| ndment/ stment Type ▼ | MassDOT Project ID ▼ | | Municipality Name ▼ | MassDOT Project Description▼ | MassDOT District ▼ | Total Programmed Funds ▼ | Federal Funds ▼ | Non-Federal Funds ▼ | Additional Information ▼ |
|--------------------------|-------------------------|-------------|------------------------|---|-----------------------|------------------------------------|--------------------|------------------------|-----------------------------|
| | - | | | | | | | | |
| | Indicates a | change in p | project cost | | | | | | |
| | Indicates re | moved fron | n TIP (cost not ref | lected in total) | | | | | |
| | Indicates a | project mov | ed in from anothe | er TIP element | | | | | |
| | Indicates a | project mov | ed out to another | TIP element (cost not reflected in total) | | | | | |
| | | | | on taken as denoted) | | | | | |
| | Indicates a | new funding | a category | , | | | | | |

Section 1A / Federal Aid Target Projects

| HSIP - Highway Saf | fety Improven | nent Program | | | | | | | | |
|--------------------|---------------|--------------|-------------|---|---|-----------------|-----------------|-----------------|------------|---|
| | 607309 | Boston | Hingham | HINGHAM- RECONSTRUCTION & RELATED WORK ON DERBY STREET, FROM POND PARK ROAD TO CUSHING STREET | 5 | HSIP | \$ 985,554 | \$ 886,999 | \$ 98,555 | HSIP+CMAQ+TAP+SW CMAQ Total Cost = \$6,716,047 |
| | 604935 | Boston | Woburn | WOBURN- RECONSTRUCTION OF MONTVALE AVENUE, FROM I-93 INTERCHANGE TO CENTRAL STREET (APPROX. 1,850 FT) | 4 | HSIP | \$ 3,564,628 | \$ 3,208,165 | \$ 356,463 | STP+HSIP Total Cost = \$4,752,838 |
| | 604810 | Boston | Marlborough | MARLBOROUGH- RECONSTRUCTION OF ROUTE 85 (MAPLE STREET) | 3 | HSIP | \$ 2,848,454 | \$ 2,563,609 | \$ 284,845 | HSIP+CMAQ+STP+SW CMAQ Total Cost = \$5,969,357 |
| | | | | 1 | | HSIP Subtotal ► | \$ 7,398,636 | \$ 6,658,772 | \$ 739,864 | 90% Federal + 10% Non-Federal |

► CMAQ - Congestion Mitigation and Air Quality Improvement Program

| P Olinka - Congestion | | na / ar aaanej | improvoment rog | | | | | | | | |
|-----------------------|--------|----------------|-----------------|--|-----|---------------|----------|------------|------------------|-----------------|--|
| | 607309 | Boston | Hingham | HINGHAM- RECONSTRUCTION & RELATED WORK ON | 5 | CMAQ | \$ | 3,195,430 | \$ 2,556,344 | \$ 639,086 | HSIP+CMAQ+TAP+SW CMAQ Total Cost = |
| | | | | DERBY STREET, FROM POND PARK ROAD TO | | | | | | | \$6,716,047 |
| | | | | CUSHING STREET | | | | | | | |
| | 604810 | Boston | Marlborough | MARLBOROUGH- RECONSTRUCTION OF ROUTE 85 | 3 | CMAQ | \$ | 2,651,263 | \$ 2,121,010 | \$ 530,253 | HSIP+CMAQ+STP+SW CMAQ Total Cost = |
| | | | - | (MAPLE STREET) | | | | | | | \$5,969,357 |
| | 1570 | Boston | Multiple | GREEN LINE EXTENSION PROJECT- EXTENSION TO | N/A | CMAQ | \$ | 13,427,220 | \$ 10,741,776 | \$ 2,685,444 | AC Yr 2 of 6; Total MPO Contribution = |
| | | | | COLLEGE AVENUE WITH THE UNION SQUARE SPUR | | | | | | | \$190,000,000; funding flexed to FTA; match |
| | | | | | | | | | | | provided by local |
| | | | | | | | | | | | |
| | | | | | | | | | | | contributions; STP+CMAQ+Section 5309 (Transit) |
| | | | | | . (| CMAQ Subtotal | \$ | 19,273,913 | \$ 15,419,130 | \$ 3,854,783 | 80% Federal + 20% Non-Federal |
| | | | | | | | <u> </u> | | | . 1 | |

► TAP - Transportation Alternatives Program

| P 174 - 11 | unoportation | Alternative | STrogram | | | | | | | | |
|------------|--------------|-------------|----------|---------|---|---|----------------|---------------|---------------|------------|------------------------------------|
| | e | 607309 | Boston | Hingham | HINGHAM- RECONSTRUCTION & RELATED WORK ON | 5 | TAP | \$ 746,785 | \$ 597,428 | \$ 149,357 | HSIP+CMAQ+TAP+SW CMAQ Total Cost = |
| | | | | | DERBY STREET, FROM POND PARK ROAD TO | | | | | | \$6,716,047 |
| | | | | | CUSHING STREET | | | | | | |
| | | | | | | | TAP Subtotal ► | \$ 746,785 | \$ 597,428 | \$ 149,357 | 80% Federal + 20% Non-Federal |

| | | - | | | | | • | 07/20/2017 A | mendment Four (| Draft) |
|---------------------------------|-------------------------|--------------|------------------------|--|-----------------------|---------------------|--------------------------------|--------------------|------------------------|--|
| Amendment/ Adjustment Type ▼ | MassDOT Project ID ▼ | MPO v | Municipality Namo ▼ | e MassDOT Project Description ▼ | MassDOT District ▼ | Funding Source ▼ | Total Programmed Funds ▼ | Federal Funds ▼ | Non-Federal Funds ▼ | Additional Information ▼ |
| | Indicates a | change in | project cost | | | | | | | |
| | | | om TIP (cost not re | aflected in total) | | | | | | |
| | | | oved in from anoth | | | | | | | |
| | | | | er TIP element (cost not reflected in total) | | | | | | |
| | | | | ion taken as denoted) | | | | | | |
| | | | , | ion taken as denoted) | | | | | | |
| | Indicates a | new fund | ing category | | | | | | | |
| Non-CMAQ/HSIP/T | AP (Other) | | | | | | | | | |
| Non-Chinaginon / 1 | | Boston | Multiple | BEDFORD- BILLERICA- MIDDLESEX TURNPIKE | 4 | STP | \$ 6,604,906 | \$ 5,283,925 | \$ 1,320,981 | increase in funding source from \$3,794,185 to |
| | | | | IMPROVEMENTS, FROM CROSBY DRIVE NORTH TO MANNING ROAD, INCLUDES RECONSTRUCTION OF B- 04-006 (PHASE III) | | | | | | S6,604,906; AC Yr 2 of 2; STP+NHPP+TAP+Earmark+Statewide Infrastructure+Northern Middlesex Council of Governments contribution (\$1,000,000) Total Cost = \$36,735,048 |
| | 601630 | Boston | Multiple | WEYMOUTH- ABINGTON- RECONSTRUCTION & WIDENING ON ROUTE 18 (MAIN STREET) FROM HIGHLAND PLACE TO ROUTE 139 (4.0 MILES) | 6 | STP | \$ 5,946,711 | \$ 4,757,369 | \$ 1,189,342 | AC Yr 2 of 4: STP+NHPP+HSIP+TEA-21 Earm |
| | | | | INCLUDES REPLACING W-32-013, ROUTE 18 OVER THE OLD COLONY RAILROAD (MBTA) | | | | | | (MA1236)+BR Total Cost = \$81,812,268 |
| | 601630 | Boston | Multiple | WEYMOUTH- ABINGTON- RECONSTRUCTION & WIDENING ON ROUTE 18 (MAIN STREET) FROM HIGHLAND PLACE TO ROUTE 139 (4.0 MILES) INCLUDES REPLACING W-32-013, ROUTE 18 OVER THE OLD COLONY RAILROAD (MBTA) | 6 | NHPP | \$ 6,903,289 | \$ 5,522,631 | \$ 1,380,658 | AC Yr 2 of 4; STP+NHPP+HSIP+TEA-21 Earm (MA1236)+BR Total Cost = \$81,812,268 |
| | 604935 | Boston | Woburn | WOBURN- RECONSTRUCTION OF MONTVALE AVENUE, FROM I-93 INTERCHANGE TO CENTRAL STREET (APPROX. 1,850 FT) | 4 | STP | \$ 1,188,210 | \$ 950,568 | \$ 237,642 | STP+HSIP Total Cost = \$4,752,838 |
| | 604810 | Boston | Marlborough | MARLBOROUGH- RECONSTRUCTION OF ROUTE 85 (MAPLE STREET) | 3 | STP | \$ 113,919 | \$ 91,135 | \$ 22,784 | HSIP+CMAQ+STP+SW CMAQ Total Cost = \$5,969,357 |
| | 1570 | Boston | Multiple | GREEN LINE EXTENSION PROJECT- EXTENSION TO COLLEGE AVENUE WITH THE UNION SQUARE SPUR | N/A | STP | \$ 16,472,780 | \$ 13,178,224 | \$ 3,294,556 | AC Yr 2 of 6; Total MPO Contribution = \$190,000,000; funding flexed to FTA; match provided by local contributions; STP+CMAQ+Section 5309 (Tran |
| | 603711 | Boston | Multiple | NEEDHAM- WELLESLEY- REHAB/REPLACEMENT OF 6 BRIDGES ON I-95/ROUTE 128: N-04-020, N-04-021, N-04- 022, N-04-026, N-04-027, N-04-037 & W-13-023 (ADD-A- LANE - CONTRACT V) | 6 | NHPP | \$ 24,539,816 | \$ 19,631,853 | \$ 4,907,963 | AC Yr 4 of 5; NHPP+BR+Statewide Infrastructu Total Cost = \$164,919,140 (\$26,258,183 programmed within FFYs 2017-21 TIP) |
| | | | | | | | | | | 4 90% Federal J 20% Nep Federal |

Non-CMAQ/HSIP/TAP (Other) Subtotal ► \$ 61,769,631 \$ 49,415,705 \$ 12,353,926 4 80% Federal + 20% Non-Federal

► Section 1A / Fiscal Constraint Analysis

| Total Federal Aid Target Funds Programmed ► | \$ 89,188,965 | \$ 89,188,965 | ▲Total Target | \$ 0 | Target Funds Available |
|--|------------------|------------------|-------------------------------|--------------------|---------------------------|
| Total Non-CMAQ/HSIP/TAP (Other) Programmed ► | \$ 61,769,631 | \$ - | Max. Non- | \$ (68,562,975) | Non-CMAQ/HSIP/TAP (Other) |
| | | | CMAQ/HSIP/TAP | | Exceeds Maximum |
| Total HSIP Programmed < | \$ 7,398,636 | \$ 4,296,710 | Min. HSIP | \$ (3,101,926) | HSIP Recommended Met |
| Total CMAQ Programmed > | \$ 19,273,913 | \$ 13,427,220 | Min. CMAQ | \$ (5,846,693) | CMAQ Recommended Met |
| Total TAP Programmed ► | \$ 746,785 | \$ 2,902,060 | Min. TAP | \$ 2,155,275 | TAP Recommended Not Met |

HSIP, CMAQ, TAP Overprogrammed \$ (6,793,344)

| | | | | | - | 07/20/2017 AI | mendment Four (| Diait) |
|--|---|---|---------------|-----------------------|------------------------------------|--------------------|------------------------|-----------------------------|
| Amendment/ MassDOT Adjustment Type ▼ Project ID ▼ MPO ▼ | Municipality Name ▼ | MassDOT Project Description ▼ | | MassDOT District ▼ | Total Programmed Funds ▼ | Federal Funds ▼ | Non-Federal Funds ▼ | Additional Information ▼ |
| Indicates a change in p Indicates removed from Indicates a project mov Indicates a project mov Indicates a new addition Indicates a new funding | TIP (cost not ref ed in from anothe ed out to another n to the TIP (action | er TIP element TIP element (cost not reflect | ied in total) | | | | | |

Section 1B / Federal Aid Bridge Projects

► Statewide Systematic Maintenance Program

| | | No Projects Programmed | | | \$ - | \$ - | \$ - | |
|--|--|------------------------|-------------|------------------|---------|---------|---------|-------------------------------|
| | | No Projects Programmed | | | \$ - | \$ - | \$ - | |
| | | Statewide Bridge Main | tenance Pro | ogram Subtotal 🕨 | \$ - | \$ - | \$ - | 80% Federal + 20% Non-Federal |

| On System | | | | | | | | | | |
|---|--------|--------|-----------|--|------|------------------|------------------|------------------|------------------|--|
| ADJUSTMENT:Change Additional Information | 604173 | Boston | BOSTON | BOSTON- BRIDGE REPLACEMENT, B-16-016, NORTH WASHINGTON STREET OVER THE BOSTON INNER HARBOR | 6 | NHPP | \$ 62,000,000 | \$ 49,600,000 | \$ 12,400,000 | AC YR 1 of 5; NHPP-Br On System: 2017 - \$62,000,000 (was \$6,400,000) Total Cost remains \$144,066,616. |
| | 607507 | Boston | WAKEFIELD | WAKEFIELD- BRIDGE DECK REPLACEMENT, W-01-021 (2MF), HOPKINS STREET OVER I-95/ST 128 | 4 | NHPP | \$ 2,646,360 | \$ 2,117,088 | \$ 529,272 | |
| | 607954 | Boston | DANVERS | DANVERS- BRIDGE REPLACEMENT, D-03-018, ST 128 OVER WATERS RIVER | 4 | NHPP | \$ 20,074,634 | \$ 16,059,707 | \$ 4,014,927 | |
| | 601630 | Boston | WEYMOUTH | WEYMOUTH- ABINGTON- RECONSTRUCTION & WIDENING ON ROUTE 18 (MAIN STREET) FROM HIGHLAND PLACE TO ROUTE 139 (4.0 MILES) INCLUDES REPLACING W-32-013, ROUTE 18 OVER THE OLD COLONY RAILROAD (MBTA) | 6 | NHPP | \$ 12,033,818 | \$ 9,627,054 | \$ 2,406,764 | AC Yr 2 of 4; STP+NHPP+HSIP+TEA-21 Earmark (MA1236)+BR Total Cost = \$81,812,268 |
| | 607499 | Boston | Multiple | RANDOLPH- BOSTON- BRAINTREE- STEEL SUPERSTRUCTURE CLEANING (FULL REMOVAL) AND PAINTING OF 3 BRIDGES: R-01-006 (344), B-16-261 (3FK) & B-21-027(36E) | 6 | NHPP | \$ 2,028,526 | \$ 1,622,821 | \$ 405,705 | In the STIP/Statewide Programs; formerly DISTRICT 6-STEEL SUPERSTRUCTURE CLEANING (FULL REMOVAL) AND PAINTING OF TWO BRIDGES, RANDOLPH R-01-006(344) AND BRAINTREE B-21 027(36E) |
| | | | | | On S | ystem Subtotal ► | \$ 98,783,338 | \$ 79,026,670 | \$ 19,350,962 | 80% Federal + 20% Non-Federal |

► Off-System

| | | No Projects Programmed | | | \$ - | \$ - | \$- | |
|--|--|------------------------|-------|------------------|---------|---------|-----|---|
| | | No Projects Programmed | | | \$ - | \$ - | \$- | |
| | | | Off-S | ystem Subtotal ► | \$ - | \$ - | \$- | 80% Federal + 20% Non-Federal |

Statewide Bridge Inspection Program

| | | No Projects Programmed | | | \$ - | \$ - | \$ - | |
|--|--|------------------------|--------------|------------------|---------|---------|---------|-------------------------------|
| | | No Projects Programmed | | | \$ - | \$ - | \$ - | |
| | | Statewide Bridge Ins | spection Pro | ogram Subtotal 🕨 | \$ - | \$ - | \$ - | 80% Federal + 20% Non-Federal |

| | | | | • • | | | • g. a | 07/20/2017 A | mendment Four (I | Draft) |
|---------------------------------|--|--------------------------|------------------------|--|-----------------------|---------------------|--------------------------------|--------------------|------------------------|--|
| Amendment/ Adjustment Type ▼ | MassDOT Project ID ▼ | MPO ▼ | Municipality Name ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | Funding Source ▼ | Total Programmed Funds ▼ | Federal Funds ▼ | Non-Federal Funds ▼ | Additional Information ▼ |
| | Indicates re Indicates a Indicates a | project mo project mo | | er TIP element r TIP element (cost not reflected in total) | | | | | | |
| | | | | on taken as denoted) | | | | | | |
| | Indicates a | new tundi | ng category | | | | | | | |
| Section 1C / Fede | eral Aid Non- | Target Pro | jects | | | | | | | |
| | | • | • | | | | | | | |
| Other Federal Aid | | D. (| ha tr t | WEWAOUTU ADMOTON RECONCTRUCTION A | | 1100 | 0 170 100 | 7040044 | 4 005 000 | 1 |
| | 601630 | Boston | Multiple | WEYMOUTH- ABINGTON- RECONSTRUCTION & WIDENING ON ROUTE 18 (MAIN STREET) FROM HIGHLAND PLACE TO ROUTE 139 (4.0 MILES) INCLUDES REPLACING W-32-013, ROUTE 18 OVER THE OLD COLONY RAILROAD (MBTA) | 6 | HPP | \$ 9,179,180 | \$ 7,343,344 | \$ 1,835,836 | Demo ID: MA047 Construction; (MA1236); AC Yr 2 of 4; STP+HSIP+TEA-21 Earmark+BR Total Cost = \$81,812,268 |
| | 29492 | Boston | BEDFORD | BEDFORD- BILLERICA- BURLINGTON- MIDDLESEX TURNPIKE IMPROVEMENTS, FROM CROSBY DRIVE NORTH TO MANNING ROAD, INCLUDES RECONSTRUCTION OF B-04-006 (PHASE III) | 4 | HPP | \$ 1,001,475 | \$ 801,180 | \$ 200,295 | Repurposed SAFETEA-LU earmark (MA171); AC 2 of 2; STP+NHPP+TAP+Earmark+Statewide Infrastructure+Northern Middlesex Council of Governments contribution (\$1,000,000) Total Cost \$36,735,048 |
| | BN0002 | Boston | Multiple | MBTA Bus Stop Accessibility and Operational Improvements | N/A | HPP | \$ 1,135,276 | \$ 908,221 | \$ 227,055 | Demo ID: MA 015 Old Purpose of Earmark: Undertake improvements South Station intermodal station Total value of earmarks for this improvements program: \$1,909,696 (Federal) repurposed earma Flex to FTA |
| | BN0003 | Boston | Multiple | MBTA Bus Stop Accessibility and Operational Improvements | N/A | HPP | \$ 1,251,844 | \$ 1,001,475 | \$ 250,369 | Demo ID: MA 170 Old Purpose of Earmark: MBTA Secure Station Boston Total value of earmarks for this improvements program: \$1,909,696 (Federal) repurposed earma Flex to FTA |
| | BN0004 | Boston | Multiple | MBTA Bus Stop Accessibility and Operational Improvements within the Longwood Medical Area | N/A | HPP | \$ 162,494 | \$ 129,995 | \$ 32,499 | Demo ID: MA 133 Old Purpose of Earmark: Longwood Ave./Urban Ring Tunnel Study Repurposed earmark; Flex to FTA |
| | 1570 | Boston | Multiple | GREEN LINE EXTENSION PROJECT- EXTENSION TO COLLEGE AVENUE WITH THE UNION SQUARE SPUR | N/A | HPP | \$ 6,259,669 | \$ 5,007,735 | \$ 1,251,934 | Demo ID: MA 199 Old Purpose of Earmark: Construct Lechmere Station ar roadway and access improvements in Cambridge Repurposed earmark; Flex to FTA |

| | | _ | | | | | - | | 07/20/2017 A | menament Four (| Diait) |
|---------------------------------|-------------------------|-------------|------------------------|---|-----------------------|-------------------------|-----------------------------|--------|--------------------|------------------------|---|
| Amendment/ Adjustment Type ▼ | MassDOT Project ID ▼ | мро ▼ | Municipality Name ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | Funding Source ▼ | Total Program Funds ▼ | med | Federal Funds ▼ | Non-Federal Funds ▼ | Additional Information ▼ |
| | Indicates a | ohongo in i | project cost | | | | | | | | |
| | | | | | | | | | | | |
| | | | m TIP (cost not ret | | | | | | | | |
| | | | ved in from anothe | | | | | | | | |
| | | | | r TIP element (cost not reflected in total) | | | | | | | |
| | | | | on taken as denoted) | | | | | | | |
| | Indicates a | new fundin | ig category | | | | | | | | |
| | 608562 | Boston | SOMERVILLE | SOMERVILLE- SIGNAL AND INTERSECTION IMPROVEMENT ON I-93 AT MYSTIC AVENUE AND MCGRATH HIGHWAY (TOP 200 CRASH LOCATION) | 4 | HPP | \$ 50 | 00,738 | \$ 400,590 | \$ 100,148 | Demo ID: MA 128 Repurposed earmark for design funds. TIP Project #608562 is programmed for construction in FFV 2020 in Section 1D, under the Statewide HSIP Program. |
| | BN0005 | Boston | SUDBURY | Assabet River National Wildlife Refuge - Rehab White Pond Rd, aka North Entrance Rd (Rte. 101) | 3 | Other FA | \$ 57 | 75,000 | \$ 460,000 | \$ 115,000 | Transfer to Eastern Federal Lands |
| | BN0006 | Boston | CONCORD | Great Meadows National Wildlife Transportation Project | 4 | HPP | \$ 5 | 53,328 | \$ 42,662 | \$ 10,666 | Demo ID: MA 119 Repurposed earmark, formerly Assabet River National Wildlife Refuge, MA, Design and construction of parking areas; Transfer to Eastern Federal Lands |
| | BN0007 | Boston | CONCORD | Great Meadows National Wildlife Transportation Project | 4 | HPP | \$ 19 | 90,453 | \$ 152,362 | \$ 38,091 | Demo ID: MA 174 Repurposed earmark, formerly Oxbow National Wildlife Refuge, Design and construction of a Visitor Contact Station; Transfer to Eastern Federal Lands |
| | | 1 | | 1 | Other Fede | I ral Aid Subtotal I | ► \$ 20,30 | 9,455 | \$ 16,247,564 | \$ 4,061,891 | Funding Split Varies by Funding Source |

Section 1D / Federal Aid Major & State Category Projects

| Regional Major Infr | rastructure | | | | | | | | |
|---------------------|-------------|--|------------------------|----------------|-------------------|------------|---|---------|-------------------------------|
| | | | No Projects Programmed | | | \$ - \$ | - | \$ - | |
| | | | No Projects Programmed | | | \$ - \$ | - | \$ - | |
| | | | Regional | Major Infrastr | ucture Subtotal ► | \$ - \$ | - | \$ - | 80% Federal + 20% Non-Federal |

Statewide Americans with Disability Act Implementation Plan

| | | No Projects Programmed | | | \$ - 1 | 6 - | \$ - | |
|--|--|------------------------|-------------|-------------------|-----------|-----|---------|-------------------------------|
| | | No Projects Programmed | | | \$ - 9 | - S | \$ - | |
| | | Statewide ADA Im | plementatio | n Plan Subtotal 🕨 | \$ - 9 | 6 - | \$ - | 80% Federal + 20% Non-Federal |

| | | • | | • • | | | • | 07/20/2017 A | mendment Four (| Draft) |
|---|---|--|--|---|-----------------------|---------------------|--------------------------------|--------------------|------------------------|--|
| mendment/ djustment Type ▼ | MassDOT Project ID ▼ | мро ▼ | Municipality Name ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | Funding Source ▼ | Total Programmed Funds ▼ | Federal Funds ▼ | Non-Federal Funds ▼ | Additional Information ▼ |
| | Indicates a Indicates a Indicates a | emoved from project mov project mov new additio | n TIP (cost not re yed in from anothe yed out to anothe in to the TIP (action | , | | | | | | |
| | Indicates a | | | | | | | | | |
| Statewide Congest | tion Mitigation | and Air Qua Boston | STONEHAM | STONEHAM- SIGNAL & INTERSECTION IMPROVEMENTS | 4 | CMAQ | \$ 2,785,102 | \$ 2,228,082 | \$ 557,020 | |
| MENDMENT:Increase iost, MENDMENT:Change roject Description | 604761 | Boston | BOSTON | BOSTON- MULTI-USE TRAIL CONSTRUCTION (SOUTH BAY HARBOR), FROM ALBANY STREET AT UNION PARK STREET TO DORCHESTER AVENUE, INCLUDES TRAVELER STREET AND WEST 4TH STREET BOSTON- MULTI-USE TRAIL CONSTRUCTION (SOUTH- BAY HARBOR), FROM RUGGLES STATION TO FORT- POINT CHANNEL | 6 | CMAQ | \$ 3,191,689 | \$ 2,553,351 | \$ 638,338 | Cost increase from \$2,229,018 to \$3,191,689 |
| | 608806 | Boston | MULTIPLE | WATERTOWN-CAMBRIDGE- MULTI-USE PATH CONSTRUCTION | 6 | CMAQ | \$ 3,595,285 | \$ 2,876,228 | \$ 719,057 | |
| | 608650 | Boston | SALEM | SALEM- ADAPTIVE SIGNAL CONTROLS ON ROUTE 107 (HIGHLAND AVENUE) | 6 | CMAQ | \$ 520,000 | \$ 416,000 | \$ 104,000 | This project was in the STIP as STATEWIDE CMAC ADAPTIVE SIGNAL CONTROLS AT VARIOUS INTERSECTIONS (2017); Salem intersection selected as specific location |
| | 607309 | Boston | HINGHAM | HINGHAM- RECONSTRUCTION & RELATED WORK ON DERBY STREET, FROM POND PARK ROAD TO CUSHING STREET | 5 | CMAQ | \$ 1,788,278 | \$ 1,430,622 | \$ 357,656 | HSIP+CMAQ+TAP+SW CMAQ Total Cost = \$6,716,047 |
| | 604810 | Boston | MARLBOROUGH | MARLBOROUGH- RECONSTRUCTION OF ROUTE 85 (MAPLE STREET) | 3 | CMAQ | \$ 355,721 | \$ 284,577 | \$ 71,144 | HSIP+CMAQ+STP+SW CMAQ Total Cost = \$5,969,357 |
| | | | 1 | 1 | Statewide (| CMAQ Subtotal ► | \$ 12 236 07F | \$ 9.788.860 | \$ 2 447 215 | 80% Federal + 20% Non-Federal |

 Statewide CMAQ Subtotal ►
 \$ 12,236,075
 \$ 9,788,860
 \$ 2,447,215
 < 80%</th>
 Federal + 20%
 Non-Federal

