013	22,24
Weymouth	114906	Route 53 (Washington Street)/Middle Street	2010	16

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

<b><i>Municipality</i></b>	<b><i>ID #</i></b>	<b><i>Project Name</i></b>	<b><i>Year</i></b>	<b><i>Page(s)</i></b>
Ashland	603602	Route 135 (Union Street) over the Sudbury River	2010	17
Boston	604388	Route 145 over Belle Isle Inlet	2010	17
Boston	604517	Chelsea Street Bridge	2010, 2011, 2012	17
Boston	603370	Route 99 (Alford Street) over Mystic River	2010, 2011, 2012	17, 19
Boston	603654	Morton Street over the MBTA	2010	17
Boston	603443	River Street over the MBTA and Amtrak	2010	17
Boston/Cambridge	604361	Longfellow Bridge (Cambridge Street over the Charles River)	2011	20
Dedham to Westwood	603206	Route 128 Improvement Program Contract 4	2010, 2011, 2012	17, 19, 22
Framingham	603710	Winter Street over MBTA	2011	17
Hudson	604006	Houghton St over the Assabet River	2011	17
Lynn & Saugus	26710	Route 107 (Fox Hill) Bridge, Year Four	2010, 2011	17,19

<i>Municipality</i>	<i>ID #</i>	<i>Project Name</i>	<i>Year</i>	<i>Page(s)</i>
Needham,Wellesley	603711	Route 128 Improvement Program	2012	22
Peabody	603531	Howley Street over the North River	2013	24
Quincy/Weymouth	604382	Fore River Bridge (Route 3A over the Fore River)	2011	20
Wayland	602723	Pelham Island Road over the Sudbury River	2011	19
Wellesley	600776	Rockland Street over CSX	2010	20

**FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES**

<i>Municipality</i>	<i>ID #</i>	<i>Project Name</i>	<i>Year</i>	<i>Page(s)</i>
Acton		Route 2	2011	20
Boston/Somerville		Interstate 93	2011	20
Burlington	605589	Interstate 95	2011	20
Canton		Interstate 95	2011	20
Foxborough/Sharon		Interstate 95	2012	22
Northborough/Marlborough	605610	Route 20	2013	25
Randolph	605607	Route 24	2012	23
Walpole to Canton	605590	Interstate 95	2011	20
Wakefield/Lexington	605597	Interstate 95	2013	25
Waltham	604710	Interstate 95	2010	17
Weymouth/Braintree	605602	Route 3	2012	23
Woburn/Wilmington	604879	Interstate 93	2012	22

**FEDERALLY LEGISLATED PROJECTS**

<i>Municipality</i>	<i>ID #</i>	<i>Project Name</i>	<i>Year</i>	<i>Page(s)</i>
Acton/Stow	604531	Assabet River Rail Trail Design (HPP 1761)	2010	16
Arlington	604687	Massachusetts Ave Construction (HPP 47)	2012	22
Arlington	604687	Massachusetts Ave Construction	2012	22
Boston		Huntington Ave/Symphony Area Streetscape Constriction (HPP 447)	2010	16
Boston		Huntington Ave/Symphony Area Streetscape Construction (HPP 1811)	2010	16
Boston		Chelsea St Bridge Replacement Construction (HPP 2592)	2010	16
Boston		Chelsea St Bridge Replacement Construction (HPP 4265)	2010	16
Boston	604997	Museum Way Improvements Construction (HPP 1960)	2010	16
Boston	604997	Museum Way Improvements Right of Way Acquisition (HPP 4275)	2010	16
Boston		Rutherford Ave Design (HPP TI 174)	2010	16
Boston/Chelsea		East Boston Haul Road Design (HPP 2032 )	2010, 2011, 2012, 2013	16,19,22,24
Boston		Warren St/Blue Hill Ave Construction (HPP 2129)	2011	19
Boston		Melnea Cass Blvd Construction (HPP 756)	2011	19
Boston		Melnea Cass Blvd Construction (HPP 4284)	2011	19
Medford	605122	Clippership Drive Streetscape Construction	2010	16
Quincy	604664	Quincy Center Concourse, Phase II	2010	16
Somerville	605219	Improvements to Broadway in East Somerville Construction (HPP 431)	2010	16
Somerville	604331	Somerville Community Path, Phase 1 Construction (HPP 2782)	2011	19
Somerville	601820	Beacon Street Construction (HPP 248)*	2013	24
Sudbury		Assabet River NWR Parking Design and Construction (HPP 451)	2010	16

<i>Municipality</i>	<i>ID #</i>	<i>Project Name</i>	<i>Year</i>	<i>Page(s)</i>
Walpole	605187	Washington St Construction (HPP 2431)	2010	16
Weymouth	601630	Route 18 Construction	2012	22

