

| 2019 Boston Region Transportation Improvement Program | | | | | | | | | | | |
|---------------------------------------------------------------------------------|----------------------------------------|----------------------|--------------------------------------|---------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|------------------|--------------------------|-----------------|---------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Amendment / Adjustment Type ▼ | STIP Program ▼ | MassDOT Project ID ▼ | Metropolitan Planning Organization ▼ | Municipality Name ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | Funding Source ▼ | Total Programmed Funds ▼ | Federal Funds ▼ | Non-Federal Funds ▼ | Additional Information ▼ |
| Section 1A / Regionally Prioritized Projects Regionally Prioritized Projects | | | | | | | | | | | |
| | Planning / Adjustments / Pass-throughs | 1570 | Boston Region | Multiple | GREEN LINE EXTENSION PROJECT- EXTENSION TO COLLEGE AVENUE WITH THE UNION SQUARE SPUR | 6 | CMAQ | \$ 28,184,400 | \$ 22,547,520 | \$ 5,636,880 | Construction; STP+CMAQ+Section 5309 (Transit) Total MPO Contribution = \$190,000,000; AC Yr 4 of 6; funding flexed to FTA; match provided by local contributions |
| | Planning / Adjustments / Pass-throughs | 1570 | Boston Region | Multiple | GREEN LINE EXTENSION PROJECT- EXTENSION TO COLLEGE AVENUE WITH THE UNION SQUARE SPUR | 6 | STP | \$ 28,184,400 | \$ 22,547,520 | \$ 5,636,880 | Construction; STP+CMAQ+Section 5309 (Transit) Total MPO Contribution = \$190,000,000; AC Yr 4 of 6; funding flexed to FTA; match provided by local contributions |
| | Roadway Reconstruction | 606635 | Boston Region | Multiple | NEEDHAM-NEWTON- RECONSTRUCTION OF HIGHLAND AVENUE, NEEDHAM STREET & CHARLES RIVER BRIDGE, N-04-002, FROM WEBSTER STREET (NEEDHAM) TO ROUTE 9 (NEWTON) | 6 | CMAQ | \$ 3,500,000 | \$ 2,800,000 | \$ 700,000 | Construction; CMAQ+HSIP+TAP+STP Total Cost = \$29,601,436; AC Yr 1 of 2; MPO Evaluation Score = 75 |
| | Roadway Reconstruction | 606635 | Boston Region | Multiple | NEEDHAM-NEWTON- RECONSTRUCTION OF HIGHLAND AVENUE, NEEDHAM STREET & CHARLES RIVER BRIDGE, N-04-002, FROM WEBSTER STREET (NEEDHAM) TO ROUTE 9 (NEWTON) | 6 | HSIP | \$ 2,875,199 | \$ 2,587,679 | \$ 287,520 | Construction; CMAQ+HSIP+TAP+STP Total Cost = \$29,601,436; AC Yr 1 of 2; MPO Evaluation Score = 75 |
| | Roadway Reconstruction | 606635 | Boston Region | Multiple | NEEDHAM-NEWTON- RECONSTRUCTION OF HIGHLAND AVENUE, NEEDHAM STREET & CHARLES RIVER BRIDGE, N-04-002, FROM WEBSTER STREET (NEEDHAM) TO ROUTE 9 (NEWTON) | 6 | STP | \$ 4,273,807 | \$ 3,419,046 | \$ 854,761 | Construction; CMAQ+HSIP+TAP+STP Total Cost = \$29,601,436; AC Yr 1 of 2; MPO Evaluation Score = 75; TAP Proponent = MassDOT |
| | Roadway Reconstruction | 606635 | Boston Region | Multiple | NEEDHAM-NEWTON- RECONSTRUCTION OF HIGHLAND AVENUE, NEEDHAM STREET & CHARLES RIVER BRIDGE, N-04-002, FROM WEBSTER STREET (NEEDHAM) TO ROUTE 9 (NEWTON) | 6 | TAP | \$ 1,546,493 | \$ 1,237,194 | \$ 309,299 | Construction; CMAQ+HSIP+TAP+STP Total Cost = \$29,601,436; AC Yr 1 of 2; MPO Evaluation Score = 75; TAP Proponent = MassDOT |
| | Roadway Reconstruction | 605034 | Boston Region | Natick | NATICK- RECONSTRUCTION OF ROUTE 27 (NORTH MAIN STREET), FROM NORTH AVENUE TO THE WAYLAND T.L. | 3 | CMAQ | \$ 2,415,334 | \$ 1,932,267 | \$ 483,067 | Construction; CMAQ+TAP+STP Total Cost = \$18,572,182; MPO Evaluation Score = 60 |
| | Roadway Reconstruction | 605034 | Boston Region | Natick | NATICK- RECONSTRUCTION OF ROUTE 27 (NORTH MAIN STREET), FROM NORTH AVENUE TO THE WAYLAND T.L. | 3 | STP | \$ 14,837,915 | \$ 11,870,332 | \$ 2,967,583 | Construction; CMAQ+TAP+STP Total Cost = \$18,572,182; MPO Evaluation Score = 60 |
| | Roadway Reconstruction | 605034 | Boston Region | Natick | NATICK- RECONSTRUCTION OF ROUTE 27 (NORTH MAIN STREET), FROM NORTH AVENUE TO THE WAYLAND T.L. | 3 | TAP | \$ 1,318,933 | \$ 1,055,146 | \$ 263,787 | Construction; CMAQ+TAP+STP Total Cost = \$18,572,182; MPO Evaluation Score = 60 |
| | Roadway Reconstruction | 607428 | Boston Region | Multiple | HOPEDALE- MILFORD- RESURFACING & INTERSECTION IMPROVEMENTS ON ROUTE 16 (MAIN STREET), FROM WATER STREET WEST TO APPROXIMATELY 120 FEET WEST OF THE MILFORD/HOPEDALE T.L AND THE INTERSECTION OF ROUTE 140. | 3 | CMAQ | \$ 1,000,000 | \$ 800,000 | \$ 200,000 | Construction; CMAQ+HSIP Total Cost = \$3,371,532; MPO Evaluation Score = 54 |
| | Roadway Reconstruction | 607428 | Boston Region | Multiple | HOPEDALE- MILFORD- RESURFACING & INTERSECTION IMPROVEMENTS ON ROUTE 16 (MAIN STREET), FROM WATER STREET WEST TO APPROXIMATELY 120 FEET WEST OF THE MILFORD/HOPEDALE T.L AND THE INTERSECTION OF ROUTE 140. | 3 | HSIP | \$ 2,371,532 | \$ 2,134,379 | \$ 237,153 | Construction; CMAQ+HSIP Total Cost = \$3,371,532; MPO Evaluation Score = 54 |

| 2019 Boston Region Transportation Improvement Program | | | | | | | | | | | | |
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| Amendment / Adjustment Type ▼ | STIP Program ▼ | MassDOT Project ID ▼ | Metropolitan Planning Organization ▼ | Municipality Name ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | Funding Source ▼ | Total Programmed Funds ▼ | Federal Funds ▼ | Non-Federal Funds ▼ | Additional Information ▼ <small>Present. Information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</small> | |
| | Roadway Reconstruction | 605789 | Boston Region | Boston | BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD | 6 | STP | \$ 7,871,248 | \$ 6,296,998 | \$ 1,574,250 | Construction; STP+Earmark Total Cost = \$25,315,588 ; MPO Evaluation Score = 59 | |
| | Planning / Adjustments / Pass-throughs | | Boston Region | Multiple | MIDDLESEX 3 TMA - SECOND SHIFT AND WEEKEND SHUTTLE SERVICE BETWEEN LOWELL AND BURLINGTON | 4 | STP | \$ 415,000 | \$ 290,000 | \$ 125,000 | To use a portion of remaining Boston MPO target funds. | |
| Regionally Prioritized Projects subtotal ▶ | | | | | | | | \$ 98,794,261 | \$ 79,518,082 | \$ 19,276,179 | ◀ 80% Federal + 20% Non-Federal | |
| Section 1A / Fiscal Constraint Analysis | | | | | | | | | | | | |
| <p>Section 1A Instructions: MPO Template Name) Choose Regional Name from dropdown list to populate header and MPO column; Column C) Enter ID from ProjectInfo; Column E) Choose Municipality Name from dropdown list; Column H) Choose the Funding Source being used for the project - if multiple funding sources are being used enter multiple lines; Column I) Enter the total amount of funds being programmed in this fiscal year and for each funding source; Column J) Federal funds autocalculates. Please verify the amount and only change if needed for flex. Column K) Non-federal funds autocalculates. Please verify the split/match - if matching an FTA flex. coordinate with Rail & Transit Division before programming; Column L) Enter Additional Information as described -</p> | | | | | | | | Total Regional Federal Aid Funds Programmed ▶ STP programmed ▶ HSIP programmed ▶ CMAQ programmed ▶ TAP programmed ▶ | \$ 98,794,261 \$ 55,582,370 \$ 5,246,731 \$ 35,099,734 \$ 2,866,426 | \$ 98,794,261 \$ 21,876,376 \$ 4,722,058 \$ 28,079,787 \$ 2,292,341 | ◀ Total Budget \$ - ◀ STP ◀ HSIP ◀ CMAQ ◀ TAP | Target Funds Available |
| Section 1B / Earmark or Discretionary Grant Funded Projects | | | | | | | | | | | | |
| Other Federal Aid | | | | | | | | | | | | |
| | Earmark Discretionary | 605789 | Boston Region | Boston | BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD | 6 | HPP | \$ 5,007,375 | \$ 4,005,900 | \$ 1,001,475 | Construction; HPP 4284 (MA203); STP+Earmarks Total Cost = \$25,315,588 | |
| | Earmark Discretionary | 605789 | Boston Region | Boston | BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD | 6 | HPP | \$ 2,703,983 | \$ 2,163,186 | \$ 540,797 | Construction; HPP 756 (MA126); STP+Earmarks Total Cost = \$25,315,588 | |
| | Earmark Discretionary | 605789 | Boston Region | Boston | BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD | 6 | HPP | \$ 6,259,219 | \$ 5,007,375 | \$ 1,251,844 | Construction; (MA154); STP+Earmarks Total Cost = \$25,315,588 | |
| | Earmark Discretionary | 605789 | Boston Region | Boston | BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD | 6 | HPP | \$ 3,473,764 | \$ 2,779,011 | \$ 694,753 | Construction; (MA194); STP+Earmarks Total Cost = \$25,315,588 | |
| | Earmark Discretionary | 606226 | Boston Region | Boston | BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE | 6 | HPP | \$ 126,970 | \$ 101,576 | \$ 25,394 | Demo ID MA183; reprogrammed from FFY 2021. To be used for design. | |
| | Earmark Discretionary | 606226 | Boston Region | Boston | BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE | 6 | HPP | \$ 8,451,960 | \$ 6,761,568 | \$ 1,690,392 | Demo ID MA210; reprogrammed from FFY 2021. To be used for design. | |
| | Earmark Discretionary | 607330 | Boston Region | Milton | MILTON- DECK RECONSTRUCTION OVER SE EXPRESSWAY (EAST MILTON SQUARE), INCLUDES PARKING & NEW LANDSCAPED AREA | 4 | HPP | \$ 1,502,213 | \$ 1,201,770 | \$ 300,443 | Construction; (MA125); Cost increase from \$2,754,057 to \$4,099,746 (funded through NHPP - see Section 2B below) | |
| | Earmark Discretionary | 607330 | Boston Region | Milton | MILTON- DECK RECONSTRUCTION OVER SE EXPRESSWAY (EAST MILTON SQUARE), INCLUDES PARKING & NEW LANDSCAPED AREA | 4 | HPP | \$ 1,251,844 | \$ 1,001,475 | \$ 250,369 | Construction; (MA134); Cost increase from \$2,754,057 to \$4,099,746 (funded through NHPP - see Section 2B below) | |
| | Earmark Discretionary | 606316 | Boston Region | Brookline | BROOKLINE- PEDESTRIAN BRIDGE REHABILITATION, B-27-016, OVER MBTA OFF CARLTON STREET | 6 | HPP | \$ 751,106 | \$ 600,885 | \$ 150,221 | Demo ID: MA 149 Repurposed earmark, formerly design and construct signal crossing and other safety improvements to Emerald Necklace Greenway Bicycle Trail, Town of Brookline | |
| | Earmark Discretionary | SLGPH2 | Boston Region | CHELSEA | CHELSEA - SILVERLINE GATEWAY PHASE 2 | 6 | HPP | \$ 2,503,688 | \$ 2,002,950 | \$ 500,738 | Repurposed earmark (MA 181). Originally programmed for "Chelsea Roadway Improvements" Earmark has to be obligated by FFY 2019. | |
| | Earmark Discretionary | 608562 | Boston Region | Somerville | SOMERVILLE- SIGNAL AND INTERSECTION IMPROVEMENT ON I-93 AT MYSTIC AVENUE AND MCGRATH HIGHWAY (TOP 200 CRASH LOCATION) | 4 | HPP | \$ 500,738 | \$ 400,590 | \$ 100,148 | Earmark (MA 128) repurposed in FFY 2017 from the Study and Design I-93/Mystic Ave. Interchange and not obligated. Reprogramming to FFY 2019. Earmark has to be obligated by FFY 2019. | |
| | Earmark Discretionary | 609371 | Boston Region | Norwood | Norwood- Concrete Median Barrier Replacement on Route 1 | 5 | HPP | \$ 976,439 | \$ 781,151 | \$ 195,288 | New project; Repurposed earmark MA 127 | |
| | Earmark Discretionary | BN0010 | Boston Region | N/A | Great Meadows National Wildlife Refuge Complex | 4 | HPP | \$ 243,780 | \$ 195,024 | \$ 48,756 | New project; Repurposed earmarks MA 119 & MA 174 (previously programmed in 2017 and unobligated) | |

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|-------------------------------------------------------|-------------------------|----------------------|--------------------------------------|---------------------|-------------------------------------------------------------------------------------------------------------------|--------------------|------------------|--------------------------|-----------------|---------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
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| | Earmark Discretionary | BN0011 | Boston Region | Salem | Salem Ferry Vessel Acquisition | 4 | Other FA | \$ 106,540 | \$ 85,232 | \$ 21,308 | New project; Funding source is Other Federal Aid - Ferry Boat Discretionary; City of Salem is providing 20% match |
| | Earmark Discretionary | BN0012 | Boston Region | Multiple | MBTA Ferry Improvements | N/A | Other FA | \$ 1,758,689 | \$ 1,406,951 | \$ 351,738 | New project; Flexed funds are being obligated to the mid-life overhaul of MBTA ferry vessels. |
| | Other Federal Aid | 606453 | Boston Region | Boston | Boston- Improvements on Boylston Street, from Intersection of Brookline Avenue & Park Drive to Ipswich Street | 6 | HPP | \$ 507,874 | \$ 406,299 | \$ 101,575 | Repurposed earmark MA 124 (for design) |
| | Non-Interstate Pavement | 608587 | Boston Region | Dedham | DEDHAM- RESURFACING AND RELATED WORK ON ROUTE 109 | 6 | Other FA | \$ 1,049,659 | \$ 839,727 | \$ 209,932 | Other FA = HIP (Other); Cost increase from \$5,525,503 to \$6,755,217 |
| Other Federal Aid subtotal ▶ | | | | | | | | \$ 37,175,839 | \$ 29,740,671 | \$ 7,435,168 | ◀ Funding Split Varies by Funding Source |
| ▶ Section 2A / State Prioritized Reliability Projects | | | | | | | | | | | |
| ▶ Bridge Program / Inspections | | | | | | | | | | | |
| | Bridge Program | | Boston Region | | Bridge Inspection | | | \$ - | \$ - | \$ - | |
| Bridge Program / Inspections subtotal ▶ | | | | | | | | \$ - | \$ - | \$ - | ◀ Funding Split Varies by Funding Source |
| ▶ Bridge Program / Off-System | | | | | | | | | | | |
| | | | Boston Region | | Bridge Program | | | | | | |
| Bridge Program / Off-System subtotal ▶ | | | | | | | | \$ - | \$ - | \$ - | ◀ 80% Federal + 20% Non-Federal |
| ▶ Bridge Program / On-System (NHS) | | | | | | | | | | | |
| | Bridge Program | 604952 | Boston Region | Multiple | LYNN- SAUGUS- BRIDGE REPLACEMENT, L-18-016=S-05-008, ROUTE 107 OVER THE SAUGUS RIVER (AKA - BELDEN G. BLY BRIDGE) | 4 | NHPP-On | \$ 15,872,427 | \$ 12,697,942 | \$ 3,174,485 | AC Year 1 of 5, Total Cost = \$84,253,135 |
| | Bridge Program | 604173 | Boston Region | BOSTON | BOSTON- BRIDGE REPLACEMENT, B-16-016, NORTH WASHINGTON STREET OVER THE BOSTON INNER HARBOR | 6 | NHPP-On | \$ 17,915,882 | \$ 14,332,706 | \$ 3,583,176 | AC Year 3 of 6, Total Project Cost = \$193,058,158. Paid down \$5.8 million advanced construction balance from FFY 2018 AR. (Original programmed amount: \$25,184,931; cost decrease includes \$1,453,810 state match) |
| | Bridge Program | 607954 | Boston Region | DANVERS | DANVERS - BRIDGE REPLACEMENT, D-03-018, ST 128 OVER WATERS RIVER | 4 | NHPP-On | \$ 25,201,594 | \$ 20,161,275 | \$ 5,040,319 | Original programmed amount was obligated in FFY 2017 and project was advertised; didn't advance. FFY 2017 obligated amount = \$17.3 million. Only the cost difference (\$4.3 million) counts against the current Obligation Authority. Final design increased project cost to \$25,201,594 |
| | Bridge Program | 605287 | Boston Region | CHELSEA | CHELSEA- ROUTE 1 VIADUCT REHABILITATION (SB/NB) ON C-09-007 & C-09-011 | 6 | NHPP-On | \$ 71,677,130 | \$ 57,341,704 | \$ 14,335,426 | AC Year 2 of 4, Total Cost \$213,972,689 |
| Bridge Program / On-System (NHS) subtotal ▶ | | | | | | | | \$ 130,667,033 | \$ 104,533,626 | \$ 26,133,407 | ◀ Funding Split Varies by Funding Source |
| ▶ Bridge Program / On-System (Non-NHS) | | | | | | | | | | | |
| | Bridge Program | | Boston Region | | Bridge Program / On-System (Non-NHS) | | | \$ - | \$ - | \$ - | |
| Bridge Program / On-System (Non-NHS) subtotal ▶ | | | | | | | | \$ - | \$ - | \$ - | ◀ 80% Federal + 20% Non-Federal |
| ▶ Bridge Program / Systematic Maintenance | | | | | | | | | | | |
| | Bridge Program | 608234 | Boston Region | RANDOLPH | RANDOLPH- BRIDGE PRESERVATION OF 2 BRIDGES: R-01-005 & R-01-007 | 6 | NHPP-On | \$ 4,984,738 | \$ 3,987,791 | \$ 996,948 | |
| Bridge Program / Systematic Maintenance subtotal ▶ | | | | | | | | \$ 4,984,738 | \$ 3,987,791 | \$ 996,948 | ◀ Funding Split Varies by Funding Source |