Statewide HSIP Program

| | 607754 | Boston | MILTON | MILTON-INTERSECTION & SIGNAL IMPROVEMENTS AT GRANITE AVENUE & SQUANTUM STREET | 6 | HSIP | \$ 550,000 | \$ 495,000 | \$ 55,000 | |
|--|-------------------------------|--------|--------|--|---|------|-----------------|-----------------|------------|--|
| | 608458 | Boston | REVERE | REVERE- GUIDE AND TRAFFIC SIGN REPLACEMENT ON ROUTE 1A | 6 | HSIP | \$ 1,612,477 | \$ 1,289,982 | \$ 322,495 | Replaces project 608559, which was in the STIP as Various Safety Strategies to Address SHSP - To Be Determined |
| | Statewide HSIP Program Subtot | | | | | | \$ 2,162,477 | \$ 1,784,982 | \$ 377,495 | 90% Federal + 10% Non-Federal |

| indicates a change in project cost indicates a change in project cost indicates a proved moment from TPL (cast in clearly in 10dia) indicates a proved moved in a cancel bit of reflected in 10dia) indicates a proved moved in the ancel bit of reflected in 10dia) indicates a proved moved in the ancel bit of reflected in 10dia) indicates a proved moved in the ancel bit of reflected in 10dia) indicates a proved moved in the ancel bit of reflected in 10dia) indicates a proved moved in the ancel bit of reflected in 10dia) indicates a new values and proved in the ancel bit of reflected in 10dia) indicates a new values and proved in the ancel bit of reflected in 10dia) indicates a new values and prove and proved prove and prove and prove and prove and prove and prove and prov | Amendment/ Adjustment Type ▼ | MassDOT Project ID ▼ | MPO ▼ | Municipality Name ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | | Total Programmed Funds ▼ | Federal Funds ▼ | Non-Federal Funds ▼ | Additional Information ▼ | | | | |
|--|--|-------------------------|---------------|------------------------|--|-----------------------|-------------------|--------------------------------|--|------------------------|---------------------------------|-----|------|-----|--|
| Noticates a projet moved in form offer (basic basic) Noticates a projet moved funct another TP element (basic basic) Statewide information bite TP (colored in total) Statewide information to the | •• | | | project cost | | | | | | | | | | | |
| Biolectic as project moved in the anabor TIP element (location as denoted): indicates as new addition to the TIP deform (location as denoted): indicates are wardition to the TIP deform (location as denoted): indicates are wardition to the TIP deform (location as denoted): indicates are wardition to the TIP deform (location as denoted): indicates are wardition to the TIP deform (location as denoted): indicates are wardition to the TIP deform (location as denoted): indicates are wardition to the TIP deform (location as denoted): indicates are wardition to the TIP deform (location as denoted): indicates are wardition to the TIP deform (location as denoted): indicates are wardition to the TIP deform (location as denoted): indicates are wardition to the TIP deform (location as denoted): indicates are wardition to the TIP deform (location as denoted): indicates are wardition to the TIP deform (location as denoted): indicates are wardition to the TIP deform (location as denoted): indicates are wardition to the TIP deform (location as denoted): indicates are wardition to the TIP deform (location as denoted): indicates are wardition to the TIP deform (location as denoted): indicates are wardition to the TIP deform (location as denoted): indicates are wardition to the TIP deform (location as denoted): indicates are wardition to the TIP deform (location as denoted): indicates are wardition to the TIP deform (location as denoted): indicates are wardition to the TIP deform (location as denoted): indicates are wardition to the TIP deform (location as denoted): indicates are wardition to the TIP deform (location as denoted): indicates are wardition to the TIP deform (location as denoted): indicates are wardition to the TIP deform (location as denoted): indicates are wardition to the TIP deform (location as denoted): indicates are wardition to the TIP deform (location as denoted): indicates are wardition to the TIP deform (location as denoted): indicates are wardition to the TIP deform (locat | | | | | flected in total) | | | | | | | | | | |
| Biterication of the TP (element (cost not reflected in total) indicates a new database and marking category Statewide Interface Land Land Land Land Land Land Land Land | | | | | | | | | | | | | | | |
| Biteriode informational problema problem | | | | | | | | | | | | | | | |
| Statewide Infrastructure Program MEDFORD Statewide Infrastructure Program Subtorlet > 5 19,543,464 \$ 15,634,771 5 3,066,693 Statewide Infrastructure Program Subtorlet > 5 19,543,464 \$ 15,634,771 5 3,066,693 Statewide Infrastructure Program Subtorlet > 5 1 5 10,534,771 5 3,066,693 Statewide Infrastructure Program Subtorlet > 5 4 4285,700 8 477,300 40% Proteoral 40% Proteoral 40% Proteoral 40% Proteoral 40% Proteoral 40% 9 4,285,700 8 477,300 40% Proteoral 40% Proteoral 5 4,77,300 40% Proteoral 40% 9 4,37,300 8 477,300 40% Proteoral 40% 9 6 4,37,300 8 4,35,304,700 8 477,300 9 477,300 9 | | | | | on taken as denoted) | | | | | | | | | | |
| Boston MEEPCRD MEEPCRD STORENAL WOULDN-READANC. IN MEHAMURATION (N 193 (PMALE III) 4 STP 3 10.543.471 5 3.080.693 Statewide Infrastructure Program Statewide Infrastructure Program 5 19.543.464 \$ 15.634.771 5 3.090.693 4.00% Federal + 20% Non Federal Statewide Infrastructure Program Borton MULTIPLE AMADELWACE & RELATED VORK (N 193 (PMALE 6 NIPPP \$ 4.773.000 \$ 4.295.700 \$ 4.773.000 \$ 4.773.000 \$ 4.773.000 \$ 4.00% Federal + 20% Non Federal Statewide Intrastrue Maintenance Program S \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ 4.00% Federal + 20% Non Federal Statewide ITS statuture \$ | | Indicates a | new fundir | ng category | | | | | | | | | | | |
| Image: Statewide Infrastructure Program Statewide Infra | Statewide Infrastr | ucture Progra | m | | | | | | | | | | | | |
| Statewide Infrastructure Program Subtail 1 1 1 1 3 3 3 40%, Federal + 20%, Non-Federal • Statewide Infrastructure Program Subtail 00741 Boton MULTPLE RANDOLPH-QUINOV. BANTREE. NITERSTATE 0 NHPP \$ 4773,000 \$ 4267,700 \$ 40%, Federal + 10%, Non-Federal - Statewide Infrastructure Program Subtail \$ 4,773,200 | | 608763 | Boston | MEDFORD | HIGHWAY LIGHTING REHABILITATION ON I-93 (PHASE | 4 | STP | \$ 19,543,464 | \$ 15,634,771 | \$ 3,908,693 | | | | | |
| Baston Mull TPLE MADULTH-QUNCY. REATINGTE WTERTYTER 6 MI-PP 5 4.773.00 5 4.773.00 5 4.773.00 Statewide Interstate Maintenance Program Subtolal > 5 4.773.000 5 4.205.700 5 4.773.000 4 00% Federal + 10% Non-Federal Statewide Interstate Maintenance Program Subtolal > 5 4.205.700 5 4.773.000 4 00% Federal + 10% Non-Federal Statewide ITS Subtolal > 5 4.205.700 5 4.773.000 4 00% Federal + 10% Non-Federal Statewide National Freight Program No Projeds Programmed 0 5 5 5 - 4 80% Federal + 20% Non-Federal Statewide National Freight Program No Projeds Programmed 0 5 5 5 - 4 80% Federal + 20% Non-Federal Statewide National Freight Program Statewide National Freight Program Subtolal > 5 - 5 - 5 - 4 80% Federal + 20% Non-Federal Statewide National Freight Program Statewide National Freight Program Subtolal > 5 - 5 - 5 - 4 80% Federal + 20% Non-Federal Statewide National Freight Program< | | | 1 | | | structure Pro | ogram Subtotal 🖡 | \$ 19,543,464 | \$ 15,634,771 | \$ 3,908,693 | ◀ 80% Federal + 20% Non-Federal | | | | |
| Botton MULTPLE MADOLPH-QUNCY. RENTREATIZE MATERITYEE 6 MIPP 5 4.773.00 5 4.773.00 5 4.773.00 Statewide Interstate Maintenance Program Subtolal ► 5 4.773.000 5 4.295.700 5 4.773.000 40% Federal + 10% Non-Federal Statewide Interstate Maintenance Program Subtolal ► 5 4.295.700 5 4.773.000 40% Federal + 10% Non-Federal Statewide Interstate Maintenance Program Subtolal ► 5 - 5 - 5 - 6 - Statewide Interstate Maintenance Program Subtolal ► 5 - 5 - 5 - 6 - 48% Federal + 20% Non-Federal Statewide National Freight Program Medition 0 0 5 - 5 - 5 - 48% Federal + 20% Non-Federal Statewide National Freight Program Medition 0 0 5 - 5 - 5 - 48% Federal + 20% Non-Federal Statewide National Freight Program Medition 1 1 1 1 1 1 1 1 1 1 1 1 | Statewide Interstat | te Maintenanc | e Program | | | | | | | | | | | | |
| Statewide Intalligent Transportation System No Projects Programmed S </td <td></td> <td></td> <td></td> <td>MULTIPLE</td> <td></td> <td>6</td> <td>NHPP</td> <td>\$ 4,773,000</td> <td>\$ 4,295,700</td> <td>\$ 477,300</td> <td></td> | | | | MULTIPLE | | 6 | NHPP | \$ 4,773,000 | \$ 4,295,700 | \$ 477,300 | | | | | |
| interview No Projects Programmed interview S S int | | | | | Statewide Interstate Main | ntenance Pro | ogram Subtotal 🕨 | ♦ \$ 4,773,000 | \$ 4,295,700 | \$ 477,300 | ◄ 90% Federal + 10% Non-Federal | | | | |
| Image: Section of the section of th | Statewide Intellige | nt Transnorta | tion System | | | | | | | | | | | | |
| Statewide RIS Subtotal ▶ \$ </td <td>- Statewide intellige</td> <td></td> <td>uon oystellis</td> <td>></td> <td>No Projects Programmed</td> <td></td> <td></td> <td>\$-</td> <td>\$-</td> <td>\$-</td> <td></td> | - Statewide intellige | | uon oystellis | > | No Projects Programmed | | | \$- | \$- | \$- | | | | | |
| Statewide National Freight Program No Projects Programmed S | | | | | No Projects Programmed | | | \$ - | \$ - | \$ - | | | | | |
| Statewide National Freight Program No Projects Programmed S <td></td> <td>1</td> <td></td> <td></td> <td>I</td> <td>Statewic</td> <td>ie ITS Subtotal D</td> <td>►\$ -</td> <td>\$-</td> <td>\$ -</td> <td>■ 80% Federal + 20% Non-Federal</td> | | 1 | | | I | Statewic | ie ITS Subtotal D | ►\$ - | \$- | \$ - | ■ 80% Federal + 20% Non-Federal | | | | |
| Image: Control of the state wide National Freight Program Subtoral Freight Program Subtora | Statowide Nation- | Eroight Dr | ~ m | | | | | | ÷ | · | | | | | |
| Statewide National Highway System Preservation Program Statewide National Freight Program Subtotal > S S S Statewide National Highway System Preservation Program 607487 Boston LYNNFIELD UNNFIELD UNNFIELD READODY- RESURFACING & RELATED 4 NHPP \$ 8.892,334 \$ 7,113,867 \$ 1,778,467 607488 Boston SOUTHBOROUGH, SOUTHBOROUGH, RESURFACING & RELATED WORK 3 NHPP \$ 4,760,219 \$ 3,808,175 \$ 952,044 0070017 Dr. ROUTE 1, FRAMINGHAM TLTO WORK 3 NHPP \$ 4,760,219 \$ 3,808,175 \$ 952,044 000 ROUTE 1, SPROM THE FRAMINGHAM TLTO WORK 3 NHPP \$ 13,652,653 \$ 10,922,042 \$ 2,730,511 \$ 60% Federal + 20% Non-Federal Statewide Planning Program Statewide Planning Program Statewide Ralinoad Grade Crossings Statewide Ralinoad Grade Crossings Statewide Ralinoad Grade Crossings Statewide Ralinoad Grade Crossings Statewide Ralinoad Grade Crossings <td <="" colspan="4" td=""><td>Statewide Nationa</td><td>rreight Prog</td><td></td><td></td><td>No Projects Programmed</td><td></td><td></td><td>\$-</td><td>\$ -</td><td>\$-</td><td></td></td> | <td>Statewide Nationa</td> <td>rreight Prog</td> <td></td> <td></td> <td>No Projects Programmed</td> <td></td> <td></td> <td>\$-</td> <td>\$ -</td> <td>\$-</td> <td></td> | | | | Statewide Nationa | rreight Prog | | | No Projects Programmed | | | \$- | \$ - | \$- | |
| Statewide National Highway System Preservation Program EVNNFIELD VMNFIELD PEABODY-RESURFACING & RELATED 4 NHPP \$ 8.892.34 \$ 7.113.867 \$ 1.778.467 607477 Boston VVINFIELD VMNFIELD-PEABODY-RESURFACING & RELATED WORK ON ROUTE 1 4 NHPP \$ 8.892.34 \$ 7.113.867 \$ 1.778.467 607488 Boston SOUTHBOROUGH, SOUTHBOROUGH, RESURFACING & RELATED WORK ON ROUTE 2, FROM THE FRAMINGHAM T.I. O WHITE 3 NHPP \$ 4.760.219 \$ 3.808.175 \$ 952.044 40% Federal + 20% Non-Federal Statewide Planning Program Statewide Planning Program Statewide Planning Program Statewide Planning Program Statewide Ralinoad Grade Crossing Statewide Ralinoad Grade Crossing Statewide Ralinoad Grade Crossing Subtolat \$ <td></td> <td></td> <td> </td> <td></td> <td>No Projects Programmed</td> <td></td> <td></td> <td>\$ -</td> <td>\$ -</td> <td>\$ -</td> <td></td> | | | | | No Projects Programmed | | | \$ - | \$ - | \$ - | | | | | |
| Statewide National Highway System Preservation Program EVNNFIELD LYNNFIELD WINFIELD PESABODY-RESURFACING & RELATED 4 NHPP \$ 8.892.34 \$ 7.113.867 \$ 1.778.467 607477 Boston YUNNFIELD VENNFIELD-PEABODY-RESURFACING & RELATED WORK ON ROUTE 1 4 NHPP \$ 8.892.34 \$ 7.113.867 \$ 1.778.467 607488 Boston SOUTHBOROUGH, SOUTHBOROUGH, RESURFACING & RELATED WORK ON ROUTE 2, FROM THE FRAMINGHAM T.I TO WHITE 3 NHPP \$ 4.760.219 \$ 3.808.175 \$ 952.044 # | | | | | Statewide Nationa | al Freight Pro | ogram Subtotal D | ► S - | \$ - | \$ - | ■ 80% Federal + 20% Non-Federal | | | | |
| 607477 Boston LYNNFIELD LYNN | | | | | | Ū | | <u> </u> | | | _ | | | | |
| 607488 Boston SOUTHBOROUGH RESURFACING & RELATED WORK ON ROUTE 9, FROM THE FRAMINGHAM T.L TO WHITE BAGLEY ROAD 3 NHPP \$ 4,760,219 \$ 3,808,175 \$ 952,044 Statewide Planning Program Statewide Planning Program Image: Statewide Planning Program Statewide Planning Program Subtolal Image: Statewide Railroad Grade Crossing \$ - \$ - < | Statewide Nationa | | | | | 4 | NHPP | \$ 8,892,334 | \$ 7,113,867 | \$ 1,778,467 | | | | | |
| Statewide NHS Preservation Program Subtotal b § 13,652,553 § 10,922,042 \$ 2,730,511 4 80% Federal + 20% Non-Federal • Statewide Planning Program No Projects Programmed \$ - | | 607488 | Boston | SOUTHBOROUGH | SOUTHBOROUGH- RESURFACING & RELATED WORK ON ROUTE 9, FROM THE FRAMINGHAM T.L TO WHITE | 3 | NHPP | \$ 4,760,219 | \$ 3,808,175 | \$ 952,044 | | | | | |
| Statewide Planning Program No Projects Programmed \$ - \$ \$ 1 \$ 1 \$ 1 \$ 1 \$ 1 \$ 1 \$ 1 \$ 1 \$ 1 \$ 1 \$ 1 \$ 1 \$ 1 \$ 1 \$ 1 \$ 1 \$ 1 1 1 1 1 1 1 1 1 1 1 | | | | | | convotion Pr | aram Subtotal N | \$ 12 652 552 | \$ 10.022.042 | ¢ 2 720 511 | ✓ 90% Enderal + 20% Non Enderal | | | | |
| Image: statewide Railroad No Projects Programmed No Projects Program Subtotal No Projects Program Subtotal No Projects Program Subtotal No Projects Programmed No Projects Program No Projects Programmed No Projects Program No Projects Programmed No Projects Program No Projects Project | | | | | Statewide NHS FIE | | gram Subtotar • | \$ 13,032,333 | φ 10, 3 22,0 4 2 | \$ 2,730,311 | | | | | |
| Image: No Projects Programmed S <t< td=""><td>Statewide Plannin</td><td>g Program</td><td></td><td></td><td>No Projects Programmed</td><td></td><td></td><td>\$ -</td><td>\$ -</td><td>\$ -</td><td></td></t<> | Statewide Plannin | g Program | | | No Projects Programmed | | | \$ - | \$ - | \$ - | | | | | |
| Statewide Railroad Grade Crossings Statewide Planning Program Subtotal \ \$ | | | | | , , | | | | | | | | | | |
| Statewide Railroad Grade Crossings No Projects Programmed \$ <td></td> <td></td> <td></td> <td></td> <td></td> <td>Disasias Da</td> <td>Cubbetal N</td> <td></td> <td></td> <td></td> <td></td> | | | | | | Disasias Da | Cubbetal N | | | | | | | | |
| Image: Second | | | | | Statewide | Planning Pro | ogram Subtotal | | \$ - | ъ - | ■ 80% Federal + 20% Non-Federal | | | | |
| Image: No Projects Programmed Image: No Projects Projects Programmed Image: No Projects Project | Statewide Railroad | I Grade Cross | ings | | No Projects Programmed | | | \$ | \$ | \$ | 1 | | | | |
| Statewide Safe Routes to Schools Program S <td></td> | | | | | | | | | | | | | | | |
| Statewide Safe Routes to Schools Program 607998 Boston EVERETT EVERETT- IMPROVEMENTS AT MADELAINE ENGLISH (SRTS) 4 TAP \$ 688,810 \$ 551,048 \$ 137,762 607999 Boston REVERE REVERE- IMPROVEMENTS AT GARFIELD ELEMENTARY 4 TAP \$ 688,810 \$ 551,048 \$ 137,762 607999 Boston REVERE REVERE- IMPROVEMENTS AT GARFIELD ELEMENTARY 4 TAP \$ 825,000 \$ 660,000 \$ 165,000 608003 Boston WEYMOUTH WEYMOUTH-IMPROVEMENTS AT PINGREE 6 TAP \$ 725,000 \$ 580,000 \$ 145,000 608004 Boston WATERTOWN WATERTOWN-IMPROVEMENTS AT HOSMER 6 TAP \$ 1,701,393 \$ 1,361,114 \$ 340,279 | | | | | | | | | | | | | | | |
| 607998 Boston EVERETT EVERETT EVERETT IMPROVEMENTS AT MADELAINE ENGLISH 4 TAP \$ 688,810 \$ 551,048 \$ 137,762 607999 Boston REVERE IMPROVEMENTS AT GARFIELD ELEMENTARY & MIDDLE SCHOOL (SRTS) 4 TAP \$ 825,000 \$ 660,000 \$ 165,000 608003 Boston WEYMOUTH WEYMOUTH-IMPROVEMENTS AT PINGREE ELEMENTARY SCHOOL (SRTS) 6 TAP \$ 725,000 \$ 580,000 \$ 145,000 608004 Boston WATERTOWN WATERTOWN - IMPROVEMENTS AT HOSMER 6 TAP \$ 1,701,393 \$ 1,401,114 \$ 340,279 | | | | | Statewide RF | Grade Cros | ssings Subtotal | \$ - | \$ - | \$- | ■ 80% Federal + 20% Non-Federal | | | | |
| Image: Constraint of the state of | Statewide Safe Ro | | - | | | | | | | | | | | | |
| And Constraints & MIDDLE SCHOOL (SRTS) And Constraints And | | | | | (SRTS) | | | | | | | | | | |
| 608003 Boston WEYMOUTH WEYMOUTH- IMPROVEMENTS AT PINGREE 6 TAP \$ 725,000 \$ 580,000 \$ 145,000 608004 Boston WATERTOWN WATERTOWN- IMPROVEMENTS AT HOSMER 6 TAP \$ 1,701,393 \$ 1,361,114 \$ 340,279 | | 001999 | DOSION | | | 7 | | φ 020,000 | φ 000,000 | φ 100,000 | | | | | |
| 608004 Boston WATERTOWN WATERTOWN-IMPROVEMENTS AT HOSMER 6 TAP \$ 1,701,393 \$ 1,361,114 \$ 340,279 | | 608003 | Boston | WEYMOUTH | WEYMOUTH- IMPROVEMENTS AT PINGREE | 6 | TAP | \$ 725,000 | \$ 580,000 | \$ 145,000 | | | | | |
| | | | Destan | | | 6 | TAP | \$ 1 701 393 | \$ 1.361.114 | \$ 340.279 | | | | | |

| mendment/ djustment Type ▼ | MassDOT Project ID ▼ | мро ▼ | Municipality Name ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | | Total Programme Funds ▼ | I Federal ▼ | Funds | Non-Federal Funds ▼ | Additional Information ▼ |
|---|-------------------------|-------------|------------------------|--|-----------------------|----------------------------|--|---------------------------------|---------|--|--|
| | Indicates a | change in | project cost | | | | | | | | |
| | Indicates re | emoved fro | om TIP (cost not re | flected in total) | | | | | | | |
| | Indicates a | project m | oved in from anoth | er TIP element | | | | | | | |
| | Indicates a | project m | oved out to anothe | r TIP element (cost not reflected in total) | | | | | | | |
| | | | | on taken as denoted) | | | | | | | |
| | Indicates a | new fundi | ng category | | | | | | | | |
| | | | | | | | | | | | |
| Statewide Stormw | ator Potrofite | | | | | | | | | | |
| Statewide Stornin | 608217 | Boston | MULTIPLE | MARLBOROUGH-SUDBURY- STORMWATER | 3 | STP-TE | \$ 150.9 | 58 \$ 1 | 20,766 | \$ 30,192 | |
| | 000211 | Booton | | IMPROVEMENTS ALONG ROUTE 20 | 0 | 011 12 | ¢ 100,0 | | 20,100 | • • • • • • • • • • | |
| | | | | | | | | | | | |
| | | | | No Projects Programmed | | | \$ | - \$ | - | \$ - | |
| | | | | Statewide S | tormwater Re | trofits Subtotal ► | \$ 150.9 | 58 \$ 1 | 20,766 | \$ 30 192 | ■ 80% Federal + 20% Non-Federal |
| | | | | | | | | Ψ ' | _0,.00 | + 00,102 | |
| Statewide Transp | ortation Enhan | cements | | 1 | | | 1 | | | | |
| | | | | No Projects Programmed | | | \$ | - \$ | - | \$ - | |
| | | | | No Projects Programmed | | | \$ | - \$ | - | \$- | |
| | | | | Statewide Transportat | ion Enhancer | nente Subtotal b | • \$ | - \$ | - | \$ - | ■ 80% Federal + 20% Non-Federal |
| Other Statewide If | ems | | | | | | | | | | |
| | | | | ABP GANS Repayment | | | \$ | - \$ | | \$- | |
| | | | | Award Adjustments, Change Orders, Project Value | | | \$ | - \$ | - | \$- | |
| | | | | Changes, Etc. | | | | | | | |
| | | | | DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs Planning | | | \$ | - \$ - \$ | - | \$ - \$ - | |
| | | | | Statewide Design and Right of Way | | | \$ | - \$ - \$ | - | \$ - | |
| | | | | Statewide Recreational Trails | | | \$ | - \$ | - | \$ - | |
| | | | | Oth | er Statewide | Items Subtotal > | \$ | - \$ | - | \$ - | Funding Split Varies by Funding Source |
| | | | | | | | | | | | |
| Section 2A / Nor | -Federal Proj | ects | | | | | | | | | |
| Non Federal Aid | | | | | | | | | | | |
| Non Federal Alu | | | | No Projects Programmed | | NFA | \$ | - | | \$ - | |
| | | | | | | | , , | | | | |
| | | | | No Projects Programmed | | NFA | \$ | - | | \$- | |
| | | | | | Non-Fede | ral Aid Subtotal► | • \$ | - | | \$- | ◀100% Non-Federal |
| | Endoral Prin | | • | | | | | | | | |
| Section 2P / No. | -i euerai Bric | ige Frojeci | 3 | | | | | | | | |
| Section 2B / Nor | | Projects | | | | | | | | | |
| | - ederal Bridge | | | No Projects Programmed | | NFA | \$ | - | | \$- | |
| | Federal Bridge | | | 1 | | NFA | \$ | - | | \$ - | |
| | Federal Bridge | | | No Projects Programmed | | 11171 | Ψ | | | | |
| | Federal Bridge | | | No Projects Programmed | | | 1.0 | | | | ◀100% Non-Federal |
| | Federal Bridge | | | No Projects Programmed Section 2B / Non-Fed | eral Bridge P | ojects Subtotal► | \$ | - | | \$- | |
| Section 2B / Non- | | Reg | ion MPO | Section 2B / Non-Fed | eral Bridge P | ojects Subtotal► | TIP Section | 1 | tion 2: | Total of All | |
| Section 2B / Non- | | Regi | on MPO | | eral Bridge Pi | ojects Subtotal▶ | - | 1: TIP Sect | tion 2: | Total of All Projects ▼ | - |
| Section 2B / Non- Section 2B / Non- 2017 Bc | | Regi | on MPO | Section 2B / Non-Fed | - | Total ► | TIP Section ▼ \$ 264,334,7 | 1: TIP Sect ▼ 82 \$ | tion 2: | Total of All Projects ▼ \$ 264,334,782 | ■ Total Spending in Region |
| - Section 2B / Non- | | Regi | ion MPO | Section 2B / Non-Fed | - | | TIP Section ▼ \$ 264,334,7 \$ 213,064,5 | 1: TIP Sect ▼ 82 \$ 54 | | Total of All Projects ▼ \$ 264,334,782 \$ 213,064,554 | - |

701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Project *I* 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/Haggers/main.aspx

| Amendment/ | MassDOT | Municipality Name | MassDOT | MassDOT | Funding | Total Programmed | Federal Funds | Non-Federal | Additional | |
|------------|-------------------------|---------------------|---|------------|---------|---------------------|---------------|-------------|---------------|--|
| | Project ID ▼ MPO ▼ | | Project Description ▼ | District ▼ | | Funds ▼ | V | Funds V | Information V | |
| | | | | | ÷ | ÷ | | | | |
| | Indicates a change in p | roject cost | | | | | | | | |
| | Indicates removed from | n TIP (cost not ref | lected in total) | | | | | | | |
| | Indicates a project mov | ed in from anothe | er TIP element | | | | | | | |
| | Indicates a project mov | ed out to another | TIP element (cost not reflected in total) | | | | | | | |
| | Indicates a new additio | n to the TIP (actio | n taken as denoted) | | | | | | | |
| | Indicates a new funding | g category | | | | | | | | |

Section 1A / Federal Aid Target Projects

► HSIP - Highway Safety Improvement Program

| 606635 | Boston | Multiple | NEEDHAM- NEWTON- RECONSTRUCTION OF | 6 | HSIP | \$ 2,319,644 | \$ 2,087,679 | \$ 231,964 | |
|--------|--------|----------|---|---|-----------------|-----------------|-----------------|---------------|-----------------------------------|
| | | | HIGHLAND AVENUE, NEEDHAM STREET & CHARLES | | | | | | CMAQ+HSIP+TAP+STP Total Cost = |
| | | | RIVER BRIDGE, N-04-002, FROM WEBSTER STREET | | | | | | 15,464,292 |
| | | | (NEEDHAM) TO ROUTE 9 (NEWTON) | | | | | | |
| 600518 | Boston | Hingham | HINGHAM- INTERSECTION IMPROVEMENTS AT DERBY | 5 | HSIP | \$ 611,547 | \$ 550,392 | \$ 61,155 | |
| | | - | STREET, WHITING STREET (ROUTE 53) AND GARDNER | | | | | | STP+HSIP Total Cost = \$3,057,735 |
| | | | STREET | | | | | | |
| | | | | | HSIP Subtotal ► | \$ 2,931,191 | \$ 2,638,072 | \$ 293,119 | 90% Federal + 10% Non-Federal |