### ***REGIONAL TRANSIT PROGRAM***

<i>Municipality</i>	<i>ID #</i>	<i>Project Name</i>	<i>Year</i>	<i>Page(s)</i>
Systemwide		Locomotive and Coach Procurement	2010, 2011, 2012, 2013	18,20,23,25
Systemwide		ITS Initiatives	2010, 2011, 2012, 2013	18,20,23,26
Red Line		Power System Improvements	2010, 2011, 2012, 2013	18,20,23,27
Systemwide		Station Rehab Program	2010, 2011, 2012, 2013	18,20,23,28
Green Line		MBTA Accessibility Program	2010, 2011, 2012, 2013	18,20,23,29
Bus		CNG Bus Overhaul Program	2010, 2011, 2012, 2013	18,20,23,30
Bus		Everett Maintenance Facility	2010, 2011, 2012, 2013	18,20,23,31
Systemwide		Elevator Replacement/Rehabilitation	2010, 2011, 2012, 2013	18,20,23,32
Systemwide		Grant Anticipation Notes (GANs) Program	2010, 2011	18,20
Systemwide		Preventative Maintenance	2010, 2011, 2012, 2013	18,20,23,32
Systemwide		Bus Arrival LCD Signage	2010	18
Systemwide		Specialized Non-Revenue Vehicles	2010, 2011, 2012, 2013	18,20,23,32
Systemwide		Parking Program	2010, 2011, 2012, 2013	18,20,23,33
Systemwide		Station Accessibility Program	2010, 2011, 2012, 2013	18,20,23,34
Commuter Rail		Commuter Rail Accessibility Program	2010, 2011, 2012, 2013	18,20,23,35
Systemwide		Environmental Program	2010, 2011, 2012, 2013	18,20,23,36
Cape Ann		Cape Ann Transportation Authority	2010, 2011, 2012, 2013	18,20,23,37
MetroWest		MetroWest Transportation Authority	2010, 2011, 2012, 2013	18,20,23,38
Blue Line		Blue Line Modernization	2010, 2011	18,21
Red Line		Red Line Number 2 Car	2010, 2011	18,22
Systemwide		Kawasaki Coaches	2010, 2011, 2012, 2013	18,21,23,25
Systemwide		Locomotive and Coach Procurement	2010, 2011, 2012, 2013	18,21,23,26
Green Line		Positive Train Control	2010, 2011	18,21
Subway		Station Platform Program	2010, 2011, 2012, 2013	18,21,23,26
Commuter Rail		Coach Rehabilitation and Safety Program (CRASP)	2010, 2011, 2012, 2013	18,21,23,27
Subway		Vehicle Programs	2010, 2011, 2012, 2013	18,21,23,28
Red Line		Columbia Junction	2010, 2011, 2012, 2013	18,21,23,29
Systemwide		Bridge and Tunnel Program	2010, 2011, 2012, 2013	18,21,23,30
Systemwide		Track Upgrades	2010, 2011, 2012, 2013	18,21,23,31
Systemwide		Signal System Upgrades	2010, 2011, 2012, 2013	18,21,23,32

# Draft FFYs 2010 - 2013 TIP

## FFY 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>
Bellingham	602493	Pulaski Blvd	\$1,600,000	\$400,000	\$2,000,000
Boston	604761	South Bay Harbor Trail (construction)	\$3,080,000	\$770,000	\$3,850,000
Weymouth	114906	Route 53 (Washington Street)/Middle Street	\$1,820,656	\$455,164	\$2,275,820
			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Boston Region		Regionwide CMAQ Program	\$1,600,000	\$400,000	\$2,000,000
		<b>Congestion Mitigation and Air Quality Improvement Program Total</b>	<b>\$8,100,656</b>	<b>\$2,025,164</b>	<b>\$10,125,820</b>
			<i>Minimum CMAQ Regional Target</i>		<i>\$0</i>

##### National Highway System

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Canton, Randolph & Westwood	87800	Route 128 Improvement Program Contract 3, Year Four of Six**	\$5,600,000	\$1,400,000	\$7,000,000
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year Two of Six**	\$8,000,000	\$2,000,000	\$10,000,000
		<b>National Highway System Total</b>	<b>\$13,600,000</b>	<b>\$3,400,000</b>	<b>\$17,000,000</b>

##### Surface Transportation Program

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Bellingham	602493	Pulaski Blvd	\$8,805,208	\$2,201,302	\$11,006,510
Danvers/Peabody	87612	Route 128 at Route 35 and Route 62	\$7,360,000	\$1,840,000	\$9,200,000
Lexington	602133	Intersection Improvements at Route 2A and Waltham St	\$1,289,560	\$322,390	\$1,611,950
Everett	602382	Route 99 (Broadway)	\$1,947,312	\$486,828	\$2,434,140
Norwood	604916	Pleasant St at Morse St	\$738,496	\$184,624	\$923,120
		<b>Surface Transportation Program Total</b>	<b>\$20,140,576</b>	<b>\$5,035,144</b>	<b>\$25,175,720</b>

