Transportation Improvement Program and Air Quality Conformity Determination
Fiscal Years 2007–2010

Boston Region Metropolitan Planning Organization
Staff

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

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

Endorsed August 17th, 2006
Boston Region Metropolitan Planning Organization Municipalities

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Chapter 1
The 3C Process

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

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

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

Certification Documents

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

- The *Unified Planning Work Program (UPWP)* describes a fiscal year’s transportation-related planning activities and sets forth budgets for projects using Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) planning funds. The UPWP identifies the

¹Section 134 of the Federal Aid Highway Act and Section 5303 of the Federal Transit Act, as amended.
funding used to carry out each component of the transportation planning process in the region, including production of the Regional Transportation Plan, the Transportation Improvement Program, and their Air Quality Conformity Determinations.

- The *Regional Transportation Plan and Air Quality Conformity Determination* states the MPO’s transportation policies and goals, describes the public participation process for transportation planning, assesses the current state of the region’s transportation system, estimates future needs and resources, and lays out a program for preserving and expanding the system for the upcoming 20-year period.

- The *Transportation Improvement Program and Air Quality Conformity Determination (TIP)* is a staged, multiyear, intermodal program of transportation improvements that is consistent with the Regional Transportation Plan. It describes and prioritizes transportation projects expected to be implemented during a four-year period. The TIP contains a financial plan showing the revenue source or sources, current or proposed, for each project. While the federal government requires each MPO to produce a TIP at least once every two years, the Boston Region MPO produces one annually. An MPO-endorsed TIP is incorporated into the State Transportation Improvement Program (STIP) for its submission to FHWA, FTA, and the Environmental Protection Agency (EPA) for approval. One function of the TIP is to serve as a tool for monitoring progress in implementing the Regional Transportation Plan.

### The Boston Region Metropolitan Planning Organization

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

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

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

- **Massachusetts Bay Transportation Authority**: The MBTA has the statutory responsibility, under the provisions of Chapter 161A, MGL, of preparing the engineering and architectural designs for transit development projects, constructing and operating transit development projects within its district, and operating the public transportation system. Chapter 127 of the Acts of 1999 revises the legislative authority of the MBTA by providing for forward funding of the MBTA and the
Chapter 1

3C Process

Restructuring of the MBTA district. The MBTA district encompasses 175 municipalities, including all 101 cities and towns within the Boston region MPO area. The MBTA board consists of a chairman and eight other directors, all appointed by the governor.

- **Massachusetts Bay Transportation Authority Advisory Board**: The Advisory Board was created by the Legislature in 1964 through the same legislation that created the MBTA; this legislation was updated as part of Chapter 127 of the Acts of 1999. The Advisory Board consists of representatives of the 175 cities and towns that comprise the MBTA district. Cities are represented by either the city manager or mayor, and towns are represented by the chairperson of the board of selectmen. Specific responsibilities of the Advisory Board include review of proposed fare increases, approval of the Program for Mass Transportation (PMT), annual review of the MBTA Capital Investment Program, review of the MBTA report on net operating investment per passenger, and approval of the MBTA operating budget, with the authority to reduce funding items.

- **Massachusetts Highway Department**: MassHighway has the statutory responsibility of, designing, constructing, operating, and maintaining the commonwealth’s roads and bridges, and is charged with collaborating with other agencies and authorities in fields related to transportation development, public safety, and security. MassHighway is under the direction of a commissioner who is appointed by the governor.

- **Massachusetts Turnpike Authority**: MassPike is authorized to own, construct, maintain, improve, repair, operate, and administer the Massachusetts Turnpike and the Metropolitan Highway System (MHS), as established under Chapter 3 of the Acts of 1997. The MHS consists of the Massachusetts Turnpike Extension (the turnpike from the Route 128 interchange to downtown Boston); the South Boston Bypass Road; the Callahan, Sumner, and Ted Williams Tunnels; the I-90 Connector; the Central Artery; and the Central Artery North Area.

- **Massachusetts Port Authority**: Massport has the statutory responsibility, under Chapter 465 of the Acts of 1956, as amended, of planning, constructing, owning, and operating such transportation facilities and related facilities as may be necessary for the development and improvement of commerce in Boston and the surrounding metropolitan area. Massport owns and operates the seaport, Logan International and Hanscom airports, the Tobin Bridge, and other facilities.