► CMAQ - Congestion Mitigation and Air Quality Improvement Program

| | | , | | | | | | | | |
|--------|--------|--------------|---|-----|-----------------|------------------|------|-----------|-----------------|--|
| 1570 | Boston | Multiple | GREEN LINE EXTENSION PROJECT- EXTENSION TO COLLEGE AVENUE WITH THE UNION SQUARE SPUR | N/A | CMAQ | \$ 13,427,220 | \$1 | 0,741,776 | \$ 2,685,444 | AC Yr 3 of 6; Total MPO Contribution = \$190,000,000; funding flexed to FTA; match provided by local contributions; STP+CMAQ+Section 5309 (Transit) |
| 606635 | Boston | 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 | \$ 2,000,000 | \$ | 1,600,000 | \$ 400,000 | CMAQ+HSIP+TAP+STP Total Cost = 15,464,292 |
| 604989 | Boston | Southborough | SOUTHBOROUGH- RECONSTRUCTION OF MAIN STREET (ROUTE 30), FROM SEARS ROAD TO PARK | 3 | CMAQ | \$ 1,000,000 | \$ | 800,000 | \$ 200,000 | CMAQ+TAP+STP Total Cost = \$7,281,248 |
| 605110 | Boston | Brookline | BROOKLINE- INTERSECTION & SIGNAL IMPROVEMENTS @ ROUTE 9 & VILLAGE SQUARE (GATEWAY EAST) | 6 | CMAQ | \$ 1,000,000 | \$ | 800,000 | \$ 200,000 | TAP+STP+CMAQ+Private Sector Contribution (\$1,000,000) Total Cost = \$6,273,202 |
| | | | | (| CMAQ Subtotal ► | \$ 17,427,220 | \$ 1 | 3,941,776 | \$ 3,485,444 | 80% Federal + 20% Non-Federal |

| TAP - Transportation A | Alternatives | Program | | | | | | | | |
|------------------------|--------------|---------|--------------|---|---|----------------|-----------------|-----------------|---------------|--|
| 604 | 4989 | Boston | Southborough | SOUTHBOROUGH- RECONSTRUCTION OF MAIN STREET (ROUTE 30), FROM SEARS ROAD TO PARK | 3 | TAP | \$ 1,456,250 | \$ 1,165,000 | \$ 291,250 | CMAQ+TAP+STP Total Cost = \$7,281,248 |
| 60 | 6635 | Boston | Multiple | NEEDHAM- NEWTON- RECONSTRUCTION OF HIGHLAND AVENUE, NEEDHAM STREET & CHARLES RIVER BRIDGE, N-04-002, FROM WEBSTER STREET (NEEDHAM) TO ROUTE 9 (NEWTON) | 6 | ΤΑΡ | \$ 1,546,492 | \$ 1,237,194 | \$ 309,298 | CMAQ+HSIP+TAP+STP Total Cost = 15,464,292 |
| 60 | 5110 | Boston | Brookline | BROOKLINE- INTERSECTION & SIGNAL IMPROVEMENTS @ ROUTE 9 & VILLAGE SQUARE (GATEWAY EAST) | 6 | ТАР | \$ 1,255,000 | \$ 1,004,000 | \$ 251,000 | TAP+STP+CMAQ+Private Sector Contribution (\$1,000,000) Total Cost = \$6,273,202 |
| | | | | | | TAP Subtotal ► | \$ 4,257,742 | \$ 3,406,194 | \$ 351,548 | 80% Federal + 20% Non-Federal |

| | | | | | | | OTTEGE OTT T | lienament ear (| 2141() |
|-------------------|--------------|-------------|---------------------|---|---------------------|---------------------|---------------|-----------------|----------------------|
| Amendment/ | MassDOT | | Municipality Name | MassDOT | MassDOT Funding | Total Programmed | Federal Funds | Non-Federal | Additional |
| Adjustment Type 🔻 | Project ID V | MPO V | V | Project Description ▼ | District ▼ Source ▼ | Funds ▼ | • | Funds ▼ | Information V |
| | | | | | | | | | |
| | Indicates a | change in p | roject cost | | | | | | |
| | Indicates re | emoved from | n TIP (cost not ref | lected in total) | | | | | |
| | Indicates a | project mov | ed in from anothe | er TIP element | | | | | |
| | Indicates a | project mov | ed out to another | TIP element (cost not reflected in total) | | | | | |
| | Indicates a | new additio | n to the TIP (actio | n taken as denoted) | | | | | |
| | Indicates a | new funding | category | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |

► Non-CMAQ/HSIP/TAP (Other)

| 601 | 630 | Boston | Multiple | WEYMOUTH- ABINGTON- RECONSTRUCTION & | 6 | STP | \$ | 19,591,490 | \$ | 15,673,192 | \$ | 3,918,298 | |
|-----|-----|--------|--------------|---|-----|------------------------|------|------------|----|------------|----|-----------|---|
| | | | | WIDENING ON ROUTE 18 (MAIN STREET) FROM | | | | | | | | | AC Yr 3 of 4; STP+NHPP+HSIP+TEA-21 |
| | | | | HIGHLAND PLACE TO ROUTE 139 (4.0 MILES) | | | | | | | | | Earmark+BR Total Cost = \$81,812,268 |
| | | | | INCLUDES REPLACING W-32-013, ROUTE 18 OVER THE | | | | | | | | | |
| 157 | 0 | Boston | Multiple | GREEN LINE EXTENSION PROJECT- EXTENSION TO | N/A | STP | \$ 3 | 26,572,780 | \$ | 21,258,224 | \$ | 5,314,556 | AC Yr 3 of 6; Total MPO Contribution = |
| | | | | COLLEGE AVENUE WITH THE UNION SQUARE SPUR | | | | | | | | | \$190,000,000; funding flexed to FTA; match |
| | | | | | | | | | | | | | provided by local |
| | | | | | | | | | | | | | contributions; STP+CMAQ+Section 5309 |
| | | | | | | | | | | | | | (Transit) |
| 603 | 711 | Boston | Multiple | NEEDHAM- WELLESLEY- REHAB/REPLACEMENT OF 6 | 6 | NHPP | \$ | 1,988,367 | \$ | 1,590,694 | \$ | 397,673 | AC Yr 5 of 5; NHPP+BR+Statewide |
| | | | | BRIDGES ON I-95/ROUTE 128: N-04-020, N-04-021, N-04- | | | | | | | | | Infrastructure Total Cost = \$164,919,140 |
| | | | | 022, N-04-026, N-04-027, N-04-037 & W-13-023 (ADD-A- | | | | | | | | | (\$26,258,183 programmed within FFYs 2017-21 |
| | | | | LANE - CONTRACT V) | | | | | | | | | TIP) |
| 604 | 989 | Boston | Southborough | SOUTHBOROUGH- RECONSTRUCTION OF MAIN | 3 | STP | \$ | 4,824,998 | \$ | 3,859,998 | \$ | 965,000 | CMAQ+TAP+STP Total Cost = \$7,281,248 |
| | | - | | STREET (ROUTE 30), FROM SEARS ROAD TO PARK | | | | | | | | | |
| 606 | 635 | Boston | Multiple | NEEDHAM- NEWTON- RECONSTRUCTION OF | 6 | STP | \$ | 9,598,156 | \$ | 7,678,525 | \$ | 1,919,631 | |
| | | | | HIGHLAND AVENUE, NEEDHAM STREET & CHARLES | | | | | | | | | CMAQ+HSIP+TAP+STP Total Cost = |
| | | | | RIVER BRIDGE, N-04-002, FROM WEBSTER STREET | | | | | | | | | 15,464,292 |
| | | | | (NEEDHAM) TO ROUTE 9 (NEWTON) | | 0.770 | | | | | | | |
| 600 | 518 | Boston | Hingham | HINGHAM- INTERSECTION IMPROVEMENTS AT DERBY | 5 | STP | \$ | 2,446,188 | \$ | 1,956,950 | \$ | 489,238 | |
| | | | | STREET, WHITING STREET (ROUTE 53) AND GARDNER STREET | | | | | | | | | STP+HSIP Total Cost = \$3,057,735 |
| 005 | 440 | Destar | Das alulia a | | 6 | STP | | 2 040 000 | • | 0.444.500 | • | 000.040 | TAD OTD ONAO Drivete Centre Contribution |
| 600 | 110 | Boston | Brookline | BROOKLINE- INTERSECTION & SIGNAL IMPROVEMENTS @ ROUTE 9 & VILLAGE SQUARE | ю | 51P | \$ | 3,018,202 | Ф | 2,414,562 | \$ | 603,640 | TAP+STP+CMAQ+Private Sector Contribution (\$1,000,000) Total Cost = \$6,273,202 |
| | | | | | | ∣ Other) Subtotal ► | | | | | | | (\$1,000,000) Total Cost = \$6,273,202 80% Federal + 20% Non-Federal |

► Section 1A / Fiscal Constraint Analysis

| Total Federal Aid Target Funds Programmed ► | \$ 92,656,334 | \$ 92,656,334 | ◄ Total Target | \$ 0 | Target Funds Available |
|--|------------------|------------------|-------------------------------|--------------------|---------------------------|
| Total Non-CMAQ/HSIP/TAP (Other) Programmed ► | \$ 68,040,181 | \$ - | Max. Non- | \$ (74,690,294) | Non-CMAQ/HSIP/TAP (Other) |
| | | | CMAQ/HSIP/TAP | | Exceeds Maximum |
| Total HSIP Programmed > | \$ 2,931,191 | \$ 4,296,710 | Min. HSIP | \$ 1,365,519 | HSIP Recommended Not Met |
| Total CMAQ Programmed ► | \$ 17,427,220 | \$ 10,741,776 | Min. CMAQ | \$ (6,685,444) | CMAQ Recommended Met |
| Total TAP Programmed ► | \$ 4,257,742 | \$ 2,927,554 | Min. TAP | \$ (1,330,188) | TAP Requirement Exceeded! |

HSIP, CMAQ, TAP Overprogrammed \$ (6,650,113)

| mendment/ | MassDOT | | Municipality Name | MassDOT | - | MassDOT | Funding | Total Programmed | Federal Funds | Non-Federal | Additional | |
|-----------|--------------|-------------|---------------------|-------------------|-----------------------------|------------|---------|---------------------|---------------|-------------|----------------------|--|
| | Project ID V | | | Project Descripti | on▼ | District ▼ | | Funds ▼ | V | Funds V | Information ▼ | |
| · · | | • | | • | | | | | | | | |
| | Indicates a | change in p | project cost | | | | | | | | | |
| | Indicates re | emoved from | n TIP (cost not ref | ected in total) | | | | | | | | |
| | Indicates a | project mov | ed in from anothe | r TIP element | | | | | | | | |
| | Indicates a | project mov | ed out to another | TIP element (c | ost not reflected in total) | | | | | | | |
| | | | n to the TIP (actio | | , | | | | | | | |
| | Indicates a | | | | , | | | | | | | |

Section 1B / Federal Aid Bridge Projects

Statewide Systematic Maintenance Program

| | 607915 | Boston | MULTIPLE | NEWTON- WELLESLEY- WESTON- BRIDGE MAINTENANCE OF N-12-063, N-12-054, N-12-055 & N-12- 056 ON I-95/ROUTE 128 | 6 | NHPP | \$ 1,660,534 | \$ 1,328,427 | \$ 332,107 | |
|---|--|--------|----------|---|---|------|-----------------|-----------------|---------------|---------------------------------|
| | 608521 | Boston | SALEM | SALEM - BRIDGE MAINTENANCE, S-01-018 (32T), (ST 114) NORTH STREET OVER (ST 107) BRIDGE STREET & | 4 | NHPP | \$ 2,400,000 | \$ 1,920,000 | \$ 480,000 | |
| L | Statewide Bridge Maintenance Program Subtota | | | | | | \$ 4,060,534 | \$ 3,248,427 | \$ 812,107 | ◀ 80% Federal + 20% Non-Federal |

| JUSTMENT:Change | 604173 | Boston | BOSTON | BOSTON- BRIDGE REPLACEMENT B-16-016, NORTH | 6 | NHPP | \$ 35,000,000 | \$ 28,000,000 | \$ 7,000,000 | AC YR 2 of 5; NHPP-Br On System: |
|-------------------|--------|--------|------------|--|------|------------------|------------------|------------------|------------------|--|
| pject Description | | | | WASHINGTON STREET OVER THE BOSTON INNER HARBOR | | | | | | 2018 - \$35,000,000 (was \$42,000,000); Total Cost remains \$144,066,616. |
| | 604952 | Boston | MULTIPLE | LYNN- SAUGUS- BRIDGE REPLACEMENT, L-18-016=S- 05-008, ROUTE 107 OVER THE SAUGUS RIVER (AKA - BELDEN G. BLY BRIDGE) | 4 | NHPP | \$ 25,764,000 | \$ 20,611,200 | \$ 5,152,800 | AC YR 1 of 2, YOE \$51,527,391 |
| | 608149 | Boston | BURLINGTON | BURLINGTON- BRIDGE REPLACEMENT, B-29-010, I- 95/ST 128 (NB) & I-95/ST128 (SB) OVER ROUTE 3A (CAMBRIDGE STREET) | 4 | NHPP | \$ 23,920,000 | \$ 19,136,000 | \$ 4,784,000 | |
| | 608522 | Boston | MIDDLETON | MIDDLETON- BRIDGE REPLACEMENT- M-20-003, RT 62/MAPLE STREET OVER Ipswich RIVER | 4 | NHPP | \$ 4,160,000 | \$ 3,328,000 | \$ 832,000 | |
| | | | | | On S | vstem Subtotal > | \$ 88.844.000 | \$ 71.075.200 | \$ 17.768.800 | 80% Federal + 20% Non-Federal |

► Off-System

| OII-Oystelli | | | | | | | | | | | | | |
|--------------|--------|--------|------------|---|-------|-------------------|------|------------|------------------|-----------------|---------------|-------------------|--|
| | 604655 | Boston | MARSHFIELD | MARSHFIELD- BRIDGE REPLACEMENT, M-07-007, | 5 | STP-BR-OFF | \$ | 3,023,938 | \$ 2,419,150 | \$ 604,788 | | | |
| | | | | BEACH STREET OVER THE CUT RIVER | | | | | | | | | |
| | 606632 | Boston | HOPKINTON | HOPKINTON- WESTBOROUGH- BRIDGE | 3 | STP-BR-OFF | \$ | 7,964,164 | \$ 6,371,331 | \$ 1,592,833 | | | |
| | | | | REPLACEMENT, H-23-006=W-24-016, FRUIT STREET | | | | | | | | | |
| | | | | OVER CSX & SUDBURY RIVER | | | | | | | | | |
| | 607133 | Boston | QUINCY | QUINCY- SUPERSTRUCTURE REPLACEMENT, Q-01-039, | 6 | STP-BR-OFF | \$ | 3,260,452 | \$ 2,608,361 | \$ 652,090 | 1 | | |
| | | | | ROBERTSON STREET OVER I-93/US 1/SR 3 | | | | | | | | | |
| | 607533 | Boston | WALTHAM | WALTHAM- BRIDGE REPLACEMENT, W-04-006, WOERD | 4 | STP-BR-OFF | \$ | 2,344,742 | \$ 1,875,794 | \$ 468,948 | | | |
| | | | | AVENUE OVER CHARLES RIVER | | | | | | | | | |
| | | | | | Off-S | System Subtotal > | • \$ | 16,593,296 | \$ 13,274,637 | \$ 3,318,659 | 80% Federal · | + 20% Non-Federal | |
| | | | | | | - | | | | | | | |

► Statewide Bridge Inspection Program

| | | No Projects Programmed | | | \$ - | \$ - | \$ - | |
|--|--|------------------------|--------------|-----------------|---------|---------|---------|-------------------------------|
| | | No Projects Programmed | | | \$ - | \$ - | \$ - | |
| | | Statewide Bridge In: | spection Pro | gram Subtotal 🕨 | \$ - | \$ - | \$ - | 80% Federal + 20% Non-Federal |

| Amendment/ | MassDOT | | Municipality Name | MassDOT | MassDOT | Funding | Total Programmed | Federal Funds | Non-Federal | Additional |
|-------------------|--------------|-------------|---------------------|---|------------|----------|---------------------|---------------|-------------|----------------------|
| Adjustment Type 🔻 | Project ID 🔻 | MPO 🔻 | ▼ | Project Description▼ | District ▼ | Source ▼ | Funds ▼ | V | Funds ▼ | Information v |
| | | | | | | | | | | |
| | Indicates a | change in p | roject cost | | | | | | | |
| | Indicates re | moved from | n TIP (cost not ref | ected in total) | | | | | | |
| | Indicates a | project mov | ed in from anothe | r TIP element | | | | | | |
| | Indicates a | project mov | ed out to another | TIP element (cost not reflected in total) | | | | | | |
| | Indicates a | new additio | n to the TIP (actio | n taken as denoted) | | | | | | |
| | Indicates a | new funding | g category | | | | | | | |

Section 1C / Federal Aid Non-Target Projects

► Other Federal Aid

| 606134 | Boston | Boston | BOSTON- TRAFFIC SIGNAL IMPROVEMENTS ON BLUE HILL AVENUE AND WARREN STREET | 6 | HPP | \$ | 2,501,046 | \$ 2,000,837 | \$ 500,209 | Construction; HPP 2129 (MA155) |
|--------|--------|-----------|---|-------------|-------------------|------|-----------|-----------------|------------|---|
| 606316 | Boston | 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 |
| | | | · | Other Feder | al Aid Subtotal 🕨 | - \$ | 3.252.152 | \$ 2.601.722 | \$ 650,430 | Funding Split Varies by Funding Source |

Section 1D / Federal Aid Major & State Category Projects

► Regional Major Infrastructure

| | | No Projects Programmed | | | \$ - | \$ - | \$ - | |
|--|--|------------------------|----------------|-------------------|---------|---------|---------|-------------------------------|
| | | No Projects Programmed | | | \$ - | \$ - | \$ - | |
| | | Regional M | ajor Infrastru | icture Subtotal 🕨 | \$ - | \$ - | \$ - | 80% Federal + 20% Non-Federal |

► Statewide Americans with Disability Act Implementation Plan

| | | No Projects Programmed | | | \$ - | \$- | \$ - | |
|--|--|------------------------|-------------|-----------------|-----------|-----|---------|-------------------------------|
| | | No Projects Programmed | | | \$ - | \$- | \$ - | |
| | | Statewide ADA Imp | lementatior | Plan Subtotal 🕨 | \$ - 1 | \$- | \$ - | 80% Federal + 20% Non-Federal |

Statewide Congestion Mitigation and Air Quality

| 606223 | Boston | MULTIPLE | ACTON- CONCORD- BRUCE FREEMAN RAIL TRAIL CONSTRUCTION (PHASE II-B) | 4 | CMAQ | \$ | 5,990,400 | \$ 4,792,320 | \$ 1,198,080 | |
|--------|--------|-----------|---|-------------|-----------------|----|------------|------------------|-----------------|---|
| | - | | · · · · · · | | | | | | | |
| 607732 | Boston | MULTIPLE | FRAMINGHAM- NATICK- COCHITUATE RAIL TRAIL | 3 | CMAQ | \$ | 7,797,960 | \$ 6,238,368 | \$ 1,559,592 | |
| | | | CONSTRUCTION INCLUDING PEDESTRIAN BRIDGE, N- | | | | | | | |
| | | | 03-014, OVER ROUTE 9 & F-07-033=N-03-029 OVER | | | | | | | |
| | | | ROUTE 30 | | | | | | | |
| 606316 | Boston | BROOKLINE | BROOKLINE- PEDESTRIAN BRIDGE REHABILITATION, B- 27-016, OVER MBTA OFF CARLTON STREET | 6 | CMAQ | \$ | 3,087,024 | \$ 2,469,619 | \$ 617,405 | decrease in funding source from \$3,838,130 to \$3,087,024. Additional of repurposed earmark |
| | | | | | | | | | | MA 149 in Section 1C. |
| | | | | Statewide 0 | CMAQ Subtotal ► | \$ | 16,875,384 | \$ 13,500,307 | \$ 3,375,077 | 80% Federal + 20% Non-Federal |

Statewide HSIP Program

| ogram | | | | | | | | | | |
|--------|--------|------------|---|-------------|------------------|-----------------|-----------------|------------|-----------------|-------------------|
| 607748 | Boston | ACTON | ACTON- INTERSECTION & SIGNAL IMPROVEMENTS ON SR 2 & SR 111 (MASSACHUSETTS AVENUE) AT PIPER ROAD & TAYLOR ROAD | 3 | HSIP | \$ 561,600 | \$ 505,440 | \$ 56,160 | | |
| 607761 | Boston | SWAMPSCOTT | Swampscott- INTERSECTION & SIGNAL IMPROVEMENTS AT SR 1A (PARADISE ROAD) AT Swampscott MALL | 4 | HSIP | \$ 572,000 | \$ 514,800 | \$ 57,200 | | |
| | | | Statewi | de HSIP Pro | ogram Subtotal 🕨 | \$ 1,133,600 | \$ 1,020,240 | \$ 113,360 | ◀ 90% Federal + | - 10% Non-Federal |

| Amendment/ Adjustment Type ▼ | MassDOT Project ID ▼ | мро 🔻 | Municipality Name ▼ | e MassDOT Project Description ▼ | | Funding Source ▼ | | al grammed nds ▼ | Fede ▼ | ral Funds | Non-Feo Funds | | Additional Information ▼ |
|---------------------------------|-------------------------|--------------------|------------------------|--|---------------|-----------------------------|----------|------------------------|-------------|------------|------------------|-----------|---|
| | In discharge a | a la sue a sue for | | | | | | | | | | | |
| | | | project cost | | | | | | | | | | |
| | | | om TIP (cost not re | | | | | | | | | | |
| | | | oved in from anoth | | | | | | | | | | |
| | | | | er TIP element (cost not reflected in total) | | | | | | | | | |
| | | | | on taken as denoted) | | | | | | | | | |
| | indicates a | a new lundi | ing category | | | | | | | | | | |
| Statewide Infrasti | ructure Progra | m | | | | | | | | | | | |
| | 606381 | Boston | MULTIPLE | ARLINGTON- BELMONT- HIGHWAY LIGHTING REPAIR 8 | 4 | STP | \$ | 9,100,506 | \$ | 7,280,405 | \$ | 1,820,101 | |
| | | | | MAINTENANCE ON ROUTE 2 | | | | | | | | | |
| | | | | Statewide Infr | astructure Pr | rogram Subtotal 🕨 | \$ | 9,100,506 | \$ | 7,280,405 | \$ | 1,820,101 | 80% Federal + 20% Non-Federal |
| Statewide Intersta | to Maintonan | o Brogram | | | | | | | | | | | |
| Statewide Intersta | | e Frograin | | No Projects Programmed | | | \$ | - | \$ | - | \$ | - | |
| | | | | No Projects Programmed | | | \$ | - | \$ | | \$ | - | |
| | | | | | | | | | 1 · | | | - | |
| | | | | Statewide Interstate Ma | intenance Pr | ogram Subtotal 🕨 | ► \$ | - | \$ | - | \$ | - | 90% Federal + 10% Non-Federal |
| Statewide Intellige | ont Transporta | tion System | | | | | | | | | | | |
| - Statewide intellige | | luon oystem | 10 | No Projects Programmed | | | \$ | - | \$ | - | \$ | - | |
| | | | | | | | \$ | - | | | \$ | | |
| | | | | No Projects Programmed | | de ITS Subtotal > | | - | э \$ | - | \$ | - | |
| | | | | No Projects Programmed | | | \$ \$ | - | · . | | \$ | - | |
| | | | | No Projects Programmed | | | 1. | | \$ | | \$ | - | |
| | | | | Statewide Nation | al Freight Pr | ogram Subtotal 🕨 | ► \$ | - | \$ | - | \$ | - | 80% Federal + 20% Non-Federal |
| Statewide Nationa | al Highway Sys | stem Preserv | vation Program | | | | | | | | | | |
| | 608587 | Boston | DEDHAM | RECONSTRUCTION AND RELATED WORK ON BRIDGE STREET (ROUTE 109) AND AMES STREET | 6 | NHPP | \$ | 5,459,341 | \$ | 4,367,473 | \$ | 1,091,868 | |
| | 608008 | Boston | SAUGUS | SAUGUS - RESURFACING AND RELATED WORK ON ROUTE 1 | 4 | NHPP | \$ | 9,945,936 | \$ | 7,956,749 | \$ | 1,989,187 | |
| | 608069 | Boston | MULTIPLE | MARSHFIELD- PEMBROKE- NORWELL- HANOVER- ROCKLAND- HINGHAM- RESURFACING & RELATED WORK ON ROUTE 3 | 5 | NHPP | \$ | 16,504,800 | \$ 1 | 3,203,840 | \$ | 3,300,960 | |
| | 608220 | Boston | CONCORD | CONCORD- RESURFACING & RELATED WORK ON ROUTE 2 | 4 | NHPP | \$ | 1,747,200 | \$ | 1,397,760 | \$ | 349,440 | |
| | 608379 | Boston | MULTIPLE | LEXINGTON- BELMONT- ARLINGTON- CAMBRIDGE- PAVEMENT PRESERVATION ON ROUTE 2 | 4 | NHPP | \$ | 7,706,400 | \$ | 6,165,120 | \$ | 1,541,280 | NHS + Stormwater = \$8,906,400 |
| | | | | Statewide NHS Pre | eservation Pr | ogram Subtotal 🕨 | ▶ \$ | 41,363,677 | \$ 3 | 33,090,941 | \$ | 8,272,735 | ◀ 80% Federal + 20% Non-Federal |
| | _ | | | | | | | | | | | | |
| Statewide Plannin | ng Program | | 1 | No Projecto Programmed | 1 | 1 | 6 | | ¢ | | 6 | | |
| | | | | No Projects Programmed | | | \$ | - | \$ | - | \$ | - | |
| | | | | No Projects Programmed | | | \$ | - | \$ | - | \$ | - | |
| | | -1 | L. | Statewide | Planning Pr | ogram Subtotal 🕨 | ► \$ | - | \$ | - | \$ | - | ◀ 80% Federal + 20% Non-Federal |
| | | | | | | | | | _ | | | | |
| | | | | | | | | | | | | | |
| ► Statewide Railroa | d Grade Cross | sings | | No Projects Programmed | | | ¢ | | ¢ | | s | | |
| ► Statewide Railroa | d Grade Cross | sings | | No Projects Programmed | | | \$ | - | \$ \$ | - | \$ | - | |

Statewide RR Grade Crossings Subtotal ► \$ - \$ - \$ - 480% Federal + 20% Non-Federal