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

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Danvers/Peabody	87612	Route 128 at Route 35 and Route 62	\$3,437,368	\$859,342	\$4,296,710
		<b>Highway Safety Improvement Program Total</b>	<b>\$3,437,368</b>	<b>\$859,342</b>	<b>\$4,296,710</b>
			<i>Minimum HSIP Regional Target</i>		<i>\$4,296,710</i>

**Total Regional Target Programming** **\$56,598,250**  
*Boston Region MPO Regional Target with State Match* *\$56,607,514*

#### FEDERAL AID NON-TARGET PROJECTS

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

			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Boston		Huntington Ave/Symphony Area Streetscape Construction (HPP 447)	\$2,140,232	\$535,058	\$2,675,290
Boston		Huntington Ave/Symphony Area Streetscape Construction (HPP 1811)	\$820,080	\$205,020	\$1,025,100

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

			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Acton/Stow	604531	Assabet River Rail Trail Design (HPP 1761)	\$1,079,881	\$269,970	\$1,349,851
Boston		Chelsea St Bridge Replacement Construction (HPP 2592)	\$1,700,000	\$425,000	\$2,125,000
Boston		Chelsea St Bridge Replacement Construction (HPP 4265)	\$6,008,000	\$1,502,000	\$7,510,000
Boston	604997	Museum Way Improvements Construction (HPP 1960)	\$2,871,997	\$717,999	\$3,589,996
Boston	604997	Museum Way Improvements Right of Way Acquisition (HPP 4275)	\$3,004,425	\$751,106	\$3,755,531
Boston/Chelsea		East Boston Haul Road Design (HPP 2032 )	\$716,800	\$179,200	\$896,000
Boston		Rutherford Ave Design (HPP TI 174)	\$2,400,000	\$600,000	\$3,000,000
Quincy	604664	Quincy Center Concourse, Phase II	\$6,008,850	\$1,502,213	\$7,511,063
Somerville	605219	Improvements to Broadway in East Somerville Construction (HPP 431)*	\$1,987,798	\$496,950	\$2,484,748
Sudbury		Assabet River NWR Parking Design and Construction (HPP 451)**	\$336,000	\$84,000	\$420,000
Walpole	605187	Washington St Construction (HPP 2431)	\$1,259,860	\$314,965	\$1,574,825

##### Section 112

			<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>
Medford	605122	Clippership Drive Streetscape Construction	\$990,000		\$990,000
		<b>High-Priority Projects Total</b>	<b>\$35,207,014</b>		

\* Additional money to be provided from outside sources

\*\* project management by US Fish and Wildlife

## Draft FFYs 2010 - 2013 TIP FFY 2010

### *FEDERAL-AID BRIDGE PROJECTS*

<b>Bridge</b>			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Boston	604388	Route 145 over Belle Isle Inlet	\$4,720,000	\$1,180,000	\$5,900,000
Framingham	604013	Fountain St over MBTA	\$3,120,000	\$780,000	\$3,900,000
<b>Major Bridge Total</b>			<b>\$7,840,000</b>	<b>\$1,960,000</b>	<b>\$9,800,000</b>
<b>Advance Construction Bridge</b>			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Boston	604517	Chelsea Street Bridge	\$9,200,000	\$2,300,000	\$11,500,000
Boston	603370	Route 99 (Alford Street) over Mystic River	\$7,200,000	\$1,800,000	\$9,000,000
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4	\$12,400,000	\$3,100,000	\$15,500,000
Lynn & Saugus	26710	Route 107 (Fox Hill) Bridge, Year Four	\$6,880,000	\$1,720,000	\$8,600,000
<b>Advance Construction Bridge Total</b>			<b>\$35,680,000</b>	<b>\$8,920,000</b>	<b>\$44,600,000</b>
<b>Special Bridge Program</b>			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Littleton	604841	Taylor Street over I-495	\$18,240,000	\$4,560,000	\$22,800,000
<b>Special Bridge Total</b>			<b>\$18,240,000</b>	<b>\$4,560,000</b>	<b>\$22,800,000</b>
<b>Accelerated Bridge Program - Federal Aid GANS Projects***</b>			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Ashland	603602	Route 135 (Union Street) over the Sudbury River			\$3,150,000
Boston	603654	Morton Street over the MBTA			\$4,157,100
Boston	603443	River Street over the MBTA and Amtrak			\$9,633,664
Wellesley	600776	Rockland Street over CSX			\$2,286,129
<b>Accelerated Bridge Program Total</b>					<b>\$19,226,893</b>
			<b>Federal-Aid Bridge Total</b>		<b>\$96,426,893</b>