| 2019 Boston Region Transportation Improvement Program | | | | | | | | | | | |
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| ► Interstate Pavement | | | | | | | | | | | |
| | Interstate Pavement | 608219 | Boston Region | Multiple | READING- WAKEFIELD- INTERSTATE MAINTENANCE AND RELATED WORK ON I-95 | 4 | NHPP | \$ 4,590,294 | \$ 4,131,265 | \$ 459,029 | Adjust for final design cost. (Original programmed amount: \$4,123,392) |
| Interstate Pavement subtotal ► | | | | | | | | \$ 4,590,294 | \$ 4,131,265 | \$ 459,029 | ◀ 90% Federal + 10% Non-Federal |
| ► Non-Interstate Pavement | | | | | | | | | | | |
| | Non-Interstate Pavement | 608468 | Boston Region | Multiple | PEABODY- DANVERS- RESURFACING AND RELATED WORK ON ROUTE 1 | 4 | NHPP | \$ 11,628,900 | \$ 9,303,120 | \$ 2,325,780 | |
| | Non-Interstate Pavement | 608493 | Boston Region | Topsfield | TOPSFIELD- RESURFACING AND RELATED WORK ON ROUTE 1 | 4 | NHPP | \$ 2,808,565 | \$ 2,527,709 | \$ 280,857 | Some work completed with Non-Federal Aid (Original programmed amount: \$9,086,000) |
| | Non-Interstate Pavement | 608587 | Boston Region | Dedham | DEDHAM- RESURFACING AND RELATED WORK ON ROUTE 109 | 6 | NHPP | \$ 5,705,558 | \$ 4,564,446 | \$ 1,141,112 | Cost increase from \$5,525,503 to \$6,755,217. Cost increase partially covered using \$1,049,659 in earmark funds (outlined in Section 1B above). |
| Non-Interstate Pavement subtotal ► | | | | | | | | \$ 20,143,023 | \$ 16,395,275 | \$ 3,747,748 | ◀ 80% Federal + 20% Non-Federal |
| ► Roadway Improvements | | | | | | | | | | | |
| | Roadway Improvements | 608941 | Boston Region | Multiple | CONCORD- LINCOLN- ROUTE 2 CROSBY CORNER WETLAND MITIGATION | 4 | STP | \$ 212,500 | \$ 170,000 | \$ 42,500 | New project |
| | Roadway Improvements | | Boston Region | | Roadway Improvements | | | \$ - | \$ - | \$ - | |
| Roadway Improvements subtotal ► | | | | | | | | \$ 212,500 | \$ 170,000 | \$ 42,500 | ◀ 80% Federal + 20% Non-Federal |
| ► Safety Improvements | | | | | | | | | | | |
| | Safety Improvements | 608206 | Boston Region | Multiple | CHELSEA TO DANVERS- GUIDE AND TRAFFIC SIGN REPLACEMENT ON A SECTION OF US ROUTE 1 | 4 | NHPP | \$ 7,195,084 | \$ 6,475,576 | \$ 719,508 | |
| | Safety Improvements | 608205 | Boston Region | Multiple | READING TO LYNNFIELD- GUIDE AND TRAFFIC SIGN REPLACEMENT ON A SECTION OF I-95 (SR 128) | 4 | NHPP | \$ 4,513,288 | \$ 4,061,959 | \$ 451,329 | |
| | Safety Improvements | 608608 | Boston Region | Braintree | BRAINTREE- HIGHWAY LIGHTING IMPROVEMENTS AT I-93/ROUTE 3 INTERCHANGE | 6 | NHPP | \$ 4,799,694 | \$ 4,319,725 | \$ 479,969 | Remove AC year 2: Project will be funded in 2019 only; Cost decrease from \$9,697,229 to \$4,799,694 |
| Safety Improvements subtotal ► | | | | | | | | \$ 16,508,066 | \$ 14,857,259 | \$ 1,650,807 | ◀ Funding Split Varies by Funding Source |
| ► Section 2B / State Prioritized Modernization Projects | | | | | | | | | | | |
| ► ADA Retrofits | | | | | | | | | | | |
| | ADA Retrofits | | Boston Region | | ADA Retrofits | | | \$ - | \$ - | \$ - | |
| ADA Retrofits subtotal ► | | | | | | | | \$ - | \$ - | \$ - | ◀ 80% Federal + 20% Non-Federal |
| ► Intersection Improvements | | | | | | | | | | | |
| | Intersection Improvements | 608755 | Boston Region | Boston | BOSTON- INTERSECTION IMPROVEMENTS AT MORTON STREET AND HARVARD STREET | 6 | HSIP | \$ 2,583,774 | \$ 2,325,397 | \$ 258,377 | Cost increase from \$1,500,000 to \$2,583,774 |
| | Intersection Improvements | 607249 | Boston Region | Sudbury | SUDBURY- INTERSECTION IMPROVEMENTS @ ROUTE 20 & LANDHAM ROAD | 3 | HSIP | \$ 1,974,736 | \$ 1,777,263 | \$ 197,474 | |
| Intersection Improvements subtotal ► | | | | | | | | \$ 4,558,510 | \$ 4,102,659 | \$ 455,851 | ◀ Funding Split Varies by Funding Source |
| ► Intelligent Transportation Systems | | | | | | | | | | | |
| | Intelligent Transportation Systems | | Boston Region | | Intelligent Transportation Systems | | | \$ - | \$ - | \$ - | |
| Intelligent Transportation System subtotal ► | | | | | | | | \$ - | \$ - | \$ - | ◀ 80% Federal + 20% Non-Federal |
| ► Roadway Reconstruction | | | | | | | | | | | |
| | Roadway Reconstruction | 607330 | Boston Region | Milton | MILTON- DECK RECONSTRUCTION OVER SE EXPRESSWAY (EAST MILTON SQUARE), INCLUDES PARKING & NEW LANDSCAPED AREA | 4 | NHPP | \$ 1,345,689 | \$ 1,076,551 | \$ 269,138 | These funds cover the cost increase from \$2,754,057 to \$4,099,746; Remainder of funding listed in Section 1B above |
| | Roadway Reconstruction | | Boston Region | | Roadway Reconstruction | | | \$ - | \$ - | \$ - | |
| Roadway Reconstruction subtotal ► | | | | | | | | \$ 1,345,689 | \$ 1,076,551 | \$ 269,138 | ◀ Funding Split Varies by Funding Source |

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| ► Section 2C / State Prioritized Expansion Projects | | | | | | | | | | | |
| ► Bicycles and Pedestrians | | | | | | | | | | | |
| | Bicycles and Pedestrians | 606223 | Boston Region | Multiple | ACTON- CONCORD- BRUCE FREEMAN RAIL TRAIL CONSTRUCTION, INCLUDES REPLACING BRIDGE C-19-037, RAIL TRAIL OVER NASHOBA BROOK, NEW BRIDGE C-19-039, RAIL TRAIL OVER ROUTE 2 & NEW CULVERT C-19-040, ROUTE 2 OVER WILDLIFE CROSSING (PHASE II-B) | 4 | CMAQ | \$ 10,695,883 | \$ 8,556,706 | \$ 2,139,177 | Construction / PSAC score 31.5; Cost increase from \$9,196,638 to \$10,695,883 |
| | Bicycles and Pedestrians | 606316 | Boston Region | BROOKLINE | BROOKLINE- PEDESTRIAN BRIDGE REHABILITATION, B-27-016, OVER MBTA OFF CARLTON STREET | 6 | CMAQ | \$ 2,939,404 | \$ 2,351,523 | \$ 587,881 | Construction / Total Project Cost \$ 3,690,510 w/ additional funding from earmark at \$751,106 |
| | Bicycles and Pedestrians | | Boston Region | | Bicycles and Pedestrians | | | \$ - | \$ - | \$ - | |
| Bicycles and Pedestrians subtotal ► | | | | | | | | \$ 13,635,287 | \$ 10,908,230 | \$ 2,727,057 | ◀ 80% Federal + 20% Non-Federal |
| ► Capacity | | | | | | | | | | | |
| | Capacity | | Boston Region | | Capacity | | | \$ - | \$ - | \$ - | |
| Capacity subtotal ► | | | | | | | | \$ - | \$ - | \$ - | ◀ Funding Split Varies by Funding Source |
| ► Section 3 / Planning / Adjustments / Pass-throughs | | | | | | | | | | | |
| ► Planning / Adjustments / Pass-throughs | | | | | | | | | | | |
| | Planning/Adjustments/Pass-throughs | BN0008 | Boston Region | Newburyport | Parker River National Wildlife Refuge - Replace Hellcat Trail Boardwalk | 4 | Other FA | \$ 1,200,000 | \$ 960,000 | \$ 240,000 | |
| | | | Boston Region | | ABP GANS Repayment | Multiple | | \$ - | \$ - | \$ - | |
| | | | Boston Region | | ABP GANS Repayment | Multiple | | \$ - | \$ - | \$ - | |
| | | | Boston Region | | Award adjustments, change orders, etc. | Multiple | | \$ - | \$ - | \$ - | |
| | | | Boston Region | | Award adjustments, change orders, etc. | Multiple | | \$ - | \$ - | \$ - | |
| | | | Boston Region | | Award adjustments, change orders, etc. | Multiple | | \$ - | \$ - | \$ - | |
| | | | Boston Region | | Metropolitan Planning | Multiple | | \$ - | \$ - | \$ - | |
| | | | Boston Region | | Metropolitan Planning | Multiple | | \$ - | \$ - | \$ - | |
| | | | Boston Region | | State Planning and Research Work Program I, (SPR I), Planning | Multiple | | \$ - | \$ - | \$ - | |
| | | | Boston Region | | State Planning and Research Work Program II, (SPR II), Research | Multiple | | \$ - | \$ - | \$ - | |
| | | | Boston Region | | Railroad Crossings | Multiple | | \$ - | \$ - | \$ - | |
| | | | Boston Region | | Railroad Crossings | Multiple | | \$ - | \$ - | \$ - | |
| | | | Boston Region | | Recreational Trails | Multiple | | \$ - | \$ - | \$ - | |
| Other Statewide Items subtotal ► | | | | | | | | \$ 1,200,000 | \$ 960,000 | \$ 240,000 | ◀ Funding Split Varies by Funding Source |
| ► Section 4 / Non-Federally Aided Projects | | | | | | | | | | | |
| ► Non-Federally Aided Projects | | | | | | | | | | | |
| | Non Federal Aid | | Boston Region | | Non-Federal Aid | | | \$ - | \$ - | \$ - | |
| Non-Federal Aid subtotal ► | | | | | | | | \$ - | \$ - | \$ - | ◀ 100% Non-Federal |
| 2019 Summary | | | | | | | | | | | |
| | | | | | | | | TIP Section 1 - 3: ▼ | TIP Section 4: ▼ | Total of All Projects ▼ | |
| Total ► | | | | | | | | \$ 333,815,240 | \$ - | \$ 333,815,240 | ◀ Total Spending in Region |
| Federal Funds ► | | | | | | | | \$ 270,381,409 | \$ - | \$ 270,381,409 | ◀ Total Federal Spending in Region |
| Non-Federal Funds ► | | | | | | | | \$ 63,433,831 | \$ - | \$ 63,433,831 | ◀ Total Non-Federal Spending in Region |
| <small>701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Projects / 701 CMR 7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public Works Project that is performed within the limits of, or that impact traffic on, any Public Road. The Municipal Limitation referenced in this Regulation is applicable only to projects where the Municipality is the Awarding Authority. For all projects contained in the TIP, the Commonwealth is the Awarding Authority. Therefore, all projects must be considered and implemented in accordance with 701 CMR 7.00, and the Road Flagger and Police Detail Guidelines. By placing a project on the TIP, the Municipality acknowledges that 701 CMR 7.00 is applicable to its project and design and construction will be fully compliant with this Regulation. This information, and additional information relative to guidance and implementation of the Regulation can be found at the following link on the MassDOT Highway Division website: http://www.massdot.state.ma.us/Highway/flaggers/main.aspx</small> | | | | | | | | | | | |

| 2020 Boston Region Transportation Improvement Program | | | | | | | | | | | |
|-------------------------------------------------------|----------------------------------------|----------------------|--------------------------------------|---------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|------------------|--------------------------|-----------------|---------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Amendment / Adjustment Type ▼ | STIP Program ▼ | MassDOT Project ID ▼ | Metropolitan Planning Organization ▼ | Municipality Name ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | Funding Source ▼ | Total Programmed Funds ▼ | Federal Funds ▼ | Non-Federal Funds ▼ | Additional Information ▼ <small>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</small> |
| ▶ Section 1A / Regionally Prioritized Projects | | | | | | | | | | | |
| ▶ Regionally Prioritized Projects | | | | | | | | | | | |
| | Planning / Adjustments / Pass-throughs | 1570 | Boston Region | Multiple | GREEN LINE EXTENSION PROJECT- EXTENSION TO COLLEGE AVENUE WITH THE UNION SQUARE SPUR | 6 | CMAQ | \$ 18,412,068 | \$ 14,729,654 | \$ 3,682,414 | Construction; STP+CMAQ+Section 5309 (Transit) Total MPO Contribution = \$190,000,000; AC Yr 5 of 6; funding flexed to FTA; match provided by local contributions |
| | Roadway Reconstruction | 606635 | Boston Region | Multiple | NEEDHAM-NEWTON- RECONSTRUCTION OF HIGHLAND AVENUE, NEEDHAM STREET & CHARLES RIVER BRIDGE, N-04-002, FROM WEBSTER STREET (NEEDHAM) TO ROUTE 9 (NEWTON) | 6 | HSIP | \$ 4,500,000 | \$ 4,050,000 | \$ 450,000 | Construction; CMAQ+HSIP+TAP+STP Total Cost = \$29,601,436; AC Yr 2 of 2; MPO Evaluation Score = 75 |
| | Roadway Reconstruction | 606635 | Boston Region | Multiple | NEEDHAM-NEWTON- RECONSTRUCTION OF HIGHLAND AVENUE, NEEDHAM STREET & CHARLES RIVER BRIDGE, N-04-002, FROM WEBSTER STREET (NEEDHAM) TO ROUTE 9 (NEWTON) | 6 | STP | \$ 12,905,937 | \$ 10,324,750 | \$ 2,581,187 | Construction; CMAQ+HSIP+TAP+STP Total Cost = \$29,601,436; AC Yr 2 of 2; MPO Evaluation Score = 75 |
| | Roadway Reconstruction | 606043 | Boston Region | Hopkinton | HOPKINTON- SIGNAL & INTERSECTION IMPROVEMENTS ON ROUTE 135 | 3 | CMAQ | \$ 2,365,425 | \$ 1,892,340 | \$ 473,085 | Construction; CMAQ+STP Total Cost = \$7,946,749 |
| | Roadway Reconstruction | 606043 | Boston Region | Hopkinton | HOPKINTON- SIGNAL & INTERSECTION IMPROVEMENTS ON ROUTE 135 | 3 | STP | \$ 5,581,324 | \$ 4,465,059 | \$ 1,116,265 | Construction; CMAQ+STP Total Cost = \$7,946,749 |
| | Roadway Reconstruction | 607652 | Boston Region | Everett | EVERETT- RECONSTRUCTION OF FERRY STREET, SOUTH FERRY STREET AND A PORTION OF ELM STREET | 4 | CMAQ | \$ 1,884,270 | \$ 1,507,416 | \$ 376,854 | Construction; CMAQ+STP+HSIP+TAP Total Cost = \$16,119,557; MPO Evaluation Score = 73 |
| | Roadway Reconstruction | 607652 | Boston Region | Everett | EVERETT- RECONSTRUCTION OF FERRY STREET, SOUTH FERRY STREET AND A PORTION OF ELM STREET | 4 | HSIP | \$ 1,050,296 | \$ 945,266 | \$ 105,030 | Construction; CMAQ+STP+HSIP+TAP Total Cost = \$16,119,557; MPO Evaluation Score = 73 |
| | Roadway Reconstruction | 607652 | Boston Region | Everett | EVERETT- RECONSTRUCTION OF FERRY STREET, SOUTH FERRY STREET AND A PORTION OF ELM STREET | 4 | STP | \$ 12,460,579 | \$ 9,968,463 | \$ 2,492,116 | Construction; CMAQ+STP+HSIP+TAP Total Cost = \$16,119,557; MPO Evaluation Score = 73 |
| | Roadway Reconstruction | 607652 | Boston Region | Everett | EVERETT- RECONSTRUCTION OF FERRY STREET, SOUTH FERRY STREET AND A PORTION OF ELM STREET | 4 | TAP | \$ 724,412 | \$ 579,530 | \$ 144,882 | Construction; CMAQ+STP+HSIP+TAP Total Cost = \$16,119,557; MPO Evaluation Score = 73; TAP Proponent = Everett |
| | Roadway Reconstruction | 604123 | Boston Region | Ashland | ASHLAND- RECONSTRUCTION ON ROUTE 126 (POND STREET), FROM THE FRAMINGHAM T.L. TO THE HOLLISTON T.L. | 3 | CMAQ | \$ 1,000,000 | \$ 800,000 | \$ 200,000 | Construction; STP+CMAQ+TAP Total Cost = \$16,304,925; MPO Evaluation Score = 54 |
| | Roadway Reconstruction | 604123 | Boston Region | Ashland | ASHLAND- RECONSTRUCTION ON ROUTE 126 (POND STREET), FROM THE FRAMINGHAM T.L. TO THE HOLLISTON T.L. | 3 | STP | \$ 13,198,444 | \$ 10,558,755 | \$ 2,639,689 | Construction; STP+CMAQ+TAP Total Cost = \$16,304,925; MPO Evaluation Score = 54 |
| | Roadway Reconstruction | 604123 | Boston Region | Ashland | ASHLAND- RECONSTRUCTION ON ROUTE 126 (POND STREET), FROM THE FRAMINGHAM T.L. TO THE HOLLISTON T.L. | 3 | TAP | \$ 2,106,481 | \$ 1,685,185 | \$ 421,296 | Construction; STP+CMAQ+TAP Total Cost = \$16,304,925; MPO Evaluation Score = 54; TAP Proponent = MassDOT |
| | Roadway Reconstruction | 602261 | Boston Region | Walpole | WALPOLE- RECONSTRUCTION ON ROUTE 1A (MAIN STREET), FROM THE NORWOOD T.L. TO ROUTE 27, INCLUDES W-03-024 OVER THE NEPONSET RIVER | 5 | CMAQ | \$ 1,000,000 | \$ 800,000 | \$ 200,000 | Construction; STP+CMAQ+TAP Total Cost = \$19,906,002; MPO Evaluation Score = 51 |