2018 Boston Region MPO Transportation Improvement Program 07/28/2016 Endorsed 07/20/2017 Amendment Four (Draft)

| djustment Type 🔻 | MassDOT Project ID ▼ | MPO V | Municipality Name ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | Funding Source ▼ | Total Programm Funds ▼ | d F | Federal Funds ▼ | Non-Fede Funds ▼ | ral | Additional Information ▼ |
|--|-------------------------|-------------|------------------------|--|-----------------------|---|--|---|-----------------------------|---|---|--|
| | | | | | | | | | | | | 1 |
| | Indicates a | change in | project cost | | | | | | | | | |
| | Indicates re | emoved fro | om TIP (cost not re | flected in total) | | | | | | | | |
| | Indicates a | project mo | oved in from anoth | er TIP element | | | | | | | | |
| | Indicates a | project mo | oved out to anothe | r TIP element (cost not reflected in total) | | | | | | | | |
| | Indicates a | new addit | ion to the TIP (action | on taken as denoted) | | | | | | | | |
| | | | ng category | , | | | | | | | | |
| | | - I D | | | | | | | | | | |
| Statewide Safe Ro | ules to Scho | ois Program | | No Projects Programmed | 1 | SRTS | \$ | - | \$ - | \$ | - | |
| | | | | No Projects Programmed | | SRTS | \$ | | | \$ | | |
| | | | | Statewide Safe Routes to | Schools Pr | | | | | \$ | | Funding Split Varies by Funding Source |
| | | | | | | ogram oubtotal P | Ŷ | | Ŷ | Ŷ | | |
| tatewide Stormwa | 608217 | Boston | MULTIPLE | MARLBOROUGH- SUDBURY- STORMWATER | 3 | STP-TE | \$ 683 | 488 | \$ 546,790 | \$ | 136,698 | |
| | | | | IMPROVEMENTS ALONG ROUTE 20 | | | | | | 1 | , | |
| | 608379 | Boston | MULTIPLE | LEXINGTON- BELMONT- ARLINGTON- CAMBRIDGE- PAVEMENT PRESERVATION ON ROUTE 2 | 4 | STP-TE | \$ 1,200 | 000 | \$ 960,000 | \$ | 240,000 | NHS + Stormwater = \$8,906,400 |
| | 1 | | | | ormwater Re | etrofits Subtotal ► | \$ 1,883 | 488 | \$ 1,506,790 | \$ | 376,698 | 80% Federal + 20% Non-Federal |
| | | | | | | | | | | | | |
| Statewide Transpo | rtation Enhar | ncements | | | | 1 | 1.0 | | • | | | |
| | | | | No Projects Programmed | | | \$ | | <u></u> - <u></u> - <u></u> | \$ | - | |
| | | | | No Projects Programmed Statewide Transportati | | | \$ | | Ŷ | \$ \$ | - | 80% Federal + 20% Non-Federal |
| ther Statewide Ite | | | | ABP GANS Repayment Award Adjustments, Change Orders, Project Value Changes, Etc. | | | \$ \$ | - 1 | | \$ \$ | - | |
| | | | | DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs | | | \$ | - 3 | \$ - | \$ | - | |
| | | | | Planning | | | \$ | | • - | \$ | | |
| | | | | Statewide Design and Right of Way | | | \$ | - 3 | | \$ | - | |
| | | | | Statewide Recreational Trails | | | \$ | - 3 | | \$ | - | |
| | | | | | | | | | | | | |
| | | | | | er Statewide | e Items Subtotal 🕨 | \$ | - | • | \$ | - | I |
| | Federal Pro | jects | | | er Statewide | e Items Subtotal ► | \$ | _ 1 | • | | - | Funding Split Varies by Funding Source |
| | -Federal Pro | jects | | No Projects Programmed | er Statewide | e Items Subtotal ► | \$ | - | • | | - | Funding Split Varies by Funding Source |
| | -Federal Pro | jects | | No Projects Programmed No Projects Programmed | er Statewide | | | - | • | \$ | | Funding Split Varies by Funding Source |
| | Federal Pro | jects | | | | NFA | \$ | - | • | \$ | - | I ■ Funding Split Varies by Funding Source I ■ Funding Split Varies by Funding Source I ■ 100% Non-Federal |
| Ion Federal Aid | | | s | | | NFA NFA | \$ | - | • | \$ \$ \$ | - | |
| on Federal Aid | -Federal Brid | dge Project | s | | | NFA NFA | \$ | - | • | \$ \$ \$ | - | |
| on Federal Aid | -Federal Brid | dge Project | s | | | NFA NFA | \$ | - | • | \$ \$ \$ | - | |
| on Federal Aid | -Federal Brid | dge Project | S | No Projects Programmed No Projects Programmed No Projects Programmed | Non-Fede | NFA NFA aral Aid Subtotal► NFA NFA | \$ \$ \$ \$ | - | • | \$ \$ \$ \$ \$ | - | I ■ 100% Non-Federal |
| ion Federal Aid Section 2B / Non- | -Federal Brid | dge Project | S | No Projects Programmed | Non-Fede | NFA NFA aral Aid Subtotal► NFA NFA | \$ \$ \$ \$ \$ \$ | - - - - | \$ - | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | | |
| Von Federal Aid Section 2B / Non-F Section 2B / Non-F | Federal Bridge | lge Project | | No Projects Programmed No Projects Programmed No Projects Programmed Section 2B / Non-Fede | Non-Fede | NFA NFA aral Aid Subtotal► NFA NFA | \$ \$ \$ \$ \$ \$ | - - - - - - - - - | • | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | - - - - - - - - | I ■ 100% Non-Federal |
| Section 2A / Non- Non Federal Aid Section 2B / Non-F Section 2B / Non-F | Federal Bridge | lge Project | | No Projects Programmed No Projects Programmed No Projects Programmed | Non-Fede | NFA NFA aral Aid Subtotal► NFA NFA rojects Subtotal► | \$ \$ \$ \$ \$ TIP Section ▼ | - - - - - - - - - - | \$ TIP Section 2: ▼ | \$ \$ <t< td=""><td>- - - - - - - - -</td><td> ■ 100% Non-Federal ■ 100% Non-Federal</td></t<> | - - - - - - - - - | ■ 100% Non-Federal ■ 100% Non-Federal |
| Von Federal Aid Section 2B / Non-F Section 2B / Non-F | Federal Bridge | lge Project | | No Projects Programmed No Projects Programmed No Projects Programmed Section 2B / Non-Fede | Non-Fede | NFA NFA aral Aid Subtotal► NFA NFA rojects Subtotal► | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | - - - - - - - - - - - - - - - - - - - | \$ TIP Section 2: ▼ | \$ | - - - - - - - - - - - - - - - - - - - | I ■ 100% Non-Federal |

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 Jacobian ga project not the TIP, the Municipality acknowledges that 701 CMR 7.00 is applicable to 1s 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

| Amendment/ | MassDOT | | Municipality Name | | | MassDOT | | Total Programmed | Federal Funds | | Additional |
|-------------------|--------------|--------------|---------------------|------------------|-----------------------------|------------|----------|---------------------|---------------|---------|---------------|
| Adjustment Type V | Project ID V | MIPO V | v | Project Descript | ion V | District ▼ | Source V | Funds ▼ | V | Funds ▼ | Information V |
| | | | | | | | | | | | |
| | Indicates a | change in p | roject cost | | | | | | | | |
| | Indicates re | moved from | n TIP (cost not ref | lected in total) | | | | | | | |
| | Indicates a | project mov | ed in from anothe | er TIP element | | | | | | | |
| | Indicates a | project mov | ed out to another | TIP element (o | ost not reflected in total) | | | | | | |
| | Indicates a | new addition | n to the TIP (actio | n taken as den | oted) | | | | | | |
| | Indicates a | new funding | g category | | | | | | | | |
| | | | | | | | | | | | |

Section 1A / Federal Aid Target Projects

► HSIP - Highway Safety Improvement Program

| on - mgnway ourory | | one i rogran | • | | | | | | | |
|--------------------|------|--------------|-----------|---|---|-----------------|-----------------|-----------------|---------------|---|
| 607 | 7428 | Boston | 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 | \$ 2,362,214 | \$ 2,125,993 | \$ 236,221 | CMAQ+HSIP Total Cost = \$3,149,619 |
| 607 | 7652 | Boston | Everett | EVERETT- RECONSTRUCTION OF FERRY STREET, SOUTH FERRY STREET AND A PORTION OF ELM STREET | 4 | HSIP | \$ 1,448,825 | \$ 1,303,943 | \$ 144,883 | CMAQ+STP+HSIP+TAP Total Cost = \$7,244,124 |
| 606 | 6043 | Boston | Hopkinton | HOPKINTON- SIGNAL & INTERSECTION IMPROVEMENTS ON ROUTE 135 | 3 | HSIP | \$ 1,275,206 | \$ 1,147,686 | \$ 127,521 | CMAQ+HSIP+STP Total Cost = \$8,501,376 |
| | | | | | | HSIP Subtotal ► | \$ 5,086,246 | \$ 4,577,621 | \$ 508,625 | 90% Federal + 10% Non-Federal |

► CMAQ - Congestion Mitigation and Air Quality Improvement Program

| 1570 | Boston | Multiple | GREEN LINE EXTENSION PROJECT- EXTENSION TO COLLEGE AVENUE WITH THE UNION SQUARE SPUR | N/A | CMAQ | \$ 13,427,220 | \$ 10,741,776 | \$ 2,685,444 | AC Yr 4 of 6; Total MPO Contribution = \$190,000,000; funding flexed to FTA; match provided by local contributions; STP+CMAQ+Section 5309 (Transit) |
|--------|--------|-----------|---|-----|-----------------|------------------|------------------|-----------------|---|
| 605034 | Boston | 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 | CMAQ+TAP+STP Total Cost = \$15,459,553 |
| 607428 | Boston | 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 | \$ 787,405 | \$ 629,924 | \$ 157,481 | CMAQ+HSIP Total Cost = \$3,149,619 |
| 607652 | Boston | Everett | EVERETT- RECONSTRUCTION OF FERRY STREET, SOUTH FERRY STREET AND A PORTION OF ELM STREET | 4 | CMAQ | \$ 1,275,588 | \$ 1,020,470 | \$ 255,118 | CMAQ+STP+HSIP+TAP Total Cost = \$7,244,124 |
| 606043 | Boston | Hopkinton | HOPKINTON- SIGNAL & INTERSECTION IMPROVEMENTS ON ROUTE 135 | 3 | CMAQ | \$ 1,000,000 | \$ 800,000 | \$ 200,000 | CMAQ+HSIP+STP Total Cost = \$8,501,376 |
| | | | | (| CMAQ Subtotal 🕨 | \$ 18,905,547 | \$ 15,124,438 | \$ 3,781,109 | 80% Federal + 20% Non-Federal |

► TAP - Transportation Alternatives Program

| r ina inanoponta | | | | | | | | | | | |
|------------------|--------|--------|---------|---|---|----------------|------|-----------|-----------------|---------------|---|
| | 605034 | Boston | 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 | CMAQ+TAP+STP Total Cost = \$15,459,553 |
| | 607652 | Boston | Everett | EVERETT- RECONSTRUCTION OF FERRY STREET, SOUTH FERRY STREET AND A PORTION OF ELM STREET | 4 | TAP | \$ | 724,412 | \$ 579,530 | \$ 144,882 | CMAQ+STP+HSIP+TAP Total Cost = \$7,244,124 |
| | 608352 | Boston | Salem | SALEM- CANAL STREET RAIL TRAIL CONSTRUCTION (PHASE 2) | 4 | TAP | \$ | 2,595,840 | \$ 2,076,672 | \$ 519,168 | |
| | | | | | | TAP Subtotal ► | • \$ | 4,639,185 | \$ 3,711,348 | \$ 927,837 | 80% Federal + 20% Non-Federal |

| mendment/ djustment Type ▼ | MassDOT Project ID ▼ | мро • | Municipality Name ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | | Total Programme Funds ▼ | d | Federal Funds ▼ | | ederal | Additional Information ▼ |
|-------------------------------|-------------------------|------------|------------------------|--|-----------------------|-----|-------------------------------|-----|--------------------|----|-----------|---|
| | Indicator a | change in | project cost | | | | | | | | | |
| | | 0 | | le stad is tatal) | | | | | | | | |
| | | | m TIP (cost not ret | , | | | | | | | | |
| | | | ved in from anothe | | | | | | | | | |
| | | | | TIP element (cost not reflected in total) | | | | | | | | |
| | | | , | on taken as denoted) | | | | | | | | |
| | Indicates a | new fundir | ng category | | | | | | | | | |
| | | | | | | | | | | | | |
| Non-CMAQ/HSIP/T | 601630 | Boston | Multiple | WEYMOUTH- ABINGTON- RECONSTRUCTION & | 6 | STP | \$ 8.040. | 268 | \$ 6.432.214 | \$ | 1.608.054 | |
| | 001030 | Doston | Manapie | WIDENING ON ROUTE 18 (MAIN STREET) FROM | Ŭ | 011 | φ 0,040, | 200 | φ 0,402,214 | U | 1,000,004 | |
| | | | | HIGHLAND PLACE TO ROUTE 139 (4.0 MILES) | | | | | | | | AC Yr 4 of 4; STP+NHPP+HSIP+TEA-21 |
| | | | | INCLUDES REPLACING W-32-013, ROUTE 18 OVER THE | | | | | | | | Earmark+BR Total Cost = \$81,812,268 |
| | | | | OLD COLONY RAILROAD (MBTA) | | | | | | | | |
| | 1570 | Boston | Multiple | GREEN LINE EXTENSION PROJECT- EXTENSION TO | N/A | STP | \$ 26.572 | 780 | \$ 21.258.224 | ¢ | 5.314.556 | AC Yr 4 of 6: Total MPO Contribution = |
| | 13/0 | Doston | Multiple | COLLEGE AVENUE WITH THE UNION SQUARE SPUR | IN/A | 511 | φ 20,572, | 100 | φ 21,200,224 | Ψ | 3,314,330 | \$190,000,000; funding flexed to FTA; mate |
| | | | | | | | | | | | | provided by local |
| | | | | | | | | | | | | contributions; STP+CMAQ+Section 5309 |
| | 605034 | Boston | Natick | NATICK- RECONSTRUCTION OF ROUTE 27 (NORTH | 3 | STP | \$ 11,725, | 000 | \$ 9,380,229 | • | 2,345,057 | (Transit) |
| | 605034 | Boston | Natick | MAIN STREET), FROM NORTH AVENUE TO THE | 3 | 512 | \$ 11,725, | 280 | \$ 9,380,229 | Þ | 2,345,057 | CMAQ+TAP+STP Total Cost = \$15,459,55 |
| | | | | WAYLAND T.L. | | | | | | | | CINAQ+TAF+STF T0(a) C0st = \$15,459,55 |
| | 607652 | Boston | Everett | EVERETT- RECONSTRUCTION OF FERRY STREET, | 4 | STP | \$ 3,795, | 299 | \$ 3,036,239 | \$ | 759,060 | |
| | 1 | | | SOUTH FERRY STREET AND A PORTION OF ELM | | | | | | · | | CMAQ+STP+HSIP+TAP Total Cost = \$7.244.124 |
| | | | | STREET | | | | | | | | ⊅ 7,244,124 |
| | 606043 | Boston | Hopkinton | HOPKINTON- SIGNAL & INTERSECTION | 3 | STP | \$ 6,226, | 170 | \$ 4,980,936 | \$ | 1,245,234 | CMAQ+HSIP+STP Total Cost = \$8.501.37 |
| | | | | IMPROVEMENTS ON ROUTE 135 | | | | | | | | |
| | 605789 | Boston | Boston | BOSTON- RECONSTRUCTION OF MELNEA CASS | 6 | STP | \$ 7,853, | 499 | \$ 6,282,799 | \$ | 1,570,700 | STP+Earmarks Total Cost = \$25,297,839 |
| | | | | BOULEVARD | | | | | | | | |

Non-CMAQ/HSIP/TAP (Other) Subtotal ▶ \$ 64,213,303 \$ 51,370,642 \$ 12,842,661 ◀ 80% Federal + 20% Non-Federal

Section 1A / Fiscal Constraint Analysis

| Total Federal Aid Target Funds Programmed ► | \$ 92,844,280 | \$ 92,626,333 | ▲Total Target | \$ (217,947) | Funds Over Programmed |
|--|------------------|------------------|-------------------------------|--------------------|---------------------------|
| Total Non-CMAQ/HSIP/TAP (Other) Programmed ► | \$ 64,213,303 | \$ - | Max. Non- | \$ (74,923,454) | Non-CMAQ/HSIP/TAP (Other) |
| | | | CMAQ/HSIP/TAP | | Exceeds Maximum |
| Total HSIP Programmed ► | \$ 5,086,246 | \$ 4,296,710 | Min. HSIP | \$ (789,536) | HSIP Recommended Met |
| Total CMAQ Programmed > | \$ 18,905,547 | \$ 10,741,776 | Min. CMAQ | \$ (8,163,771) | CMAQ Recommended Met |
| Total TAP Programmed ► | \$ 4,639,185 | \$ 2,882,340 | Min. TAP | \$ (1,756,845) | TAP Requirement Exceeded! |

HSIP, CMAQ, TAP Overprogrammed \$ (10,710,152)

Section 1B / Federal Aid Bridge Projects

Statewide Systematic Maintenance Program

| | 608234 | Boston | BOSTON- RANDOLPH- BRIDGE PRESERVATION OF 3 BRIDGES: B-16-165, R-01-005 & R-01-007 | 6 | NHPP | \$ 2,487,857 | \$ 1,990,285 | \$ 497,571 | |
|--|--------|--------|--|-------------|------------------|-----------------|-----------------|---------------|---|
| | | | Statewide Bridge Main | tenance Pro | ogram Subtotal 🕨 | \$ 2,487,857 | \$ 1,990,285 | \$ 497,571 | 80% Federal + 20% Non-Federal |

| ► On System | | | | | | | | | | | |
|---|--------|--------|----------|--|------|------------------|---------------|---------|--------|-----------------|--|
| ADJUSTMENT:Change Additional Information | 604173 | Boston | BOSTON | BOSTON- BRIDGE REPLACEMENT B-16-016, NORTH WASHINGTON STREET OVER THE BOSTON INNER HARBOR | 6 | NHPP | \$ 21,000,000 | \$ 16,8 | 00,000 | \$ 4,200,000 | AC YR 3 of 5; NHPP-Br On System: 2019 - \$21,000,000 (was \$42,000,000); Total Cost remains \$144,066,616. |
| | 604952 | Boston | MULTIPLE | LYNN- SAUGUS- BRIDGE REPLACEMENT, L-18-016=S- 05-008, ROUTE 107 OVER THE SAUGUS RIVER (AKA - BELDEN G. BLY BRIDGE) | 4 | NHPP | \$ 25,763,391 | \$ 20,6 | 10,713 | \$ 5,152,678 | AC YR 2 of 2, YOE \$51,527,391 |
| | | | | | On S | ystem Subtotal ► | \$ 46,763,391 | \$ 37,4 | 10,713 | \$ 9,352,678 | 80% Federal + 20% Non-Federal |

| Amendment/ Adjustment Type ▼ | MassDOT Project ID | MPO V | Municipality Name ▼ | MassDOT Project Description ▼ | | Funding Source ▼ | | grammed ds.▼ | Federal Fund ▼ | s Non- Fund | Federal Is ▼ | Additional Information ▼ | |
|---------------------------------|--|--|--|---|---------------------------|---|--|--|--|--|--|--|---|
| | Indicates | a change in | project cost | | | | | | | | | | |
| | | | om TIP (cost not re | flected in total) | | | | | | | | | |
| | | | oved in from anoth | · · · · · · · · · · · · · · · · · · · | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | r TIP element (cost not reflected in total) | | | | | | | | | |
| | | | | on taken as denoted) | | | | | | | | | |
| | indicates a | a new iunui | ing category | | | | | | | | | | |
| 0# 0 | | | | | | | | | | | | | |
| Off-System | 608079 | Boston | SHARON | SHARON- BRIDGE REPLACEMENT, S-09-003 (40N), MASKWONICUT STREET OVER AMTRAK/MBTA | 5 | STP-BR-OFF | \$ | 5,637,492 | \$ 4,509,99 | 4 \$ | 1,127,498 | | |
| | 608255 | Boston | STOW | STOW- BRIDGE REPLACEMENT, S-29-011, BOX MILL ROAD OVER ELIZABETH BROOK | 3 | STP-BR-OFF | \$ | 1,600,560 | \$ 1,280,44 | 8 \$ | 320,112 | : | |
| | | | | | Off-S | System Subtotal > | • \$ | 7,238,052 | \$ 5,790,44 | 2 \$ | 1,447,610 | ■ 80% Federal | + 20% Non-Federal |
| Statewide Bridge Ins | pection Progra | ım | | | | | | | | | | | |
| | | | | No Projects Programmed | | | \$ | - | \$- | - \$ | - | | |
| | | | | No Projects Programmed | | | \$ | - | \$. | - \$ | - | | |
| | | | | Statewide Bridge Ir | spection Pr | rogram Subtotal > | • \$ | - | \$ | - \$ | - | ◀ 80% Federal | + 20% Non-Federal |
| | | | | BOSTON- RECONSTRUCTION OF MELNEA CASS | 6 | HPP | \$ | 5.007.375 | \$ 4.005.90 | 0 \$ | 1.001.475 | Construc | tion: HPP 4284 (MA203): |
| | eral Aid Non 605789 605789 | Boston Boston | Boston Boston | BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD BOSTON- RECONSTRUCTION OF MELNEA CASS | 6 | НРР | \$ | 5,007,375 2,703,983 | | | 1,001,475 | STP+Earman Construction; HF | PP 756 (MA126); STP+Earma |
| | 605789 | Boston | Boston | BOULEVARD BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD BOSTON- RECONSTRUCTION OF MELNEA CASS | | | · · | | \$ 2,163,18 | 6 \$ | | STP+Earmar Construction; HF Total | ks Total Cost = \$25,297,839 P 756 (MA126); STP+Earma Cost = \$25,297,839 MA154); STP+Earmarks Tot |
| | 605789 605789 | Boston Boston | Boston Boston | BOULEVARD BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD BOSTON- RECONSTRUCTION OF MELNEA CASS | 6 | HPP | \$ | 2,703,983 | \$ 2,163,18 \$ 5,007,37 | 36 \$ 75 \$ | 540,797 | STP+Earmar Construction; HF Total Construction; (Construction; (Construction; (| ks Total Cost = \$25,297,839 P 756 (MA126); STP+Earma Cost = \$25,297,839 MA154); STP+Earmarks Tot set = \$25,297,839 MA194); STP+Earmarks Tot |
| | 605789 605789 605789 | Boston Boston Boston | Boston Boston Boston | BOULEVARD BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD | 6 6 6 | HPP | \$ | 2,703,983 6,259,219 | \$ 2,163,18 \$ 5,007,37 \$ 2,779,01 | 36 \$ 75 \$ 1 \$ | 540,797 | STP+Earmar Construction; HF Total Construction; (Construction; (Construction; (Construction; (| ks Total Cost = \$25,297,839 P 756 (MA126); STP+Earma Cost = \$25,297,839 MA154); STP+Earmarks Tot ost = \$25,297,839 |
| | 605789 605789 605789 605789 | Boston Boston Boston Boston | Boston Boston Boston Boston | BOULEVARD BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD Parker River National Wildlife Refuge - Replace Hellcat Trail Boardwalk | 6 6 6 4 | HPP HPP HPP | \$ \$ \$ \$ | 2,703,983 6,259,219 3,473,764 1,200,000 | \$ 2,163,18 \$ 5,007,37 \$ 2,779,01 \$ 960,000 | 36 \$ 75 \$ 1 \$ 90 \$ | 540,797 1,251,844 694,753 240,000 | STP+Earman Construction; HF Total Construction; (Construction; (Construction | ks Total Cost = \$25,297,839 P 756 (MA126); STP+Earma Cost = \$25,297,839 Ma154); STP+Earmarks Tot sot = \$25,297,839 MA194); STP+Earmarks Tot sot = \$25,297,839 |
| Other Federal Aid | 605789 605789 605789 605789 605789 BN0008 | Boston Boston Boston Boston | Boston Boston Boston Boston | BOULEVARD BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD Parker River National Wildlife Refuge - Replace Hellcat Trail Boardwalk | 6 6 6 4 | HPP HPP HPP Other FA | \$ \$ \$ \$ | 2,703,983 6,259,219 3,473,764 1,200,000 | \$ 2,163,18 \$ 5,007,37 \$ 2,779,01 \$ 960,000 | 36 \$ 75 \$ 1 \$ 90 \$ | 540,797 1,251,844 694,753 240,000 | STP+Earman Construction; HF Total Construction; (Construction; (Construction | ks Total Cost = \$25,297,839 IP 756 (MA126): STP+Earma Cost = \$25,297,839 MA154): STP+Earmarks Tot bst = \$25,297,839 MA194): STP+Earmarks Tot bst = \$25,297,839 to Eastern Federal Lands |
| Other Federal Aid | 605789 605789 605789 605789 BN0008 | Boston Boston Boston Boston | Boston Boston Boston Boston Newburyport | BOULEVARD BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD Parker River National Wildlife Refuge - Replace Helicat Trail Boardwalk | 6 6 6 4 | HPP HPP HPP Other FA | \$ \$ \$ | 2,703,983 6,259,219 3,473,764 1,200,000 18,644,340 | \$ 2,163,18 \$ 5,007,37 \$ 2,779,01 \$ 960,00 \$ 13,955,47 | 66 \$ 55 \$ 11 \$ 100 \$ 72 \$ | 540,797 1,251,844 694,753 240,000 | STP+Earman Construction; HF Total Construction; (Construction; (Construction | ks Total Cost = \$25,297,839 P 756 (MA126); STP+Earma Cost = \$25,297,839 MA154); STP+Earmarks Tot bst = \$25,297,839 MA194); STP+Earmarks Tot bst = \$25,297,839 to Eastern Federal Lands |
| Other Federal Aid | 605789 605789 605789 605789 BN0008 | Boston Boston Boston Boston | Boston Boston Boston Boston Newburyport | BOULEVARD BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD Parker River National Wildlife Refuge - Replace Helicat Trail Boardwalk | 6 6 6 4 | HPP HPP HPP Other FA | \$ \$ \$ \$ | 2,703,983 6,259,219 3,473,764 1,200,000 18,644,340 | \$ 2,163,18 \$ 5,007,37 \$ 2,779,01 \$ 960,00 \$ 13,955,47 \$ | 16 \$ 15 \$ 10 \$ 22 \$ | 540,797 1,251,844 694,753 240,000 | STP+Earman Construction; HF Total Construction; (Construction; (Construction | ks Total Cost = \$25,297,839 P 756 (MA126); STP+Earm. Cost = \$25,297,839 MA154); STP+Earmarks Toto ost = \$25,297,839 MA194); STP+Earmarks Toto ost = \$25,297,839 to Eastern Federal Lands |
| Other Federal Aid | 605789 605789 605789 605789 BN0008 | Boston Boston Boston Boston | Boston Boston Boston Boston Newburyport | BOULEVARD BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD Parker River National Wildlife Refuge - Replace Helicat Trail Boardwalk | 6 6 4 Other Fede | HPP HPP Other FA eral Aid Subtotal ► | · · · · · · · · · · · · · · · · · · · | 2,703,983 6,259,219 3,473,764 1,200,000 18,644,340 | \$ 2,163,18 \$ 5,007,37 \$ 2,779,01 \$ 960,00 \$ 13,955,47 \$ \$ | 66 \$ 75 \$ 1 \$ 00 \$ 72 \$ | 540,797 1,251,844 694,753 240,000 3,488,868 | STP+Earman Construction; HF Construction; (Construction; (Co | ks Total Cost = \$25,297,839 P756 (MA126); STP+Earm. Cost = \$25,297,839 MA154); STP+Earmarks Tol st = \$25,297,839 MA194); STP+Earmarks Tol st = \$26,297,839 to Eastern Federal Lands Varies by Funding Source |
| Other Federal Aid | 605789 605789 605789 605789 BN0008 eral Aid Maju | Boston Boston Boston Boston Or & State C | Boston Boston Boston Boston Newburyport Category Projects | BOULEVARD BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD Parker River National Wildlife Refuge - Replace Helicat Trail Boardwalk | 6 6 4 Other Fede | HPP HPP HPP Other FA | · · · · · · · · · · · · · · · · · · · | 2,703,983 6,259,219 3,473,764 1,200,000 18,644,340 | \$ 2,163,18 \$ 5,007,37 \$ 2,779,01 \$ 960,00 \$ 13,955,47 \$ \$ | 16 \$ 15 \$ 10 \$ 22 \$ | 540,797 1,251,844 694,753 240,000 3,488,868 | STP+Earman Construction; HF Construction; (Construction; (Co | ks Total Cost = \$25,297,839 P 756 (MA126); STP+Earma Cost = \$25,297,839 MA154); STP+Earmarks Tot bst = \$25,297,839 MA194); STP+Earmarks Tot bst = \$25,297,839 to Eastern Federal Lands |
| Other Federal Aid | 605789 605789 605789 605789 BN0008 eral Aid Maju | Boston Boston Boston Boston Or & State C | Boston Boston Boston Boston Newburyport Category Projects | BOULEVARD BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD Parker River National Wildlife Refuge - Replace Helicat Trail Boardwalk | 6 6 4 Other Fede | HPP HPP Other FA eral Aid Subtotal ► | · · · · · · · · · · · · · · · · · · · | 2,703,983 6,259,219 3,473,764 1,200,000 18,644,340 | \$ 2,163,18 \$ 5,007,37 \$ 2,779,01 \$ 960,00 \$ 13,955,47 \$ | 66 \$ 75 \$ 1 \$ 00 \$ 72 \$ | 540,797 1,251,844 694,753 240,000 3,488,868 | STP+Earman Construction; HF Construction; (Construction; (Co | ks Total Cost = \$25,297,839 IP 756 (MA126); STP+Earmar Cost = \$25,297,839 MA154); STP+Earmarks Tot st = \$25,297,839 MA194); STP+Earmarks Tot st = \$26,297,839 to Eastern Federal Lands Varies by Funding Source |
| Other Federal Aid | 605789 605789 605789 605789 BN0008 eral Aid Maju | Boston Boston Boston Boston Or & State C | Boston Boston Boston Boston Newburyport Category Projects | BOULEVARD BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD Parker River National Wildlife Refuge - Replace Helicat Trail Boardwalk No Projects Programmed No Projects Programmed No Projects Programmed Regional M | 6 6 4 Other Fede | HPP HPP Other FA eral Aid Subtotal ► | \$ \$ \$ \$ \$ \$ \$ \$ | 2,703,983 6,259,219 3,473,764 1,200,000 18,644,340 | \$ 2,163,18 \$ 5,007,37 \$ 2,779,01 \$ 960,00 \$ 13,955,47 \$. \$. \$. \$. \$. | 36 \$ 75 \$ 1 \$ 10 \$ 22 \$ - \$ - \$ - \$ - \$ | 540,797 1,251,844 694,753 240,000 3,488,868 - - - - | STP+Earman Construction; HF Construction; (Construction; (Co | ks Total Cost = \$25,297,835 P756 (MA126); STP+Earm Cost = \$25,297,839 MA154); STP+Earmarks Toi st = \$25,297,839 MA194); STP+Earmarks Toi st = \$26,297,839 to Eastern Federal Lands Varies by Funding Source |
| Regional Major Inf | 605789 605789 605789 BN0008 eral Aid Majorastructure | Boston Boston Boston Boston Or & State C | Boston Boston Boston Boston Newburyport Category Projects Dementation Plan | BOULEVARD BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD Parker River National Wildlife Refuge - Replace Helicat Trail Boardwalk No Projects Programmed No Projects Programmed No Projects Programmed | 6 6 4 Other Fede | HPP HPP Other FA eral Aid Subtotal > | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 2,703,983 6,259,219 3,473,764 1,200,000 18,644,340 | \$ 2,163,18 \$ 5,007,37 \$ 2,779,01 \$ 960,00 \$ 13,955,47 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 6 \$ 75 \$ 1 \$ 00 \$ 72 \$ - \$ - \$ - \$ - \$ | 540,797 1,251,844 694,753 240,000 3,488,868 - - - - - | STP+Earmar Construction; H Total Construction; (Construction; (Construction; (Construction; (Cartine A Funding Split | ks Total Cost = \$25,297,839 IP 756 (MA126); STP+Earmar Cost = \$25,297,839 MA154); STP+Earmarks Tot st = \$25,297,839 MA194); STP+Earmarks Tot st = \$26,297,839 to Eastern Federal Lands Varies by Funding Source |
| Other Federal Aid | 605789 605789 605789 BN0008 eral Aid Majorastructure | Boston Boston Boston Boston Or & State C | Boston Boston Boston Boston Newburyport Category Projects Dementation Plan | BOULEVARD BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD Parker River National Wildlife Refuge - Replace Helicat Trail Boardwalk No Projects Programmed No Projects Programmed No Projects Programmed No Projects Programmed No Projects Programmed No Projects Programmed | 6 6 4 Other Fede | HPP HPP Other FA eral Aid Subtotal > | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 2,703,983 6,259,219 3,473,764 1,200,000 18,644,340 | \$ 2,163,18 \$ 5,007,37 \$ 2,779,01 \$ 960,00 \$ 13,955,47 \$. | - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ | 540,797 1,251,844 694,753 240,000 3,488,868 - - - - - - - | STP+Earman Construction; H Total Construction; (Construction; | ks Total Cost = \$25,297,839 IP 756 (MA126); STP+Earmar Cost = \$25,297,839 MA154); STP+Earmarks Tot st = \$25,297,839 MA194); STP+Earmarks Tot st = \$25,297,839 0 Eastern Federal Lands Varies by Funding Source + 20% Non-Federal |