\*\*\* GANS conversion to federal aid in 2015

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

<b>Interstate Maintenance</b>			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Waltham	604710	Interstate 95	\$19,807,920	\$2,200,880	\$22,008,800
<b>Interstate Maintenance Total</b>			<b>\$19,807,920</b>	<b>\$2,200,880</b>	<b>\$22,008,800</b>
			<b>Total Highway Program</b>		<b>\$229,467,850</b>
<b>Central Artery/Tunnel Project</b>			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
National Highway System (NHS)			\$70,000,000		\$70,000,000
Bridge			\$50,000,000		\$50,000,000
State Transportation Program (STP)/ Flex			\$20,000,000		\$20,000,000
State Transportation Program (STP)			\$11,290,000		\$11,290,000
<b>Federal-Aid Subtotal</b>			\$151,290,000		
<b>Federal-Aid Matching Funds Subtotal</b>					<b>\$151,290,000</b>
<b>Total Federal Fiscal Year 2010 Central Artery/Tunnel Funds</b>					<b>\$151,290,000</b>

## Draft FFYs 2010 - 2013 TIP FFY 2010

### Regional Transit Program

		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
<b>Section 5307</b>				
Systemwide	Locomotive and Coach Procurement	\$20,000,000	\$5,000,000	\$25,000,000
Systemwide	ITS Initiatives	\$5,000,000	\$1,250,000	\$6,250,000
Red Line	Power System Improvements	\$7,000,000	\$1,750,000	\$8,750,000
Systemwide	Station Rehab Program	\$8,000,000	\$2,000,000	\$10,000,000
Green Line	MBTA Accessibility Program	\$12,000,000	\$3,000,000	\$15,000,000
Bus	CNG Bus Overhaul Program	\$10,000,000	\$2,500,000	\$12,500,000
Bus	Everett Maintenance Facility	\$5,000,000	\$1,250,000	\$6,250,000
Systemwide	Elevator Replacement/Rehabilitation	\$5,000,000	\$1,250,000	\$6,250,000
Systemwide	Grant Anticipation Notes (GANs) Program	\$18,000,000	\$4,500,000	\$22,500,000
Systemwide	Preventative Maintenance	\$10,000,000	\$2,500,000	\$12,500,000
Systemwide	Bus Arrival LCD Signage	\$2,400,000	\$600,000	\$3,000,000
Systemwide	Specialized Non-Revenue Vehicles	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Parking Program	\$5,000,000	\$1,250,000	\$6,250,000
Systemwide	Station Accessibility Program	\$16,000,000	\$4,000,000	\$20,000,000
Commuter Rail	Commuter Rail Accessibility Program	\$5,000,000	\$1,250,000	\$6,250,000
Systemwide	Environmental Program	\$2,000,000	\$500,000	\$2,500,000
	<b>Section 5307 MBTA Match Total</b>	<b>\$134,400,000</b>	<b>\$33,600,000</b>	<b>\$168,000,000</b>
		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Cape Ann	Cape Ann Transportation Authority	\$501,362	\$125,341	\$626,703
MetroWest	MetroWest Transportation Authority	\$1,446,082	\$361,521	\$1,807,603
	<b>Section 5307 State Match Total</b>	<b>\$1,947,444</b>	<b>\$486,862</b>	<b>\$2,434,306</b>
<b>Section 5309</b>		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Blue Line	Blue Line Modernization	\$8,500,000	\$2,125,000	\$10,625,000
Red Line	Red Line Number 2 Car	\$14,000,000	\$3,500,000	\$17,500,000
Systemwide	Kawasaki Coaches	\$2,000,000	\$500,000	\$2,500,000
Systemwide	Locomotive and Coach Procurement	\$8,000,000	\$2,000,000	\$10,000,000
Green Line	Positive Train Control	\$1,000,000	\$250,000	\$1,250,000
Subway	Station Platform Program	\$7,000,000	\$1,750,000	\$8,750,000
Commuter Rail	Coach Rehabilitation and Safety Program (CRASP)	\$8,500,000	\$2,125,000	\$10,625,000
Subway	Vehicle Programs	\$22,000,000	\$5,500,000	\$27,500,000
<i>Section 5309 Infrastructure Program</i>				
Red Line	Columbia Junction	\$7,000,000	\$1,750,000	\$8,750,000
Systemwide	Bridge and Tunnel Program	\$6,000,000	\$1,500,000	\$7,500,000
Systemwide	Track Upgrades	\$5,000,000	\$1,250,000	\$6,250,000
Systemwide	Signal System Upgrades	\$5,000,000	\$1,250,000	\$6,250,000
	<b>Section 5309 MBTA Match Total</b>	<b>\$94,000,000</b>	<b>\$23,500,000</b>	<b>\$117,500,000</b>
<b>Federal-Aid Subtotal</b>		<b>\$230,347,444</b>		
<b>Federal-Aid State Matching Funds Subtotal</b>			<b>\$486,862</b>	
<b>Federal-Aid MBTA Matching Funds Subtotal</b>				<b>\$57,100,000</b>
				<b>\$287,934,306</b>