| 2020 Boston Region Transportation Improvement Program | | | | | | | | | | | | | |
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| Amendment / Adjustment Type ▼ | STIP Program ▼ | MassDOT Project ID ▼ | Metropolitan Planning Organization ▼ | Municipality Name ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | Funding Source ▼ | Total Programmed Funds ▼ | Federal Funds ▼ | Non-Federal Funds ▼ | Additional Information ▼ <i>Present information as follows, if applicable:</i> a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information | | |
| | Roadway Reconstruction | 602261 | Boston Region | Walpole | WALPOLE- RECONSTRUCTION ON ROUTE 1A (MAIN STREET), FROM THE NORWOOD T.L. TO ROUTE 27, INCLUDES W-03-024 OVER THE NEPONSET RIVER | 5 | STP | \$ 17,047,565 | \$ 13,638,052 | \$ 3,409,513 | Construction; STP+CMAQ+TAP Total Cost = \$19,906,002; MPO Evaluation Score = 51 | | |
| | Roadway Reconstruction | 602261 | Boston Region | Walpole | WALPOLE- RECONSTRUCTION ON ROUTE 1A (MAIN STREET), FROM THE NORWOOD T.L. TO ROUTE 27, INCLUDES W-03-024 OVER THE NEPONSET RIVER | 5 | TAP | \$ 1,858,437 | \$ 1,486,750 | \$ 371,687 | Construction; STP+CMAQ+TAP Total Cost = \$19,906,002; MPO Evaluation Score = 51; TAP Proponent = MassDOT | | |
| | Roadway Reconstruction | 608347 | Boston Region | Beverly | BEVERLY- INTERSECTION IMPROVEMENTS @ 3 LOCATIONS: CABOT STREET (ROUTE 1A/97) @ DODGE STREET (ROUTE 1A), COUNTY WAY, LONGMEADOW ROAD & SCOTT STREET, MCKAY STREET @ BALCH STREET & VETERANS MEMORIAL BRIDGE (ROUTE 1A) AT RANTOUL, CABOT, WATER & FRONT STREETS | 4 | CMAQ | \$ 1,520,271 | \$ 1,216,217 | \$ 304,054 | Construction; HSIP+CMAQ Total Cost = \$4,394,886; MPO Evaluation Score = 63 | | |
| | Roadway Reconstruction | 608347 | Boston Region | Beverly | BEVERLY- INTERSECTION IMPROVEMENTS @ 3 LOCATIONS: CABOT STREET (ROUTE 1A/97) @ DODGE STREET (ROUTE 1A), COUNTY WAY, LONGMEADOW ROAD & SCOTT STREET, MCKAY STREET @ BALCH STREET & VETERANS MEMORIAL BRIDGE (ROUTE 1A) AT RANTOUL, CABOT, WATER & FRONT STREETS | 4 | HSIP | \$ 2,874,615 | \$ 2,587,154 | \$ 287,462 | Construction; HSIP+CMAQ Total Cost = \$4,394,886; MPO Evaluation Score = 63 | | |
| | Roadway Reconstruction | 608275 | Boston Region | Malden | MALDEN - EXCHANGE STREET DOWNTOWN IMPROVEMENT PROJECT | 4 | CMAQ | \$ 1,000,000 | \$ 800,000 | \$ 200,000 | Construction; CMAQ+STP Total Cost = \$1,988,532; MPO Evaluation Score = 59 | | |
| | Roadway Reconstruction | 608275 | Boston Region | Malden | MALDEN - EXCHANGE STREET DOWNTOWN IMPROVEMENT PROJECT | 4 | STP | \$ 988,532 | \$ 790,826 | \$ 197,706 | Construction; CMAQ+STP Total Cost = \$1,988,532; MPO Evaluation Score = 59 | | |
| Regionally Prioritized Projects subtotal ▶ | | | | | | | | \$ 102,478,656 | \$ 82,825,416 | \$ 19,653,240 | ◀ 80% Federal + 20% Non-Federal | | |
| ▶ Section 1A / Fiscal Constraint Analysis | | | | | | | | | | | | | |
| | | | | | | | | Total Regional Federal Aid Funds Programmed ▶ | \$ 102,478,656 | \$ 102,478,656 | ◀ Total Budget | \$ - | Target Funds Available |
| | | | | | | | | STP programmed ▶ | \$ 62,182,381 | \$ 49,745,905 | ◀ STP | | |
| | | | | | | | | HSIP programmed ▶ | \$ 8,424,911 | \$ 7,582,420 | ◀ HSIP | | |
| | | | | | | | | CMAQ programmed ▶ | \$ 27,182,034 | \$ 21,745,627 | ◀ CMAQ | | |
| | | | | | | | | TAP programmed ▶ | \$ 4,689,330 | \$ 3,751,464 | ◀ TAP | | |
| <p><i>Section 1A Instructions:</i> MPO Template Name) Choose Regional Name from dropdown list to populate header and MPO column; Column C) Enter ID from ProjectInfo; Column E) Choose Municipality Name from dropdown list; Column H) Choose the Funding Source being used for the project - if multiple funding sources are being used enter multiple lines; Column I) Enter the total amount of funds being programmed in this fiscal year and for each funding source; Column J) Federal funds autocalculates. Please verify the amount and only change if needed for flex. Column K) Non-federal funds autocalculates. Please verify the split/match - if matching an FTA flex, coordinate with Rail & Transit Division before programming; Column L) Enter Additional Information as described - please do not use any other format.</p> | | | | | | | | | | | | | |

| 2020 Boston Region Transportation Improvement Program | | | | | | | | | | | |
|----------------------------------------------------------------------|-------------------------|----------------------|--------------------------------------|---------------------|-------------------------------------------------------------------------------------------------------------------|--------------------|------------------|--------------------------|-----------------|---------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Amendment / Adjustment Type ▼ | STIP Program ▼ | MassDOT Project ID ▼ | Metropolitan Planning Organization ▼ | Municipality Name ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | Funding Source ▼ | Total Programmed Funds ▼ | Federal Funds ▼ | Non-Federal Funds ▼ | Additional Information ▼ <i>Present information as follows, if applicable:</i> a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information |
| ► Section 1B / Earmark or Discretionary Grant Funded Projects | | | | | | | | | | | |
| ► Other Federal Aid | | | | | | | | | | | |
| | | | Boston Region | | Other Federal Aid | | HPP | \$ - | \$ - | \$ - | |
| Other Federal Aid subtotal ► | | | | | | | | \$ - | \$ - | \$ - | ◀ Funding Split Varies by Funding Source |
| ► Section 2A / State Prioritized Reliability Projects | | | | | | | | | | | |
| ► Bridge Program / Inspections | | | | | | | | | | | |
| | Bridge Program | | Boston Region | | Bridge Inspection | | | \$ - | \$ - | \$ - | |
| Bridge Program / Inspections subtotal ► | | | | | | | | \$ - | \$ - | \$ - | ◀ Funding Split Varies by Funding Source |
| ► Bridge Program / Off-System | | | | | | | | | | | |
| | Bridge Program | | Boston Region | | Bridge Program / Off-System | | | \$ - | \$ - | \$ - | |
| Bridge Program / Off-System subtotal ► | | | | | | | | \$ - | \$ - | \$ - | ◀ 80% Federal + 20% Non-Federal |
| ► Bridge Program / On-System (NHS) | | | | | | | | | | | |
| | Bridge Program | 605342 | Boston Region | STOW | STOW- BRIDGE REPLACEMENT, S-29-001, (ST 62) GLEASONDALE ROAD OVER THE ASSABET RIVER | 3 | NHPP-On | \$ 6,706,556 | \$ 5,365,245 | \$ 1,341,311 | |
| | Bridge Program | 604173 | Boston Region | BOSTON | BOSTON- BRIDGE REPLACEMENT, B-16-016, NORTH WASHINGTON STREET OVER THE BOSTON INNER HARBOR | 6 | NHPP-On | \$ 24,184,931 | \$ 19,347,945 | \$ 4,836,986 | AC Year 4 of 6, Total Project Cost = \$193,058,158. |
| | Bridge Program | 605287 | Boston Region | CHELSEA | CHELSEA- ROUTE 1 VIADUCT REHABILITATION (SB/NB) ON C-09-007 & C-09-011 | 6 | NHPP-On | \$ 40,952,933 | \$ 32,762,346 | \$ 8,190,587 | AC Year 3 of 4, Total Cost = \$213,972,689 |
| | Bridge Program | 604952 | Boston Region | Multiple | LYNN- SAUGUS- BRIDGE REPLACEMENT, L-18-016-S-05-008, ROUTE 107 OVER THE SAUGUS RIVER (AKA - BELDEN G. BLY BRIDGE) | 4 | NHPP-On | \$ 15,872,427 | \$ 12,697,942 | \$ 3,174,485 | AC Year 2 of 5, Total Cost = \$84,253,135 |
| Bridge Program / On-System (NHS) subtotal ► | | | | | | | | \$ 87,716,847 | \$ 70,173,478 | \$ 17,543,369 | ◀ Funding Split Varies by Funding Source |
| ► Bridge Program / On-System (Non-NHS) | | | | | | | | | | | |
| | Bridge Program | | Boston Region | | Bridge Program / On-System (Non-NHS) | | NHPP-Off | \$ - | \$ - | \$ - | |
| Bridge Program / On-System (Non-NHS) subtotal ► | | | | | | | | \$ - | \$ - | \$ - | ◀ 80% Federal + 20% Non-Federal |
| ► Bridge Program / Systematic Maintenance | | | | | | | | | | | |
| | Bridge Program | | Boston Region | | Bridge Program / Systematic Maintenance | | | \$ - | \$ - | \$ - | |
| Bridge Program / Systematic Maintenance subtotal ► | | | | | | | | \$ - | \$ - | \$ - | ◀ Funding Split Varies by Funding Source |
| ► Interstate Pavement | | | | | | | | | | | |
| | Interstate Pavement | 608208 | Boston Region | Multiple | QUINCY- MILTON- BOSTON INTERSTATE MAINTENANCE AND RELATED WORK ON I-93 | 6 | NHPP | \$ 24,264,576 | \$ 21,838,118 | \$ 2,426,458 | |
| Interstate Pavement subtotal ► | | | | | | | | \$ 24,264,576 | \$ 21,838,118 | \$ 2,426,458 | ◀ 90% Federal + 10% Non-Federal |
| ► Non-Interstate Pavement | | | | | | | | | | | |
| | Non-Interstate Pavement | 609101 | Boston Region | Peabody | PEABODY- PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 128 | 4 | NHPP | \$ 4,712,448 | \$ 3,769,958 | \$ 942,490 | |
| | Non-Interstate Pavement | 608480 | Boston Region | Multiple | FOXBOROUGH- WALPOLE- RESURFACING AND RELATED WORK ON US ROUTE 1 | 5 | NHPP | \$ 8,036,933 | \$ 6,429,546 | \$ 1,607,387 | |
| | Non-Interstate Pavement | 608482 | Boston Region | Multiple | CAMBRIDGE- SOMERVILLE- RESURFACING AND RELATED WORK ON ROUTE 28 | 6 | NHPP | \$ 8,541,312 | \$ 6,833,050 | \$ 1,708,262 | |
| | Non-Interstate Pavement | 608467 | Boston Region | Marlborough | MARLBOROUGH- RESURFACING AND RELATED WORK ON ROUTE 20 | 3 | NHPP | \$ 14,358,240 | \$ 11,486,592 | \$ 2,871,648 | |
| | Non-Interstate Pavement | 608484 | Boston Region | Multiple | CANTON- MILTON- RESURFACING AND RELATED WORK ON ROUTE 138 | 6 | NHPP | \$ 17,941,664 | \$ 14,353,331 | \$ 3,588,333 | |
| Non-Interstate Pavement subtotal ► | | | | | | | | \$ 53,590,597 | \$ 42,872,478 | \$ 10,718,119 | ◀ 80% Federal + 20% Non-Federal |
| ► Roadway Improvements | | | | | | | | | | | |
| | Roadway Improvements | | Boston Region | | Roadway Improvements | | | \$ - | \$ - | \$ - | |

| 2020 Boston Region Transportation Improvement Program | | | | | | | | | | | |
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| Amendment / Adjustment Type ▼ | STIP Program ▼ | MassDOT Project ID ▼ | Metropolitan Planning Organization ▼ | Municipality Name ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | Funding Source ▼ | Total Programmed Funds ▼ | Federal Funds ▼ | Non-Federal Funds ▼ | Additional Information ▼ <i>Present information as follows, if applicable:</i> a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information |
| Roadway Improvements subtotal ▶ | | | | | | | | \$ - | \$ - | \$ - | ◀ 80% Federal + 20% Non-Federal |
| ► Safety Improvements | | | | | | | | | | | |
| | Safety Improvements | 608611 | Boston Region | Multiple | CANTON- MILTON- RANDOLPH- REPLACEMENT AND REHABILITATION OF THE HIGHWAY LIGHTING SYSTEM AT THE ROUTE 24/ROUTE 1/I-93 INTERCHANGE | 6 | NHPP | \$ 9,434,070 | \$ 8,490,663 | \$ 943,407 | |
| | Safety Improvements | | Boston Region | | Safety Improvements | | NHPP | | | | |
| Safety Improvements subtotal ▶ | | | | | | | | \$ 9,434,070 | \$ 8,490,663 | \$ 943,407 | ◀ Funding Split Varies by Funding Source |
| ► Section 2B / State Prioritized Modernization Projects | | | | | | | | | | | |
| ► ADA Retrofits | | | | | | | | | | | |
| | ADA Retrofits | | Boston Region | | ADA Retrofits | | | \$ - | \$ - | \$ - | |
| ADA Retrofits subtotal ▶ | | | | | | | | \$ - | \$ - | \$ - | ◀ 80% Federal + 20% Non-Federal |
| ► Intersection Improvements | | | | | | | | | | | |
| | Intersection Improvements | 608562 | Boston Region | Somerville | SOMERVILLE- SIGNAL AND INTERSECTION IMPROVEMENT ON I-93 AT MYSTIC AVENUE AND MCGRATH HIGHWAY (TOP 200 CRASH LOCATION) | 4 | HSIP | \$ 5,000,000 | \$ 4,500,000 | \$ 500,000 | |
| | Intersection Improvements | 607342 | Boston Region | Milton | MILTON- INTERSECTION & SIGNAL IMPROVEMENTS @ ROUTE 28 (RANDOLPH AVENUE) & CHICKATAWBUT ROAD | 6 | HSIP | \$ 1,531,200 | \$ 1,378,080 | \$ 153,120 | |
| | Intersection Improvements | 607759 | Boston Region | Boston | BOSTON- INTERSECTION & SIGNAL IMPROVEMENTS AT THE VFW PARKWAY & SPRING STREET | 6 | HSIP | \$ 974,815 | \$ 877,334 | \$ 97,482 | |
| | Intersection Improvements | | Boston Region | | Intersection Improvements | | HSIP | | | | |
| Intersection Improvements subtotal ▶ | | | | | | | | \$ 7,506,015 | \$ 6,755,414 | \$ 750,602 | ◀ Funding Split Varies by Funding Source |
| ► Intelligent Transportation Systems | | | | | | | | | | | |
| | Intelligent Transportation Systems | | Boston Region | | Intelligent Transportation Systems | | | \$ - | \$ - | \$ - | |
| Intelligent Transportation System subtotal ▶ | | | | | | | | \$ - | \$ - | \$ - | ◀ 80% Federal + 20% Non-Federal |
| ► Roadway Reconstruction | | | | | | | | | | | |
| | Roadway Reconstruction | 608835 | Boston Region | Medford | MEDFORD- IMPROVEMENTS AT BROOKS ELEMENTARY SCHOOL (SRTS) | 4 | TAP | \$ 1,200,000 | \$ 960,000 | \$ 240,000 | |
| | Roadway Reconstruction | 608743 | Boston Region | Salem | SALEM- IMPROVEMENTS AT BATES ELEMENTARY SCHOOL (SRTS) | 4 | TAP | \$ 937,500 | \$ 750,000 | \$ 187,500 | |
| | Roadway Reconstruction | 608791 | Boston Region | Winchester | WINCHESTER- IMPROVEMENTS AT VINSON- OWEN ELEMENTARY SCHOOL (SRTS) | 4 | TAP | \$ 1,666,200 | \$ 1,332,960 | \$ 333,240 | |
| Roadway Reconstruction subtotal ▶ | | | | | | | | \$ 3,803,700 | \$ 3,042,960 | \$ 760,740 | ◀ Funding Split Varies by Funding Source |
| ► Section 2C / State Prioritized Expansion Projects | | | | | | | | | | | |
| ► Bicycles and Pedestrians | | | | | | | | | | | |
| | Bicycles and Pedestrians | 607888 | Boston Region | Multiple | BOSTON- BROOKLINE- MULTI-USE PATH CONSTRUCTION ON NEW FENWAY | 6 | CMAQ | \$ 1,770,722 | \$ 1,416,578 | \$ 354,144 | Construction / PSAC score 41 |
| Bicycles and Pedestrians subtotal ▶ | | | | | | | | \$ 1,770,722 | \$ 1,416,578 | \$ 354,144 | ◀ 80% Federal + 20% Non-Federal |
| ► Capacity | | | | | | | | | | | |
| | Capacity | | Boston Region | | Capacity | | | \$ - | \$ - | \$ - | |
| Capacity subtotal ▶ | | | | | | | | \$ - | \$ - | \$ - | ◀ Funding Split Varies by Funding Source |
| ► Section 3 / Planning / Adjustments / Pass-throughs | | | | | | | | | | | |
| ► Planning / Adjustments / Pass-throughs | | | | | | | | | | | |
| | | | Boston Region | | ABP GANS Repayment | Multiple | | \$ - | \$ - | \$ - | |
| | | | Boston Region | | ABP GANS Repayment | Multiple | | \$ - | \$ - | \$ - | |