- **Metropolitan Area Planning Council**: MAPC is composed of the chief executive (or her/his designee) of each of the 101 cities and towns in the MAPC district, which coincides with the Boston Region MPO area; 21 gubernatorial appointees; and 12 ex officio members. It has statutory responsibility for comprehensive regional planning in the Boston region under Chapter 40B of the Massachusetts General Laws. It is the Boston Metropolitan Clearinghouse under Section 204 of the Demonstration Cities and Metropolitan Development Act of 1966 and Title VI of the Intergovernmental Cooperation Act of 1968. It also has been designated an economic development district under Title IV of the Public Works and Economic Development Act of 1965, as amended. MAPC’s responsibilities for comprehensive planning include technical assistance to communities, including assistance to communities in the review of documents and programs for public relations, and the development of studies on zoning, land use, demographics, and environmental matters.
The MAPC subregional groups bring together representatives (usually appointed or elected officials) of the communities within a subregion, who share concerns regarding transportation and land use. MAPC has promoted and supported the formation of subregions in order to foster better communication and cooperation among communities. The subregional groups have become an important voice in the MPO region’s participatory process. Their role includes providing input into the assignment of priorities to TIP and UPWP projects for their subregions.

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

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

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

Three other members participate in the MPO in a nonvoting capacity, reviewing all Regional Transportation Plans, Transportation Improvement Programs, Unified Planning Work Programs, and air quality conformity determinations to ensure compliance with federal planning and programming requirements:

- **Federal Highway Administration and Federal Transit Administration:** FHWA and FTA oversee the highway and transit programs of the Department of Transportation under pertinent legislation and the provisions of the Transportation Equity Act for the 21st Century (TEA-21) and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

- **Regional Transportation Advisory Council:** As the MPO’s citizen advisory group, the Advisory Council provides the opportunity for regional organizations and the Council’s municipal representatives to become actively involved in the decision-making processes of the MPO. The Advisory Council reviews, comments on, and makes recommendations regarding certification documents. It also serves as a forum for the identification of issues and alternatives, advocates solutions to the region’s transportation needs, and generates public interest and knowledge in transportation planning. While it is an advisory member of the MPO, it is a voting member of the MPO’s Transportation Planning and Programming Committee.
Chapter 2
The TIP Process

Overview of the Transportation Improvement Program Process

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

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

Project Evaluation
The MPO and MAPC solicit local communities for projects to be included in the TIP and funded with federal highway funds, while the regional transit authorities, the MBTA, and the Cape Ann Transportation Authority submit projects to be funded with federal transit funds. The MPO gathers data on the projects from various sources and evaluates projects.

Draft Transportation Improvement Program Review
The MPO develops a financially constrained draft TIP that conforms to air quality requirements. The MPO circulates the draft document for public review and comment.

Transportation Improvement Program Approval
After the MPO considers public comments and makes any necessary changes in response, the TIP is endorsed at a public MPO meeting.

Adjustments and Amendments
Because project schedules and costs and the financial constraints of the TIP may change during the course of the fiscal year, the TIP may be modified after it has been adopted.

Fiscal Constraint

Federal Framework

Unlike most federal funding, highway funding is not committed to a program or project on the basis of the annual appropriations act. The first step in the process of allocating federal highway funds is for a multiyear transportation authorization act to establish a maximum level of federal transportation funding per fiscal year. The establishment of this level of funding is referred to as an authorization.

Once the authorization level has been established, the United States Department of Transportation annually allocates such funding among the states, based upon various federal formulas. This allocation is referred to as an apportionment. The annual apportionment rarely represents the actual amount of
federal funds which can be committed by a state, due to federally imposed limitations on spending in a
given fiscal year called obligation authority.

Obligation authority may be imposed in a multiyear authorization act, in the annual appropriations act,
or in both, in which case the most recent enactment controls. Obligation authority is typically less than a
state’s apportionment. In Massachusetts, TIPs are developed based on the estimated obligation
authority.