# Draft FFYs 2010 - 2013 TIP FFY 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>
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$8,000,000	\$2,000,000	\$10,000,000
Somerville	604331	Somerville Community Path, Phase 1	\$2,790,089	\$697,522	\$3,487,611
			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Boston Region		Regionwide CMAQ Program	\$1,600,000	\$400,000	\$2,000,000
		<b>Congestion Mitigation and Air Quality Improvement Program Total</b>	<b>\$12,390,089</b>	<b>\$3,097,522</b>	<b>\$15,487,611</b>
			<i>Minimum CMAQ Regional Target</i>		<i>\$0</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 3, Year Five of Six	\$4,800,000	\$1,200,000	\$6,000,000
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year Three of Six	\$9,600,000	\$2,400,000	\$12,000,000
		<b>National Highway System Total</b>	<b>\$14,400,000</b>	<b>\$3,600,000</b>	<b>\$18,000,000</b>

#### Surface Transportation Program

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$2,542,189	\$635,547	\$3,177,736
Danvers/Peabody	87612	Route 128 at Route 35 and Route 62	\$9,988,232	\$2,497,058	\$12,485,290
		<b>Surface Transportation Program Total</b>	<b>\$12,530,421</b>	<b>\$3,132,605</b>	<b>\$15,663,026</b>

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

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$3,437,368	\$859,342	\$4,296,710
		<b>Highway Safety Improvement Program Total</b>	<b>\$3,437,368</b>	<b>\$859,342</b>	<b>\$4,296,710</b>
			<i>Minimum HSIP Regional Target</i>		<i>\$4,296,710</i>

#### Surface Transportation Program/Enhancement

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Ipswich		North Green Improvements (Construction)	\$860,988	\$215,247	\$1,076,235
		<b>Surface Transportation Program/Enhancement Total</b>	<b>\$860,988</b>	<b>\$215,247</b>	<b>\$1,076,235</b>

#### Total Regional Target Programming

**\$54,523,582**

*\*Boston Region MPO Regional Target with State Match*

*\$54,184,159*

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

state target	\$54,526,295	less AC/programs	\$8,553,394
less AC/programs multiplied by 1.04	\$8,895,530	difference	\$342,136
state target less difference (new target)	\$54,184,159		

### FEDERAL AID NON-TARGET PROJECTS

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

Boston		Warren St/Blue Hill Ave Construction (HPP 2129)	\$2,153,997	\$538,499	\$2,692,496
Boston		Melnea Cass Blvd Construction (HPP 756)	\$1,938,598	\$484,650	\$2,423,248
Boston		Melnea Cass Blvd Construction (HPP 4284)	\$4,005,900	\$1,001,475	\$5,007,375
Boston/Chelsea		East Boston Haul Road Design (HPP 2032)	\$1,075,200	\$268,800	\$1,344,000
Somerville	604331	Somerville Community Path, Phase 1 Construction (HPP 2782)	\$809,911	\$202,478	\$1,012,389
		<b>High-Priority Projects Total</b>	<b>\$12,479,508</b>		

\*\* Project that should be included in the Plan

### FEDERAL-AID BRIDGE PROJECTS

#### Bridge

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Hudson	604006	Houghton St over the Assabet River	\$2,033,058	\$508,264	\$2,541,322
Wayland	602723	Pelham Island Road over the Sudbury River	\$4,333,046	\$1,083,261	\$5,416,307
		<b>Bridge Total</b>	<b>\$6,366,103</b>	<b>\$1,591,526</b>	<b>\$7,957,629</b>

#### Advance Construction Bridge

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Boston	604517	Chelsea Street Bridge	\$8,000,000	\$2,000,000	\$10,000,000
Boston	603370	Route 99 (Alford Street) over Mystic River	\$12,000,000	\$3,000,000	\$15,000,000
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4	\$3,600,000	\$900,000	\$4,500,000
Lynn & Saugus	26710	Route 107 (Fox Hill) Bridge, Year Five	\$3,200,000	\$800,000	\$4,000,000
		<b>Advance Construction Bridge Total</b>	<b>\$26,800,000</b>	<b>\$6,700,000</b>	<b>\$33,500,000</b>
		<b>Federal-Aid Bridge Total</b>			<b>\$41,457,629</b>