| 2020 Boston Region Transportation Improvement Program | | | | | | | | | | | |
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| Amendment / Adjustment Type ▼ | STIP Program ▼ | MassDOT Project ID ▼ | Metropolitan Planning Organization ▼ | Municipality Name ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | Funding Source ▼ | Total Programmed Funds ▼ | Federal Funds ▼ | Non-Federal Funds ▼ | Additional Information ▼ <i>Present information as follows, if applicable:</i> a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information |
| | | | Boston Region | | Award adjustments, change orders, etc. | Multiple | | \$ - | \$ - | \$ - | |
| | | | Boston Region | | Award adjustments, change orders, etc. | Multiple | | \$ - | \$ - | \$ - | |
| | | | Boston Region | | Award adjustments, change orders, etc. | Multiple | | \$ - | \$ - | \$ - | |
| | | | Boston Region | | Award adjustments, change orders, etc. | Multiple | | \$ - | \$ - | \$ - | |
| | | | Boston Region | | Metropolitan Planning | Multiple | | \$ - | \$ - | \$ - | |
| | | | Boston Region | | Metropolitan Planning | Multiple | | \$ - | \$ - | \$ - | |
| | | | Boston Region | | State Planning and Research Work Program I, (SPR I), Planning | Multiple | | \$ - | \$ - | \$ - | |
| | | | Boston Region | | State Planning and Research Work Program II, (SPR II), Research | Multiple | | \$ - | \$ - | \$ - | |
| | | | Boston Region | | Railroad Crossings | Multiple | | \$ - | \$ - | \$ - | |
| | | | Boston Region | | Railroad Crossings | Multiple | | \$ - | \$ - | \$ - | |
| | | | Boston Region | | Recreational Trails | Multiple | | \$ - | \$ - | \$ - | |
| Other Statewide Items subtotal ▶ | | | | | | | | \$ - | \$ - | \$ - | ◀ Funding Split Varies by Funding Source |
| ▶ Section 4 / Non-Federally Aided Projects | | | | | | | | | | | |
| ▶ Non-Federally Aided Projects | | | | | | | | | | | |
| | Non Federal Aid | | Boston Region | | Non-Federal Aid | | | \$ - | | \$ - | |
| Non-Federal Aid subtotal ▶ | | | | | | | | \$ - | | \$ - | ◀ 100% Non-Federal |
| 2020 Summary | | | | | | | | | | | |
| | | | | | | | | TIP Section 1 - 3: ▼ | TIP Section 4: ▼ | Total of All Projects ▼ | |
| Total ▶ | | | | | | | | \$ 290,565,184 | \$ - | \$ 290,565,184 | ◀ Total Spending in Region |
| Federal Funds ▶ | | | | | | | | \$ 237,415,104 | \$ - | \$ 237,415,104 | ◀ Total Federal Spending in Region |
| Non-Federal Funds ▶ | | | | | | | | \$ 53,150,080 | \$ - | \$ 53,150,080 | ◀ Total Non-Federal Spending in Region |
| <small>701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Projects / 701 CMR 7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public works Project that is performed within the limits of, or that impact traffic on, any Public Road. The Municipal Limitation referenced in this Regulation is applicable only to projects where the Municipality is the Awarding Authority. For all projects contained in the TIP, the Commonwealth is the Awarding Authority. Therefore, all projects must be considered and implemented in accordance with 701 CMR 7.00, and the Road Flagger and Police Detail Guidelines. By placing a project on the TIP, the Municipality acknowledges that 701 CMR 7.00 is applicable to its project and design and construction will be fully compliant with this Regulation. This information, and additional information relative to guidance and implementation of the Regulation can be found at the following link on the MassDOT Highway Division website: http://www.massdot.state.ma.us/Highway/flaggers/main.aspx</small> | | | | | | | | | | | |

| 2021 Boston Region Transportation Improvement Program | | | | | | | | | | | |
|-------------------------------------------------------|----------------------------------------|----------------------|--------------------------------------|---------------------|---------------------------------------------------------------------------------------------------------------|--------------------|------------------|--------------------------|-----------------|---------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Amendment / Adjustment Type ▼ | STIP Program ▼ | MassDOT Project ID ▼ | Metropolitan Planning Organization ▼ | Municipality Name ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | Funding Source ▼ | Total Programmed Funds ▼ | Federal Funds ▼ | Non-Federal Funds ▼ | Additional Information ▼ <small>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</small> |
| ▶ Section 1A / Regionally Prioritized Projects | | | | | | | | | | | |
| ▶ Regionally Prioritized Projects | | | | | | | | | | | |
| | Planning / Adjustments / Pass-throughs | 1570 | Boston Region | Multiple | GREEN LINE EXTENSION PROJECT- EXTENSION TO COLLEGE AVENUE WITH THE UNION SQUARE SPUR | 6 | CMAQ | \$ 30,719,132 | \$ 24,575,306 | \$ 6,143,826 | Construction; STP+CMAQ+Section 5309 (Transit) Total MPO Contribution = \$190,000,000; AC Yr 6 of 6; funding flexed to FTA; match provided by local contributions |
| | Roadway Reconstruction | 606476 | Boston Region | Boston | BOSTON- ROADWAY, CEILING & WALL RECONSTRUCTION, NEW JET FANS, AND OTHER CONTROL SYSTEMS IN SUMNER TUNNEL | 6 | NHPP | \$ 22,115,687 | \$ 17,692,550 | \$ 4,423,137 | Construction; NHPP+HSIP+Other Federal Aid Total Cost = \$126,544,931; Total MPO Contribution = \$22,115,687; AC Yr 1 of 3 |
| | Roadway Reconstruction | 606453 | Boston Region | Boston | BOSTON- IMPROVEMENTS ON BOYLSTON STREET, FROM INTERSECTION OF BROOKLINE AVENUE & PARK DRIVE TO IPSWICH STREET | 6 | CMAQ | \$ 1,000,000 | \$ 800,000 | \$ 200,000 | Construction; CMAQ+TAP+STP Total Cost = \$8,852,517; MPO Evaluation Score = 58 |
| | Roadway Reconstruction | 606453 | Boston Region | Boston | BOSTON- IMPROVEMENTS ON BOYLSTON STREET, FROM INTERSECTION OF BROOKLINE AVENUE & PARK DRIVE TO IPSWICH STREET | 6 | TAP | \$ 812,432 | \$ 649,946 | \$ 162,486 | Construction; CMAQ+TAP+STP Total Cost = \$8,852,517; MPO Evaluation Score = 58 |
| | Roadway Reconstruction | 606453 | Boston Region | Boston | BOSTON- IMPROVEMENTS ON BOYLSTON STREET, FROM INTERSECTION OF BROOKLINE AVENUE & PARK DRIVE TO IPSWICH STREET | 6 | STP | \$ 7,040,085 | \$ 5,632,068 | \$ 1,408,017 | Construction; CMAQ+TAP+STP Total Cost = \$8,852,517; MPO Evaluation Score = 58; TAP Proponent = Boston |
| | Bridge Program | 604996 | Boston Region | Woburn | WOBURN- BRIDGE REPLACEMENT, W-43-017, NEW BOSTON STREET OVER MBTA | 4 | STP | \$ 15,482,660 | \$ 12,386,128 | \$ 3,096,532 | Construction; Total Cost = \$15,482,660; MPO Evaluation Score = 55 |
| | Roadway Reconstruction | 608228 | Boston Region | Framingham | FRAMINGHAM- RECONSTRUCTION OF UNION AVENUE, FROM PROCTOR STREET TO MAIN STREET | 3 | HSIP | \$ 1,000,000 | \$ 900,000 | \$ 100,000 | Construction; STP+HSIP+TAP Total Cost = \$8,504,804; MPO Evaluation Score = 58 |
| | Roadway Reconstruction | 608228 | Boston Region | Framingham | FRAMINGHAM- RECONSTRUCTION OF UNION AVENUE, FROM PROCTOR STREET TO MAIN STREET | 3 | TAP | \$ 1,006,391 | \$ 805,113 | \$ 201,278 | Construction; STP+HSIP+TAP Total Cost = \$8,504,804; MPO Evaluation Score = 58 |
| | Roadway Reconstruction | 608228 | Boston Region | Framingham | FRAMINGHAM- RECONSTRUCTION OF UNION AVENUE, FROM PROCTOR STREET TO MAIN STREET | 3 | STP | \$ 6,498,413 | \$ 5,198,730 | \$ 1,299,683 | Construction; STP+HSIP+TAP Total Cost = \$8,504,804; MPO Evaluation Score = 58; TAP Proponent = Framingham |
| | Roadway Reconstruction | 606501 | Boston Region | Holbrook | HOLBROOK- RECONSTRUCTION OF UNION STREET (ROUTE 139), FROM LINFIELD STREET TO CENTRE STREET/WATER STREET | 5 | STP | \$ 2,454,293 | \$ 1,963,434 | \$ 490,859 | Construction; TAP+STP+Earmark Total Cost = \$4,270,631; MPO Evaluation Score = 45 |
| | Roadway Reconstruction | 606501 | Boston Region | Holbrook | HOLBROOK- RECONSTRUCTION OF UNION STREET (ROUTE 139), FROM LINFIELD STREET TO CENTRE STREET/WATER STREET | 5 | TAP | \$ 289,088 | \$ 231,270 | \$ 57,818 | Construction; TAP+STP+Earmark Total Cost = \$4,270,631; MPO Evaluation Score = 45; TAP Proponent = Holbrook |
| | Intersection Improvements | 606130 | Boston Region | Norwood | NORWOOD- INTERSECTION IMPROVEMENTS @ ROUTE 1A & UPLAND ROAD/WASHINGTON STREET & PROSPECT STREET/FULTON STREET | 5 | CMAQ | \$ 1,000,000 | \$ 800,000 | \$ 200,000 | Construction; CMAQ+STP Total Cost = \$4,028,045; MPO Evaluation Score = 53 |

| 2021 Boston Region Transportation Improvement Program | | | | | | | | | | | | |
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| Amendment / Adjustment Type ▼ | STIP Program ▼ | MassDOT Project ID ▼ | Metropolitan Planning Organization ▼ | Municipality Name ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | Funding Source ▼ | Total Programmed Funds ▼ | Federal Funds ▼ | Non-Federal Funds ▼ | Additional Information ▼ <i>Present information as follows, if applicable:</i> a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information | |
| | Intersection Improvements | 606130 | Boston Region | Norwood | NORWOOD- INTERSECTION IMPROVEMENTS @ ROUTE 1A & UPLAND ROAD/WASHINGTON STREET & PROSPECT STREET/FULTON STREET | 5 | STP | \$ 3,028,045 | \$ 2,422,436 | \$ 605,609 | Construction; CMAQ+STP Total Cost = \$4,028,045; MPO Evaluation Score = 53 | |
| | Roadway Reconstruction | 608146 | Boston Region | Marblehead | MARBLEHEAD- INTERSECTION IMPROVEMENTS AT PLEASANT STREET & VILLAGE, VINE AND CROSS STREETS | 4 | STP | \$ 786,568 | \$ 629,254 | \$ 157,314 | Construction; STP Total Cost =\$786,568; MPO Evaluation Score = 40 | |
| | Intersection Improvements | 608443 | Boston Region | Multiple | LITTLETON- AYER- INTERSECTION IMPROVEMENTS ON ROUTE 2A AT WILLOW ROAD AND BRUCE STREET | 3 | HSIP | \$ 1,000,000 | \$ 900,000 | \$ 100,000 | Construction; HSIP+STBG Total Cost = \$2,589,272; MPO Evaluation Score = 36 | |
| | Intersection Improvements | 608443 | Boston Region | Multiple | LITTLETON- AYER- INTERSECTION IMPROVEMENTS ON ROUTE 2A AT WILLOW ROAD AND BRUCE STREET | 3 | STP | \$ 1,589,272 | \$ 1,271,418 | \$ 317,854 | Construction; HSIP+STBG Total Cost = \$2,589,272; MPO Evaluation Score = 36 | |
| | Intersection Improvements | 607305 | Boston Region | Reading | READING- INTERSECTION SIGNALIZATION @ ROUTE 28 & HOPKINS STREET | 4 | HSIP | \$ 750,419 | \$ 675,377 | \$ 75,042 | Construction; HSIP+STBG Total Cost = \$1,750,419; MPO Evaluation Score = 38 | |
| | Intersection Improvements | 607305 | Boston Region | Reading | READING- INTERSECTION SIGNALIZATION @ ROUTE 28 & HOPKINS STREET | 4 | STP | \$ 1,000,000 | \$ 800,000 | \$ 200,000 | Construction; HSIP+STBG Total Cost = \$1,750,419; MPO Evaluation Score = 38 | |
| | Roadway Reconstruction | 602077 | Boston Region | Lynn | LYNN- RECONSTRUCTION ON ROUTE 129 (LYNNFIELD STREET), FROM GREAT WOODS ROAD TO WYOMA SQUARE | 4 | CMAQ | \$ 1,000,000 | \$ 800,000 | \$ 200,000 | Construction; CMAQ+STP Total Cost = \$4,980,392; MPO Evaluation Score = 38 | |
| | Roadway Reconstruction | 602077 | Boston Region | Lynn | LYNN- RECONSTRUCTION ON ROUTE 129 (LYNNFIELD STREET), FROM GREAT WOODS ROAD TO WYOMA SQUARE | 4 | STP | \$ 3,980,392 | \$ 3,184,314 | \$ 796,078 | Construction; CMAQ+STP Total Cost = \$4,980,392; MPO Evaluation Score = 38 | |
| | Planning / Adjustments / Pass-throughs | BN0009 | Boston Region | Multiple | COMMUNITY TRANSPORTATION PROGRAM | N/A | CMAQ | \$ 2,000,000 | \$ 1,600,000 | \$ 400,000 | Planning, Design, or Construction; Set Aside for LRTP Clean Air and Mobility Program | |
| Regionally Prioritized Projects subtotal ▶ | | | | | | | | \$ 104,552,877 | \$ 83,917,344 | \$ 20,635,534 | ◀ 80% Federal + 20% Non-Federal | |
| ▶ Section 1A / Fiscal Constraint Analysis | | | | | | | | | | | | |
| | | | | | | | | Total Regional Federal Aid Funds Programmed ▶ | \$ 104,552,877 | \$ 104,552,877 | ◀ Total Budget | \$ - Target Funds Available |
| | | | | | | | | STP programmed ▶ | \$ 63,975,415 | \$ 51,180,332 | ◀ STP | |
| | | | | | | | | HSIP programmed ▶ | \$ 2,750,419 | \$ 2,475,377 | ◀ HSIP | |
| | | | | | | | | CMAQ programmed ▶ | \$ 35,719,132 | \$ 28,575,306 | ◀ CMAQ | |
| | | | | | | | | TAP programmed ▶ | \$ 2,107,911 | \$ 1,686,329 | ◀ TAP | |
| <p><i>Section 1A instructions:</i> MPO Template Name) Choose Regional Name from dropdown list to populate header and MPO column; Column C) Enter ID from ProjectInfo; Column E) Choose Municipality Name from dropdown list; Column H) Choose the Funding Source being used for the project - if multiple funding sources are being used enter multiple lines; Column I) Enter the total amount of funds being programmed in this fiscal year and for each funding source; Column J) Federal funds autocalculates. Please verify the amount and only change if needed for flex. Column K) Non-federal funds autocalculates. Please verify the split/match - if matching an FTA flex, coordinate with Rail & Transit Division before programming; Column L) Enter Additional Information as described - please do not use any other format.</p> | | | | | | | | | | | | |

| 2021 Boston Region Transportation Improvement Program | | | | | | | | | | | |
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| Amendment / Adjustment Type ▼ | STIP Program ▼ | MassDOT Project ID ▼ | Metropolitan Planning Organization ▼ | Municipality Name ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | Funding Source ▼ | Total Programmed Funds ▼ | Federal Funds ▼ | Non-Federal Funds ▼ | Additional Information ▼ <i>Present information as follows, if applicable:</i> a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information |
| ► Section 1B / Earmark or Discretionary Grant Funded Projects | | | | | | | | | | | |
| ► Other Federal Aid | | | | | | | | | | | |
| | Earmark Discretionary | 606501 | Boston Region | Holbrook | HOLBROOK- RECONSTRUCTION OF UNION STREET (ROUTE 139), FROM LINFIELD STREET TO CENTRE STREET/WATER STREET | 5 | HPP | \$ 1,527,250 | \$ 1,221,800 | \$ 305,450 | Demo ID MA177 |
| | Roadway Reconstruction | 606476 | Boston Region | Boston | BOSTON- ROADWAY, CEILING & WALL RECONSTRUCTION, NEW JET FANS, AND OTHER CONTROL SYSTEMS IN SUMNER TUNNEL | 6 | Other FA | \$ 12,655,015 | \$ 10,124,012 | \$ 2,531,003 | Construction; NHPP+HSIP+Other Federal Aid Total Cost = \$126,544,931; Total MPO Contribution = \$22,115,687; AC Yr 1 of 3; Other Federal Aid = HIP (Boston) |
| | Roadway Reconstruction | 606476 | Boston Region | Boston | BOSTON- ROADWAY, CEILING & WALL RECONSTRUCTION, NEW JET FANS, AND OTHER CONTROL SYSTEMS IN SUMNER TUNNEL | 6 | Other FA | \$ 17,830,184 | \$ 14,264,147 | \$ 3,566,037 | Construction; NHPP+HSIP+Other Federal Aid Total Cost = \$126,544,931; Total MPO Contribution = \$22,115,687; AC Yr 1 of 3; Other Federal Aid = HIP (Boston) |
| | | | Boston Region | | Other Federal Aid | | HPP | \$ - | \$ - | \$ - | |
| Other Federal Aid subtotal ► | | | | | | | | \$ 32,012,449 | \$ 25,609,959 | \$ 6,402,490 | ◀ Funding Split Varies by Funding Source |
| ► Section 2A / State Prioritized Reliability Projects | | | | | | | | | | | |
| ► Bridge Program / Inspections | | | | | | | | | | | |
| | Bridge Program | | Boston Region | | Bridge Inspection | | | \$ - | \$ - | \$ - | |
| Bridge Program / Inspections subtotal ► | | | | | | | | \$ - | \$ - | \$ - | ◀ Funding Split Varies by Funding Source |
| ► Bridge Program / Off-System | | | | | | | | | | | |
| | Bridge Program | 608637 | Boston Region | MAYNARD | MAYNARD- BRIDGE REPLACMENT, M-10-006, CARRYING FLORIDA ROAD OVER THE ASSABET RIVER | 3 | STP-BR-OFF | \$ 1,646,400 | \$ 1,317,120 | \$ 329,280 | |
| Bridge Program / Off-System subtotal ► | | | | | | | | \$ 1,646,400 | \$ 1,317,120 | \$ 329,280 | ◀ 80% Federal + 20% Non-Federal |
| ► Bridge Program / On-System (NHS) | | | | | | | | | | | |
| | Bridge Program | 604173 | Boston Region | BOSTON | BOSTON- BRIDGE REPLACEMENT, B-16-016, NORTH WASHINGTON STREET OVER THE BOSTON INNER HARBOR | 6 | NHPP-On | \$ 24,184,931 | \$ 19,347,945 | \$ 4,836,986 | AC Year 5 of 6, Total Cost = \$193,058,158 |
| | Bridge Program | 605287 | Boston Region | CHELSEA | CHELSEA- ROUTE 1 VIADUCT REHABILITATION (SB/NB) ON C-09-007 & C-09-011 | 6 | NHPP-On | \$ 29,992,990 | \$ 23,994,392 | \$ 5,998,598 | AC Year 4 of 4, Total Cost = \$213,972,689 |
| | Bridge Program | 604952 | Boston Region | Multiple | LYNN- SAUGUS- BRIDGE REPLACEMENT, L-18-016=S-05-008, ROUTE 107 OVER THE SAUGUS RIVER (AKA - BELDEN G. BLY BRIDGE) | 4 | NHPP-On | \$ 18,984,753 | \$ 15,187,802 | \$ 3,796,951 | AC Year 3 of 5, Total Cost = \$84,253,135 |
| Bridge Program / On-System (NHS) subtotal ► | | | | | | | | \$ 73,162,674 | \$ 58,530,139 | \$ 14,632,535 | ◀ Funding Split Varies by Funding Source |
| ► Bridge Program / On-System (Non-NHS) | | | | | | | | | | | |
| | Bridge Program | 608596 | Boston Region | ESSEX | ESSEX- SUPERSTRUCTURE REPLACEMENT, E-11-001 (2TV), ROUTE 133MAIN STREET OVER ESSEX RIVER | 4 | NHPP-Off | \$ 4,511,360 | \$ 3,609,088 | \$ 902,272 | |
| | Bridge Program | | Boston Region | | | | NHPP-Off | \$ - | \$ - | \$ - | |
| Bridge Program / On-System (Non-NHS) subtotal ► | | | | | | | | \$ 4,511,360 | \$ 3,609,088 | \$ 902,272 | ◀ 80% Federal + 20% Non-Federal |
| ► Bridge Program / Systematic Maintenance | | | | | | | | | | | |
| | Bridge Program | 608610 | Boston Region | NEWTON | NEWTON- STEEL SUPERSTRUCTURE CLEANING (FULL REMOVAL) AND PAINTING OF N-12-055 | 6 | NHPP-On | \$ 2,304,000 | \$ 1,843,200 | \$ 460,800 | |
| Bridge Program / Systematic Maintenance subtotal ► | | | | | | | | \$ 2,304,000 | \$ 1,843,200 | \$ 460,800 | ◀ Funding Split Varies by Funding Source |
| ► Interstate Pavement | | | | | | | | | | | |