Two of the most important distinctions between apportionment and obligation authority are:
(1) apportionment is allocated on a per-program basis, while obligation authority is generally allocated
as a lump sum; and (2) unused apportionment carries forward into successive fiscal years, but unused
obligation authority does not. Unused apportionment that is carried forward is referred to as an
unobligated balance. Although a state’s unobligated balance can be used to increase the federal aid
programmed within a particular funding category in a given year, it cannot be used to increase the total
amount of the state’s highway apportionment.

In Massachusetts

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

In addition, the Commonwealth authorizes the Boston Region MPO to program non–federal aid funds
projects funded with 100% state funds). The total amount of non-Artery highway funds, both federal
and state, programmed in the first three years of the fiscal years 2007–2010 Boston Region MPO TIP, is
approximately $427.4 million, including approximately $26 million in funds earmarked for specific
projects by Congress.

Federal transit funds may be allocated to the MPOs or directly to the appropriate transit agency. In the
Boston region, the designated recipient of the preponderance of federal transit funds is the
Massachusetts Bay Transportation Authority (MBTA). The MBTA receives funding annually under two
transit formula programs, Section 5307 (transit capital) and Section 5309 (rail modernization). The TIP
programs formula funds in each fiscal year based upon the MBTA’s best estimate of funding
availability. The total amount of the federal formula funding for transit, plus the required match,
programmed in the first three years of the fiscal years 2007–2010 TIP is approximately $905.7 million.

In addition, the MBTA qualifies for discretionary funding under the Section 5309 New Starts program.
Unlike formula funding, Section 5309 discretionary funding is generally prohibited by federal

\[123 \text{ Code of Federal Regulations (CFR) 450.324(e).}\]
regulations from being included in the first year of a TIP, unless and until such funding is actually committed.

**Funding Programs**

Many federal-aid transportation programs support transportation activities in metropolitan areas, each having different requirements and program characteristics. Non-federal aid (state funds) for the statewide road and bridge program and the Central Artery/Tunnel Project, is derived from various sources, including the Commonwealth’s Transportation Bond Bill.

Federal programs that fund projects in the fiscal years 2007–2010 TIP are listed in the following two tables.

**Federal-Aid Highway Programs**

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Program</th>
<th>Eligible Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridge</td>
<td>Bridge Replacement and Rehabilitation</td>
<td>Replacement and rehabilitation of any public bridge.</td>
</tr>
<tr>
<td>CMAQ</td>
<td>Congestion Mitigation and Air Quality Improvement</td>
<td>A wide range of projects in air quality nonattainment and maintenance areas for ozone, carbon monoxide, and small particulate matter that reduce transportation-related emissions.</td>
</tr>
<tr>
<td>IM</td>
<td>Interstate Maintenance</td>
<td>Resurfacing, restoring, and rehabilitating routes on the interstate highway system.</td>
</tr>
<tr>
<td>NHS</td>
<td>National Highway System</td>
<td>Interstate routes, major urban and rural arterials, connectors to major intermodal facilities, and the national defense network.</td>
</tr>
<tr>
<td>STP</td>
<td>Surface Transportation Program</td>
<td>Broad range of surface transportation capital needs, including many roads; transit, sea, and airport access; and vanpool, bicycle, and pedestrian facilities.</td>
</tr>
<tr>
<td>HPP</td>
<td>High Priority (Demonstration) Projects</td>
<td>Funds identified for a specific project.</td>
</tr>
<tr>
<td>Various</td>
<td>Discretionary Funding</td>
<td>Funds identified for specific projects in annual appropriations.</td>
</tr>
</tbody>
</table>
Federal Transit Administration Programs

<table>
<thead>
<tr>
<th>Program Designation</th>
<th>Eligible Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section 5309 Capital</td>
<td>New starts or extensions to existing fixed-guideway systems, fixed-guideway modernization, and bus and related facilities.</td>
</tr>
<tr>
<td>Section 5307 Urbanized</td>
<td>Capital and preventive maintenance; 1% must go to transit enhancements.</td>
</tr>
<tr>
<td>Section 3037 Job</td>
<td>Capital and operating costs of job-access transportation services.</td>
</tr>
<tr>
<td>Various Discretionary</td>
<td>Funds identified for specific projects in annual appropriations.</td>
</tr>
</tbody>
</table>

Project Evaluation

Overview

The MPO uses evaluation criteria to make the process of selecting projects for programming in the TIP both more logical and more transparent. There are threshold, evaluation, and readiness criteria; each type of criteria is used in one of the three steps of the project selection process.