| Amendment/ Adjustment Type ▼ | MassDOT Project ID | ▼ MPO ▼ | Municipality Na ▼ | me MassDOT Project Description ▼ | MassDOT District ▼ | Funding Source ▼ | Total Program Funds ▼ | | Federal Funds ▼ | Non-l Fund | | Additional Information ▼ | |
|---|--|--|----------------------------------|---|--|--|--|--|--|--|---|---|---|
| ,, | | | | | | | | | | 1 | | internation (| |
| | Indicates | a change ir | n project cost | | | | | | | | | | |
| | Indicates | removed fro | om TIP (cost not | reflected in total) | | | | | | | | | |
| | Indicates | a project m | oved in from and | other TIP element | | | | | | | | | |
| | | | | her TIP element (cost not reflected in total) | | | | | | | | | |
| | | | | ction taken as denoted) | | | | | | | | | |
| | | | ing category | , | | | | | | | | | |
| | maioatoo | | ing category | | | | | | | | | | |
| Statewide HSIP P | rogram | | | | | | | | | | | | |
| | 607759 | Boston | BOSTON | BOSTON- INTERSECTION & SIGNAL IMPROVEMENTS | 6 | HSIP | \$ 5 | 94,000 | \$ 534,60 |) \$ | 59,400 | | |
| | | | | AT THE VFW PARKWAY & SPRING STREET | | | | | | | | | |
| | | | | | | | | | | | | | |
| | 607763 | Boston | MILTON | MILTON- INTERSECTION & SIGNAL IMPROVEMENTS AT | 6 | HSIP | \$ 1,1 | 88,000 | \$ 1,069,20 |) \$ | 118,800 | | |
| | | | | 2 LOCATIONS: SR 138 (BLUE HILL AVENUE) AT | | | | | | | | | |
| | | | | ATHERTON STREET & BRADLEE ROAD AND SR 138 | | | | | | | | | |
| | | | | (BLUE HILL AVENUE) AT MILTON STREET & DOLLAR | | | | | | | | | |
| | 000050 | D (| NORWOOD | | | 11015 | | | | | 50.400 | | |
| | 608052 | Boston | NORWOOD | NORWOOD- INTERSECTION & SIGNAL IMPROVEMENTS | 5 | HSIP | \$ 5 | 94,000 | \$ 534,60 | 5 \$ | 59,400 | | |
| | | | | AT US 1 (PROVIDENCE HIGHWAY) & MORSE STREET | | | | | | | | | |
| | 608205 | Boston | MULTIPLE | READING TO LYNNFIELD- GUIDE AND TRAFFIC SIGN | 4 | HSIP | \$ 4.6 | 86,876 | \$ 4,218,18 | 8 \$ | 468,688 | | |
| | 000200 | 20000 | | REPLACEMENT ON A SECTION OF I-95 (SR 128) | | | ¢ .,0 | | ¢ 1,210,10 | , the second sec | 100,000 | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | 608206 | Boston | MULTIPLE | CHELSEA TO DANVERS- GUIDE AND TRAFFIC SIGN | 4 | HSIP | \$ 7,4 | 71,818 | \$ 6,724,63 | 3 \$ | 747,182 | | |
| | 608206 | Boston | MULTIPLE | CHELSEA TO DANVERS- GUIDE AND TRAFFIC SIGN REPLACEMENT ON A SECTION OF US ROUTE 1 | 4 | HSIP | \$ 7,4 | 71,818 | \$ 6,724,63 | 6 \$ | 747,182 | | |
| | 608206 | Boston | MULTIPLE | REPLACEMENT ON A SECTION OF US ROUTE 1 | | | | , | , , | | | | |
| | 608206 | Boston | MULTIPLE | REPLACEMENT ON A SECTION OF US ROUTE 1 | | HSIP ogram Subtotal | | , | , , | | | | + 10% Non-Federal |
| | | | MULTIPLE | REPLACEMENT ON A SECTION OF US ROUTE 1 | | | | , | , , | | | | + 10% Non-Federal |
| Statewide Infrastr | ucture Progr | am | | REPLACEMENT ON A SECTION OF US ROUTE 1 Statew | ide HSIP Pr | ogram Subtotal | ▶ \$ 14,5 | 34,694 | \$ 13,081,22 | 5 \$ | 1,453,469 | | + 10% Non-Federal |
| Statewide Infrastr | | | BRAINTREE | REPLACEMENT ON A SECTION OF US ROUTE 1 Statew Braintree - Highway Lighting Improvements at I-93/ Route 3 | | | ▶ \$ 14,5 | , | \$ 13,081,22 | 5 \$ | | I ■ 90% Federal | |
| Statewide Infrastr | ucture Progr | am | | REPLACEMENT ON A SECTION OF US ROUTE 1 Statew Braintree - Highway Lighting Improvements at I-93/ Route 3 Interchange | ide HSIP Pr | ogram Subtotal | | 34,694 00,000 | \$ 13,081,22 \$ 6,000,00 | 5 \$ 0 \$ | 1,453,469 | AC Year 1 of 2 | 2. Total Cost = \$9,697,229. |
| Statewide Infrastr | ucture Progr | am | | REPLACEMENT ON A SECTION OF US ROUTE 1 Statew Braintree - Highway Lighting Improvements at I-93/ Route 3 Interchange | ide HSIP Pr | ogram Subtotal | | 34,694 | \$ 13,081,22 \$ 6,000,00 | 5 \$ 0 \$ | 1,453,469 | AC Year 1 of 2 | |
| | ucture Progr 608608 | am Boston | | REPLACEMENT ON A SECTION OF US ROUTE 1 Statew Braintree - Highway Lighting Improvements at I-93/ Route 3 Interchange | ide HSIP Pr | ogram Subtotal | | 34,694 00,000 | \$ 13,081,22 \$ 6,000,00 | 5 \$ 0 \$ | 1,453,469 | AC Year 1 of 2 | 2. Total Cost = \$9,697,229. |
| | ucture Progr 608608 te Maintenan | am Boston | BRAINTREE | REPLACEMENT ON A SECTION OF US ROUTE 1 Statew Braintree - Highway Lighting Improvements at I-93/ Route 3 Interchange Statewide Infra | ide HSIP Pr 6 structure Pr | ogram Subtotal | ▶ \$ 14,5 \$ 7,5 ▶ \$ 7,5 | 34,694 00,000 00,000 | \$ 13,081,22 \$ 6,000,000 \$ 6,000,000 | 5 \$ 0 \$ 0 \$ | 1,453,469 1,500,000 1,500,000 | AC Year 1 of 2 | 2. Total Cost = \$9,697,229. |
| | ucture Progr 608608 | am Boston | | REPLACEMENT ON A SECTION OF US ROUTE 1 Statew Braintree - Highway Lighting Improvements at I-93/ Route 3 Interchange Statewide Infre READING- WAKEFIELD- INTERSTATE MAINTENANCE | ide HSIP Pr | ogram Subtotal | ▶ \$ 14,5 \$ 7,5 ▶ \$ 7,5 | 34,694 00,000 | \$ 13,081,22 \$ 6,000,00 \$ 6,000,00 | 5 \$ 0 \$ 0 \$ | 1,453,469 | AC Year 1 of 2 | 2. Total Cost = \$9,697,229. |
| | ucture Progr 608608 te Maintenan | am Boston | BRAINTREE | REPLACEMENT ON A SECTION OF US ROUTE 1 Statew Braintree - Highway Lighting Improvements at I-93/ Route 3 Interchange Statewide Infra READING- WAKEFIELD- INTERSTATE MAINTENANCE AND RELATED WORK ON I-95 | ide HSIP Pr 6 structure Pr 4 | ogram Subtotal | ▶ \$ 14,5 \$ 7,5 ▶ \$ 7,5 \$ 4,7 | 34,694 00,000 00,000 17,440 | \$ 13,081,22 \$ 6,000,00 \$ 6,000,00 \$ 6,000,00 \$ 4,245,69 | 5 \$ 5 \$ 0 \$ 0 \$ | 1,453,469 1,500,000 1,500,000 471,744 | AC Year 1 of 2 | 2. Total Cost = \$9,697,229. + 20% Non-Federal |
| | ucture Progr 608608 te Maintenan | am Boston | BRAINTREE | REPLACEMENT ON A SECTION OF US ROUTE 1 Statew Braintree - Highway Lighting Improvements at I-93/ Route 3 Interchange Statewide Infre READING- WAKEFIELD- INTERSTATE MAINTENANCE | ide HSIP Pr 6 structure Pr 4 | ogram Subtotal | ▶ \$ 14,5 \$ 7,5 ▶ \$ 7,5 \$ 4,7 | 34,694 00,000 00,000 | \$ 13,081,22 \$ 6,000,00 \$ 6,000,00 \$ 6,000,00 \$ 4,245,69 | 5 \$ 5 \$ 0 \$ 0 \$ | 1,453,469 1,500,000 1,500,000 471,744 | AC Year 1 of 2 | 2. Total Cost = \$9,697,229. |
| Statewide Interstat | ucture Progr 608608 te Maintenan 608219 | am Boston ce Program Boston | BRAINTREE | REPLACEMENT ON A SECTION OF US ROUTE 1 Statew Braintree - Highway Lighting Improvements at I-93/ Route 3 Interchange Statewide Infra READING- WAKEFIELD- INTERSTATE MAINTENANCE AND RELATED WORK ON I-95 | ide HSIP Pr 6 structure Pr 4 | ogram Subtotal | ▶ \$ 14,5 \$ 7,5 ▶ \$ 7,5 \$ 4,7 | 34,694 00,000 00,000 17,440 | \$ 13,081,22 \$ 6,000,00 \$ 6,000,00 \$ 6,000,00 \$ 4,245,69 | 5 \$ 5 \$ 0 \$ 0 \$ | 1,453,469 1,500,000 1,500,000 471,744 | AC Year 1 of 2 | 2. Total Cost = \$9,697,229. + 20% Non-Federal |
| Statewide Interstat | ucture Progr 608608 te Maintenan 608219 | am Boston ce Program Boston | BRAINTREE | REPLACEMENT ON A SECTION OF US ROUTE 1 Statew Braintree - Highway Lighting Improvements at I-93/ Route 3 Interchange Statewide Infra READING- WAKEFIELD- INTERSTATE MAINTENANCE AND RELATED WORK ON I-95 | ide HSIP Pr 6 structure Pr 4 | ogram Subtotal | ▶ \$ 14,5 \$ 7,5 ▶ \$ 7,5 \$ 4,7 | 34,694 00,000 00,000 17,440 17,440 | \$ 13,081,22 \$ 6,000,00 \$ 6,000,00 \$ 4,245,69 \$ 4,245,69 | 5 \$ 5 \$ 0 \$ 0 \$ | 1,453,469 1,500,000 1,500,000 471,744 | AC Year 1 of 2 | 2. Total Cost = \$9,697,229. + 20% Non-Federal |
| Statewide Interstat | ucture Progr 608608 te Maintenan 608219 | am Boston ce Program Boston | BRAINTREE | REPLACEMENT ON A SECTION OF US ROUTE 1 Statew Braintree - Highway Lighting Improvements at I-93/ Route 3 Interchange Statewide Infra READING- WAKEFIELD- INTERSTATE MAINTENANCE AND RELATED WORK ON I-95 Statewide Interstate Maintenance | 6 structure Pr 4 ntenance Pr | ogram Subtotal | ▶ \$ 14,5 \$ 7,5 ▶ \$ 7,5 \$ 4,7 ▶ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 34,694 00,000 00,000 17,440 17,440 - - | \$ 13,081,22 \$ 6,000,00 \$ 6,000,00 \$ 6,000,00 \$ 4,245,69 \$ 4,245,69 \$ 4,245,69 \$ | 5 \$ 0 \$ 0 \$ 0 \$ 6 \$ 6 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 | 1,453,469 1,500,000 1,500,000 471,744 471,744 | AC Year 1 of 2 30% Federal 4 80% Federal 4 80% Federal | 2. Total Cost = \$9,697,229. + 20% Non-Federal + 10% Non-Federal |
| Statewide Interstat | ucture Progr 608608 te Maintenan 608219 | am Boston ce Program Boston | BRAINTREE | REPLACEMENT ON A SECTION OF US ROUTE 1 Statew Braintree - Highway Lighting Improvements at I-93/ Route 3 Interchange Statewide Infra READING- WAKEFIELD- INTERSTATE MAINTENANCE AND RELATED WORK ON I-95 Statewide Interstate Mai No Projects Programmed No | 6 structure Pr 4 ntenance Pr | ogram Subtotal | ▶ \$ 14,5 \$ 7,5 ▶ \$ 7,5 \$ 4,7 ▶ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 34,694 00,000 00,000 17,440 17,440 - - | \$ 13,081,22 \$ 6,000,00 \$ 6,000,00 \$ 6,000,00 \$ 4,245,69 \$ 4,245,69 \$ 4,245,69 \$ - \$ - \$ - | 5 \$ 5 \$ 0 \$ 0 \$ 0 \$ 0 \$ | 1,453,469 1,500,000 1,500,000 471,744 471,744 | AC Year 1 of 2 30% Federal 4 80% Federal 4 80% Federal | 2. Total Cost = \$9,697,229. + 20% Non-Federal |
| Statewide Interstat Statewide Intellige | ucture Progr 608608 te Maintenan 608219 nt Transport | am Boston Boston Boston | BRAINTREE | REPLACEMENT ON A SECTION OF US ROUTE 1 Statew Braintree - Highway Lighting Improvements at I-93/ Route 3 Interchange Statewide Infra READING- WAKEFIELD- INTERSTATE MAINTENANCE AND RELATED WORK ON I-95 Statewide Interstate Mai No Projects Programmed No | 6 structure Pr 4 ntenance Pr | ogram Subtotal | ▶ \$ 14,5 \$ 7,5 ▶ \$ 7,5 \$ 4,7 ▶ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 34,694 00,000 00,000 17,440 17,440 - - | \$ 13,081,22 \$ 6,000,00 \$ 6,000,00 \$ 6,000,00 \$ 4,245,69 \$ 4,245,69 \$ 4,245,69 \$ | 5 \$ 0 \$ 0 \$ 0 \$ 6 \$ 6 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 | 1,453,469 1,500,000 1,500,000 471,744 471,744 | AC Year 1 of 2 30% Federal 4 80% Federal 4 80% Federal | 2. Total Cost = \$9,697,229. + 20% Non-Federal + 10% Non-Federal |
| Statewide Interstat Statewide Intellige | ucture Progr 608608 te Maintenan 608219 nt Transport | am Boston Boston Boston | BRAINTREE | REPLACEMENT ON A SECTION OF US ROUTE 1 Statew Braintree - Highway Lighting Improvements at I-93/ Route 3 Interchange Statewide Infra READING- WAKEFIELD- INTERSTATE MAINTENANCE AND RELATED WORK ON I-95 Statewide Interstate Mai No Projects Programmed No Projects Programmed | 6 structure Pr 4 ntenance Pr | ogram Subtotal | ▶ \$ 14,5 \$ 7,5 ▶ \$ ▶ \$ \$ 7,5 ▶ \$ ▶ \$ ▶ \$ ▶ \$ | 34,694 00,000 00,000 17,440 17,440 - - - | \$ 13,081,22 \$ 6,000,00 \$ 6,000,00 \$ 6,000,00 \$ 4,245,69 \$ 4,245,69 \$ 4,245,69 \$ - \$ - \$ - \$ - | 5 \$ 5 \$ 0 \$ 0 \$ 0 \$ 0 \$ 0 \$ 0 \$ 0 \$ 0 \$ 0 \$ 0 \$ 0 \$ 0 \$ 0 \$ 0 \$ 0 \$ 0 \$ 0 \$ | 1,453,469 1,500,000 1,500,000 471,744 471,744 - - - | AC Year 1 of 2 30% Federal 4 80% Federal 4 80% Federal | 2. Total Cost = \$9,697,229. + 20% Non-Federal + 10% Non-Federal |
| Statewide Interstat Statewide Intellige | ucture Progr 608608 te Maintenan 608219 nt Transport | am Boston Boston Boston | BRAINTREE | REPLACEMENT ON A SECTION OF US ROUTE 1 Statew Braintree - Highway Lighting Improvements at I-93/ Route 3 Interchange Statewide Infra READING- WAKEFIELD- INTERSTATE MAINTENANCE AND RELATED WORK ON I-95 Statewide Interstate Mai No Projects Programmed No Projects Programmed No Projects Programmed | 6 structure Pr 4 ntenance Pr | ogram Subtotal | ▶ \$ 14,5 ▶ 7,5 ▶ \$ 7,5 ▶ \$ 7,5 ▶ \$ 4,7 ▶ \$ 4,7 ▶ \$ 4,7 ▶ \$ \$ ▶ \$ \$ ▶ \$ \$ ▶ \$ \$ ▶ \$ \$ ▶ \$ \$ | 34,694 00,000 00,000 17,440 17,440 - - - - | \$ 13,081,22 \$ 6,000,00 \$ 6,000,00 \$ 4,245,69 \$ 4,245,69 \$ 4,245,69 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | 5 \$ 0 \$ 0 \$ 0 \$ 6 \$ 6 \$ 6 \$ 5 5 5 5 5 5 5 5 5 5 5 5 5 | 1,453,469 1,500,000 1,500,000 471,744 471,744 - - | AC Year 1 of 2 30% Federal 4 80% Federal 4 80% Federal | 2. Total Cost = \$9,697,229. + 20% Non-Federal + 10% Non-Federal |
| Statewide Interstat | ucture Progr 608608 te Maintenan 608219 nt Transport | am Boston Boston Boston | BRAINTREE | REPLACEMENT ON A SECTION OF US ROUTE 1 Statew Braintree - Highway Lighting Improvements at I-93/ Route 3 Interchange Statewide Infra READING- WAKEFIELD- INTERSTATE MAINTENANCE AND RELATED WORK ON I-95 Statewide Interstate Mai No Projects Programmed No Projects Programmed No Projects Programmed No Projects Programmed No Projects Programmed No Projects Programmed | ide HSIP Pr 6 structure Pr 4 tenance Pr Statewin | ogram Subtotal STP ogram Subtotal NHPP ogram Subtotal de ITS Subtotal | ▶ \$ 14,5 \$ 7,5 ▶ \$ 7,5 ▶ \$ 7,5 ▶ \$ 4,7 ▶ \$ 4,7 ▶ \$ 4,7 ▶ \$ 4,7 ▶ \$ 4,7 ▶ \$ \$ ▶ \$ \$ ▶ \$ \$ ▶ \$ \$ ▶ \$ \$ ▶ \$ \$ ▶ \$ \$ | 34,694 00,000 17,440 17,440 - - - - - | \$ 13,081,22 \$ 6,000,00 \$ 6,000,00 \$ 4,245,69 \$ 4,245,69 \$ 4,245,69 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | 5 \$ 0 \$ 0 \$ 0 \$ 6 \$ 6 \$ 6 \$ 5 \$ 6 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 | 1,453,469 1,500,000 1,500,000 471,744 471,744 - - - - - | < 90% Federal | 2. Total Cost = \$9,697,229. + 20% Non-Federal + 10% Non-Federal + 20% Non-Federal |
| Statewide Interstat Statewide Intellige | ucture Progr 608608 te Maintenan 608219 nt Transport | am Boston Boston Boston | BRAINTREE | REPLACEMENT ON A SECTION OF US ROUTE 1 Statew Braintree - Highway Lighting Improvements at I-93/ Route 3 Interchange Statewide Infra READING- WAKEFIELD- INTERSTATE MAINTENANCE AND RELATED WORK ON I-95 Statewide Interstate Mai No Projects Programmed No Projects Programmed No Projects Programmed | ide HSIP Pr 6 structure Pr 4 tenance Pr Statewin | ogram Subtotal STP ogram Subtotal NHPP ogram Subtotal de ITS Subtotal | ▶ \$ 14,5 \$ 7,5 ▶ \$ 7,5 ▶ \$ 7,5 ▶ \$ 4,7 ▶ \$ 4,7 ▶ \$ 4,7 ▶ \$ 4,7 ▶ \$ 4,7 ▶ \$ \$ ▶ \$ \$ ▶ \$ \$ ▶ \$ \$ ▶ \$ \$ ▶ \$ \$ ▶ \$ \$ | 34,694 00,000 00,000 17,440 17,440 - - - - | \$ 13,081,22 \$ 6,000,00 \$ 6,000,00 \$ 4,245,69 \$ 4,245,69 \$ 4,245,69 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | 5 \$ 0 \$ 0 \$ 0 \$ 6 \$ 6 \$ 6 \$ 5 5 5 5 5 5 5 5 5 5 5 5 5 | 1,453,469 1,500,000 1,500,000 471,744 471,744 - - | < 90% Federal | 2. Total Cost = \$9,697,229. + 20% Non-Federal + 10% Non-Federal |
| Statewide Infrastr | ucture Progr 608608 te Maintenan 608219 nt Transport | am Boston Boston ation System | BRAINTREE MULTIPLE | REPLACEMENT ON A SECTION OF US ROUTE 1 Statew Braintree - Highway Lighting Improvements at I-93/ Route 3 Interchange Statewide Infra READING- WAKEFIELD- INTERSTATE MAINTENANCE AND RELATED WORK ON I-95 Statewide Interstate Mai No Projects Programmed No Projects Programmed No Projects Programmed No Projects Programmed No Projects Programmed No Projects Programmed | ide HSIP Pr 6 structure Pr 4 tenance Pr Statewin | ogram Subtotal STP ogram Subtotal NHPP ogram Subtotal de ITS Subtotal | ▶ \$ 14,5 \$ 7,5 ▶ \$ 7,5 ▶ \$ 7,5 ▶ \$ 4,7 ▶ \$ 4,7 ▶ \$ 4,7 ▶ \$ 4,7 ▶ \$ 4,7 ▶ \$ \$ ▶ \$ \$ ▶ \$ \$ ▶ \$ \$ ▶ \$ \$ ▶ \$ \$ ▶ \$ \$ | 34,694 00,000 17,440 17,440 - - - - - | \$ 13,081,22 \$ 6,000,00 \$ 6,000,00 \$ 4,245,69 \$ 4,245,69 \$ 4,245,69 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | 5 \$ 0 \$ 0 \$ 0 \$ 6 \$ 6 \$ 6 \$ 5 \$ 6 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 | 1,453,469 1,500,000 1,500,000 471,744 471,744 - - - - - | < 90% Federal | 2. Total Cost = \$9,697,229. + 20% Non-Federal + 10% Non-Federal + 20% Non-Federal |
| Statewide Interstat Statewide Intellige Statewide Nationa | ucture Progr 608608 te Maintenan 608219 I Freight Prog | am Boston Boston ation System | MULTIPLE MULTIPLE vation Program | REPLACEMENT ON A SECTION OF US ROUTE 1 Statew Braintree - Highway Lighting Improvements at I-93/ Route 3 Interchange Statewide Infra READING- WAKEFIELD- INTERSTATE MAINTENANCE AND RELATED WORK ON I-95 Statewide Interstate Maintenstate Maintenstate Maintenstate Maintenstate Maintenstate Maintenstate Maintenstate Programmed No Projects Programmed Statewide Nation | de HSIP Pr 6 structure Pr 4 ntenance Pr Statewi | ogram Subtotal STP ogram Subtotal NHPP ogram Subtotal de ITS Subtotal ogram Subtotal | ▶ \$ 14,5 ▶ \$ 7,5 ▶ \$ 7,5 ▶ \$ 4,7 ▶ \$ 4,7 ▶ \$ \$ ▶ \$ \$ ▶ \$ ▶ \$ ▶ \$ ▶ \$ | 34,694 00,000 00,000 17,440 17,440 - - - - - - - - | \$ 13,081,22 \$ 6,000,00 \$ 6,000,00 \$ 4,245,69 \$ 4,245,69 \$ 4,245,69 \$ 4,245,69 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | 5 \$ 5 \$ 0 \$ | 1,453,469 1,500,000 1,500,000 471,744 471,744 - - - - - - - - - - - - | < 90% Federal | 2. Total Cost = \$9,697,229. + 20% Non-Federal + 10% Non-Federal + 20% Non-Federal |
| Statewide Interstat | ucture Progr 608608 te Maintenan 608219 nt Transport | am Boston Boston ation System | BRAINTREE MULTIPLE | REPLACEMENT ON A SECTION OF US ROUTE 1 Statew Braintree - Highway Lighting Improvements at I-93/ Route 3 Interchange Statewide Infra READING- WAKEFIELD- INTERSTATE MAINTENANCE AND RELATED WORK ON I-95 Statewide Interstate Mai No Projects Programmed No Projects Programmed No Projects Programmed No Projects Programmed Mo Projects Programmed Martleborough- Sudbury- RESURFACING AND | ide HSIP Pr 6 structure Pr 4 itenance Pr Statewin | ogram Subtotal STP ogram Subtotal NHPP ogram Subtotal de ITS Subtotal | ▶ \$ 14,5 ▶ \$ 7,5 ▶ \$ 7,5 ▶ \$ 4,7 ▶ \$ 4,7 ▶ \$ \$ ▶ \$ \$ ▶ \$ ▶ \$ ▶ \$ ▶ \$ | 34,694 00,000 00,000 17,440 17,440 - - - - - - - - | \$ 13,081,22 \$ 6,000,00 \$ 6,000,00 \$ 4,245,69 \$ 4,245,69 \$ 4,245,69 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | 5 \$ 5 \$ 0 \$ | 1,453,469 1,500,000 1,500,000 471,744 471,744 - - - - - | < 90% Federal | 2. Total Cost = \$9,697,229. + 20% Non-Federal + 10% Non-Federal + 20% Non-Federal |
| Statewide Interstat Statewide Intellige Statewide Nationa | ucture Progr 608608 te Maintenan 608219 I Freight Prog | am Boston Boston ation System | MULTIPLE MULTIPLE | REPLACEMENT ON A SECTION OF US ROUTE 1 Statew Braintree - Highway Lighting Improvements at I-93/ Route 3 Interchange Statewide Infra READING- WAKEFIELD- INTERSTATE MAINTENANCE AND RELATED WORK ON I-95 Statewide Interstate Maintenstate Maintenstate Maintenstate Maintenstate Maintenstate Maintenstate Maintenstate Programmed No Projects Programmed Statewide Nation | de HSIP Pr 6 structure Pr 4 ntenance Pr Statewi | ogram Subtotal STP ogram Subtotal NHPP ogram Subtotal de ITS Subtotal ogram Subtotal | ▶ \$ 14,5 \$ 7,5 ▶ \$ \$ 7,5 \$ 4,7 ▶ \$ \$ 4,7 \$ 4,7 \$ \$ | 34,694 00,000 10,000 17,440 - - - - - 81,200 | \$ 13,081,22 \$ 6,000,00 \$ 6,000,00 \$ 4,245,69 \$ 4,245,69 \$ 4,245,69 \$ 4,245,69 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | 5 \$ 0 \$ 0 \$ 0 \$ 3 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 | 1,453,469 1,500,000 1,500,000 471,744 471,744 - - - - - - - - - - - - | < 90% Federal | 2. Total Cost = \$9,697,229. + 20% Non-Federal + 10% Non-Federal + 20% Non-Federal |