| 2021 Boston Region Transportation Improvement Program | | | | | | | | | | | |
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| Amendment / Adjustment Type ▼ | STIP Program ▼ | MassDOT Project ID ▼ | Metropolitan Planning Organization ▼ | Municipality Name ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | Funding Source ▼ | Total Programmed Funds ▼ | Federal Funds ▼ | Non-Federal Funds ▼ | Additional Information ▼ <i>Present information as follows, if applicable:</i> a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information |
| | Interstate Pavement | 608378 | Boston Region | Multiple | DANVERS- TOPSFIELD- BOXFORD- ROWLEY- INTERSTATE MAINTENANCE AND RELATED WORK ON I-95 | 4 | NHPP | \$ 17,299,744 | \$ 15,569,770 | \$ 1,729,974 | |
| Interstate Pavement subtotal ▶ | | | | | | | | \$ 17,299,744 | \$ 15,569,770 | \$ 1,729,974 | ◀ 90% Federal + 10% Non-Federal |
| ▶ Non-Interstate Pavement | | | | | | | | | | | |
| | Non-Interstate Pavement | 607477 | Boston Region | Multiple | LYNNFIELD- PEABODY- RESURFACING AND RELATED WORK ON ROUTE 1 | 4 | NHPP | \$ 7,424,560 | \$ 5,939,648 | \$ 1,484,912 | |
| Non-Interstate Pavement subtotal ▶ | | | | | | | | \$ 7,424,560 | \$ 5,939,648 | \$ 1,484,912 | ◀ 80% Federal + 20% Non-Federal |
| ▶ Roadway Improvements | | | | | | | | | | | |
| | Roadway Improvements | | Boston Region | | Roadway Improvements | | | \$ - | \$ - | \$ - | |
| Roadway Improvements subtotal ▶ | | | | | | | | \$ - | \$ - | \$ - | ◀ 80% Federal + 20% Non-Federal |
| ▶ Safety Improvements | | | | | | | | | | | |
| | Safety Improvements | 609090 | Boston Region | Multiple | BOSTON-MILTON-QUINCY- HIGHWAY LIGHTING SYSTEM REPLACEMENT ON I-93, FROM NEPONSET AVENUE TO THE BRAINTREE | 6 | NHPP | \$ 3,000,000 | \$ 2,700,000 | \$ 300,000 | |
| | Safety Improvements | | Boston Region | | Safety Improvements | | | \$ - | \$ - | \$ - | |
| Safety Improvements subtotal ▶ | | | | | | | | \$ 3,000,000 | \$ 2,700,000 | \$ 300,000 | ◀ Funding Split Varies by Funding Source |
| ▶ Section 2B / State Prioritized Modernization Projects | | | | | | | | | | | |
| ▶ ADA Retrofits | | | | | | | | | | | |
| | ADA Retrofits | | Boston Region | | ADA Retrofits | | | \$ - | \$ - | \$ - | |
| ADA Retrofits subtotal ▶ | | | | | | | | \$ - | \$ - | \$ - | ◀ 80% Federal + 20% Non-Federal |
| ▶ Intersection Improvements | | | | | | | | | | | |
| | Intersection Improvements | 607761 | Boston Region | Swampscott | SWAMPSCOTT- INTERSECTION & SIGNAL IMPROVEMENTS AT SR 1A (PARADISE ROAD) AT SWAMPSCOTT MALL | 4 | HSIP | \$ 2,000,000 | \$ 1,800,000 | \$ 200,000 | |
| | Intersection Improvements | 607748 | Boston Region | Acton | ACTON- INTERSECTION & SIGNAL IMPROVEMENTS ON SR 2 & SR 111 (MASSACHUSETTS AVENUE) AT PIPER ROAD & TAYLOR ROAD | 3 | HSIP | \$ 5,000,000 | \$ 4,500,000 | \$ 500,000 | |
| | Intersection Improvements | | Boston Region | | Intersection Improvements | | | \$ - | \$ - | \$ - | |
| Intersection Improvements subtotal ▶ | | | | | | | | \$ 7,000,000 | \$ 6,300,000 | \$ 700,000 | ◀ Funding Split Varies by Funding Source |
| ▶ Intelligent Transportation Systems | | | | | | | | | | | |
| | Intelligent Transportation Systems | | Boston Region | | Intelligent Transportation Systems | | | \$ - | \$ - | \$ - | |
| Intelligent Transportation System subtotal ▶ | | | | | | | | \$ - | \$ - | \$ - | ◀ 80% Federal + 20% Non-Federal |
| ▶ Roadway Reconstruction | | | | | | | | | | | |
| | Roadway Reconstruction | 608911 | Boston Region | Belmont | BELMONT- IMPROVEMENTS AT WELLINGTON ELEMENTARY SCHOOL (SRTS) | 4 | TAP | \$ 1,243,750 | \$ 995,000 | \$ 248,750 | |
| | Roadway Reconstruction | 607901 | Boston Region | Dedham | DEDHAM- PEDESTRIAN IMPROVEMENTS ALONG ELM STREET & RUSTCRAFT ROAD CORRIDORS | 6 | CMAQ | \$ 3,230,597 | \$ 2,584,478 | \$ 646,119 | |
| | Roadway Reconstruction | 606476 | Boston Region | Boston | BOSTON- ROADWAY, CEILING & WALL RECONSTRUCTION, NEW JET FANS, AND OTHER CONTROL SYSTEMS IN SUMNER TUNNEL | 6 | NHPP | \$ 6,901,660 | \$ 5,521,328 | \$ 1,380,332 | Construction; NHPP+HSIP+Other Federal Aid Total Cost = \$126,544,931; Total MPO Contribution = \$22,115,687; AC Yr 1 of 3 |

| 2021 Boston Region Transportation Improvement Program | | | | | | | | | | | |
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| Amendment / Adjustment Type ▼ | STIP Program ▼ | MassDOT Project ID ▼ | Metropolitan Planning Organization ▼ | Municipality Name ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | Funding Source ▼ | Total Programmed Funds ▼ | Federal Funds ▼ | Non-Federal Funds ▼ | Additional Information ▼ <i>Present information as follows, if applicable:</i> a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information |
| | Roadway Reconstruction | 606476 | Boston Region | Boston | BOSTON- ROADWAY, CEILING & WALL RECONSTRUCTION, NEW JET FANS, AND OTHER CONTROL SYSTEMS IN SUMNER TUNNEL | 6 | HSIP | \$ 8,376,444 | \$ 7,538,800 | \$ 837,644 | Construction; NHPP+HSIP+Other Federal Aid Total Cost = \$126,544,931; Total MPO Contribution = \$22,115,687; AC Yr 1 of 3 |
| Roadway Reconstruction subtotal ▶ | | | | | | | | \$ 19,752,451 | \$ 16,639,605 | \$ 3,112,846 | ◀ Funding Split Varies by Funding Source |
| ▶ Section 2C / State Prioritized Expansion Projects | | | | | | | | | | | |
| ▶ Bicycles and Pedestrians | | | | | | | | | | | |
| | Bicycles and Pedestrians | 607329 | Boston Region | Multiple | WAKEFIELD- LYNNFIELD- RAIL TRAIL EXTENSION, FROM THE GALVIN MIDDLE SCHOOL TO LYNNFIELD/PEABODY T.L. | 4 | CMAQ | \$ 10,316,559 | \$ 8,253,247 | \$ 2,063,312 | Construction / PSAC score 32.5 |
| Bicycles and Pedestrians subtotal ▶ | | | | | | | | \$ 10,316,559 | \$ 8,253,247 | \$ 2,063,312 | ◀ 80% Federal + 20% Non-Federal |
| ▶ Capacity | | | | | | | | | | | |
| | Capacity | | Boston Region | | Capacity | | | \$ - | \$ - | \$ - | |
| Capacity subtotal ▶ | | | | | | | | \$ - | \$ - | \$ - | ◀ Funding Split Varies by Funding Source |
| ▶ Section 3 / Planning / Adjustments / Pass-throughs | | | | | | | | | | | |
| ▶ Planning / Adjustments / Pass-throughs | | | | | | | | | | | |
| | | | Boston Region | | ABP GANS Repayment | Multiple | | \$ - | \$ - | \$ - | |
| | | | Boston Region | | ABP GANS Repayment | Multiple | | \$ - | \$ - | \$ - | |
| | | | Boston Region | | Award adjustments, change orders, etc. | Multiple | | \$ - | \$ - | \$ - | |
| | | | Boston Region | | Award adjustments, change orders, etc. | Multiple | | \$ - | \$ - | \$ - | |
| | | | Boston Region | | Award adjustments, change orders, etc. | Multiple | | \$ - | \$ - | \$ - | |
| | | | Boston Region | | Award adjustments, change orders, etc. | Multiple | | \$ - | \$ - | \$ - | |
| | | | Boston Region | | Metropolitan Planning | Multiple | | \$ - | \$ - | \$ - | |
| | | | Boston Region | | Metropolitan Planning | Multiple | | \$ - | \$ - | \$ - | |
| | | | Boston Region | | State Planning and Research Work Program I, (SPR I), Planning | Multiple | | \$ - | \$ - | \$ - | |
| | | | Boston Region | | State Planning and Research Work Program II, (SPR II), Research | Multiple | | \$ - | \$ - | \$ - | |
| | | | Boston Region | | Railroad Crossings | Multiple | | \$ - | \$ - | \$ - | |
| | | | Boston Region | | Railroad Crossings | Multiple | | \$ - | \$ - | \$ - | |
| | | | Boston Region | | Recreational Trails | Multiple | | \$ - | \$ - | \$ - | |
| Other Statewide Items subtotal ▶ | | | | | | | | \$ - | \$ - | \$ - | ◀ Funding Split Varies by Funding Source |
| ▶ Section 4 / Non-Federally Aided Projects | | | | | | | | | | | |
| ▶ Non-Federally Aided Projects | | | | | | | | | | | |
| | Non Federal Aid | | Boston Region | | Non-Federal Aid | | | \$ - | \$ - | \$ - | |
| Non-Federal Aid subtotal ▶ | | | | | | | | \$ - | \$ - | \$ - | ◀ 100% Non-Federal |
| 2021 Summary | | | | | | | | TIP Section 1 - 3: TIP Section 4: Total of All Projects ▼ | | | |
| Total ▶ | | | | | | | | \$ 282,983,074 | \$ - | \$ 282,983,074 | ◀ Total Spending in Region |
| Federal Funds ▶ | | | | | | | | \$ 230,229,120 | \$ - | \$ 230,229,120 | ◀ Total Federal Spending in Region |
| Non-Federal Funds ▶ | | | | | | | | \$ 52,753,954 | \$ - | \$ 52,753,954 | ◀ Total Non-Federal Spending in Region |
| 701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Projects / 701 CMR 7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public works Project that is performed within the limits of, or that impact traffic on, any Public Road. The Municipal Limitation referenced in this Regulation is applicable only to projects where the Municipality is the Awarding Authority. For all projects contained in the TIP, the Commonwealth is the Awarding Authority. Therefore, all projects must be considered and implemented in accordance with 701 CMR 7.00, and the Road Flagger and Police Detail Guidelines. By placing a project on the TIP, the Municipality acknowledges that 701 CMR 7.00 is applicable to its project and design and construction will be fully compliant with this Regulation. This information, and additional information relative to guidance and implementation of the Regulation can be found at the following link on the MassDOT Highway Division website: http://www.massdot.state.ma.us/Highway/flaggers/main.aspx | | | | | | | | | | | |

| 2022 Boston Region Transportation Improvement Program | | | | | | | | | | | |
|-------------------------------------------------------|---------------------------|----------------------|--------------------------------------|---------------------|-------------------------------------------------------------------------------------------|--------------------|------------------|--------------------------|-----------------|---------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Amendment / Adjustment Type ▼ | STIP Program ▼ | MassDOT Project ID ▼ | Metropolitan Planning Organization ▼ | Municipality Name ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | Funding Source ▼ | Total Programmed Funds ▼ | Federal Funds ▼ | Non-Federal Funds ▼ | Additional Information ▼ <small>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</small> |
| ▶ Section 1A / Regionally Prioritized Projects | | | | | | | | | | | |
| ▶ Regionally Prioritized Projects | | | | | | | | | | | |
| | Roadway Reconstruction | 606226 | Boston Region | Boston | BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE | 6 | NHPP | \$ 14,664,180 | \$ 11,731,344 | \$ 2,932,836 | Construction; NHPP+STP+TAP Total Cost = \$152,000,000; AC Yr 1 of 5; Total funding in this TIP = \$57,824,785; MPO Evaluation Score = 59 |
| | Roadway Reconstruction | 606226 | Boston Region | Boston | BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE | 6 | STP | \$ 7,609,193 | \$ 6,087,354 | \$ 1,521,839 | Construction; NHPP+STP+TAP Total Cost = \$152,000,000; AC Yr 1 of 5; Total funding in this TIP = \$57,824,785; MPO Evaluation Score = 59 |
| | Roadway Reconstruction | 606226 | Boston Region | Boston | BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE | 6 | TAP | \$ 1,282,990 | \$ 1,026,392 | \$ 256,598 | Construction; NHPP+STP+TAP Total Cost = \$152,000,000; AC Yr 1 of 5; Total funding in this TIP = \$57,824,785; MPO Evaluation Score = 59; TAP Proponent = Boston |
| | Intersection Improvements | 605857 | Boston Region | Norwood | NORWOOD- INTERSECTION IMPROVEMENTS @ ROUTE 1 & UNIVERSITY AVENUE/EVERETT STREET | 5 | CMAQ | \$ 3,000,000 | \$ 2,400,000 | \$ 600,000 | Construction; HSIP+CMAQ+STP+NHPP Total Cost = \$10,166,526; MPO Evaluation Score = 55 |
| | Intersection Improvements | 605857 | Boston Region | Norwood | NORWOOD- INTERSECTION IMPROVEMENTS @ ROUTE 1 & UNIVERSITY AVENUE/EVERETT STREET | 5 | HSIP | \$ 631,724 | \$ 568,552 | \$ 63,172 | Construction; HSIP+CMAQ+STP+NHPP Total Cost = \$10,166,526; MPO Evaluation Score = 55 |
| | Intersection Improvements | 605857 | Boston Region | Norwood | NORWOOD- INTERSECTION IMPROVEMENTS @ ROUTE 1 & UNIVERSITY AVENUE/EVERETT STREET | 5 | NHPP | \$ 2,873,029 | \$ 2,298,423 | \$ 574,606 | Construction; HSIP+CMAQ+STP+NHPP Total Cost = \$10,166,526; MPO Evaluation Score = 55 |
| | Intersection Improvements | 605857 | Boston Region | Norwood | NORWOOD- INTERSECTION IMPROVEMENTS @ ROUTE 1 & UNIVERSITY AVENUE/EVERETT STREET | 5 | STP | \$ 3,661,773 | \$ 2,929,418 | \$ 732,355 | Construction; HSIP+CMAQ+STP+NHPP Total Cost = \$10,166,526; MPO Evaluation Score = 55 |
| | Bicycles and Pedestrians | 607738 | Boston Region | Bedford | BEDFORD- MINUTEMAN BIKEWAY EXTENSION, FROM LOOMIS STREET TO THE CONCORD T.L. | 4 | CMAQ | \$ 6,489,964 | \$ 5,191,971 | \$ 1,297,993 | Construction; CMAQ+TAP Total Cost = \$8,234,946; MPO Evaluation Score = 47 |
| | Bicycles and Pedestrians | 607738 | Boston Region | Bedford | BEDFORD- MINUTEMAN BIKEWAY EXTENSION, FROM LOOMIS STREET TO THE CONCORD T.L. | 4 | TAP | \$ 1,744,982 | \$ 1,395,986 | \$ 348,996 | Construction; CMAQ+TAP Total Cost = \$8,234,946; MPO Evaluation Score = 47; TAP Proponent = Bedford |
| | Bicycles and Pedestrians | 608164 | Boston Region | Sudbury | SUDBURY- BIKE PATH CONSTRUCTION (BRUCE FREEMAN RAIL TRAIL) | 3 | CMAQ | \$ 8,834,137 | \$ 7,067,310 | \$ 1,766,827 | Construction; CMAQ+TAP Total Cost = \$9,334,137; MPO Evaluation Score = 40 |
| | Bicycles and Pedestrians | 608164 | Boston Region | Sudbury | SUDBURY- BIKE PATH CONSTRUCTION (BRUCE FREEMAN RAIL TRAIL) | 3 | TAP | \$ 500,000 | \$ 400,000 | \$ 100,000 | Construction; CMAQ+TAP Total Cost = \$9,334,137; MPO Evaluation Score = 40; TAP Proponent = Sudbury |
| | Roadway Reconstruction | 607777 | Boston Region | Watertown | WATERTOWN- REHABILITATION OF MOUNT AUBURN STREET (ROUTE 16) | 6 | CMAQ | \$ 1,000,000 | \$ 800,000 | \$ 200,000 | Construction; HSIP+CMAQ+STP Total Cost = \$15,120,000; MPO Evaluation Score = 75 |
| | Roadway Reconstruction | 607777 | Boston Region | Watertown | WATERTOWN- REHABILITATION OF MOUNT AUBURN STREET (ROUTE 16) | 6 | HSIP | \$ 2,000,000 | \$ 1,800,000 | \$ 200,000 | Construction; HSIP+CMAQ+STP Total Cost = \$15,120,000; MPO Evaluation Score = 75 |
| | Roadway Reconstruction | 607777 | Boston Region | Watertown | WATERTOWN- REHABILITATION OF MOUNT AUBURN STREET (ROUTE 16) | 6 | STP | \$ 12,120,000 | \$ 9,696,000 | \$ 2,424,000 | Construction; HSIP+CMAQ+STP Total Cost = \$15,120,000; MPO Evaluation Score = 75 |
| | Roadway Reconstruction | 608078 | Boston Region | Chelsea | CHELSEA- RECONSTRUCTION ON BROADWAY (ROUTE 107), FROM CITY HALL AVENUE TO THE REVERE C.L. | 6 | CMAQ | \$ 1,000,000 | \$ 800,000 | \$ 200,000 | Construction; CMAQ+STP Total Cost = \$9,669,765; MPO Evaluation Score = 61 |
| | Roadway Reconstruction | 608078 | Boston Region | Chelsea | CHELSEA- RECONSTRUCTION ON BROADWAY (ROUTE 107), FROM CITY HALL AVENUE TO THE REVERE C.L. | 6 | STP | \$ 8,669,765 | \$ 6,935,812 | \$ 1,733,953 | Construction; CMAQ+STP Total Cost = \$9,669,765; MPO Evaluation Score = 61 |
| | Roadway Reconstruction | 608889 | Boston Region | Framingham | FRAMINGHAM- TRAFFIC SIGNAL INSTALLATION AT EDGELL ROAD AND CENTRAL STREET | 3 | CMAQ | \$ 1,680,000 | \$ 1,344,000 | \$ 336,000 | Construction; CMAQ+STP Total Cost = \$1,814,400; MPO Evaluation Score = 41 |