All projects are required to show consistency with the Regional Transportation Plan and other statewide and regional plans (for example, the Program for Mass Transportation and the Massachusetts Statewide Bicycle Transportation Plan). The evaluation process assesses factors such as the condition of infrastructure, safety issues, mobility factors, and issues of regional and local concern (community character, land use, economic development, and the environment). For evaluation purposes, projects are segregated by type. For example, arterial highway projects are compared to each other, but are not compared to enhancement projects.

MPO staff evaluate each project considered for inclusion in the TIP based upon the criteria that were used as input into this year’s TIP development. Other inputs include project readiness and community support. Additional background information on the TIP project evaluation process is provided on the MPO’s Web site, www.bostonmpo.org. The MPO will review the effectiveness of this evaluation method and make any appropriate alterations to the process. The MPO welcomes observations about the evaluation process from the public.
Outreach on Projects and Contacts (January 2006)

On January 10 the MPO mailed each municipality a list of projects in that community known to the MPO. Communities were asked to identify which projects the MPO should consider for the fiscal years 2007–2010 TIP and to name a TIP contact person for their community.

Data Collection (January–June 2006)

The MPO gathered data about projects from various sources. The information included: pavement condition, average daily traffic counts, crashes, land use, environmental justice information (related to low-income and minority populations), Congestion Management System data, and project development status. The information was used to fill out project information forms for each project (please see Appendix B for a detailed description of the project information forms).

The 444 project information forms requested by project proponents were mailed to proponents early in January 2006. The proponents were asked to review and update the forms and identify their priorities. Completed forms were returned to MPO staff in March.

On April 27 the MPO held Municipal TIP Input Day, giving municipalities an opportunity to present their top priorities. At the April 27 meeting, dedicated to gathering project information, representatives of 49 communities discussed over 96 projects with members of the committee. On May 18 the MPO held Agency TIP Input Day for the state agencies to present their priorities to Transportation Planning and Programming Committee members.


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

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

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

Where no information was available, the category or subcategory score remained blank. Blank category scores counted against the average. Communities were given the opportunity to update their forms throughout the month of June and give feedback to the MPO on their evaluations. Scores were adjusted accordingly.
Chapter 2

TIP Process

Summary and Application of Results (May–June 2006)

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

Draft Transportation Improvement Program Review

On July 6, 2006, the Transportation Planning and Programming Committee of the Boston Region MPO voted to release the draft fiscal years 2007–2010 TIP for a 30-day public review period to begin July 17. The MPO invited citizens and officials of the Boston region to review the proposed program. Summaries of comments received on the draft TIP will be provided in Appendix E of the final TIP.

Transportation Improvement Program Approval

The MPO is scheduled to vote on approval of the fiscal years 2007–2010 TIP at its meeting on August 17, 2006.

Adjustments and Amendments

The TIP is a dynamic program that is amended and adjusted throughout the year. Projects or programs may be deferred due to project delays or financial constraints.

Affected communities and constituencies are notified of pending amendments. Legal notice of amendments is placed in the region’s major newspaper and is also included on the MPO’s Web site. Notice of a pending amendment is posted 35 days in advance of MPO action. The subscribers to the MPOINFO listserv are notified and provided with a schedule of meetings for consideration of potential amendments. Community representatives and members of the public may attend the Transportation Planning and Programming Committee and MPO meetings at which amendments are discussed, and may submit written or oral testimony.

The Transportation Planning and Programming Committee may also adjust the TIP. Adjustments may include changing project funding by less than 20 percent of the project cost, moving projects between fiscal years in a TIP, and making text changes. Notice of a pending adjustment is posted 15 days in advance of Transportation Planning and Programming Committee action. The Transportation Planning and Programming Committee may modify the TIP and waive the public comment period if necessary.