# Draft FFYs 2010 - 2013 TIP FFY 2011

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

	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Boston/Cambridge 604361 Longfellow Bridge (Cambridge Street over the Charles River)			\$254,125,000
Framingham 603710 Winter Street over MBTA			\$6,760,129
Quincy/Weymouth 604382 Fore River Bridge (Route 3A over the Fore River)			\$242,592,000
<b>Accelerated Bridge Program Total</b>			<b>\$503,477,129</b>

\*\*\* GANS conversion to federal aid in 2015

## FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES

### Interstate Maintenance

	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Burlington 605589 Interstate 95	\$8,784,000	\$976,000	\$9,760,000
Walpole/Norwood/Sharon/Canton 605590 Interstate 95	\$5,253,930	\$583,770	\$5,837,700
Boston/Somerville Interstate 93	\$8,564,400	\$951,600	\$9,516,000
Canton Interstate 95	\$3,504,816	\$389,424	\$3,894,240
<b>Interstate Maintenance Total</b>	<b>\$26,107,146</b>	<b>\$2,900,794</b>	<b>\$29,007,940</b>

### National Highway System Pavement Preservation

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

**Total Highway Program \$645,615,948**

### Central Artery/Tunnel Project

	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
National Highway System (NHS)	\$70,000,000		\$70,000,000
Bridge	\$25,000,000		\$25,000,000
State Transportation Program (STP)/ Flex	\$44,365,000		\$44,365,000
State Transportation Program (STP)	\$20,000,000		\$20,000,000

### Federal-Aid Subtotal

**\$159,365,000**

### Federal-Aid Matching Funds Subtotal

**\$159,365,000**

### Total Federal Fiscal Year 2011 Central Artery/Tunnel Funds

**\$159,365,000**

## Regional Transit Program

### Section 5307

	<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Systemwide Locomotive and Coach Procurement	\$20,000,000	\$5,000,000	\$25,000,000
Systemwide ITS Initiatives	\$4,000,000	\$1,000,000	\$5,000,000
Red Line Power System Improvements	\$11,000,000	\$2,750,000	\$13,750,000
Systemwide Station Rehab Program	\$7,000,000	\$1,750,000	\$8,750,000
Green Line MBTA Accessibility Program	\$10,000,000	\$2,500,000	\$12,500,000
Systemwide Station Management Program	\$15,000,000	\$3,750,000	\$18,750,000
Systemwide CNG Bus Overhaul Program	\$12,000,000	\$3,000,000	\$15,000,000
Bus Everett Maintenance Facility	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide Elevator Replacement/Rehabilitation	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide Grant Application Notes (GANs) Program	\$7,000,000	\$1,750,000	\$8,750,000
Systemwide Preventative Maintenance	\$10,000,000	\$2,500,000	\$12,500,000
Systemwide Specialized Non-Revenue Vehicles	\$3,000,000	\$750,000	\$3,750,000
Systemwide Parking Program	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide Station Accessibility Program	\$16,000,000	\$4,000,000	\$20,000,000
Commuter Rail Commuter Rail Accessibility Program	\$5,000,000	\$1,250,000	\$6,250,000
Systemwide Environmental Program	\$2,000,000	\$500,000	\$2,500,000
<b>Section 5307 MBTA Match Total</b>	<b>\$134,000,000</b>	<b>\$33,500,000</b>	<b>\$167,500,000</b>

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

## Draft FFYs 2010 - 2013 TIP FFY 2011

*Regional Transit Program cont.*

<b>Section 5309</b>		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Blue Line	Blue Line Modernization	\$7,000,000	\$1,750,000	\$8,750,000
Red Line	Red Line Number 2 Car	\$8,000,000	\$2,000,000	\$10,000,000
Systemwide	Kawasaki Coaches	\$9,000,000	\$2,250,000	\$11,250,000
Systemwide	Locomotive and Coach Procurement	\$15,000,000	\$3,750,000	\$18,750,000
Green Line	Positive Train Control	\$2,000,000	\$500,000	\$2,500,000
Subway	Station Platform Program	\$7,000,000	\$1,750,000	\$8,750,000
Commuter Rail	Coach Rehabilitation and Safety Program (CRASP)	\$1,000,000	\$250,000	\$1,250,000
Subway	Vehicle Programs	\$22,000,000	\$5,500,000	\$27,500,000
<i>Section 5309 Infrastructure Program</i>				
Red Line	Columbia Junction	\$7,000,000	\$1,750,000	\$8,750,000
Systemwide	Bridge and Tunnel Program	\$6,000,000	\$1,500,000	\$7,500,000
Systemwide	Track Upgrades	\$5,000,000	\$1,250,000	\$6,250,000
Systemwide	Signal System Upgrades	\$5,000,000	\$1,250,000	\$6,250,000
<b>Section 5309 MBTA Match Total</b>		<b>\$94,000,000</b>	<b>\$23,500,000</b>	<b>\$117,500,000</b>
<b>Federal-Aid Subtotal</b>		<b>\$228,000,000</b>		
<b>Federal-Aid State Matching Funds Subtotal</b>			<b>\$486,862</b>	
<b>Federal-Aid MBTA Matching Funds Subtotal</b>				<b>\$57,000,000</b>
		<b>Total FFY 2011 Regional Transit Funds</b>		<b>\$287,434,306</b>