| 2022 Boston Region Transportation Improvement Program | | | | | | | | | | | |
|----------------------------------------------------------------------|----------------------------------------|----------------------|--------------------------------------|---------------------|---------------------------------------------------------------------------------------------------------------------------|--------------------|------------------|--------------------------|-----------------|---------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Amendment / Adjustment Type ▼ | STIP Program ▼ | MassDOT Project ID ▼ | Metropolitan Planning Organization ▼ | Municipality Name ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | Funding Source ▼ | Total Programmed Funds ▼ | Federal Funds ▼ | Non-Federal Funds ▼ | Additional Information ▼ <small>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</small> |
| | Roadway Reconstruction | 608889 | Boston Region | Frammingham | FRAMMINGHAM- TRAFFIC SIGNAL INSTALLATION AT EDGELL ROAD AND CENTRAL STREET | 3 | STP | \$ 134,400 | \$ 107,520 | \$ 26,880 | Construction; CMAQ+STP Total Cost = \$1,814,400; MPO Evaluation Score = 41 |
| | Roadway Reconstruction | 608887 | Boston Region | Bellingham | BELLINGHAM- REHABILITATION AND RELATED WORK ON ROUTE 126, FROM DOUGLAS DRIVE TO ROUTE 140 | 3 | CMAQ | \$ 2,000,000 | \$ 1,600,000 | \$ 400,000 | Construction; CMAQ+STP+TAP Total Cost = \$4,380,828; MPO Evaluation Score = 45 |
| | Roadway Reconstruction | 608887 | Boston Region | Bellingham | BELLINGHAM- REHABILITATION AND RELATED WORK ON ROUTE 126, FROM DOUGLAS DRIVE TO ROUTE 140 | 3 | STP | \$ 1,500,000 | \$ 1,200,000 | \$ 300,000 | Construction; CMAQ+STP+TAP Total Cost = \$4,380,828; MPO Evaluation Score = 45 |
| | Roadway Reconstruction | 608887 | Boston Region | Bellingham | BELLINGHAM- REHABILITATION AND RELATED WORK ON ROUTE 126, FROM DOUGLAS DRIVE TO ROUTE 140 | 3 | TAP | \$ 880,828 | \$ 704,662 | \$ 176,166 | Construction; CMAQ+STP+TAP Total Cost = \$4,380,828; MPO Evaluation Score = 45; TAP Proponent = Bellingham |
| | Roadway Reconstruction | 601607 | Boston Region | Hull | HULL- RECONSTRUCTION OF ATLANTIC AVENUE AND RELATED WORK FROM NANTASKET AVENUE TO COHASSET TOWN LINE | 5 | STP | \$ 7,263,401 | \$ 5,810,721 | \$ 1,452,680 | Construction; Total Cost = \$7,263,401; MPO Evaluation Score = 44 |
| | Roadway Reconstruction | 608229 | Boston Region | Acton | ACTON- INTERSECTION & SIGNAL IMPROVEMENTS AT KELLEY'S CORNER, ROUTE 111 (MASSACHUSETTS AVENUE) AND ROUTE 27 (MAIN STREET) | 3 | CMAQ | \$ 3,000,000 | \$ 2,400,000 | \$ 600,000 | Construction; CMAQ+TAP+STP Total Cost = \$15,141,463; MPO Evaluation Score = 45 |
| | Roadway Reconstruction | 608229 | Boston Region | Acton | ACTON- INTERSECTION & SIGNAL IMPROVEMENTS AT KELLEY'S CORNER, ROUTE 111 (MASSACHUSETTS AVENUE) AND ROUTE 27 (MAIN STREET) | 3 | STP | \$ 11,941,463 | \$ 9,553,170 | \$ 2,388,293 | Construction; CMAQ+TAP+STP Total Cost = \$15,141,463; MPO Evaluation Score = 45 |
| | Roadway Reconstruction | 608229 | Boston Region | Acton | ACTON- INTERSECTION & SIGNAL IMPROVEMENTS AT KELLEY'S CORNER, ROUTE 111 (MASSACHUSETTS AVENUE) AND ROUTE 27 (MAIN STREET) | 3 | TAP | \$ 200,000 | \$ 160,000 | \$ 40,000 | Construction; CMAQ+TAP+STP Total Cost = \$15,141,463; MPO Evaluation Score = 45; TAP Proponent = Acton |
| | Planning / Adjustments / Pass-throughs | BN0009 | Boston Region | Multiple | COMMUNITY TRANSPORTATION PROGRAM | N/A | CMAQ | \$ 2,000,000 | \$ 1,600,000 | \$ 400,000 | Planning, Design, or Construction; Set Aside for LRTP Clean Air and Mobility Program |
| Regionally Prioritized Projects subtotal ▶ | | | | | | | | \$ 106,681,829 | \$ 85,608,636 | \$ 21,073,193 | ◀ 80% Federal + 20% Non-Federal |
| ▶ Section 1A / Fiscal Constraint Analysis | | | | | | | | | | | |
| Total Regional Federal Aid Funds Programmed ▶ | | | | | | | | \$ 106,681,829 | \$ 106,681,829 | ◀ Total Budget | \$ - Target Funds Available |
| STP programmed ▶ | | | | | | | | \$ 70,437,204 | \$ 56,349,763 | ◀ STP | |
| HSIP programmed ▶ | | | | | | | | \$ 2,631,724 | \$ 2,368,552 | ◀ HSIP | |
| CMAQ programmed ▶ | | | | | | | | \$ 29,004,101 | \$ 21,603,281 | ◀ CMAQ | |
| TAP programmed ▶ | | | | | | | | \$ 4,608,800 | \$ 3,687,040 | ◀ TAP | |
| ▶ Section 1B / Earmark or Discretionary Grant Funded Projects | | | | | | | | | | | |
| ▶ Other Federal Aid | | | | | | | | | | | |
| | Other Federal Aid | 606476 | Boston Region | Boston | BOSTON- ROADWAY, CEILING & WALL RECONSTRUCTION, NEW JET FANS, AND OTHER CONTROL SYSTEMS IN SUMNER TUNNEL | 6 | Other FA | \$ 11,607,808 | \$ 9,286,246 | \$ 2,321,562 | Construction; NHPP+HSIP+Other Federal Aid Total Cost = \$126,544,931; Total MPO Contribution = \$22,115,687; AC Yr 2 of 3; Other Federal Aid = NHPP-E |
| | Other Federal Aid | 606476 | Boston Region | Boston | BOSTON- ROADWAY, CEILING & WALL RECONSTRUCTION, NEW JET FANS, AND OTHER CONTROL SYSTEMS IN SUMNER TUNNEL | 6 | Other FA | \$ 11,607,808 | \$ 9,286,246 | \$ 2,321,562 | Construction; NHPP+HSIP+Other Federal Aid Total Cost = \$126,544,931; Total MPO Contribution = \$22,115,687; AC Yr 2 of 3; Other Federal Aid = NHPP-E |
| | Other Federal Aid | 606476 | Boston Region | Boston | BOSTON- ROADWAY, CEILING & WALL RECONSTRUCTION, NEW JET FANS, AND OTHER CONTROL SYSTEMS IN SUMNER TUNNEL | 6 | Other FA | \$ 11,607,808 | \$ 9,286,246 | \$ 2,321,562 | Construction; NHPP+HSIP+Other Federal Aid Total Cost = \$126,544,931; Total MPO Contribution = \$22,115,687; AC Yr 2 of 3; Other Federal Aid = NHPP-E |

| 2022 Boston Region Transportation Improvement Program | | | | | | | | | | | | |
|--------------------------------------------------------------|-------------------------|----------------------|--------------------------------------|---------------------|-----------------------------------------------------------------------------------------------------------------------|--------------------|------------------|----------------------------------------------------|-----------------|---------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|
| Amendment / Adjustment Type ▼ | STIP Program ▼ | MassDOT Project ID ▼ | Metropolitan Planning Organization ▼ | Municipality Name ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | Funding Source ▼ | Total Programmed Funds ▼ | Federal Funds ▼ | Non-Federal Funds ▼ | Additional Information ▼ <i>Present information as follows, if applicable:</i> a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information | |
| | | | Boston Region | | Other Federal Aid | | HPP | \$ - | \$ - | \$ - | | |
| | | | | | | | | Other Federal Aid subtotal ▶ | \$ 34,823,424 | \$ 27,858,739 | \$ 6,964,685 | ◀ Funding Split Varies by Funding Source |
| ► Section 2A / State Prioritized Reliability Projects | | | | | | | | | | | | |
| ► Bridge Program / Inspections | | | | | | | | | | | | |
| | Bridge Program | | Boston Region | | Bridge Inspection | | | \$ - | \$ - | \$ - | | |
| | | | | | | | | Bridge Program / Inspections subtotal ▶ | \$ - | \$ - | \$ - | ◀ Funding Split Varies by Funding Source |
| ► Bridge Program / Off-System | | | | | | | | | | | | |
| | Bridge Program | | Boston Region | | Bridge Program / Off-System | | | \$ - | \$ - | \$ - | | |
| | | | | | | | | Bridge Program / Off-System subtotal ▶ | \$ - | \$ - | \$ - | ◀ 80% Federal + 20% Non-Federal |
| ► Bridge Program / On-System (NHS) | | | | | | | | | | | | |
| | Bridge Program | 608614 | Boston Region | BOSTON | BOSTON- BRIDGE SUBSTRUCTURE REPAIRS, B-16-179, AUSTIN STREET OVER I-93 RAMP, MBTA COMMUTER RAIL AND ORANGE LINE | 6 | NHPP-On | \$ 22,132,800 | \$ 17,706,240 | \$ 4,426,560 | | |
| | Bridge Program | 607327 | Boston Region | WILMINGTON | WILMINGTON- BRIDGE REPLACEMENT, W-38-002, ROUTE 38 (MAIN STREET) OVER THE B&M RAILROAD | 4 | NHPP-On | \$ 10,760,960 | \$ 8,608,768 | \$ 2,152,192 | | |
| | Bridge Program | 604173 | Boston Region | BOSTON | BOSTON- BRIDGE REPLACEMENT, B-16-016, NORTH WASHINGTON STREET OVER THE BOSTON INNER HARBOR | 6 | NHPP-On | \$ 22,621,004 | \$ 18,096,803 | \$ 4,524,201 | AC Year 6 of 6, Total Cost = \$193,058,158 | |
| | Bridge Program | 604952 | Boston Region | Multiple | LYNN- SAUGUS- BRIDGE REPLACEMENT, L-18-016=S-05-008, ROUTE 107 OVER THE SAUGUS RIVER (AKA - BELDEN G. BLY BRIDGE) | 4 | NHPP-On | \$ 23,703,134 | \$ 18,962,507 | \$ 4,740,627 | AC Year 4 of 5, Total Cost = \$84,253,135 | |
| | | | | | | | | Bridge Program / On-System (NHS) subtotal ▶ | \$ 79,217,898 | \$ 63,374,318 | \$ 15,843,580 | ◀ Funding Split Varies by Funding Source |
| ► Bridge Program / On-System (Non-NHS) | | | | | | | | | | | | |
| | Bridge Program | 608929 | Boston Region | WILMINGTON | WILMINGTON- BRIDGE REPLACEMENT, W-38-003, BUTTERS ROW OVER MBTA | 4 | NHPP-Off | \$ 5,183,360 | \$ 4,146,688 | \$ 1,036,672 | | |
| | Bridge Program | | Boston Region | | | | NHPP-Off | \$ - | \$ - | \$ - | | |
| | | | | | | | | Bridge Program / On-System (Non-NHS) subtotal ▶ | \$ 5,183,360 | \$ 4,146,688 | \$ 1,036,672 | ◀ 80% Federal + 20% Non-Federal |
| ► Bridge Program / Systematic Maintenance | | | | | | | | | | | | |
| | Bridge Program | 608866 | Boston Region | NEWTON-WESTON | NEWTON- WESTON- STEEL SUPERSTRUCTURE CLEANING (FULL REMOVAL) AND PAINTING OF 3 BRIDGES: N-12-051, W-29-011 & W-29-028 | 6 | NHPP-On | \$ 2,349,900 | \$ 1,879,920 | \$ 469,980 | | |
| | | | | | | | | Bridge Program / Systematic Maintenance subtotal ▶ | \$ 2,349,900 | \$ 1,879,920 | \$ 469,980 | ◀ Funding Split Varies by Funding Source |
| ► Interstate Pavement | | | | | | | | | | | | |
| | Interstate Pavement | 608210 | Boston Region | Multiple | FOXBOROUGH- PLAINVILLE- WRENTHAM- FRANKLIN I.M. RESURFACING WORK ON I-495 | 5 | NHPP | \$ 11,497,920 | \$ 10,348,128 | \$ 1,149,792 | | |
| | | | | | | | | Interstate Pavement subtotal ▶ | \$ 11,497,920 | \$ 10,348,128 | \$ 1,149,792 | ◀ 90% Federal + 10% Non-Federal |
| ► Non-Interstate Pavement | | | | | | | | | | | | |
| | Non-Interstate Pavement | 608817 | Boston Region | Multiple | SALEM- LYNN- RESURFACING AND RELATED WORK ON RTE 107 | 4 | NHPP | \$ 2,527,560 | \$ 2,022,048 | \$ 505,512 | | |
| | Non-Interstate Pavement | 608498 | Boston Region | Multiple | HINGHAM- WEYMOUTH- BRAINTREE- RESURFACING AND RELATED WORK ON ROUTE 53 | 6 | NHPP | \$ 7,929,600 | \$ 6,343,680 | \$ 1,585,920 | | |
| | Non-Interstate Pavement | 608818 | Boston Region | DANVERS | DANVERS- RESURFACING AND RELATED WORK ON ROUTE 114 | 4 | NHPP | \$ 1,850,240 | \$ 1,480,192 | \$ 370,048 | | |
| | | | | | | | | Non-Interstate Pavement subtotal ▶ | \$ 12,307,400 | \$ 9,845,920 | \$ 2,461,480 | ◀ 80% Federal + 20% Non-Federal |
| ► Roadway Improvements | | | | | | | | | | | | |
| | Roadway Improvements | 608599 | Boston Region | Multiple | CANTON- SHARON- FOXBOROUGH- NORWOOD- WALPOLE- STORMWATER IMPROVEMENTS ALONG ROUTE 1, ROUTE 1A & INTERSTATE 95 | 5 | STP-TE | \$ 526,235 | \$ 420,988 | \$ 105,247 | | |
| | Roadway Improvements | | Boston Region | | Roadway Improvements | | | \$ - | \$ - | \$ - | | |