Statewide NHS Preservation Program Subtotal ► \$ 23,697,360 \$ 18,957,888 \$ 4,739,472 < 80% Federal + 20% Non-Federal

| Amendment/ Adjustment Type ▼ | MassDOT Project ID | ▼ MPO ▼ | Municipality Name ▼ | MassDOT Project Description▼ | MassDOT District ▼ | | Total Prog Fund | rammed | Federal Funds ▼ | Non-Federal Funds ▼ | Additional Information ▼ |
|---|-----------------------|---------------|------------------------|---|-----------------------|---------------------|--|----------------------------|--|--|--|
| | | | | | | | | - | | | |
| | | a change in | | | | | | | | | |
| | | | m TIP (cost not re | | | | | | | | |
| | | | ved in from anoth | | | | | | | | |
| | Indicates | a project mo | ved out to anothe | r TIP element (cost not reflected in total) | | | | | | | |
| | Indicates | a new additio | on to the TIP (action | on taken as denoted) | | | | | | | |
| | Indicates | a new fundir | ng category | | | | | | | | |
| | | | | | | | | | | | |
| Statewide Plannin | g Program | | | | | | | | | | |
| | | _ | | No Projects Programmed | | | \$ | - | | Ψ. | - |
| | | | | No Projects Programmed | | | \$ | | | | - |
| | | | | Statewide | Planning Pr | ogram Subtotal I | ▶ \$ | - | \$- | \$ | 4 80% Federal + 20% Non-Federal |
| Statewide Railroa | d Grade Cros | sinas | | | | | | | | | |
| otatomao rtamou | | l | | No Projects Programmed | 1 | | \$ | - | \$ - | \$ | - |
| | | | | | | | s | | | | |
| | | | | No Projects Programmed | | | \$ | - | \$- | \$ | - |
| | | | | Statewide RF | R Grade Cro | ssings Subtotal | ▶ \$ | - | \$ - | \$ | 4 80% Federal + 20% Non-Federal |
| | | | | | | | | | | | |
| Statewide Safe R | outes to Sch | ools Program | 1 | | _ | r | | | | 1 | 1 |
| | | | | No Projects Programmed | | SRTS | \$ | - | \$- | \$ | - |
| | | | | No Projects Programmed | | SRTS | \$ | - | \$- | \$ | - |
| | | | | Statewide Safe Routes to | Cohoolo Dr | aram Subtatal I | | - | \$- | \$ | Funding Split Varies by Funding Source |
| | | | | Statewide Sale Routes to | SCHOOLS PI | Subiolar I | ð | - | р - | \$ | |
| Statewide Stormw | ater Retrofits | 6 | | | | | | | | | |
| | 608214 | Boston | WINCHESTER | WINCHESTER- STORMWATER IMPROVEMENTS ALONG ROUTE 3 | 6 4 | STP-TE | \$ | 241,920 | \$ 193,536 | \$ 48,38 | 34 |
| | 608599 | Boston | MULTIPLE | CANTON-FOXBOROUGH-NORWOOD-WALPOLE- | 5 | STP-TE | \$ | 506,000 | \$ 404,800 | \$ 101,20 | 00 |
| | | | | STORMWATER IMPROVEMENTS ALONG ROUTE 1, | | | | | | | |
| | | | | ROUTE 1A, AND INTERSTATE 95 | | | | | | 0 440.55 | |
| | | | | | | | | | | 13 149 58 | 4 4 80% Federal + 20% Non-Federal |
| | | | | Statewide St | ormwater Re | etrofits Subtotal | ▶ \$ | 747,920 | \$ 598,336 | φ 140,00 | |
| ► Statewide Transn | ortation Enha | incements | | Statewide St | ormwater Re | etrofits Subtotal I | ▶ \$ | 747,920 | \$ 598,336 | φ 140,00 | |
| ► Statewide Transp | ortation Enha | incements | | No Projects Programmed | ormwater Re | etrofits Subtotal I | ► \$ \$ | | | | - |
| ► Statewide Transp | ortation Enha | incements | | No Projects Programmed | ormwater Re | etrofits Subtotal I | \$ | - | \$ - | \$ | - |
| ► Statewide Transp | ortation Enha | incements | | No Projects Programmed No Projects Programmed | | | \$ \$ | - | \$ - \$ - | \$ | - |
| ► Statewide Transp | ortation Enha | incements | | No Projects Programmed | | | \$ \$ | - | \$ - \$ - | \$ | - |
| | | incements | | No Projects Programmed No Projects Programmed | | | \$ \$ | - | \$ - \$ - | \$ | - |
| | | Incements | | No Projects Programmed No Projects Programmed Statewide Transportat | | | \$ \$ \$ | - | \$ - \$ - \$ - | \$ \$ \$ | |
| | | Incements | | No Projects Programmed No Projects Programmed Statewide Transportat | | | \$ \$ \$ | - | \$ - \$ - \$ - | \$ \$ \$ | |
| | | | | No Projects Programmed No Projects Programmed Statewide Transportat ABP GANS Repayment Award Adjustments, Change Orders, Project Value Changes, Etc. | ion Enhance | | \$ \$ \$ \$ | - | \$ - \$ - \$ - \$ - \$ - \$ - | \$ \$ \$ \$ \$ | - - _ ■ 80% Federal + 20% Non-Federal |
| | | | | No Projects Programmed No Projects Programmed Statewide Transportat ABP GANS Repayment Award Adjustments, Change Orders, Project Value | ion Enhance | | \$ \$ \$ | - | \$ - \$ - \$ - | \$ \$ \$ \$ | |
| | | | | No Projects Programmed No Projects Programmed Statewide Transportat ABP GANS Repayment Award Adjustments, Change Orders, Project Value Changes, Etc. DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs Planning | ion Enhance | | \$ \$ \$ \$ | - - - - - - | \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ \$ \$ \$ \$ \$ \$ | - - - ■ ■ 80% Federal + 20% Non-Federal - - |
| | | | | No Projects Programmed No Projects Programmed Statewide Transportat ABP GANS Repayment Award Adjustments, Change Orders, Project Value Changes, Etc. DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs | ion Enhance | | \$ \$ \$ \$ \$ | - | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ \$ \$ \$ \$ \$ \$ \$ \$ | |
| ► Statewide Transport ► Other Statewide It | | | | No Projects Programmed No Projects Programmed Statewide Transportat ABP GANS Repayment Award Adjustments, Change Orders, Project Value Changes, Etc. DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs Planning | ion Enhance | | \$ \$ \$ \$ \$ \$ \$ \$ | - | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | |

2019 Boston Region MPO Transportation Improvement Program 07/28/2016 Endorsed 07/20/2017 Amendment Four (Draft)

| | | | | | | | | | 1 | | |
|---|----------------|-------------|---------------------|---|------------------|--------------|-------------------------|---|----------------|---|---|
| | | | 1 | | | | | Total | | | |
| ndment/ | MassDOT | | Municipality Name | | | MassDOT | | Programmed | Federal Funds | Non-Federal | Additional |
| stment Type ▼ | Project ID V | MPO V | V | Project Description ▼ | | District ▼ | Source ▼ | Funds ▼ | V | Funds ▼ | Information V |
| | | | | | | | | | | | |
| | Indicates a | change in p | project cost | | | | | | | | |
| | Indicates re | moved fron | n TIP (cost not ref | ected in total) | | | | | | | |
| | Indicates a | project mov | ed in from anothe | r TIP element | | | | | | | |
| | | | | TIP element (cost not reflected in tota | al) | | | | | | |
| | | | | n taken as denoted) | , | | | | | | |
| | Indicates a | | | | | | | | | | |
| | maicales a | | gealegory | | | | | | | | |
| ection 2A / Non- | Federal Proi | ects | | | | | | | | | |
| COLON 2A / NON | i caciai i 10j | 0010 | | | | | | | | | |
| Ion Federal Aid | | | | | | | | | | | |
| | | | | No Projects Programmed | | | NFA | \$ - | | \$ - | |
| | 1 | | | No Projects Programmed | | | NFA | \$- | | \$- | |
| | | | | | | Non-Feder | al Aid Subtotal► | \$- | _ | \$- | ■100% Non-Federal |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| Section 2B / Non | Federal Brid | ge Projects | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | No Designate Deservationed | | | | C | 1 | | |
| | | | | No Projects Programmed | | | NFA | \$ - | | \$ - | |
| | | | | No Projects Programmed | n OD / Non Fodo | | NFA | \$- | | \$- | d100% Non Endand |
| | | | | No Projects Programmed | n 2B / Non-Feder | | | \$- | | \$- | ■ 100% Non-Federal |
| Section 2B / Non- Section 2B / Non-F | ederal Bridge | Projects | | No Projects Programmed Sectio | n 2B / Non-Feder | | NFA ojects Subtotal► | \$ - \$ - | TIP Section 2: | \$ - \$ - | d100% Non-Federal |
| Section 2B / Non-F | ederal Bridge | Projects | | No Projects Programmed Sectio | n 2B / Non-Feder | | NFA ojects Subtotal► | \$- | TIP Section 2: | \$ - \$ - Total of All | I ■100% Non-Federal |
| Section 2B / Non-F | ederal Bridge | Projects | | No Projects Programmed | n 2B / Non-Feder | | NFA ojects Subtotal► | \$ - \$ - | TIP Section 2: | \$ - \$ - | ◀100% Non-Federal |
| Section 2B / Non-F | ederal Bridge | Projects | | No Projects Programmed Sectio | n 2B / Non-Feder | | NFA ojects Subtotal► | \$ - \$ - | • | \$ - \$ - Total of All Projects ▼ | ■ 4100% Non-Federal ■ 4100% Non-Federal |
| Section 2B / Non-F | ederal Bridge | Projects | | No Projects Programmed Sectio | n 2B / Non-Feder | al Bridge Pr | NFA ojects Subtotal► | \$ - \$ - TIP Section 1: ▼ \$ 219,814,161 | • | \$ - \$ - Total of All Projects ▼ \$ 219,814,16 | |

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.aapx

07/28/2016 Endorsed

| | | i gio | | ranoportation | | j | 07/20/2017 Ar | nenament Four | (Draπ) | |
|-------------------|--------------|-------|-------------------|-----------------------|---------------------|------------|---------------|---------------|----------------------|--|
| | | | | | | Total | | | | |
| Amendment/ | MassDOT | | Municipality Name | MassDOT | MassDOT Funding | Programmed | Federal Funds | Non-Federal | Additional | |
| Adjustment Type ▼ | Project ID V | MPO V | ▼ | Project Description ▼ | District ▼ Source ▼ | Funds ▼ | V | Funds ▼ | Information v | |
| | | | | | | | | | | |

Indicates a change in project cost Indicates removed from TIP (cost not reflected in total) Indicates a project moved in from another TIP element Indicates a project moved out to another TIP element (cost not reflected in total) Indicates a new addition to the TIP (action taken as denoted) Indicates a new funding category

Section 1A / Federal Aid Target Projects

| | HSIP - Highway Safety | Improvemen | t Program | | | | | | | |
|---|-----------------------|------------|-----------|------------------------|-----------------|---------|---------|------|-------------|-------------------|
| | | | | No Projects Programmed | | \$ - | \$ - | \$ - | | |
| | | | | , , | | | | | | |
| | | | | No Projects Programmed | | \$ - | \$ - | \$ - | | |
| l | | | | , , | | | | | | |
| | | | | | HSIP Subtotal ► | \$ - | \$ - | \$ - | 90% Federal | + 10% Non-Federal |

► CMAQ - Congestion Mitigation and Air Quality Improvement Program

| 1570 | Boston | Multiple | GREEN LINE EXTENSION PROJECT- EXTENSION TO | N/A | CMAQ | \$ | 13,427,220 | \$ | 10,741,776 | \$ | 2,685,444 | AC Yr 5 of 6; Total MPO Contribution = |
|--------|------------|----------|--|-----|-----------------|----|------------|----|------------|----|-----------|---|
| | | | COLLEGE AVENUE WITH THE UNION SQUARE SPUR | | | | | | | | | \$190,000,000; funding flexed to FTA; match |
| | | | | | | | | | | | | provided by local |
| | | | | | | | | | | | | contributions; STP+CMAQ+Section 5309 |
| | | | | | | | | | | | | (Transit) |
| 604123 | Boston | Ashland | ASHLAND- RECONSTRUCTION ON ROUTE 126 (POND | 3 | CMAQ | \$ | 1,000,000 | \$ | 800,000 | \$ | 200,000 | |
| | | | STREET), FROM THE FRAMINGHAM T.L. TO THE | | | | | | | | | STP+CMAQ+TAP Total Cost = \$15,532,405 |
| | D (| | HOLLISTON T.L | | 0140 | | 1 000 000 | • | | • | | |
| 602077 | Boston | Lynn | LYNN- RECONSTRUCTION ON ROUTE 129 (LYNNFIELD | 4 | CMAQ | \$ | 1,000,000 | \$ | 800,000 | \$ | 200,000 | |
| | | | STREET), FROM GREAT WOODS ROAD TO WYOMA SQUARE | | | | | | | | | CMAQ+STP Total Cost = \$4,953,270 |
| 600064 | Destar | Mala ala | | - | 0144.0 | • | 1 000 000 | • | 000.000 | • | 200,000 | |
| 602261 | Boston | Walpole | WALPOLE- RECONSTRUCTION ON ROUTE 1A (MAIN STREET), FROM THE NORWOOD T.L. TO ROUTE 27, | 5 | CMAQ | \$ | 1,000,000 | \$ | 800,000 | ¢ | 200,000 | |
| | | | INCLUDES W-03-024 OVER THE NEPONSET RIVER | | | | | | | | | STP+CMAQ+TAP Total Cost = \$18,584,373 |
| | | | INCLODES W-03-024 OVER THE NEPONSET RIVER | | | | | | | | | |
| 606453 | Boston | Boston | BOSTON- IMPROVEMENTS ON BOYLSTON STREET. | 6 | CMAQ | \$ | 1.000.000 | \$ | 800.000 | \$ | 200,000 | |
| | | | FROM INTERSECTION OF BROOKLINE AVENUE & PARK | | | · | | · | , | | | CMAQ+TAP+STP Total Cost = \$8.214.319 |
| | | | DRIVE TO IPSWICH STREET | | | | | | | | | CIMAQ+TAP+STP TOTAL COSt = \$6,214,319 |
| | | | | | | | | | | - | | |
| | | | | | CMAQ Subtotal < | \$ | 17,427,220 | \$ | 13,941,776 | \$ | 3,485,444 | 80% Federal + 20% Non-Federal |

| ► TAP - Transportation Alt | ternatives P | rogram | | | | | | | | |
|----------------------------|--------------|--------|---------|---|---|----------------|-----------------|-----------------|---------------|--|
| 60 | 04123 | Boston | 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 | STP+CMAQ+TAP Total Cost = \$15,532,405 |
| 60 | 02261 | Boston | 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 | STP+CMAQ+TAP Total Cost = \$18,584,373 |
| 60 | 06453 | Boston | Boston | BOSTON- IMPROVEMENTS ON BOYLSTON STREET, FROM INTERSECTION OF BROOKLINE AVENUE & PARK DRIVE TO IPSWICH STREET | 6 | TAP | \$ 812,432 | \$ 649,946 | \$ 162,486 | CMAQ+TAP+STP Total Cost = \$8,214,319 |
| | | | | | | TAP Subtotal ► | \$ 4,777,350 | \$ 3,821,880 | \$ 955,470 | 80% Federal + 20% Non-Federal |

07/28/2016 Endorsed

| 2020 003 | | Cgio | | i ansportation m | ipi o vein | | | jiani | 07/20/2017 Ai | mendment Four | · (Draft) |
|-------------------|---|---------------|------------------------|------------------------------------|------------|-------|----------|------------|---------------|---------------|----------------------|
| | | | | | | | | Total | | | |
| Amendment/ | MassDOT | | Municipality Name | MassDOT | MassD | от | Funding | Programmed | Federal Funds | Non-Federal | Additional |
| Adjustment Type 🔻 | Project ID 🔻 | MPO 🔻 | V | Project Description ▼ | Distric | t 🔻 🗄 | Source V | Funds ▼ | • | Funds ▼ | Information V |
| | | | | | | | | | | | |
| | Indicates a ch | ange in proje | ect cost | | | | | | | | |
| | Indicates rem | oved from TIF | Cost not reflected in | i total) | | | | | | | |
| | Indicates a pr | oject moved i | n from another TIP el | ement | | | | | | | |
| | Indicates a pr | oject moved o | out to another TIP ele | ment (cost not reflected in total) | | | | | | | |
| | Indicates a ne | w addition to | the TIP (action taken | as denoted) | | | | | | | |
| | 1. 12. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. | C 12 | 1 | | | | | | | | |

Indicates a new funding category

► Non-CMAQ/HSIP/TAP (Other)

| Non-CMAQ/HSIP/TAP (Other) | | | | | | | | | | |
|---------------------------|--------|----------|---|----------|-----------------|------|------------|------------------|------------------|--|
| 1570 | Boston | Multiple | GREEN LINE EXTENSION PROJECT- EXTENSION TO COLLEGE AVENUE WITH THE UNION SQUARE SPUR | N/A | STP | \$ | 26,572,780 | \$ 21,258,224 | \$ 5,314,556 | AC Yr 5 of 6; Total MPO Contribution = \$190,000,000; funding flexed to FTA; matc provided by local contributions; STP+CMAQ+Section 5309 (Transit) |
| 604123 | Boston | Ashland | ASHLAND- RECONSTRUCTION ON ROUTE 126 (POND STREET), FROM THE FRAMINGHAM T.L. TO THE HOLLISTON T.L | 3 | STP | \$ | 12,425,924 | \$ 9,940,739 | \$ 2,485,185 | STP+CMAQ+TAP Total Cost = \$15,532,40 |
| 602077 | Boston | Lynn | LYNN- RECONSTRUCTION ON ROUTE 129 (LYNNFIELD STREET), FROM GREAT WOODS ROAD TO WYOMA SQUARE | 4 | STP | \$ | 3,953,270 | \$ 3,162,616 | \$ 790,654 | CMAQ+STP Total Cost = \$4,953,270 |
| 602261 | Boston | 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 | \$ | 15,725,936 | \$ 12,580,749 | \$ 3,145,187 | STP+CMAQ+TAP Total Cost = \$18,584,37 |
| 606453 | Boston | Boston | BOSTON- IMPROVEMENTS ON BOYLSTON STREET, FROM INTERSECTION OF BROOKLINE AVENUE & PARK DRIVE TO IPSWICH STREET | 6 | STP | \$ | 6,401,887 | \$ 5,121,510 | \$ 1,280,377 | CMAQ+TAP+STP Total Cost = \$8,214,315 |
| 606226 | Boston | Boston | BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE | 6 | STP | \$ | 7,000,000 | \$ 5,600,000 | \$ 1,400,000 | Yr 1 of 5; TAP+STP+Earmarks Total Cost \$37,411,459 |
| | | | Non-CMAQ/H | ISIP/TAP | Other) Subtotal | ▶ \$ | 72,079,797 | \$ 57,663,838 | \$ 14,415,959 | 80% Federal + 20% Non-Federal |

► Section 1A / Fiscal Constraint Analysis

| Total Federal Aid Target Funds Programmed > | \$ 94,284,367 | \$ 94,819,913 | Total Target | \$ 535,546 | Target Funds Available |
|--|------------------|------------------|-------------------------------|--------------------|---------------------------|
| Total Non-CMAQ/HSIP/TAP (Other) Programmed ► | \$ 72,079,797 | \$ - | Max. Non- | \$ (75,986,775) | Non-CMAQ/HSIP/TAP (Other) |
| | | | CMAQ/HSIP/TAP | | Exceeds Maximum |
| Total HSIP Programmed ► | \$ - | \$ 4,296,710 | ▲ Min. HSIP | \$ 4,296,710 | HSIP Recommended Not Met |
| Total CMAQ Programmed ► | \$ 17,427,220 | \$ 10,741,776 | Min. CMAQ | \$ (6,685,444) | CMAQ Recommended Met |
| Total TAP Programmed | \$ 4,777,350 | \$ 3,259,106 | Min. TAP | \$ (1,518,244) | TAP Requirement Exceeded! |

HSIP, CMAQ, TAP Overprogrammed \$ (3,906,978)

Section 1B / Federal Aid Bridge Projects

| ► Statewide Systematic | Maintenanco | e Program | | | | | | | | |
|------------------------|-------------|-----------|-------|--|------------|------------------|-----------------|-----------------|-----------------|-------------------------------|
| | 608609 | Boston | | NEWTON - WESTWOOD, BRIDGE NO. N-12-0056 AND W- 31-006: CLEA AND PAIT STRUCTURAL STEEL | 6 | NHPP | \$ 2,400,000 | \$ 1,920,000 | \$ 480,000 | |
| | 608596 | Boston | ESSEX | ESSEX- BRIDGE PRESERVATION, E-11-001, ROUTE 133\MAIN STREET OVER ESSEX RIVER | 4 | NHPP | \$ 2,688,000 | \$ 2,150,400 | \$ 537,600 | |
| - | | | | Statewide Bridge Main | tenance Pr | ogram Subtotal 🕨 | \$ 5,088,000 | \$ 4,070,400 | \$ 1,017,600 | 80% Federal + 20% Non-Federal |

07/28/2016 Endorsed

| Amendment/ | MassDOT | | Municipality Name | | MassDOT | | Total Programmed | Federal Funds | | Additional |
|---------------------------------|----------------|---------------|---------------------------|---|--------------|------------------------|---------------------|---------------|---------------|--|
| djustment Type ▼ | Project ID | | V | Project Description▼ | | Source ▼ | Funds ▼ | V | Funds ▼ | Information V |
| | Indicates a d | | | | | | | | | |
| | | | TIP (cost not reflected i | | | | | | | |
| | | | d in from another TIP e | ement (cost not reflected in total) | | | | | | |
| | | | to the TIP (action taker | | | | | | | |
| | Indicates a r | new funding o | category | | | | | | | |
| | | | | | | | | | | |
| • On System DJUSTMENT:Change | 604172 | Destan | BOSTON | | 6 | NHPP | £ 15,000,000 | £ 12,000,000 | £ 3,000,000 | |
| dditional Information | 604173 | Boston | BOSTON | BOSTON- BRIDGE REPLACEMENT, B-16-016, NORTH WASHINGTON STREET OVER THE BOSTON INNER HARBOR | 6 | NHPP | \$ 15,000,000 | \$ 12,000,000 | \$ 3,000,000 | AC YR 4 of 5; NHPP-Br On System: 2020 - \$15,000,000 (was \$35,000,000 Total Cost remains \$144,066,616. |
| | 608009 | Boston | BOXBOROUGH | BOXBOROUGH- BRIDGE REPLACEMENT, B-18-002, ROUTE 111 OVER I-495 | 3 | NHPP | \$ 8,000,000 | \$ 6,400,000 | \$ 1,600,000 | |
| | 608097 | Boston | WOBURN | WOBURN- BRIDGE REPLACEMENT & RELATED WORK, W-43-028, WASHINGTON STREET OVER I-95 | 4 | NHPP | \$ 14,000,000 | \$ 11,200,000 | \$ 2,800,000 | |
| | 605342 | Boston | STOW | STOW- BRIDGE REPLACEMENT, S-29-001, (ST 62) GLEASONDALE ROAD OVER THE ASSABET RIVER | 3 | NHPP | \$ 6,706,560 | \$ 5,365,248 | \$ 1,341,312 | |
| | 608613 | Boston | STONEHAM | STONEHAM - BRIDGE REPLACEMENT, S-27-008, MARBLE STREET OVER I-93 | 4 | NHPP | \$ 15,523,120 | \$ 12,418,496 | \$ 3,104,624 | |
| | 608614 | Boston | BOSTON | BOSTON - SUPERSTRUCTURE REPLACEMENT, B-16- 179, AUSTIN STREET OVER I-93 RAMPS, MBTA COMMUTER RAIL AND ORANGE LINE | 6 | NHPP | \$ 19,673,600 | \$ 15,738,880 | \$ 3,934,720 | |
| | | | | | On S | ∫ System Subtotal ► | \$ 78,903,280 | \$ 63,122,624 | \$ 15,780,656 | ■ 80% Federal + 20% Non-Federal |
| ► Off-System | | | | | | | | | | |
| | | | | No Projects Programmed | | | | | \$- | |
| | | | | No Projects Programmed | | | | \$- | 1. | |
| | | | | | Off-S | system Subtotal ► | \$ - | \$- | \$- | 80% Federal + 20% Non-Federal |
| Statewide Bridge Inspective | ection Program | | | No Projects Programmed | | | \$ - | \$ - | \$ - | |
| | | _ | | No Projects Programmed | _ | | | \$ - | | |
| | | | | Statewide Bridge I | neportion Pr | ogram Subtotal N | · · | \$ - | | ■ 80% Federal + 20% Non-Federal |
| | | | | | | | • | Ŷ | Ŷ | |
| Section 1C / Feder | ral Aid Non-T | arget Proje | cts | | | | | | | |
| Other Federal Aid | | | | No Projects Programmed | | | \$- | \$ - | \$- | |
| | | | | No Projects Programmed | | | \$- | \$- | \$- | |
| | | | | 1 | Other Fede | ral Aid Subtotal ► | \$- | \$- | \$- | ✓ Funding Split Varies by Funding Source |
| | | | | | | | | | | |
| Section 1D / Feder | | & State Cat | legory Projects | | | | | | | |
| Regional Major Infra | structure | | | No Projects Programmed | | | \$- | \$ - | \$ - | |
| | | 1 | | | 1 | 1 | 1.1 | 1. | 1.1 | |

| | | No Projects Programmed | | | \$ - | \$ - | \$ - | |
|--|--|------------------------|----------------|------------------|---------|---------|---------|---|
| | | No Projects Programmed | | | \$ - | \$ - | \$ - | |
| | | Regional M | ajor Infrastru | cture Subtotal 🕨 | \$ - | \$ - | \$ - | 80% Federal + 20% Non-Federal |