# Draft FFYs 2010 - 2013 TIP FFY 2012

## Regional Highway Program

### FEDERAL-AID TARGET PROJECTS

<b>Congestion Mitigation and Air Quality Improvement Program</b>		<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Boston Region	Regionwide CMAQ Program	\$1,600,000	\$400,000	\$2,000,000
<b>Congestion Mitigation and Air Quality Improvement Program Total</b>		<b>\$1,600,000</b>	<b>\$400,000</b>	<b>\$2,000,000</b>
				<i>Minimum CMAQ Regional Target</i>
				\$0

<b>National Highway System</b>		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Canton, Randolph & Westwood	087800 Route 128 Improvement Program Contract 3, Year Six of Six	\$4,800,000	\$1,200,000	\$6,000,000
Dedham, Needham & Westwood	603206 Route 128 Improvement Program Contract 4, Year Four of Six	\$9,600,000	\$2,400,000	\$12,000,000
Needham & Wellesley	603711 Route 128 Improvement Program Contract 5, Year One of Six	\$9,600,000	\$2,400,000	\$12,000,000
<b>National Highway System Total</b>		<b>\$24,000,000</b>	<b>\$6,000,000</b>	<b>\$30,000,000</b>

<b>Surface Transportation Program</b>		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Arlington	604687 Massachusetts Ave	\$2,120,000	\$530,000	\$2,650,000
Concord & Lincoln	602984 Route 2 (Crosby's Corner)	\$8,400,000	\$2,100,000	\$10,500,000
Weymouth	601630 Route 18	\$3,437,368	\$859,342	\$5,250,000
<b>Surface Transportation Program Total</b>		<b>\$8,400,000</b>	<b>\$2,100,000</b>	<b>\$18,400,000</b>

<b>Highway Safety Improvement Program (HSIP) Project</b>		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Concord & Lincoln	602984 Route 2 (Crosby's Corner)	\$3,437,368	\$859,342	\$4,296,710
<b>Highway Safety Improvement Program Total</b>		<b>\$3,437,368</b>	<b>\$859,342</b>	<b>\$4,296,710</b>
				<i>Minimum HSIP Regional Target</i>
				\$4,296,710

**Total Regional Target Programming** **\$54,696,710**

*\*Boston Region MPO Regional Target with State Match* **\$54,687,247**

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

	\$55,388,323	less AC/programs	\$8,591,613
less AC/programs multiplied by 1.04 for 2011 and 2012	\$9,292,689	difference	\$701,076
state target less difference (new target)	\$54,687,247		

### FEDERAL AID NON-TARGET PROJECTS

<b>High-Priority Projects (TEA-21)</b>		<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Weymouth	601630 Route 18 Construction	\$10,065,631	\$2,516,408	\$12,582,039

<b>High-Priority Projects (SAFETEA-LU)</b>				
Arlington	604687 Massachusetts Ave Construction (HPP 47)	\$1,157,597	\$289,399	\$1,446,996
Boston/Chelsea	East Boston Haul Road Design (HPP 2032 )	\$1,344,000	\$336,000	\$1,680,000

### High-Priority Project (SAFETEA-LU) Other Match

<b>Section 129</b>		<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>
Arlington	604687 Massachusetts Ave Construction	\$750,000		\$750,000

**High-Priority Projects Total** **\$16,459,035**

### FEDERAL-AID BRIDGE PROJECTS

<b>Bridge</b>		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
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**Bridge Total**

<b>Advance Construction Bridge</b>		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Boston	604517 Chelsea Street Bridge	\$8,800,000	\$2,200,000	\$11,000,000
Boston	603370 Route 99 (Alford Street) over Mystic River	\$12,000,000	\$3,000,000	\$15,000,000
Dedham, Needham & Westwood	603206 Route 128 Improvement Program Contract 4	\$8,000,000	\$2,000,000	\$10,000,000
Needham, Wellesley	603711 Route 128 Improvement Program	\$4,000,000	\$1,000,000	\$5,000,000
<b>Advance Construction Bridge Total</b>		<b>\$32,800,000</b>	<b>\$8,200,000</b>	<b>\$41,000,000</b>
		<b>Federal-Aid Bridge Total</b>		<b>\$41,000,000</b>

### FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES

<b>Interstate Maintenance</b>		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Foxborough/Sharon	Interstate 95	\$15,846,336	\$1,760,704	\$17,607,040
Woburn/Wilmington	604879 Interstate 93	\$11,401,632	\$1,266,848	\$12,668,480
<b>Interstate Maintenance Total</b>		<b>\$27,247,968</b>	<b>\$3,027,552</b>	<b>\$30,275,520</b>

## Draft FFYs 2010 - 2013 TIP FFY 2012

<b>National Highway System Pavement Preservation</b>		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Randolph	605607 Route 24	\$1,249,280	\$312,320	\$1,561,600
Weymouth/Braintree	605602 Route 3	\$2,576,640	\$644,160	\$3,220,800
<b>National Highway System Pavement Preservation Total</b>		<b>\$3,825,920</b>	<b>\$956,480</b>	<b>\$4,782,400</b>

		<b>Total Highway Program</b>		<b>\$147,213,665</b>
		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
National Highway System (NHS)		\$70,000,000		\$70,000,000
Bridge				
State Transportation Program (STP)/ Flex		\$75,960,000		\$75,960,000
State Transportation Program (STP)		\$20,000,000		\$20,000,000
<b>Federal-Aid Subtotal</b>		<b>\$165,960,000</b>		
<b>Federal-Aid Matching Funds Subtotal</b>				<b>\$165,960,000</b>
<b>Total Federal Fiscal Year 2012 Central Artery/Tunnel Funds</b>				<b>\$165,960,000</b>

### *Regional Transit Program*

<b>Section 5307</b>		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Systemwide	Locomotive and Coach Procurement	\$20,000,000	\$5,000,000	\$25,000,000
Systemwide	ITS Initiatives	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Power	\$20,000,000	\$5,000,000	\$25,000,000
Systemwide	Station Rehab	\$7,000,000	\$1,750,000	\$8,750,000
Green Line	MBTA Accessibility Program	\$7,000,000	\$1,750,000	\$8,750,000
Systemwide	Station Management Program	\$15,000,000	\$3,750,000	\$18,750,000
Bus	CNG Bus Overhaul Program	\$12,000,000	\$3,000,000	\$15,000,000
Bus	Everett Maintenance Facility	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Elevator Replacement /Rehabilitation	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Preventive Maintenance	\$10,000,000	\$2,500,000	\$12,500,000
Systemwide	Specialized Non-Revenue Vehicles	\$3,000,000	\$750,000	\$3,750,000
Systemwide	Parking Program	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Station Accessibility Program	\$14,000,000	\$3,500,000	\$17,500,000
Commuter Rail	Commuter Rail Accessibility	\$8,000,000	\$2,000,000	\$10,000,000
Systemwide	Environmental Program	\$2,000,000	\$500,000	\$2,500,000
<b>Section 5307 MBTA Match Total</b>		<b>\$134,000,000</b>	<b>\$33,500,000</b>	<b>\$167,500,000</b>

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

<b>Section 5309</b>		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Systemwide	Kawasaki Coaches	\$11,000,000	\$2,750,000	\$13,750,000
Systemwide	Locomotive and Coach Procurement	\$30,000,000	\$7,500,000	\$37,500,000
Subway	Station Platform Program	\$7,000,000	\$1,750,000	\$8,750,000
Commuter Rail	CRASP	\$1,000,000	\$250,000	\$1,250,000
Subway	Vehicle Programs	\$22,000,000	\$5,500,000	\$27,500,000
<i>Section 5309 Infrastructure Program</i>				
Red Line	Columbia Junction	\$7,000,000	\$1,750,000	\$8,750,000
Systemwide	Bridge and Tunnel Program	\$6,000,000	\$1,500,000	\$7,500,000
Systemwide	Track Upgrades	\$5,000,000	\$1,250,000	\$6,250,000
Systemwide	Signal Systems Upgrades	\$5,000,000	\$1,250,000	\$6,250,000
<b>Section 5309 MBTA Match Total</b>		<b>\$94,000,000</b>	<b>\$23,500,000</b>	<b>\$117,500,000</b>

<b>Federal-Aid Subtotal</b>		<b>\$228,000,000</b>		
<b>Federal-Aid State Matching Funds Subtotal</b>			<b>\$486,862</b>	
<b>Federal-Aid MBTA Matching Funds Subtotal</b>				<b>\$57,000,000</b>

**Total FFY 2012 Regional Transit Funds \$287,434,306**

















































































































































































































