| 2022 Boston Region Transportation Improvement Program | | | | | | | | | | | | |
|----------------------------------------------------------------|------------------------------------|----------------------|--------------------------------------|---------------------|-----------------------------------------------------------------------------------------------------------------------------------------|--------------------|------------------|----------------------------------------------|-----------------|---------------------|----------------------------------------------------------------------------------------------------------------------|------------------------------------------|
| Amendment / Adjustment Type ▼ | STIP Program ▼ | MassDOT Project ID ▼ | Metropolitan Planning Organization ▼ | Municipality Name ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | Funding Source ▼ | Total Programmed Funds ▼ | Federal Funds ▼ | Non-Federal Funds ▼ | Additional Information ▼ | |
| | | | | | | | | Roadway Improvements subtotal ▶ | \$ 526,235 | \$ 420,988 | \$ 105,247 | ◀ 80% Federal + 20% Non-Federal |
| ► Safety Improvements | | | | | | | | | | | | |
| | Safety Improvements | | Boston Region | | Safety Improvements | | | \$ - | \$ - | \$ - | | |
| | | | | | | | | Safety Improvements subtotal ▶ | \$ - | \$ - | \$ - | ◀ Funding Split Varies by Funding Source |
| ► Section 2B / State Prioritized Modernization Projects | | | | | | | | | | | | |
| ► ADA Retrofits | | | | | | | | | | | | |
| | ADA Retrofits | | Boston Region | | ADA Retrofits | | | \$ - | \$ - | \$ - | | |
| | | | | | | | | ADA Retrofits subtotal ▶ | \$ - | \$ - | \$ - | ◀ 80% Federal + 20% Non-Federal |
| ► Intersection Improvements | | | | | | | | | | | | |
| | Intersection Improvements | 608567 | Boston Region | Peabody | PEABODY- IMPROVEMENTS AT ROUTE 114 AT SYLVAN STREET, CROSS STREET, NORTHSHORE MALL, LORIS ROAD, ROUTE 128 INTERCHANGE AND ESQUIRE DRIVE | 4 | HSIP | \$ 3,200,000 | \$ 2,880,000 | \$ 320,000 | | |
| | Intersection Improvements | 608569 | Boston Region | Quincy | QUINCY- INTERSECTION IMPROVEMENTS AT ROUTE 3A (SOUTHERN ARTERY) AND BROAD STREET | 6 | HSIP | \$ 4,000,000 | \$ 3,600,000 | \$ 400,000 | | |
| | | | | | | | | Intersection Improvements subtotal ▶ | \$ 7,200,000 | \$ 6,480,000 | \$ 720,000 | ◀ Funding Split Varies by Funding Source |
| ► Intelligent Transportation Systems | | | | | | | | | | | | |
| | Intelligent Transportation Systems | | Boston Region | | Intelligent Transportation Systems | | | \$ - | \$ - | \$ - | | |
| | | | | | | | | Intelligent Transportation System subtotal ▶ | \$ - | \$ - | \$ - | ◀ 80% Federal + 20% Non-Federal |
| ► Roadway Reconstruction | | | | | | | | | | | | |
| | Roadway Reconstruction | 607977 | Boston Region | Multiple | HOPKINTON- WESTBOROUGH- RECONSTRUCTION OF I-90/I-495 INTERCHANGE | 3 | NFP | \$ 27,500,000 | \$ 22,000,000 | \$ 5,500,000 | Total Federal Participating Cost (TFPC) = \$189,451,000; Total Construction Cost (TCC) = \$270,000,000; AC Yr 1 of 6 | |
| | Roadway Reconstruction | 607977 | Boston Region | Multiple | HOPKINTON- WESTBOROUGH- RECONSTRUCTION OF I-90/I-495 INTERCHANGE | 3 | NHPP | \$ 12,233,939 | \$ 9,787,151 | \$ 2,446,788 | Total Federal Participating Cost (TFPC) = \$189,451,000; Total Construction Cost (TCC) = \$270,000,000; AC Yr 1 of 6 | |
| | | | | | | | | Roadway Reconstruction subtotal ▶ | \$ 39,733,939 | \$ 31,787,151 | \$ 7,946,788 | ◀ Funding Split Varies by Funding Source |
| ► Section 2C / State Prioritized Expansion Projects | | | | | | | | | | | | |
| ► Bicycles and Pedestrians | | | | | | | | | | | | |
| | Bicycles and Pedestrians | | Boston Region | | Bicycles and Pedestrians | | | \$ - | \$ - | \$ - | | |
| | | | | | | | | Bicycles and Pedestrians subtotal ▶ | \$ - | \$ - | \$ - | ◀ 80% Federal + 20% Non-Federal |
| ► Capacity | | | | | | | | | | | | |
| | Capacity | | Boston Region | | Capacity | | | \$ - | \$ - | \$ - | | |
| | | | | | | | | Capacity subtotal ▶ | \$ - | \$ - | \$ - | ◀ Funding Split Varies by Funding Source |
| ► Section 3 / Planning / Adjustments / Pass-throughs | | | | | | | | | | | | |
| ► Planning / Adjustments / Pass-throughs | | | | | | | | | | | | |
| | | | Boston Region | | ABP GANS Repayment | Multiple | | \$ - | \$ - | \$ - | | |
| | | | Boston Region | | ABP GANS Repayment | Multiple | | \$ - | \$ - | \$ - | | |
| | | | Boston Region | | Award adjustments, change orders, etc. | Multiple | | \$ - | \$ - | \$ - | | |
| | | | Boston Region | | Award adjustments, change orders, etc. | Multiple | | \$ - | \$ - | \$ - | | |
| | | | Boston Region | | Award adjustments, change orders, etc. | Multiple | | \$ - | \$ - | \$ - | | |
| | | | Boston Region | | Award adjustments, change orders, etc. | Multiple | | \$ - | \$ - | \$ - | | |
| | | | Boston Region | | Metropolitan Planning | Multiple | | \$ - | \$ - | \$ - | | |
| | | | Boston Region | | Metropolitan Planning | Multiple | | \$ - | \$ - | \$ - | | |
| | | | Boston Region | | State Planning and Research Work Program I, (SPR I), Planning | Multiple | | \$ - | \$ - | \$ - | | |
| | | | Boston Region | | State Planning and Research Work Program II, (SPR II), Research | Multiple | | \$ - | \$ - | \$ - | | |
| | | | Boston Region | | Railroad Crossings | Multiple | | \$ - | \$ - | \$ - | | |
| | | | Boston Region | | Railroad Crossings | Multiple | | \$ - | \$ - | \$ - | | |
| | | | Boston Region | | Recreational Trails | Multiple | | \$ - | \$ - | \$ - | | |

| 2022 Boston Region Transportation Improvement Program | | | | | | | | | | | |
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| Amendment / Adjustment Type ▼ | STIP Program ▼ | MassDOT Project ID ▼ | Metropolitan Planning Organization ▼ | Municipality Name ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | Funding Source ▼ | Total Programmed Funds ▼ | Federal Funds ▼ | Non-Federal Funds ▼ | Additional Information ▼ <small>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</small> |
| Other Statewide Items subtotal ▶ | | | | | | | | \$ - | \$ - | \$ - | ◀ Funding Split Varies by Funding Source |
| ▶ Section 4 / Non-Federally Aided Projects | | | | | | | | | | | |
| ▶ Non-Federally Aided Projects | | | | | | | | | | | |
| | Non Federal Aid | 607977 | Boston Region | Multiple | HOPKINTON- WESTBOROUGH- RECONSTRUCTION OF I-90/I-495 INTERCHANGE | 3 | NFA | \$ 18,112,483 | | \$ 18,112,483 | Total Federal Participating Cost (TFPC) = \$189,451,000; Total Construction Cost (TCC) = \$270,000,000; AC Yr 1 of 6 |
| | Non-Federally Aided Projects | | Boston Region | | Non-Federal Aid | | | \$ - | | \$ - | |
| Non-Federal Aid subtotal ▶ | | | | | | | | \$ 18,112,483 | | \$ 18,112,483 | ◀100% Non-Federal |
| 2022 Summary | | | | | | | | | | | |
| | | | | | | | | TIP Section 1 - 3: ▼ | | TIP Section 4: ▼ | Total of All Projects ▼ |
| Total ▶ | | | | | | | | \$ 299,521,905 | \$ 18,112,483 | \$ 317,634,388 | ◀ Total Spending in Region |
| Federal Funds ▶ | | | | | | | | \$ 241,750,488 | | \$ 241,750,488 | ◀ Total Federal Spending in Region |
| Non-Federal Funds ▶ | | | | | | | | \$ 57,771,417 | \$ 18,112,483 | \$ 75,883,900 | ◀ Total Non-Federal Spending in Region |
| <small>701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Projects / 701 CMR 7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public works Project that is performed within the limits of, or that impact traffic on, any Public Road. The Municipal Limitation referenced in this Regulation is applicable only to projects where the Municipality is the Awarding Authority. For all projects contained in the TIP, the Commonwealth is the Awarding Authority. Therefore, all projects must be considered and implemented in accordance with 701 CMR 7.00, and the Road Flagger and Police Detail Guidelines. By placing a project on the TIP, the Municipality acknowledges that 701 CMR 7.00 is applicable to its project and design and construction will be fully compliant with this Regulation. This information, and additional information relative to guidance and implementation of the Regulation can be found at the following link on the MassDOT Highway Division website: http://www.massdot.state.ma.us/Highway/flaggers/main.aspx</small> | | | | | | | | | | | |

| 2023 Boston Region Transportation Improvement Program | | | | | | | | | | | |
|-------------------------------------------------------|----------------|----------------------|--------------------------------------|---------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|------------------|--------------------------|-----------------|---------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Amendment / Adjustment Type ▼ | STIP Program ▼ | MassDOT Project ID ▼ | Metropolitan Planning Organization ▼ | Municipality Name ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | Funding Source ▼ | Total Programmed Funds ▼ | Federal Funds ▼ | Non-Federal Funds ▼ | Additional Information ▼ <small>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</small> |
| ▶ Section 1A / Regionally Prioritized Projects | | | | | | | | | | | |
| ▶ Regionally Prioritized Projects | | | | | | | | | | | |
| Roadway Reconstruction | | 606226 | Boston Region | Boston | BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE | 6 | NHPP | \$ 13,000,000 | \$ 10,400,000 | \$ 2,600,000 | Construction: NHPP+STP+TAP Total Cost = \$152,000,000; AC Yr 2 of 5; Total funding in this TIP = \$57,824,785; MPO Evaluation Score = 59 |
| Roadway Reconstruction | | 606226 | Boston Region | Boston | BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE | 6 | STP | \$ 20,268,422 | \$ 16,214,738 | \$ 4,053,684 | Construction: NHPP+STP+TAP Total Cost = \$152,000,000; AC Yr 2 of 5; Total funding in this TIP = \$57,824,785; MPO Evaluation Score = 59 |
| Roadway Reconstruction | | 606226 | Boston Region | Boston | BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE | 6 | TAP | \$ 1,000,000 | \$ 800,000 | \$ 200,000 | Construction: NHPP+STP+TAP Total Cost = \$152,000,000; AC Yr 2 of 5; Total funding in this TIP = \$57,824,785; MPO Evaluation Score = 59; TAP Proponent = Boston |
| Roadway Reconstruction | | 608348 | Boston Region | Beverly | BEVERLY - RECONSTRUCTION OF BRIDGE STREET | 4 | CMAQ | \$ 3,000,000 | \$ 2,400,000 | \$ 600,000 | Construction: CMAQ+STP Total Cost = \$8,504,923; MPO Evaluation Score = 66 |
| Roadway Reconstruction | | 608348 | Boston Region | Beverly | BEVERLY - RECONSTRUCTION OF BRIDGE STREET | 4 | STP | \$ 5,504,923 | \$ 4,403,938 | \$ 1,100,985 | Construction: CMAQ+STP Total Cost = \$8,504,923; MPO Evaluation Score = 66 |
| Roadway Reconstruction | | 608933 | Boston Region | Peabody | PEABODY - REHABILITATION OF CENTRAL STREET | 4 | CMAQ | \$ 3,000,000 | \$ 2,400,000 | \$ 600,000 | Construction: CMAQ+HSIP+STP Total Cost = \$10,819,200; MPO Evaluation Score = 61 |
| Roadway Reconstruction | | 608933 | Boston Region | Peabody | PEABODY - REHABILITATION OF CENTRAL STREET | 4 | HSIP | \$ 1,500,000 | \$ 1,350,000 | \$ 150,000 | Construction: CMAQ+HSIP+STP Total Cost = \$10,819,200; MPO Evaluation Score = 61 |
| Roadway Reconstruction | | 608933 | Boston Region | Peabody | PEABODY - REHABILITATION OF CENTRAL STREET | 4 | STP | \$ 6,319,200 | \$ 5,055,360 | \$ 1,263,840 | Construction: CMAQ+HSIP+STP Total Cost = \$10,819,200; MPO Evaluation Score = 61 |
| Roadway Reconstruction | | 607244 | Boston Region | Winthrop | WINTHROP - RECONSTRUCTION & RELATED WORK ALONG WINTHROP STREET & REVERE STREET CORRIDOR | 6 | CMAQ | \$ 2,000,000 | \$ 1,600,000 | \$ 400,000 | Construction: CMAQ+STP+TAP Total Cost = \$5,644,800; MPO Evaluation Score = 47 |
| Roadway Reconstruction | | 607244 | Boston Region | Winthrop | WINTHROP - RECONSTRUCTION & RELATED WORK ALONG WINTHROP STREET & REVERE STREET CORRIDOR | 6 | STP | \$ 3,084,800 | \$ 2,467,840 | \$ 616,960 | Construction: CMAQ+STP+TAP Total Cost = \$5,644,800; MPO Evaluation Score = 47 |
| Roadway Reconstruction | | 607244 | Boston Region | Winthrop | WINTHROP - RECONSTRUCTION & RELATED WORK ALONG WINTHROP STREET & REVERE STREET CORRIDOR | 6 | TAP | \$ 560,000 | \$ 448,000 | \$ 112,000 | Construction: CMAQ+STP+TAP Total Cost = \$5,644,800; MPO Evaluation Score = 47; TAP Proponent = Winthrop |
| Roadway Reconstruction | | 605743 | Boston Region | Ipswich | IPSWICH - RESURFACING &RELATED WORK ON CENTRAL & SOUTH MAIN STREETS | 4 | STP | \$ 2,419,502 | \$ 1,935,602 | \$ 483,900 | Construction: STP+TAP Total Cost = \$2,939,052; MPO Evaluation Score = 47 |
| Roadway Reconstruction | | 605743 | Boston Region | Ipswich | IPSWICH - RESURFACING &RELATED WORK ON CENTRAL & SOUTH MAIN STREETS | 4 | TAP | \$ 519,550 | \$ 415,640 | \$ 103,910 | Construction: STP+TAP Total Cost = \$2,939,052; MPO Evaluation Score = 47; TAP Proponent = Ipswich |
| Roadway Reconstruction | | 608707 | Boston Region | Quincy | QUINCY - RECONSTRUCTION OF SEA STREET | 6 | STP | \$ 6,066,683 | \$ 4,853,346 | \$ 1,213,337 | Construction: STP+TAP Total Cost = \$6,292,937; MPO Evaluation Score = 40 |
| Roadway Reconstruction | | 608707 | Boston Region | Quincy | QUINCY - RECONSTRUCTION OF SEA STREET | 6 | TAP | \$ 226,254 | \$ 181,003 | \$ 45,251 | Construction: STP+TAP Total Cost = \$6,292,937; MPO Evaluation Score = 40; TAP Project Proponent = Quincy |
| Roadway Reconstruction | | 608007 | Boston Region | Multiple | COHASSET/SCITUATE - CORRIDOR IMPROVEMENTS AND RELATED WORK ON JUSTICE CUSHING HIGHWAY (ROUTE 3A), FROM BEECHWOOD STREET TO HENRY TURNER BAILLEY ROAD | 5 | HSIP | \$ 1,500,000 | \$ 1,350,000 | \$ 150,000 | Construction: HSIP+STP+TAP Total Cost = \$8,971,636; MPO Evaluation Score = 37 |
| Roadway Reconstruction | | 608007 | Boston Region | Multiple | COHASSET/SCITUATE - CORRIDOR IMPROVEMENTS AND RELATED WORK ON JUSTICE CUSHING HIGHWAY (ROUTE 3A), FROM BEECHWOOD STREET TO HENRY TURNER BAILLEY ROAD | 5 | STP | \$ 7,331,404 | \$ 5,865,123 | \$ 1,466,281 | Construction: HSIP+STP+TAP Total Cost = \$8,971,636; MPO Evaluation Score = 37 |
| Roadway Reconstruction | | 608007 | Boston Region | Multiple | COHASSET/SCITUATE - CORRIDOR IMPROVEMENTS AND RELATED WORK ON JUSTICE CUSHING HIGHWAY (ROUTE 3A), FROM BEECHWOOD STREET TO HENRY TURNER BAILLEY ROAD | 5 | TAP | \$ 140,232 | \$ 112,188 | \$ 28,046 | Construction: HSIP+STP+TAP Total Cost = \$8,971,636; MPO Evaluation Score = 37; TAP Proponent = MassDOT |
| Roadway Reconstruction | | 607899 | Boston Region | Dedham | DEDHAM - PEDESTRIAN IMPROVEMENTS ALONG BUSSEY STREET, INCLUDING SUPERSTRUCTURE REPLACEMENT, D-05-010, BUSSEY STREET OVER MOTHER BROOK | 6 | STP | \$ 3,841,584 | \$ 3,073,267 | \$ 768,317 | Construction: STP+TAP Total Cost = \$4,368,780; MPO Evaluation Score = 35 |