07/28/2016 Endorsod

| 2020 Bo | | | | Transportation Improv | /eme | nt Prog | gra | m | 07/28/2016 E 07/20/2017 A | | nt Four (| Draft) |
|---|-----------------------|----------------|------------------------|---|----------------|-----------------------------|---------|--------------|------------------------------|-----|-------------|---|
| mendment/ djustment Type ▼ | MassDOT Project ID | | Municipality Nan ▼ | | MassDOT | | Total | rammed | Federal Funds ▼ | | eral | Additional Information ▼ |
| | Indicates a c | change in proj | ect cost | | | | | | | | | |
| | | | IP (cost not reflected | l in total) | | | | | | | | |
| | | | in from another TIP | | | | | | | | | |
| | | | | element (cost not reflected in total) | | | | | | | | |
| | | new funding c | o the TIP (action tak | en as denoted) | | | | | | | | |
| | indicates a l | iew running o | alegoly | | | | | | | | | |
| ► Statewide Americar | ns with Disabili | tv Act Impien | entation Plan | | | | | | | | | |
| otatemae American | | | | No Projects Programmed | | | \$ | - | \$- | \$ | - | |
| | | | | No Projects Programmed | | | \$ | - | \$- | \$ | - | |
| | | | | Statewide ADA | mplementatio | n Plan Subtotal Þ | • \$ | - | \$- | \$ | - | ■ 80% Federal + 20% Non-Federal |
| Statewide Congest | ion Mitigation a | and Air Quali | tv | | | | | | | | | _ |
| | 607329 | Boston | MULTIPLE | WAKEFIELD- LYNNFIELD- RAIL TRAIL EXTENSION, FROM THE GALVIN MIDDLE SCHOOL TO | 4 | CMAQ | \$ | 7,084,000 | \$ 5,667,200 | \$ | 1,416,800 | |
| | | | | LYNNFIELD/PEABODY T.L. | Statewide | CMAQ Subtotal | . c · | 7,084,000 | \$ 5,667,200 | ¢ . | 1 / 16 800 | ■ 80% Federal + 20% Non-Federal |
| | | | | | Otatewide | | Ψ | 7,004,000 | φ 3,007,200 | Ψ | 1,410,000 | |
| Statewide HSIP Pro | • | | | | | | | | | | | |
| | 608562 | Boston | SOMERVILLE | SOMERVILLE - SIGNAL AND INTERSECTION | 4 | HSIP | \$ 2 | 2,688,000 | \$ 2,419,200 | \$ | 268,800 | |
| | | | | IMPROVEMENT ON I-93 AT MYSTIC AVENUE AND MCGRATH HIGHWAY (TOP 200 CRASH LOCATION) | | | | | | | | Design funds are programmed in FFY 2017 i Section 1C, under the Federal Aid Non-Targe Project (HPP funds) |
| | | | | State | wide HSIP Pr | ogram Subtotal Þ | - 8 | 2,688,000 | \$ 2.419.200 | s | 268 800 | ■ 90% Federal + 10% Non-Federal |
| | | | | | | ogram oubtotal P | ų. | 2,000,000 | φ 2,110,200 | Ŷ | 200,000 | |
| Statewide Infrastru | - | | | | | | | | | | | |
| | 608611 | Boston | MULTIPLE | CANTON-MILTON-RANDOLPH, REPLACEMENT AND REHABILITATION OF THE HIGHWAY LIGHTING SYSTE AT THE ROUTE 24/ROUTE1/I-93 INTERCHANGE. | 6 M | STP | \$ 9 | 9,591,791 | \$ 7,757,783 | \$ | 1,834,008 | |
| | 608608 | Boston | BRAINTREE | BRAINTREE - HIGHWAY LIGHTING IMPROVEMENTS A | ГI- 6 | STP | \$ 2 | 2 107 220 | \$ 1,757,783 | ¢ | 439,446 | |
| | 000000 | Doston | DIVANTILE | 93/ ROUTE 3 INTERCHANGE | | 511 | | 2,137,223 | φ 1,757,765 | Ψ | 433,440 | AC Year 2 of 2. Total Cost = \$9,697,229.1 |
| | 607977 | Boston | MULTIPLE | HOPKINTON- WESTBOROUGH- RECONSTRUCTION C I-90/I-495 INTERCHANGE | F 3 | NHPP | \$ | 1,000,000 | \$ 800,000 | \$ | 200,000 | AC YEAR 1 OF 5. \$269M total cost. \$161.4 TFPC, 107.6M NFA. |
| | | | | Statewide Inf | rastructure Pr | ogram Subtotal Þ | • \$ 12 | 2,789,020 | \$ 10,315,567 | \$ | 2,473,454 | ■ 80% Federal + 20% Non-Federal |
| | | _ | | | | | | | | | | |
| Statewide Interstate | 608208 | Boston | MULTIPLE | QUINCY- MILTON- BOSTON- INTERSTATE | 6 | NHPP | | \$20,123,712 | \$18,111,34 | 1 9 | \$2,012,371 | IM + Stormwater = \$20,625,472 |
| | | | | MAINTENANCE & RELATED WORK ON I-93 Statewide Interstate M | aintonanco Pr | ogram Subtotal N | - C 20 | 0 122 712 | ¢ 10 111 2/1 | e . | 2 012 271 | ■ 90% Federal + 10% Non-Federal |
| | | | | Statewide Interstate M | antenance Pr | ografii Subtotal 🕨 | \$ 20 | 0,123,712 | φ 10,111,341 | φ, | 2,012,371 | |
| Statewide Intelligen | | on Systems | | No Projects Programmed | | | \$ | - | \$ - | \$ | - | |
| | | | | No Projects Programmed | | | s | | φ - \$ - | s | | |
| | | | | No Projects Programmed | | | · · | | | | | |
| | | | | | Statewi | de ITS Subtotal > | • \$ | | \$- | \$ | - | ■ 80% Federal + 20% Non-Federal |
| Statewide National | Freight Progra | m | | | | 1 | • | | • | | | |
| | | | | No Projects Programmed | | | \$ | - | \$- | \$ | - | |
| | | | | No Projects Programmed | | | \$ | - | \$- | \$ | - | |
| | 1 | | | Statewide Natio | nal Freight Pr | ogram Subtotal Þ | • S | - | \$- | \$ | | ■ 80% Federal + 20% Non-Federal |

07/20/2017 Amendment Four (Draft) otal Municipality Name MassDOT MassDOT MassDOT Funding Programmed Federal Funds Non-Federa Additional Amondmont/ Adjustment Type V Project ID 🔻 MPO 🔻 ▼ Project Description District ▼ Source ▼ Funds V . Funds **V** Information **v** Indicates a change in project cost Indicates removed from TIP (cost not reflected in total) Indicates a project moved in from another TIP element Indicates a project moved out to another TIP element (cost not reflected in total) Indicates a new addition to the TIP (action taken as denoted) Indicates a new funding category Statewide National Highway System Preservation Program CONCORD CONCORD- RESURFACING AND RELATED WORK ON 1,048,320 608478 Boston NHPP 5,241,600 \$ 4,193,280 \$ 4 \$ ROUTE 2 608480 Boston FOXBOROUGH FOXBOROUGH- WALPOLE- RESURFACING AND NHPP \$ 8,578,080 6,862,464 \$ 1,715,616 5 \$ RELATED WORK ON ROUTE 1 608482 MULTIPLE CAMBRIDGE- SOMERVILLE- RESURFACING AND 1,568,784 Boston 6 NHPP \$ 7,843,920 \$ 6,275,136 \$ RELATED WORK ON ROUTE 28 WEYMOUTH 608483 WEYMOUTH- RESURFACING AND RELATED WORK ON \$ 2,576,000 \$ 2,060,800 \$ Boston 6 NHPP 515.200 ROUTE 3A 4,847,920 < 80% Federal + 20% Non-Federal Statewide NHS Preservation Program Subtotal ► \$ 24,239,600 \$ 19,391,680 \$ ► Statewide Planning Program No Projects Programmed \$ - \$ - \$ -No Projects Programmed \$ -\$ - \$ - 4 80% Federal + 20% Non-Federal Statewide Planning Program Subtotal ► \$ - \$ - \$ ► Statewide Railroad Grade Crossings No Projects Programmed \$ - \$ - \$ -\$ No Projects Programmed \$ \$ --. Statewide RR Grade Crossings Subtotal ► \$ 80% Federal + 20% Non-Federal -Statewide Safe Routes to Schools Program No Projects Programmed SRTS \$ - \$ \$ -No Projects Programmed SRTS \$ \$ \$ ---Statewide Safe Routes to Schools Program Subtotal ► Funding Split Varies by Funding Source - \$ \$ - \$ Statewide Stormwater Retrofits 608208 Boston MULTIPLE QUINCY- MILTON- BOSTON- INTERSTATE 6 STP-TE 501,760 \$ 401,408 \$ 100,352 \$ IM + Stormwater = \$20.625.472 MAINTENANCE & RELATED WORK ON I-93 501,760 401,408 \$ 100,352 < 80% Federal + 20% Non-Federal Statewide Stormwater Retrofits Subtotal ► Statewide Transportation Enhancements No Projects Programmed \$ -\$ -\$ -No Projects Programmed \$ \$ ---Statewide Transportation Enhancements Subtotal ► \$ - 80% Federal + 20% Non-Federal - \$ - \$ Other Statewide Items ABP GANS Repayment - \$ \$ - \$ -Award Adjustments, Change Orders, Project Value \$ -\$ \$ -Changes, Etc. DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs \$ \$ \$ --Planning \$ - \$ - \$ -Statewide Design and Right of Way - \$ --\$ Statewide Recreational Trails - 9 \$ Funding Split Varies by Funding Source Other Statewide Items Subtotal ► \$ - \$ -

07/28/2016 Endorsed

| nendment/ | MassDOT | | Municipality Name | MassDOT | MassDOT | Funding | Total Programmed | Federal Funds | Non-Federal | Additional |
|---|------------------|--------------|---------------------------|--|-------------------------------|--|--|----------------|---|--|
| ljustment Type ▼ | Project ID ▼ | мро ▼ | | Project Description ▼ | | Source ▼ | Funds ▼ | V | Funds V | Information V |
| | | | | | | | | | | |
| | Indicates a cl | | | | | | | | | |
| | | | IP (cost not reflected in | | | | | | | |
| | | | in from another TIP ele | | | | | | | |
| | | | | ment (cost not reflected in total) | | | | | | |
| | | | o the TIP (action taken | as denoted) | | | | | | |
| | Indicates a ne | ew runaing c | alegory | | | | | | | |
| Section 2A / Non-I | Federal Projec | ts | | | | | | | | |
| | | | | | | | | | | |
| Non Federal Aid | | | | | | | | | | |
| | | | | | | 1 | | | | |
| | | | | No Projects Programmed | | | | | | |
| | | | | No Projects Programmed | Non-Fed | ∣ eral Aid Subtotal∎ | ►\$ - | | \$ | - <a>100% Non-Federal |
| | | | | No Projects Programmed | Non-Fed | eral Aid Subtotal∎ | ▶ \$- | _ | \$ | - 100% Non-Federal |
| Section 2B / Non-I | Federal Bridge | Projects | | No Projects Programmed | Non-Fede | eral Aid Subtotal∎ | \$ - | | \$ | ◀100% Non-Federal |
| | - | | | No Projects Programmed | Non-Fed | eral Aid Subtotal∎ | ►_\$ | | \$ | ◀100% Non-Federal |
| | - | | | | Non-Fed | | | | • | |
| | - | | | No Projects Programmed | Non-Fed | eral Aid Subtotal | \$ <u>-</u> | | • | ◀100% Non-Federal |
| | - | | | | Non-Fedr | | | | \$ | |
| | - | | | No Projects Programmed No Projects Programmed | | NFA | \$ - \$ - | | \$ | - |
| | - | | | No Projects Programmed No Projects Programmed | Non-Federal Bridge F | NFA | \$ - \$ - | | \$ | - |
| Section 2B / Non-Fe | ederal Bridge Pr | ojects | | No Projects Programmed No Projects Programmed Sect | | NFA | \$ - \$ - \$ - | TIP Section 2: | \$ | - |
| Section 2B / Non-Fe | ederal Bridge Pr | ojects | | No Projects Programmed No Projects Programmed Sect | | NFA | \$ - \$ - \$ - | TIP Section 2: | \$ \$ \$ | - |
| Section 2B / Non-Fe Section 2B / Non-Fe 2020 Bo | ederal Bridge Pr | ojects | | No Projects Programmed No Projects Programmed | | NFA NFA rojects Subtotal∎ | \$ - \$ - ► <u>\$</u> - ► <u>\$</u> - TIP Section 1: | • | \$ \$ \$ Total of All Projects ▼ | - - ◀100% Non-Federal |
| Section 2B / Non-Fe | ederal Bridge Pr | ojects | | No Projects Programmed No Projects Programmed Sect | | NFA NFA rrojects Subtotal | \$ \$ > \$ TIP Section 1: ▼ | ▼ - | \$ \$ \$ Total of All Projects ▼ \$ 245,701,73 | - - <100% Non-Federal 39 ◀ Total Spending in Region |
| - Section 2B / Non-Fe | ederal Bridge Pr | ojects | | No Projects Programmed No Projects Programmed Sect | ion 2B / Non-Federal Bridge F | NFA NFA Projects Subtotal) Total J Federal Funds J | \$ - \$ - ► <u>\$</u> - ► <u>\$</u> - TIP Section 1: | ▼ \$ | \$ \$ Total of All Projects ▼ \$ 245,701,77 \$ 198,926,9 | - - - - - - ■ 1 00% Non-Federal 30 ■ Total Spending in Region 13 ■ Total 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 (uselines. By placing a project not 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

2021 Boston Region MPO Transportation Improvement Program 07/28/2016 Endorsed 07/20/2017 Amendment Four (Draft)

| | | | | | | | | <u> </u> | en zei zei n | inenanient ear (| 21410 |
|-------------------|------------------|-----------------|------------------------|--------------------|------------------|------------|----------|------------|---------------|------------------|----------------------|
| | | | | | | | | Total | | | |
| mendment/ | MassDOT | | Municipality Name | MassDOT | | MassDOT | Funding | Programmed | Federal Funds | Non-Federal | Additional |
| Adjustment Type 🔻 | Project ID 🔻 N | MPO 🔻 | V | Project Descript | ion▼ | District V | Source V | Funds ▼ | V | Funds ▼ | Information V |
| | | | | | | | | | | | |
| | Indicates a cha | inge in projec | t cost | | | | | | | | |
| | Indicates remov | ved from TIP | (cost not reflected in | total) | | | | | | | |
| | Indicates a proj | ject moved in | from another TIP el | ement | | | | | | | |
| | Indicates a proj | ject moved ou | ut to another TIP ele | ment (cost not ref | lected in total) | | | | | | |
| | Indicates a new | v addition to t | the TIP (action taken | as denoted) | | | | | | | |
| | Indicates a new | v funding cate | egory | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |

Section 1A / Federal Aid Target Projects

| HSIP - Highway Sa | fety Improve | ment Progra | m | | | | | | | | |
|-------------------|--------------|-------------|------------|---|---|---------------|------|-----------|-----------------|---------------|--|
| | 608228 | Boston | Framingham | FRAMINGHAM- RECONSTRUCTION OF UNION AVENUE, FROM PROCTOR STREET TO MAIN STREET | 3 | HSIP | \$ | 1,509,587 | \$ 1,358,628 | \$ 150,959 | STP+HSIP+TAP Total Cost = \$10,063,912 |
| | 605857 | Boston | Norwood | NORWOOD- INTERSECTION IMPROVEMENTS @ ROUTE 1 & UNIVERSITY AVENUE/EVERETT STREET | 5 | HSIP | \$ | 631,724 | \$ 568,552 | \$ 63,172 | HSIP+CMAQ+STP Total Cost = \$6,317,236 |
| | 608347 | Boston | 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 | \$ | 2,339,729 | \$ 2,105,756 | \$ 233,973 | HSIP+CMAQ Total Cost = \$3,509,576 |
| 1 | | | | | | HSIP Subtotal | ► \$ | 4,481,040 | \$ 4,032,936 | \$ 448,104 | 90% Federal + 10% Non-Federal |

► CMAQ - Congestion Mitigation and Air Quality Improvement Program

| В | N0001 | Boston | Multiple | Community Transportation Program | N/A | CMAQ | \$ 1,750,000 | \$ 1,400,000 | \$ 350,000 | |
|---|-------|--------|----------|---|-----|----------------|------------------|------------------|-----------------|--|
| 1 | 570 | Boston | Multiple | GREEN LINE EXTENSION PROJECT- EXTENSION TO COLLEGE AVENUE WITH THE UNION SQUARE SPUR | N/A | CMAQ | \$ 10,000,000 | \$ 8,000,000 | \$ 2,000,000 | AC Yr 6 of 6; Total MPO Contribution = \$190,000,000; funding flexed to FTA; match provided by local contributions; STP+CMAQ+Section 5309 (Transit) |
| 6 | 05857 | Boston | Norwood | NORWOOD- INTERSECTION IMPROVEMENTS @ ROUTE 1 & UNIVERSITY AVENUE/EVERETT STREET | 5 | CMAQ | \$ 3,000,000 | \$ 2,400,000 | \$ 600,000 | HSIP+CMAQ+STP Total Cost = \$6,317,236 |
| 6 | 08347 | Boston | 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 | \$ 1,169,847 | \$ 935,878 | \$ 233,969 | HSIP+CMAQ Total Cost = \$3,509,576 |
| I | | 1 | 1 | | c | MAQ Subtotal ► | \$ 15,919,847 | \$ 12,735,878 | \$ 3,183,969 | 80% Federal + 20% Non-Federal |

► TAP - Transportation Alternatives Program

| 608228 | Boston | Framingham | FRAMINGHAM- RECONSTRUCTION OF UNION AVENUE, FROM PROCTOR STREET TO MAIN STREET | 3 | TAP | \$ 1,006,391 | \$ 805,113 | \$ 201,278 | STP+HSIP+TAP Total Cost = \$10,063,912 |
|------------|--------|------------|--|---|----------------|-----------------|-----------------|---------------|--|
| 606501 | Boston | Holbrook | HOLBROOK- RECONSTRUCTION OF UNION STREET (ROUTE 139), FROM LINFIELD STREET TO CENTRE STREET/WATER STREET | 5 | TAP | \$ 289,088 | \$ 231,270 | \$ 57,818 | TAP+STP+Earmark Total Cost = \$2,890,880 |
| 606226 | Boston | Boston | BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE | 6 | TAP | \$ 2,183,253 | \$ 1,746,602 | \$ 436,651 | Yr 2 of 5; TAP+STP+Earmarks Total Cost = \$37,411,459 |
| | | | | | TAP Subtotal ► | \$ 3,478,732 | \$ 2,782,986 | \$ 695,746 | 80% Federal + 20% Non-Federal |

07/28/2016 Endorsed 2021 Boston Region MPO Transportation Improvement Program

| mendment/ | MassDOT | | Municipality Name | MassDOT | MassDOT | Funding | Total Programmed | Federal Funds | Non-Federal | Additional |
|------------------|----------------|----------------|------------------------|------------------------------------|------------|----------|---------------------|---------------|-------------|----------------------|
| djustment Type 🔻 | Project ID 🔻 | MPO 🔻 | V | Project Description▼ | District ▼ | Source ▼ | Funds ▼ | V | Funds ▼ | Information V |
| | | | | | | | | | | |
| | Indicates a ch | ange in proje | ct cost | | | | | | | |
| | Indicates rem | oved from TIP | (cost not reflected in | i total) | | | | | | |
| | Indicates a pr | oject moved ir | n from another TIP el | ement | | | | | | |
| | Indicates a pr | oject moved o | ut to another TIP ele | ment (cost not reflected in total) | | | | | | |
| | Indicates a ne | w addition to | the TIP (action taken | as denoted) | | | | | | |
| | Indicates a ne | w funding cat | edory | | | | | | | |

► Non-CMAQ/HSIP/TAP (Other)

| NON-OWAG/HOIL/TAL | oulei) | | | | | | | | | | |
|-------------------|--------|--------|------------|--|-----|----------------|---------------|---------------|-----|------------|---|
| 157 | 70 | Boston | Multiple | GREEN LINE EXTENSION PROJECT- EXTENSION TO COLLEGE AVENUE WITH THE UNION SQUARE SPUR | N/A | STP | \$ 22,000,000 | \$ 17,600,000 | \$ | 4,400,000 | AC Yr 6 of 6; Total MPO Contribution = \$190,000,000; funding flexed to FTA; match provided by local contributions; STP+CMAQ+Section 5309 (Transit) |
| 606 | 6226 | Boston | Boston | BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE | 6 | STP | \$ 19,649,276 | \$ 15,719,421 | \$ | 3,929,855 | Yr 2 of 5; TAP+STP+Earmarks Total Cost = \$37,411,459 |
| 604 | 4996 | Boston | Woburn | WOBURN- BRIDGE REPLACEMENT, W-43-017, NEW BOSTON STREET OVER MBTA | 4 | STP | \$ 17,784,392 | \$ 14,227,514 | \$ | 3,556,878 | |
| 608 | 8228 | Boston | Framingham | FRAMINGHAM- RECONSTRUCTION OF UNION AVENUE, FROM PROCTOR STREET TO MAIN STREET | 3 | STP | \$ 7,547,934 | \$ 6,038,347 | \$ | 1,509,587 | STP+HSIP+TAP Total Cost = \$10,063,912 |
| 605 | 5857 | Boston | Norwood | NORWOOD- INTERSECTION IMPROVEMENTS @ ROUTE 1 & UNIVERSITY AVENUE/EVERETT STREET | 5 | STP | \$ 2,685,512 | \$ 2,148,410 | \$ | 537,102 | HSIP+CMAQ+STP Total Cost = \$6,317,236 |
| 606 | 6501 | Boston | Holbrook | HOLBROOK- RECONSTRUCTION OF UNION STREET (ROUTE 139), FROM LINFIELD STREET TO CENTRE STREET/WATER STREET | 5 | STP | \$ 1,074,542 | \$ 859,634 | \$ | 214,908 | TAP+STP+Earmark Total Cost = \$2,890,880 |
| | | ÷ | ÷ | Non-CMAO/H9 | | ther) Subtotal | \$ 70 741 656 | \$ 56 593 325 | ¢ 1 | 1/ 1/8 331 | 80% Federal + 20% Non-Federal |

Non-CMAQ/HSIP/TAP (Other) Subtotal 🕨 \$ 70,741,656 \$ 56,593,325 \$ 14,148,331 4 80% Federal + 20% Non-Federal

Section 1A / Fiscal Constraint Analysis

| Total Federal Aid Target Funds Programmed ► | \$ 94,621,275 | \$ 94,819,913 | ◄ Total Target | \$ 198,638 | Target Funds Available |
|--|------------------|------------------|-------------------------------|--------------------|---------------------------|
| Total Non-CMAQ/HSIP/TAP (Other) Programmed ► | \$ 70,741,656 | | Max. Non- | \$ (76,586,668) | Non-CMAQ/HSIP/TAP (Other) |
| | | | CMAQ/HSIP/TAP | | Exceeds Maximum |
| Total HSIP Programmed ► | \$ 4,481,040 | \$ 4,296,710 | Min. HSIP | \$ (184,330) | HSIP Recommended Met |
| Total CMAQ Programmed ► | \$ 15,919,847 | \$ 10,741,776 | Min. CMAQ | \$ (5,178,071) | CMAQ Recommended Met |
| Total TAP Programmed ► | \$ 3,478,732 | \$ 2,996,121 | Min. TAP | \$ (482,611) | TAP Requirement Exceeded! |

HSIP, CMAQ, TAP Overprogrammed \$ (5,845,012)

Section 1B / Federal Aid Bridge Projects

Statewide Systematic Maintenance Program

| 6086 | Boston | NEWTON | NEWTON, BRIDGE NUMBER N-12-055: CLEAN AND PAINT STRUCTURAL STEEL | 6 | NHPP | \$ 2,308,000 | \$ 1,846,400 | \$ 461,600 | | |
|------|--------|--------|---|------------|-----------------|-----------------|-----------------|---------------|---------------|-----------------|
| | | | Statewide Bridge Main | enance Pro | gram Subtotal 🕨 | \$ 2,308,000 | \$ 1,846,400 | \$ 461,600 | 80% Federal + | 20% Non-Federal |

| ► On System | | | | | | | | | | | |
|---|--------|--------|------------|---|-------|------------------|-------|-----------|------------------|-----------------|--|
| ADJUSTMENT:Change Additional Information | 604173 | Boston | BOSTON | BOSTON- BRIDGE REPLACEMENT, B-16-016, NORTH | 6 | NHPP | \$ 11 | ,066,616 | \$ 8,853,293 | \$ 2,213,323 | AC YR 5 of 5; NHPP-Br On System: |
| Additional information | | | | WASHINGTON STREET OVER THE BOSTON INNER HARBOR | | | | | | | 2021 - \$11,066,616 (was \$18,666,616); Total Cost remains \$144,066,616. |
| | 608009 | Boston | BOXBOROUGH | BOXBOROUGH- BRIDGE REPLACEMENT, B-18-002, ROUTE 111 OVER I-495 | 3 | NHPP | \$ 6 | 6,295,000 | \$ 5,036,000 | \$ 1,259,000 | AC YR 2 of 2. Total Cost = 14,295,000 |
| | | | | | On Sy | vstem Subtotal ► | \$ 17 | 7,361,616 | \$ 13,889,293 | \$ 3,472,323 | 80% Federal + 20% Non-Federal |