| 2023 Boston Region Transportation Improvement Program | | | | | | | | | | | |
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| Amendment / Adjustment Type ▼ | STIP Program ▼ | MassDOT Project ID ▼ | Metropolitan Planning Organization ▼ | Municipality Name ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | Funding Source ▼ | Total Programmed Funds ▼ | Federal Funds ▼ | Non-Federal Funds ▼ | Additional Information ▼ <small>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</small> |
| | Roadway Reconstruction | 607899 | Boston Region | Dedham | DEDHAM - PEDESTRIAN IMPROVEMENTS ALONG BUSSEY STREET, INCLUDING SUPERSTRUCTURE REPLACEMENT, D-05-010, BUSSEY STREET OVER MOTHER BROOK | 6 | TAP | \$ 527,196 | \$ 421,757 | \$ 105,439 | Construction; STP+TAP Total Cost = \$4,368,780; MPO Evaluation Score = 35; TAP Proponent = Dedham |
| | Intersection Improvements | 603739 | Boston Region | Wrentham | WRENTHAM - CONSTRUCTION OF A SLIP RAMP FROM ROUTE 1A NB TO I-495 SB AND ASSOCIATED INTERSECTION IMPROVEMENTS ALONG ROUTE 1A | 5 | HSIP | \$ 2,500,000 | \$ 2,250,000 | \$ 250,000 | Construction; HSIP+STP+TAP Total Cost = \$13,103,505; MPO Evaluation Score = 55 |
| | Intersection Improvements | 603739 | Boston Region | Wrentham | WRENTHAM - CONSTRUCTION OF A SLIP RAMP FROM ROUTE 1A NB TO I-495 SB AND ASSOCIATED INTERSECTION IMPROVEMENTS ALONG ROUTE 1A | 5 | STP | \$ 10,103,505 | \$ 8,082,804 | \$ 2,020,701 | Construction; HSIP+STP+TAP Total Cost = \$13,103,505; MPO Evaluation Score = 55 |
| | Intersection Improvements | 603739 | Boston Region | Wrentham | WRENTHAM - CONSTRUCTION OF A SLIP RAMP FROM ROUTE 1A NB TO I-495 SB AND ASSOCIATED INTERSECTION IMPROVEMENTS ALONG ROUTE 1A | 5 | TAP | \$ 500,000 | \$ 400,000 | \$ 100,000 | Construction; HSIP+STP+TAP Total Cost = \$13,103,505; MPO Evaluation Score = 55; TAP Proponent = MassDOT |
| | Roadway Reconstruction | 608051 | Boston Region | Wilmington | WILMINGTON- RECONSTRUCTION OF ROUTE 38 (MAIN STREET), FROM ROUTE 62 TO THE WOBURN CITY LINE | 4 | CMAQ | \$ 6,000,000 | \$ 4,800,000 | \$ 1,200,000 | Construction; CMAQ+HSIP+STP Total Cost = \$12,098,594; MPO Evaluation Score = 59 |
| | Roadway Reconstruction | 608051 | Boston Region | Wilmington | WILMINGTON- RECONSTRUCTION OF ROUTE 38 (MAIN STREET), FROM ROUTE 62 TO THE WOBURN CITY LINE | 4 | HSIP | \$ 1,000,000 | \$ 900,000 | \$ 100,000 | Construction; CMAQ+HSIP+STP Total Cost = \$12,098,594; MPO Evaluation Score = 59 |
| | Roadway Reconstruction | 608051 | Boston Region | Wilmington | WILMINGTON- RECONSTRUCTION OF ROUTE 38 (MAIN STREET), FROM ROUTE 62 TO THE WOBURN CITY LINE | 4 | STP | \$ 5,098,594 | \$ 4,078,875 | \$ 1,019,719 | Construction; CMAQ+HSIP+STP Total Cost = \$12,098,594; MPO Evaluation Score = 59 |
| | Planning / Adjustments / Pass-throughs | BN0009 | Boston Region | Multiple | COMMUNITY TRANSPORTATION PROGRAM | N/A | CMAQ | \$ 2,000,000 | \$ 1,600,000 | \$ 400,000 | Planning, Design, or Construction; Set Aside for LRTP Clean Air and Mobility Program |
| Regionally Prioritized Projects subtotal ▶ | | | | | | | | \$ 109,011,849 | \$ 87,859,479 | \$ 21,152,370 | ◀ 80% Federal + 20% Non-Federal |
| ▶ Section 1A / Fiscal Constraint Analysis | | | | | | | | | | | |
| Total Regional Federal Aid Funds Programmed ▶ | | | | | | | | \$ 109,011,849 | \$ 109,011,849 | ◀ Total Budget | \$ - Target Funds Available |
| STP programmed ▶ | | | | | | | | \$ 83,038,617 | \$ 66,430,894 | ◀ STP | |
| HSIP programmed ▶ | | | | | | | | \$ 6,500,000 | \$ 5,850,000 | ◀ HSIP | |
| CMAQ programmed ▶ | | | | | | | | \$ 16,000,000 | \$ 12,800,000 | ◀ CMAQ | |
| TAP programmed ▶ | | | | | | | | \$ 3,473,232 | \$ 2,778,586 | ◀ TAP | |
| <small>Section 1A Instructions: MPO Template Name) Choose Regional Name from dropdown list to populate header and MPO column; Column C) Enter ID from ProjectInfo; Column E) Choose Municipality Name from dropdown list; Column H) Choose the Funding Source being used for the project - if multiple funding sources are being used enter multiple lines; Column I) Enter the total amount of funds being programmed in this fiscal year and for each funding source; Column J) Federal funds autocalculates. Please verify the amount and only change if needed for flex; Column K) Non-federal funds autocalculates. Please verify the split match - if matching an FTA flex, coordinate with Rail & Transit Division before programming; Column L) Enter Additional Information as described - please do not use any other format.</small> | | | | | | | | | | | |
| ▶ Section 1B / Earmark or Discretionary Grant Funded Projects | | | | | | | | | | | |
| ▶ Other Federal Aid | | | | | | | | | | | |
| | Other Federal Aid | 606476 | Boston Region | Boston | BOSTON- ROADWAY, CEILING & WALL RECONSTRUCTION, NEW JET FANS, AND OTHER CONTROL SYSTEMS IN SUMNER TUNNEL | 6 | Other FA | \$ 11,607,808 | \$ 9,286,246 | \$ 2,321,562 | Construction; NHPP+HSIP+Other Federal Aid Total Cost = \$126,544,931; Total MPO Contribution = \$22,115,687; AC Yr 3 of 3; Other Federal Aid = NHPP-E |
| | | | Boston Region | | Other Federal Aid | | HPP | \$ - | \$ - | \$ - | |
| Other Federal Aid subtotal ▶ | | | | | | | | \$ 11,607,808 | \$ 9,286,246 | \$ 2,321,562 | ◀ Funding Split Varies by Funding Source |
| ▶ Section 2A / State Prioritized Reliability Projects | | | | | | | | | | | |
| ▶ Bridge Program / Inspections | | | | | | | | | | | |
| | Bridge Program | | Boston Region | | Bridge Inspection | | | \$ - | \$ - | \$ - | |
| Bridge Program / Inspections subtotal ▶ | | | | | | | | \$ - | \$ - | \$ - | ◀ Funding Split Varies by Funding Source |
| ▶ Bridge Program / Off-System | | | | | | | | | | | |
| | Bridge Program | | Boston Region | | Bridge Program / Off-System | | | \$ - | \$ - | \$ - | |
| Bridge Program / Off-System subtotal ▶ | | | | | | | | \$ - | \$ - | \$ - | ◀ 80% Federal + 20% Non-Federal |
| ▶ Bridge Program / On-System (NHS) | | | | | | | | | | | |
| | Bridge Program | 606902 | Boston Region | BOSTON | BOSTON- BRIDGE RECONSTRUCTION/REHAB, B-16-181, WEST ROXBURY PARKWAY OVER MBTA | 6 | NHPP-On | \$ 6,900,000 | \$ 5,520,000 | \$ 1,380,000 | |
| | Bridge Program | 606728 | Boston Region | BOSTON | BOSTON- BRIDGE REPLACEMENT B-16-365, BOWKER OVERPASS OVER STORROW DRIVE (EB) | 6 | NHPP-On | \$ 24,009,700 | \$ 19,207,760 | \$ 4,801,940 | |

| 2023 Boston Region Transportation Improvement Program | | | | | | | | | | | |
|-------------------------------------------------------|-------------------------|----------------------|--------------------------------------|---------------------|-------------------------------------------------------------------------------------------------------------------|--------------------|------------------|--------------------------|-----------------|---------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Amendment / Adjustment Type ▼ | STIP Program ▼ | MassDOT Project ID ▼ | Metropolitan Planning Organization ▼ | Municipality Name ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | Funding Source ▼ | Total Programmed Funds ▼ | Federal Funds ▼ | Non-Federal Funds ▼ | Additional Information ▼ <small>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</small> |
| | Bridge Program | 604952 | Boston Region | Multiple | LYNN- SAUGUS- BRIDGE REPLACEMENT, L-18-016-S-05-008, ROUTE 107 OVER THE SAUGUS RIVER (AKA - BELDEN G. BLY BRIDGE) | 4 | NHPP-On | \$ 9,820,393 | \$ 7,856,314 | \$ 1,964,079 | AC Year 5 of 5, Total Cost = \$84,253,135 |
| Bridge Program / On-System (NHS) subtotal ▶ | | | | | | | | \$ 40,730,093 | \$ 32,584,074 | \$ 8,146,019 | ◀ Funding Split Varies by Funding Source |
| ▶ Bridge Program / On-System (Non-NHS) | | | | | | | | | | | |
| | Bridge Program | 608197 | Boston Region | BOSTON | BOSTON- SUPERSTRUCTURE REPLACEMENT, B-16-107, CANTERBURY STREET OVER AMTRAK/MBTA | 6 | NHPP-Off | \$ 4,678,280 | \$ 3,742,624 | \$ 935,656 | |
| Bridge Program / On-System (Non-NHS) subtotal ▶ | | | | | | | | \$ 4,678,280 | \$ 3,742,624 | \$ 935,656 | ◀ 80% Federal + 20% Non-Federal |
| ▶ Bridge Program / Systematic Maintenance | | | | | | | | | | | |
| | Bridge Program | 608609 | Boston Region | Multiple | NEWTON- WESTWOOD- STEEL SUPERSTRUCTURE CLEANING (FULL REMOVAL) AND PAINTING OF 2 BRIDGES: N-12-056 & W-31-006 | 6 | NHPP-Off | \$ 2,142,857 | \$ 1,714,285 | \$ 428,571 | |
| Bridge Program / Systematic Maintenance subtotal ▶ | | | | | | | | \$ 2,142,857 | \$ 1,714,285 | \$ 428,571 | ◀ Funding Split Varies by Funding Source |
| ▶ Interstate Pavement | | | | | | | | | | | |
| | Interstate Pavement | | Boston Region | | Interstate Pavement | | | \$ - | \$ - | \$ - | |
| Interstate Pavement subtotal ▶ | | | | | | | | \$ - | \$ - | \$ - | ◀ 90% Federal + 10% Non-Federal |
| ▶ Non-Interstate Pavement | | | | | | | | | | | |
| | Non-Interstate Pavement | 608495 | Boston Region | Multiple | CONCORD- LINCOLN- LEXINGTON RESURFACING AND RELATED WORK ON ROUTE 2A | 4 | NHPP | \$ 3,480,000 | \$ 2,784,000 | \$ 696,000 | |
| | Non-Interstate Pavement | 609102 | Boston Region | Multiple | WENHAM- MANCHESTER- ESSEX- GLOUCESTER- PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 128 | 4 | NHPP | \$ 13,731,802 | \$ 10,985,442 | \$ 2,746,360 | |
| Non-Interstate Pavement subtotal ▶ | | | | | | | | \$ 17,211,802 | \$ 13,769,442 | \$ 3,442,360 | ◀ 80% Federal + 20% Non-Federal |
| ▶ Roadway Improvements | | | | | | | | | | | |
| | Roadway Improvements | | Boston Region | | Roadway Improvements | | | \$ - | \$ - | \$ - | |
| Roadway Improvements subtotal ▶ | | | | | | | | \$ - | \$ - | \$ - | ◀ 80% Federal + 20% Non-Federal |
| ▶ Safety Improvements | | | | | | | | | | | |
| | Safety Improvements | 609053 | Boston Region | Multiple | CANTON-DEDHAM-NORWOOD- HIGHWAY LIGHTING IMPROVEMENTS AT I93 & I95/I28 | 6 | NHPP | \$ 4,000,000 | \$ 3,200,000 | \$ 800,000 | |
| | Safety Improvements | 609058 | Boston Region | Multiple | PEABODY TO GLOUCESTER- GUIDE AND TRAFFIC SIGN REPLACEMENT ON ROUTE 128 | 4 | HSIP | \$ 1,960,848 | \$ 1,764,764 | \$ 196,085 | |
| | Safety Improvements | 609060 | Boston Region | Multiple | LYNNFIELD- PEABODY- DANVERS- GUIDE AND TRAFFIC SIGN REPLACEMENT ON I-95/I28 (TASK 'A' INTERCHANGE) | 4 | HSIP | \$ 492,862 | \$ 443,576 | \$ 49,286 | |
| | Safety Improvements | | Boston Region | | Safety Improvements | | HSIP | | \$ - | \$ - | |
| Safety Improvements subtotal ▶ | | | | | | | | \$ 6,453,711 | \$ 5,408,340 | \$ 1,045,371 | ◀ Funding Split Varies by Funding Source |

| 2023 Boston Region Transportation Improvement Program | | | | | | | | | | | | |
|----------------------------------------------------------------|------------------------------------|----------------------|--------------------------------------|---------------------|----------------------------------------------------------------------------------------------------------|--------------------|------------------|----------------------------------------------|-----------------|---------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|
| Amendment / Adjustment Type ▼ | STIP Program ▼ | MassDOT Project ID ▼ | Metropolitan Planning Organization ▼ | Municipality Name ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | Funding Source ▼ | Total Programmed Funds ▼ | Federal Funds ▼ | Non-Federal Funds ▼ | Additional Information ▼ <small>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</small> | |
| ▶ Section 2B / State Prioritized Modernization Projects | | | | | | | | | | | | |
| ▶ ADA Retrofits | | | | | | | | | | | | |
| | ADA Retrofits | | Boston Region | | ADA Retrofits | | | \$ - | \$ - | \$ - | | |
| | | | | | | | | ADA Retrofits subtotal ▶ | \$ - | \$ - | \$ - | ◀ 80% Federal + 20% Non-Federal |
| ▶ Intersection Improvements | | | | | | | | | | | | |
| | Intersection Improvements | 608052 | Boston Region | Norwood | NORWOOD- INTERSECTION & SIGNAL IMPROVEMENTS AT US 1 (PROVIDENCE HIGHWAY) & MORSE STREET | 5 | HSIP | \$ 974,815 | \$ 877,334 | \$ 97,482 | | |
| | Intersection Improvements | 608564 | Boston Region | Watertown | WATERTOWN- INTERSECTION IMPROVEMENTS AT ROUTE 16 AND GALEN STREET | 6 | HSIP | \$ 2,630,000 | \$ 2,367,000 | \$ 263,000 | | |
| | Intersection Improvements | 608566 | Boston Region | Marlborough | MARLBOROUGH- IMPROVEMENTS AT ROUTE 20 (EAST MAIN STREET) AT CURTIS AVENUE | 3 | HSIP | \$ 2,784,000 | \$ 2,505,600 | \$ 278,400 | | |
| | Intersection Improvements | | Boston Region | | Intersection Improvements | | HSIP | | | | | |
| | | | | | | | | Intersection Improvements subtotal ▶ | \$ 6,388,815 | \$ 5,749,934 | \$ 638,882 | ◀ Funding Split Varies by Funding Source |
| ▶ Intelligent Transportation Systems | | | | | | | | | | | | |
| | Intelligent Transportation Systems | | Boston Region | | Intelligent Transportation Systems | | | \$ - | \$ - | \$ - | | |
| | | | | | | | | Intelligent Transportation System subtotal ▶ | \$ - | \$ - | \$ - | ◀ 80% Federal + 20% Non-Federal |
| ▶ Roadway Reconstruction | | | | | | | | | | | | |
| | Roadway Reconstruction | 607977 | Boston Region | Multiple | HOPKINTON- WESTBOROUGH- RECONSTRUCTION OF I-90/1-495 INTERCHANGE | 3 | NFP | \$ 30,000,000 | \$ 24,000,000 | \$ 6,000,000 | Total Federal Participating Cost (TFPC) = \$189,451,000; Total Construction Cost (TCC) = \$270,000,000; AC Yr 2 of 6 | |
| | Roadway Reconstruction | 606476 | Boston Region | Boston | BOSTON- ROADWAY, CEILING & WALL RECONSTRUCTION, NEW JET FANS, AND OTHER CONTROL SYSTEMS IN SUMNER TUNNEL | 6 | NHPP | \$ 12,234,709 | \$ 9,787,767 | \$ 2,446,942 | Construction; NHPP+HSIP+Other Federal Aid Total Cost = \$126,544,931; Total MPO Contribution = \$22,115,687; AC Yr 3 of 3 | |
| | | | | | | | | Roadway Reconstruction subtotal ▶ | \$ 42,234,709 | \$ 33,787,767 | \$ 8,446,942 | ◀ Funding Split Varies by Funding Source |
| ▶ Section 2C / State Prioritized Expansion Projects | | | | | | | | | | | | |
| ▶ Bicycles and Pedestrians | | | | | | | | | | | | |
| | Bicycles and Pedestrians | | Boston Region | | Bicycles and Pedestrians | | | \$ - | \$ - | \$ - | | |
| | | | | | | | | Bicycles and Pedestrians subtotal ▶ | \$ - | \$ - | \$ - | ◀ 80% Federal + 20% Non-Federal |
| ▶ Capacity | | | | | | | | | | | | |
| | Capacity | | Boston Region | | Capacity | | | \$ - | \$ - | \$ - | | |
| | | | | | | | | Capacity subtotal ▶ | \$ - | \$ - | \$ - | ◀ Funding Split Varies by Funding Source |
| ▶ Section 3 / Planning / Adjustments / Pass-throughs | | | | | | | | | | | | |
| ▶ Planning / Adjustments / Pass-throughs | | | | | | | | | | | | |
| | | | Boston Region | | ABP GANS Repayment | Multiple | | \$ - | \$ - | \$ - | | |
| | | | Boston Region | | ABP GANS Repayment | Multiple | | \$ - | \$ - | \$ - | | |
| | | | Boston Region | | Award adjustments, change orders, etc. | Multiple | | \$ - | \$ - | \$ - | | |
| | | | Boston Region | | Award adjustments, change orders, etc. | Multiple | | \$ - | \$ - | \$ - | | |
| | | | Boston Region | | Award adjustments, change orders, etc. | Multiple | | \$ - | \$ - | \$ - | | |
| | | | Boston Region | | Metropolitan Planning | Multiple | | \$ - | \$ - | \$ - | | |
| | | | Boston Region | | Metropolitan Planning | Multiple | | \$ - | \$ - | \$ - | | |
| | | | Boston Region | | State Planning and Research Work Program I, (SPR I), Planning | Multiple | | \$ - | \$ - | \$ - | | |
| | | | Boston Region | | State Planning and Research Work Program II, (SPR II), Research | Multiple | | \$ - | \$ - | \$ - | | |
| | | | Boston Region | | Railroad Crossings | Multiple | | \$ - | \$ - | \$ - | | |
| | | | Boston Region | | Railroad Crossings | Multiple | | \$ - | \$ - | \$ - | | |
| | | | Boston Region | | Recreational Trails | Multiple | | \$ - | \$ - | \$ - | | |
| | | | | | | | | Other Statewide Items subtotal ▶ | \$ - | \$ - | \$ - | ◀ Funding Split Varies by Funding Source |

| 2023 Boston Region Transportation Improvement Program | | | | | | | | | | | | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|----------------------|--------------------------------------|---------------------|-----------------------------------------------------------------|--------------------|------------------|--------------------------|-----------------|---------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|--|
| Amendment / Adjustment Type ▼ | STIP Program ▼ | MassDOT Project ID ▼ | Metropolitan Planning Organization ▼ | Municipality Name ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | Funding Source ▼ | Total Programmed Funds ▼ | Federal Funds ▼ | Non-Federal Funds ▼ | Additional Information ▼ <small>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</small> | | |
| ▶ Section 4 / Non-Federally Aided Projects | | | | | | | | | | | | | |
| ▶ Non-Federally Aided Projects | | | | | | | | | | | | | |
| | Non Federal Aid | 607977 | Boston Region | Multiple | HOPKINTON- WESTBOROUGH- RECONSTRUCTION OF I-90I-495 INTERCHANGE | 3 | NFA | \$ 18,112,483 | | \$ 18,112,483 | Total Federal Participating Cost (TFPC) = \$189,451,000; Total Construction Cost (TCC) = \$270,000,000; AC Yr 2 of 6 | | |
| | Non-Federally Aided Projects | | Boston Region | | Non-Federal Aid | | | \$ - | | \$ - | | | |
| Non-Federal Aid subtotal ▶ | | | | | | | | \$ 18,112,483 | | \$ 18,112,483 | ▶ 100% Non-Federal | | |
| 2023 Summary | | | | | | | | | | | | | |
| | | | | | | | | TIP Section 1 - 3: ▼ | | TIP Section 4: ▼ | | Total of All Projects ▼ | |
| | | | | | | | | Total ▶ | \$ 240,459,923 | \$ 18,112,483 | \$ 258,572,406 | ◀ Total Spending in Region | |
| | | | | | | | | Federal Funds ▶ | \$ 193,902,191 | \$ - | \$ 193,902,191 | ◀ Total Federal Spending in Region | |
| | | | | | | | | Non-Federal Funds ▶ | \$ 46,557,732 | \$ 18,112,483 | \$ 64,670,215 | ◀ Total Non-Federal Spending in Region | |
| <small>701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Projects / 701 CMR 7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public works Project that is performed within the limits of, or that impact traffic on, any Public Road. The Municipal Limitation referenced in this Regulation is applicable only to projects where the Municipality is the Awarding Authority. For all projects contained in the TIP, the Commonwealth is the Awarding Authority. Therefore, all projects must be considered and implemented in accordance with 701 CMR 7.00, and the Road Flagger and Police Detail Guidelines. By placing a project on the TIP, the Municipality acknowledges that 701 CMR 7.00 is applicable to its project and design and construction will be fully compliant with this Regulation. This information, and additional information relative to guidance and implementation of the Regulation can be found at the following link on the MassDOT Highway Division website: http://www.massdot.state.ma.us/Highway/flaggers/main.aspx</small> | | | | | | | | | | | | | |