| endment/ ustment Type ▼ | MassDOT Project ID ▼ | MPO ▼ | Municipality Name ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | Funding Source ▼ | Tota Prog Func | grammed | Federal Func ▼ | | n-Federal nds ▼ | Additional Information ▼ | |
|----------------------------|-------------------------|--------------|---------------------------|---|-----------------------|-----------------------------|----------------------|--|--|---|-------------------------------------|---|---|
| | Indicates a c | hange in pro | iect cost | | | | | | | | | | |
| | | | IP (cost not reflected in | n total) | | | | | | | | | |
| | Indicates a p | roject moved | I in from another TIP el | lement | | | | | | | | | |
| | | | | ement (cost not reflected in total) | | | | | | | | | |
| | | | to the TIP (action taker | n as denoted) | | | | | | | | | |
| | Indicates a n | ew funding o | ategory | | | | | | | | | | |
| | | | | | | | | | | | | | |
| f-System | | | | | | | | | | | | | |
| | 608637 | Boston | MAYNARD | MAYNARD - BRIDGE REPLACEMENT, M-10-006, | D3 | STP-BR-OFF | \$ | 1,646,620 | \$ 1,317,2 | 6 \$ | 329,324 | | |
| | | | | FLORIDA ROAD OVER ASSABET RIVER | | | | | | | | | |
| | | | | | Off-Sy | /stem Subtotal ► | \$ | 1,646,620 | \$ 1,317,2 | 6 \$ | 329,324 | 80% Federal · | 20% Non-Federal |
| | | | | | | | | | | | | _ | |
| atewide Bridge Insp | pection Program | m | | | | | | | | | | | |
| | | | | No Projects Programmed | | | \$ | - | 7 | - \$ | - | | |
| | | | | | | | | | | | | | |
| | | | | No Projects Programmed | | | \$ | - | | - \$ | - | | |
| | | | | No Projects Programmed Statewide Bridge In: | spection Pro | gram Subtotal ► | \$ \$ | - | | - \$ | - | ■ 80% Federal | 20% Non-Federal |
| | eral Aid Non | -Target Pro | jects | | spection Pro | lgram Subtotal ► | \$ • \$ | | | | - - | ■ 80% Federal | + 20% Non-Federal |
| | | - | | Statewide Bridge Ins | | - | | • | \$ | - \$ | | | |
| | eral Aid Non | -Target Pro | jects Holbrook | | spection Pro | gram Subtotal ► HPP | \$ \$ | | \$ | - \$ | 305,450 | Construction; | |
| ection 1C / Fede | | - | | Statewide Bridge Inst HOLBROOK- RECONSTRUCTION OF UNION STREET (ROUTE 139), FROM LINFIELD STREET TO CENTRE STREET/WATER STREET BOSTON- RECONSTRUCTION OF RUTHERFORD | | - | | • | \$ \$ 1,221,8 | - \$ 0 \$ | | Construction; Tota | TAP+STP+Earmark (MA17 I Cost = \$2,890,880 tion; (MA183); Yr 2 of 5; |
| | 606501 | Boston | Holbrook | Statewide Bridge Inst HOLBROOK- RECONSTRUCTION OF UNION STREET (ROUTE 139), FROM LINFIELD STREET TO CENTRE STREET/WATER STREET BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN | | НРР | \$ | - 1,527,250 | \$ \$ 1,221,8 | - \$ 0 \$ | - 305,450 | Construction; Tota Construc TA | TAP+STP+Earmark (MA17 I Cost = \$2,890,880 tion; (MA183); Yr 2 of 5; P+STP+Earmarks |
| | 606501 | Boston | Holbrook | Statewide Bridge Inst HOLBROOK- RECONSTRUCTION OF UNION STREET (ROUTE 139), FROM LINFIELD STREET TO CENTRE STREET/WATER STREET BOSTON- RECONSTRUCTION OF RUTHERFORD | 5 | НРР | \$ | - 1,527,250 | \$ \$ 1,221,8 | - \$ 0 \$ | - 305,450 | Construction; Tota Construc TA | TAP+STP+Earmark (MA17 I Cost = \$2,890,880 tion; (MA183); Yr 2 of 5; |
| | 606501 606226 | Boston | Holbrook Boston | Statewide Bridge Inst HOLBROOK- RECONSTRUCTION OF UNION STREET (ROUTE 139), FROM LINFIELD STREET TO CENTRE STREET/WATER STREET BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE | 5 | НРР | \$ | - 1,527,250 126,970 | \$ \$ 1,221,80 \$ 101,5 | - \$ 0 \$ 6 \$ | - 305,450 25,394 | Construction; Tota Construc TA Total | TAP+STP+Earmark (MA17 I Cost = \$2,890,880 tion; (MA183); Yr 2 of 5; P+STP+Earmarks Cost = \$37,411,459 |
| | 606501 | Boston | Holbrook | Statewide Bridge Inst HOLBROOK- RECONSTRUCTION OF UNION STREET (ROUTE 139), FROM LINFIELD STREET TO CENTRE STREET/WATER STREET BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE BOSTON- RECONSTRUCTION OF RUTHERFORD | 6 | НРР | \$ | - 1,527,250 | \$ \$ 1,221,80 \$ 101,5 | - \$ 0 \$ 6 \$ | - 305,450 | Construction; Tota Construc TA Total Construc | TAP+STP+Earmark (MA17 I Cost = \$2,890,880 tion: (MA183); Yr 2 of 5; P+STP+Earmarks Cost = \$37,411,459 tion; (MA210); Yr 2 of 5; |
| | 606501 606226 | Boston | Holbrook Boston | Statewide Bridge Inst HOLBROOK- RECONSTRUCTION OF UNION STREET (ROUTE 139), FROM LINFIELD STREET TO CENTRE STREET/WATER STREET BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE | 5 | НРР | \$ | - 1,527,250 126,970 | \$ \$ 1,221,80 \$ 101,5 | - \$ 0 \$ 6 \$ | - 305,450 25,394 | Construction; Tota Construc TA Total Construc TA | TAP+STP+Earmark (MA17 I Cost = \$2,890,880 tion; (MA183); Yr 2 of 5; P+STP+Earmarks Cost = \$37,411,459 |
| | 606501 606226 | Boston | Holbrook Boston | Statewide Bridge Inst HOLBROOK- RECONSTRUCTION OF UNION STREET (ROUTE 139), FROM LINFIELD STREET TO CENTRE STREET/WATER STREET BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE | 5 6 6 | НРР | \$ | - 1,527,250 126,970 8,451,960 | \$ 1,221,80 \$ 101,5 \$ 6,761,50 | - \$ 0 \$ 6 \$ 8 \$ | - 305,450 25,394 1,690,392 | Construction; Tota Construc TA Total Construc TA Total | TAP+STP+Earmark (MA17 I Cost = \$2,890,880 tion; (MA183); Yr 2 of 5; P+STP+Earmarks Cost = \$37,411,459 tion; (MA210); Yr 2 of 5; P+STP+Earmarks Cost = \$37,411,459 |
| | 606501 606226 | Boston | Holbrook Boston | Statewide Bridge Inst HOLBROOK- RECONSTRUCTION OF UNION STREET (ROUTE 139), FROM LINFIELD STREET TO CENTRE STREET/WATER STREET BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE | 5 6 6 | НРР | \$ | - 1,527,250 126,970 8,451,960 | \$ 1,221,80 \$ 101,5 \$ 6,761,50 | - \$ 0 \$ 6 \$ 8 \$ | - 305,450 25,394 1,690,392 | Construction; Tota Construc TA Total Construc TA Total | TAP+STP+Earmark (MA17 I Cost = \$2,890,880 tion; (MA183); Yr 2 of 5; P+STP+Earmarks Cost = \$37,411,459 tion; (MA210); Yr 2 of 5; P+STP+Earmarks |
| | 606501 606226 | Boston | Holbrook Boston | Statewide Bridge Inst HOLBROOK- RECONSTRUCTION OF UNION STREET (ROUTE 139), FROM LINFIELD STREET TO CENTRE STREET/WATER STREET BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE | 5 6 6 | НРР | \$ | - 1,527,250 126,970 8,451,960 | \$ 1,221,80 \$ 101,5 \$ 6,761,50 | - \$ 0 \$ 6 \$ 8 \$ | - 305,450 25,394 1,690,392 | Construction; Tota Construc TA Total Construc TA Total | TAP+STP+Earmark (MA1 I Cost = \$2,890,880 tion; (MA183); Yr 2 of 5; P+STP+Earmarks Cost = \$37,411,459 tion; (MA210); Yr 2 of 5; P+STP+Earmarks Cost = \$37,411,459 |

► Regional Major Infrastructure

| | No Projects Programmed | | | \$ - | \$- | \$ - | |
|--|------------------------|---------------|------------------|---------|-----|---------|-------------------------------|
| | No Projects Programmed | | | \$ - | \$- | \$ - | |
| | Regional Majo | or Infrastrue | cture Subtotal 🕨 | \$ - | \$- | \$ - | 80% Federal + 20% Non-Federal |

Statewide Americans with Disability Act Implementation Plan

| | Statewide ADA Impl | ementation | Plan Subtotal ► | s - | \$ - | s - | 80% Federal + 20% Non-Federal | |
|--|------------------------|------------|-----------------|-----|---------|------|-------------------------------|--|
| | No Projects Programmed | | | \$- | \$ - | \$- | | |
| | No Projects Programmed | | | \$- | \$ - | \$ - | | |

| Amendment/ Adjustment Type ▼ | MassDOT Project ID ▼ | мро ▼ | Municipality Name ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | | | ai ogrammed nds ▼ | Fede ▼ | eral Funds | Non-Federa Funds ▼ | al | Additional Information ▼ | |
|--|---|---------------------|--------------------------|--|-----------------------|--|--|---|--|---|--|--|-----------------------------|--|
| | la diseta su al | | | | | | | | | | | | | |
| | Indicates a cl | | P (cost not reflected in | a total) | | | | | | | | | | |
| | | | in from another TIP el | | | | | | | | | | | |
| | | | | ment (cost not reflected in total) | | | | | | | | | | |
| | | | the TIP (action taken | | | | | | | | | | | |
| | Indicates a n | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Statewide Conges | - | | • | 1 | | | | | | | | | | |
| | 607901 | Boston | DEDHAM | DEDHAM- PEDESTRIAN IMPROVEMENTS ALONG ELM STREET & RUSTCRAFT ROAD CORRIDORS | 6 | CMAQ | \$ | 2,581,113 | \$ | 2,064,891 | \$5 | 16,223 | | |
| | | 1 | | l | Statewide C | MAQ Subtotal ► | \$ | 2,581,113 | \$ | 2,064,891 | \$5 | 16,223 | ◀ 80% Federal - | 20% Non-Federal |
| | | | | | | | | | | | | | | |
| Statewide HSIP P | rogram | 1 | | No Projects Programmed | 1 | 1 | \$ | - | \$ | | \$ | - | 1 | |
| | | | | | | | \$ | | · · | | | - | | |
| | | | | No Projects Programmed | | | Ŷ | - | \$ | - | \$ | - | | |
| | | | | Statewic | le HSIP Pro | gram Subtotal 🕨 | \$ | - | \$ | - | \$ | - | ◀ 90% Federal - | - 10% Non-Federal |
| | | 1 | | 1 | 1 | 1 | | | | | | | 1 | |
| | 607977 | Boston | MULTIPLE | HOPKINTON- WESTBOROUGH- RECONSTRUCTION OF I 90/I-495 INTERCHANGE | - 3 | NHPP | \$ | 37,500,000 | \$ | 30,000,000 | \$ 7,5 | 00,000 | | 5. \$269M total cost. \$161.4 PC, 107.6M NFA. |
| Statowido Intorato | | | MULTIPLE | | | | | | | | | | TF | |
| Statewide Interstat | te Maintenanc | e Program | | 90/I-495 INTERCHANGE Statewide Infrast | ructure Pro | gram Subtotal ► | \$ | 37,500,000 | \$ | 30,000,000 | \$7,5 | 00,000 | TF | PC, 107.6M NFA. |
| Statewide Interstat | | | MULTIPLE | 90/I-495 INTERCHANGE | | | \$ | | \$ | 30,000,000 | \$7,5 | | TF | PC, 107.6M NFA. |
| Statewide Interstat | te Maintenanc | e Program | | 90/I-495 INTERCHANGE Statewide Infrast FOXBOROUGH- PLAINVILLE- WRENTHAM- FRANKLIN- INTERSTATE MAINTENANCE & RELATED WORK ON I- | ructure Pro | gram Subtotal ► | \$ | 37,500,000 26,680,000 | \$ \$ | 30,000,000 24,012,000 | \$ 7,5 \$ 2,6 | 00,000 68,000 | TF _ ◀ 80% Federal - | PC, 107.6M NFA. |
| | te Maintenanc 608210 | e Program Boston | MULTIPLE | 90/I-495 INTERCHANGE Statewide Infrast FOXBOROUGH- PLAINVILLE- WRENTHAM- FRANKLIN- INTERSTATE MAINTENANCE & RELATED WORK ON I- 495 | ructure Pro | gram Subtotal ► | \$ | 37,500,000 26,680,000 | \$ \$ | 30,000,000 24,012,000 | \$ 7,5 \$ 2,6 | 00,000 68,000 | TF _ ◀ 80% Federal - | PC, 107.6M NFA. |
| | te Maintenanc 608210 | e Program Boston | MULTIPLE | 90/I-495 INTERCHANGE Statewide Infrast FOXBOROUGH- PLAINVILLE- WRENTHAM- FRANKLIN- INTERSTATE MAINTENANCE & RELATED WORK ON I- 495 | ructure Pro | gram Subtotal ► | \$ | 37,500,000 26,680,000 | \$ \$ | 30,000,000 24,012,000 24,012,000 | \$ 7,5 \$ 2,6 | 00,000 68,000 | TF _ ◀ 80% Federal - | PC, 107.6M NFA. |
| | te Maintenanc 608210 | e Program Boston | MULTIPLE | 90/I-495 INTERCHANGE Statewide Infrast FOXBOROUGH- PLAINVILLE- WRENTHAM- FRANKLIN- INTERSTATE MAINTENANCE & RELATED WORK ON I- 495 Statewide Interstate Maint | ructure Pro | gram Subtotal ► | \$ \$ \$ | 37,500,000 26,680,000 26,680,000 | \$ \$ \$ | 30,000,000 24,012,000 24,012,000 | \$ 7,5 \$ 2,6 \$ 2,6 | 00,000 68,000 68,000 | TF _ ◀ 80% Federal - | 20% Non-Federal |
| - Statewide Interstat - Statewide Intellige | te Maintenanc 608210 | e Program Boston | MULTIPLE | 90/I-495 INTERCHANGE Statewide Infrast FOXBOROUGH- PLAINVILLE- WRENTHAM- FRANKLIN- INTERSTATE MAINTENANCE & RELATED WORK ON I- 495 Statewide Interstate Maint No Projects Programmed | 5 enance Pro | gram Subtotal ► NHPP gram Subtotal ► | \$ \$ \$ \$ | 37,500,000 26,680,000 26,680,000 | \$ \$ \$ \$ | 30,000,000 24,012,000 24,012,000 - - | \$ 7,5 \$ 2,6 \$ 2,6 \$ \$ | 00,000 68,000 68,000 - - | TF | PC, 107.6M NFA. |
| Statewide Intellige | te Maintenanc 608210 nt Transporta | ttion Systems | MULTIPLE | 90/I-495 INTERCHANGE Statewide Infrast FOXBOROUGH- PLAINVILLE- WRENTHAM- FRANKLIN- INTERSTATE MAINTENANCE & RELATED WORK ON I- 495 Statewide Interstate Maint No Projects Programmed | 5 enance Pro | gram Subtotal ► | \$ \$ \$ \$ | 37,500,000 26,680,000 26,680,000 - | \$ \$ \$ \$ | 30,000,000 24,012,000 24,012,000 | \$ 7,5 \$ 2,6 \$ 2,6 \$ \$ | 00,000 68,000 68,000 - - | TF | PC, 107.6M NFA. |
| Statewide Intellige | te Maintenanc 608210 nt Transporta | ttion Systems | MULTIPLE | 90/I-495 INTERCHANGE Statewide Infrast FOXBOROUGH- PLAINVILLE- WRENTHAM- FRANKLIN- INTERSTATE MAINTENANCE & RELATED WORK ON I- 495 Statewide Interstate Maint No Projects Programmed No Projects Programmed | 5 enance Pro | gram Subtotal ► NHPP gram Subtotal ► | \$ \$ \$ \$ \$ \$ | 37,500,000 26,680,000 26,680,000 - | \$ \$ \$ \$ \$ | 30,000,000 24,012,000 24,012,000 - - - - | \$ 7,5 \$ 2,6 \$ 2,6 \$ \$ \$ \$ | 00,000 68,000 68,000 - - | TF | PC, 107.6M NFA. |
| Statewide Intellige | te Maintenanc 608210 nt Transporta | ttion Systems | MULTIPLE | 90/I-495 INTERCHANGE Statewide Infrast FOXBOROUGH- PLAINVILLE- WRENTHAM- FRANKLIN- INTERSTATE MAINTENANCE & RELATED WORK ON I- 495 Statewide Interstate Maint No Projects Programmed No Projects Programmed No Projects Programmed | 5 enance Pro | gram Subtotal ► NHPP gram Subtotal ► | \$ \$ \$ \$ \$ \$ \$ | 37,500,000 26,680,000 26,680,000 - - - - - | \$ \$ \$ \$ \$ \$ | 30,000,000 24,012,000 24,012,000 - - - - - | \$ 7,5 \$ 2,6 \$ 2,6 \$ 5 \$ \$ \$ | 00,000 68,000 68,000 - - | TF | PC, 107.6M NFA. |
| Statewide Intellige | te Maintenanc 608210 nt Transporta | ttion Systems | MULTIPLE | 90/I-495 INTERCHANGE Statewide Infrast FOXBOROUGH- PLAINVILLE- WRENTHAM- FRANKLIN- INTERSTATE MAINTENANCE & RELATED WORK ON I- 495 Statewide Interstate Maint No Projects Programmed | statewid | gram Subtotal ► NHPP gram Subtotal ► Gram Subtotal ► Gram Subtotal ► | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 37,500,000 26,680,000 26,680,000 - - - - - - - - - - - | \$ \$ \$ \$ \$ \$ \$ \$ \$ | 30,000,000 24,012,000 24,012,000 - - - - - - - - - | \$ 7,5 \$ 2,6 \$ 2,6 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 00,000 68,000 68,000 - - | TF | PC, 107.6M NFA. 20% Non-Federal 10% Non-Federal 20% Non-Federal |
| • Statewide Intellige | te Maintenanc 608210 nt Transporta | ttion Systems | MULTIPLE | 90/I-495 INTERCHANGE Statewide Infrast FOXBOROUGH- PLAINVILLE- WRENTHAM- FRANKLIN- INTERSTATE MAINTENANCE & RELATED WORK ON I- 495 Statewide Interstate Maint No Projects Programmed No Projects Programmed No Projects Programmed | statewid | gram Subtotal ► NHPP gram Subtotal ► Gram Subtotal ► Gram Subtotal ► | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 37,500,000 26,680,000 26,680,000 - - - - - - - - - - - | \$ \$ \$ \$ \$ \$ | 30,000,000 24,012,000 24,012,000 - - - - - | \$ 7,5 \$ 2,6 \$ 2,6 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 00,000 68,000 68,000 - - | TF | PC, 107.6M NFA. |
| - Statewide Intellige - Statewide National | te Maintenanc 608210 I Freight Prog | ram | MULTIPLE | 90/I-495 INTERCHANGE Statewide Infrast FOXBOROUGH- PLAINVILLE- WRENTHAM- FRANKLIN- INTERSTATE MAINTENANCE & RELATED WORK ON I- 495 Statewide Interstate Maint No Projects Programmed | statewid | gram Subtotal ► NHPP gram Subtotal ► Gram Subtotal ► Gram Subtotal ► | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 37,500,000 26,680,000 26,680,000 - - - - - - - - - - - | \$ \$ \$ \$ \$ \$ \$ \$ \$ | 30,000,000 24,012,000 24,012,000 - - - - - - - - - | \$ 7,5 \$ 2,6 \$ 2,6 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 00,000 68,000 68,000 - - | TF | PC, 107.6M NFA. 20% Non-Federal 10% Non-Federal 20% Non-Federal |
| • Statewide Intellige | te Maintenanc 608210 I Freight Prog | ram | MULTIPLE | 90/I-495 INTERCHANGE Statewide Infrast FOXBOROUGH- PLAINVILLE- WRENTHAM- FRANKLIN- INTERSTATE MAINTENANCE & RELATED WORK ON I- 495 Statewide Interstate Maint No Projects Programmed No Projects Programmed No Projects Programmed CANTON- MILTON- RESURFACING AND RELATED | statewid | gram Subtotal ► NHPP gram Subtotal ► Gram Subtotal ► Gram Subtotal ► | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 37,500,000 26,680,000 26,680,000 - - - - - - - - - - - | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 30,000,000 24,012,000 24,012,000 - - - - - - - - - - - - - | \$ 7,5 \$ 2,6 \$ 2,6 \$ 5 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 00,000 68,000 68,000 - - | TF | PC, 107.6M NFA. |
| Statewide Intellige Statewide National | te Maintenanc 608210 nt Transporta | ttion Systems | MULTIPLE | 90/I-495 INTERCHANGE Statewide Infrast FOXBOROUGH- PLAINVILLE- WRENTHAM- FRANKLIN- INTERSTATE MAINTENANCE & RELATED WORK ON I- 495 Statewide Interstate Maint No Projects Programmed No Projects Programmed No Projects Programmed No Projects Programmed | statewid | gram Subtotal ► NHPP gram Subtotal ► I gram Subtotal ► gram Subtotal ► | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 37,500,000 26,680,000 26,680,000 - - - - - - - - - - - | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 30,000,000 24,012,000 24,012,000 - - - - - - - - - - - - - | \$ 7,5 \$ 2,6 \$ 2,6 \$ 2,6 \$ 5 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 00,000 68,000 - - - - - - - - | TF | PC, 107.6M NFA. 20% Non-Federal 10% Non-Federal 20% Non-Federal |

2021 Boston Region MPO Transportation Improvement Program 07/28/2016 Endorsed 07/28/2016 Endorsed 07/20/2017 Amendment Four (Draft)

| mendment/ djustment Type ▼ | MassDOT Project ID ▼ | MPO V | Municipality Name ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | | Total Programmed Funds ▼ | Federal Funds ▼ | Non-Federal Funds ▼ | Additional Information ▼ |
|-------------------------------|-------------------------|---------------|---------------------------|--|-----------------------|-----------------|--|--|--|---|
| Justinent Type v | riojectib v | | • | | District V | Source v | i ulus v | • | i ulius v | |
| | Indicates a cl | hange in proj | ect cost | | | | | | | |
| | | | IP (cost not reflected ir | n total) | | | | | | |
| | Indicates a p | roject moved | in from another TIP el | lement | | | | | | |
| | Indicates a p | roject moved | out to another TIP ele | ement (cost not reflected in total) | | | | | | |
| | | | o the TIP (action taken | n as denoted) | | | | | | |
| | Indicates a n | ew funding c | ategory | | | | | | | |
| | _ | | | | | | | | | |
| Statewide Plannin | g Program | 1 | 1 | No Projects Programmed | | | C | ¢ | | |
| | | | | | | | - | | | - |
| | | | | No Projects Programmed | | | \$ - | \$ - | \$ | - |
| | | ļ | | Statewide P | anning Pro | gram Subtotal | ► \$ · | S - | \$ | - 80% Federal + 20% Non-Federal |
| | | | | | . J | 0 | | | | |
| Statewide Railroa | d Grade Cross | ings | | | | | | | | |
| | | | | No Projects Programmed | | | \$ | \$ - | \$ | - |
| | | | | No Projects Programmed | | | \$. | \$ - | \$ | - |
| | | | | , , | | | | | | |
| | | | | Statewide RR (| Grade Cross | sings Subtotal | ► \ \$ | \$- | \$ | 4 80% Federal + 20% Non-Federal |
| Statewide Safe R | outes to Scho | ole Program | | | | | | | | |
| · Statewide Sale it | | Jis r rogram | 1 | No Projects Programmed | 1 | SRTS | \$ | \$ - | \$ | - |
| | | | | | | | - | | | - |
| | | | | No Projects Programmed | | SRTS | \$ - | \$ - | \$ | - |
| | | | | Statewide Safe Routes to S | | aram Subtotal | | S - | | |
| | | | | | chools Pro | | | | 5 | Eventing Solit Varies by Funding Source |
| | | | | Statewide Sale Routes to S | chools Pro | grain Subtotai | • • | | \$ | Funding Split Varies by Funding Sour |
| ► Statewide Stormw | ater Retrofits | | | Statewide Sale Roules to S | chools Pro | gram Subtotar | 3 | - \$ | \$ | Funding Split Varies by Funding Sour |
| Statewide Stormw | ater Retrofits | | | No Projects Programmed | chools Pro | | | | 1. | Funding Split Varies by Funding Sour |
| • Statewide Stormw | ater Retrofits | | | No Projects Programmed | chools Pro | | \$ | \$ - | \$ | |
| ► Statewide Stormw | rater Retrofits | | | No Projects Programmed No Projects Programmed | | | \$ \$ | \$ - \$ - | \$ | |
| ► Statewide Stormw | vater Retrofits | | | No Projects Programmed | | | \$ \$ | \$ - \$ - | \$ | - |
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| | | icements | | No Projects Programmed No Projects Programmed Statewide Stor | | | \$ \$ • | \$ - \$ - \$ - | \$ \$ \$ | - - - ◀ 80% Federal + 20% Non-Federal |
| | | icements | | No Projects Programmed No Projects Programmed Statewide Stor No Projects Programmed | | | \$ - \$ - ▶ \$ - | \$ - \$ - \$ - | \$ \$ \$ | |
| ► Statewide Stormw | | icements | | No Projects Programmed No Projects Programmed Statewide Stor | | | \$ - \$ - ► \$ - | \$ - \$ - \$ - | \$ \$ \$ | - - - ◀ 80% Federal + 20% Non-Federal |
| | | icements | | No Projects Programmed No Projects Programmed Statewide Stor No Projects Programmed No Projects Programmed | mwater Ret | rofits Subtotal | \$ - \$ - \$ - \$ - \$ - \$ - | \$ \$ \$ \$ \$ \$ | \$ \$ \$ \$ \$ | |
| | | cements | | No Projects Programmed No Projects Programmed Statewide Stor No Projects Programmed | mwater Ret | rofits Subtotal | \$ - \$ - \$ - \$ - \$ - \$ - | \$ \$ \$ \$ \$ \$ | \$ \$ \$ | |
| • Statewide Transp | ortation Enhar | icements | | No Projects Programmed No Projects Programmed Statewide Stor No Projects Programmed No Projects Programmed Statewide Transportation | mwater Ret | rofits Subtotal | \$ - \$ - \$ - \$ - \$ - \$ - | \$ \$ \$ \$ \$ \$ | \$ \$ \$ \$ \$ | |
| - Statewide Transp | ortation Enhar | icements | | No Projects Programmed No Projects Programmed Statewide Stor No Projects Programmed No Projects Programmed Statewide Transportation ABP GANS Repayment | mwater Ret | rofits Subtotal | \$ | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ \$ \$ \$ \$ \$ | |
| | ortation Enhar | icements | | No Projects Programmed No Projects Programmed Statewide Stor No Projects Programmed No Projects Programmed Gtatewide Transportation ABP GANS Repayment Award Adjustments, Change Orders, Project Value | mwater Ret | rofits Subtotal | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ \$ \$ \$ \$ \$ \$ \$ | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | |
| • Statewide Transp | ortation Enhar | cements | | No Projects Programmed No Projects Programmed Statewide Stor No Projects Programmed No Projects Programmed Statewide Transportation ABP GANS Repayment Award Adjustments, Change Orders, Project Value Changes, Etc. | mwater Ret | rofits Subtotal | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | |
| ► Statewide Transp | ortation Enhar | icements | | No Projects Programmed No Projects Programmed Statewide Stor No Projects Programmed No Projects Programmed Gtatewide Transportation ABP GANS Repayment Award Adjustments, Change Orders, Project Value | mwater Ret | rofits Subtotal | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ \$ \$ \$ \$ \$ \$ | |
| ► Statewide Transp | ortation Enhar | cements | | No Projects Programmed No Projects Programmed Statewide Stor No Projects Programmed No Projects Programmed Statewide Transportation ABP GANS Repayment Award Adjustments, Change Orders, Project Value Changes, Etc. DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs | mwater Ret | rofits Subtotal | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | |
| • Statewide Transp | ortation Enhar | cements | | No Projects Programmed No Projects Programmed Statewide Stor No Projects Programmed No Projects Programmed Statewide Transportation ABP GANS Repayment Award Adjustments, Change Orders, Project Value Changes, Etc. DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs Planning | mwater Ret | rofits Subtotal | \$ | \$ - \$ - | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | |
| ► Statewide Transp | ortation Enhar | cements | | No Projects Programmed No Projects Programmed Statewide Stor No Projects Programmed No Projects Programmed Statewide Transportation ABP GANS Repayment Award Adjustments, Change Orders, Project Value Changes, Etc. DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs | mwater Ret | rofits Subtotal | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ - | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | |

2021 Boston Region MPO Transportation Improvement Program 07/28/2016 Endorsed 07/20/2017 Amendment Four (Draft)

| | | | | | | | | Total | | | |
|---------------------|----------------|----------------|------------------------|------------------------------------|-------------------------|------------|---------------------------|----------------|----------------|----------------|--|
| Amendment/ | MassDOT | | Municipality Name | | | MassDOT | | | Federal Funds | | Additional |
| Adjustment Type V | Project ID V | MPO V | V | Project Description▼ | | District ▼ | Source V | Funds ▼ | V | Funds ▼ | Information V |
| | | | | | | | | | | | |
| | Indicates a ch | | | | | | | | | | |
| | | | (cost not reflected in | | | | | | | | |
| | | | from another TIP e | | | | | | | | |
| | | | | ment (cost not reflected in total) | | | | | | | |
| | | | the TIP (action taker | as denoted) | | | | | | | |
| | Indicates a ne | ew funding cat | egory | | | | | | | | |
| Non-them OA (Non- | Es de vel Dusi | 4- | | | | | | | | | |
| Section 2A / Non- | Federal Proj | ects | | | | | | | | | |
| ► Non Federal Aid | | | | | | | | | | | |
| Non rederal Ald | | | 1 | No Projects Programmed | | 1 | 1 | 1 | 1 | | |
| | | | | No Projects Programmed | | Non Fodor | al Aid Subtotal► | e | | S - | ■100% Non-Federal |
| | | | | | | Non-reuen | | ф - | | - Ş | |
| Section 2B / Non- | Federal Brid | ae Proiects | | | | | | | | | |
| / 000000122/10000 | | 90.1.0,0000 | | | | | | | | | |
| Section 2B / Non-Fe | ederal Bridge | Proiects | | | | | | | | | |
| | Ĵ | | | No Projects Programmed | | | NFA | \$- | | \$- | |
| | | | | No Desis etc. Des sus sus a d | | | | ¢ | | ¢ | |
| | | | | No Projects Programmed | | | NFA | \$- | | \$ - | |
| | | | | | Section 2B / Non-Federa | Bridge Pro | ojects Subtotal► | \$ - | 1 | \$ - | ◄100% Non-Federal |
| | | | | | | - | - | | | | |
| | | | | | | | | TIP Section 1: | TIP Section 2: | Total of All | |
| 2021 Bo | ston | Reaid | on MPO | TIP Summa | rv | | | • | • | Projects ▼ | |
| | | | ••••• | | • • | | | | | | |
| | | | | | | | | \$ 209,355,684 | \$- | \$ 209,355,684 | Total Spending in Region |
| | | | | | | | | \$ 170,600,651 | | \$ 170,600,651 | Total Federal Spending in Region |
| | | | | | | Non- | Federal Funds > | \$ 38,755,033 | \$- | \$ 38,755,033 | 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/Baggers/main.aspx