Because the print version of the TIP cannot reflect all of the changes to the program throughout the year, the Boston Region MPO Web site (www.bostonmpo.org) is the best place to find current information about the TIP.
Chapter 2

TIP Process

TIP Information on the Web

All draft and approved actions on the TIP are available on the Boston Region MPO Web site. The Transportation Improvement Program button is located on the Boston Region MPO home page, under “Reports, Studies, and Documents.” All annual documents, including amendments and adjustments, are available in the “Current and Past TIPs” section. Comments or questions on draft materials may be submitted directly through the Web site.
Chapter 3
Project Information: Fiscal Years 2007–2010

KEY

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

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

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Project</th>
<th>ID number</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Description</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Funding Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status</td>
</tr>
<tr>
<td>TIP Category</td>
</tr>
</tbody>
</table>

| Project cost |

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

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

**ID number:** Projects in MassHighway’s project tracking system are given a six-digit number; those projects not in the project tracking system, including all transit projects, have no number. Transit projects are identified by regional transit agency.

**Description:** The description of the project.

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

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

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

**Project cost:** The total cost of the project.
### Chapter 3

#### Acton & Maynard  Assabet River Rail Trail (Design)

For the purposes of design and acquisition.

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>High-Priority Projects (SAFETEA-LU)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category</td>
<td>Bicycle/Pedestrian</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Federal Funds</th>
<th>$452,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Funds</td>
<td>$113,000</td>
</tr>
<tr>
<td><strong>Total Funds</strong></td>
<td>$565,000</td>
</tr>
</tbody>
</table>

#### Arlington  Massachusetts Avenue (Design)

Fund design of Massachusetts Avenue from Pond Street to the Cambridge City Line.

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>High-Priority Projects (SAFETEA-LU)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status</td>
<td></td>
</tr>
<tr>
<td>TIP Category</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Federal Funds</th>
<th>$278,400</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Funds</td>
<td>$69,600</td>
</tr>
<tr>
<td><strong>Total Funds</strong></td>
<td>$348,000</td>
</tr>
</tbody>
</table>

#### Belmont, Cambridge & Somerville  Bicycle Facility

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

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Congestion Mitigation and Air Quality Improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status</td>
<td>Off-Model</td>
</tr>
<tr>
<td>TIP Category</td>
<td>Bicycle/Pedestrian</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Federal Funds</th>
<th>$2,400,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Funds</td>
<td>$600,000</td>
</tr>
<tr>
<td><strong>Total Funds</strong></td>
<td>$3,000,000</td>
</tr>
</tbody>
</table>

#### Boston  Boston Traffic Management Center Operations

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

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Congestion Mitigation and Air Quality Improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status</td>
<td>Off-Model</td>
</tr>
<tr>
<td>TIP Category</td>
<td>Enhancement</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Federal Funds</th>
<th>$306,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Funds</td>
<td>$76,500</td>
</tr>
<tr>
<td><strong>Total Funds</strong></td>
<td>$382,500</td>
</tr>
</tbody>
</table>

#### Boston  Central Artery/Tunnel Project

Fund various contracts associated with the continuing reconstruction of the Central Artery. The state's non–federal aid Artery commitments for fiscal year 2007 total $161.2 million.

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>MassPike Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status</td>
<td>Model</td>
</tr>
<tr>
<td>TIP Category</td>
<td>Major Highway</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Federal Funds</th>
<th>$0</th>
</tr>
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<tbody>
<tr>
<td>State Funds</td>
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<tr>
<td><strong>Total Funds</strong></td>
<td>$37,353,015</td>
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</table>
## Regional Highway Program
### FEDERAL-AID TARGET PROJECTS

#### Congestion Mitigation and Air Quality Improvement Program

<table>
<thead>
<tr>
<th>Location</th>
<th>Project Description</th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
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<tbody>
<tr>
<td>Boston</td>
<td>Boston Traffic Management Center Operations</td>
<td>$306,000</td>
<td>$76,500</td>
<td>$382,500</td>
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<tr>
<td>Stoneham, Winchester, &amp; Woburn</td>
<td>Tri-Community Bikeway (Design)</td>
<td>$480,000</td>
<td>$120,000</td>
<td>$600,000</td>
</tr>
<tr>
<td>Watertown</td>
<td>Pleasant Street and Howard Street</td>
<td>$960,000</td>
<td>$240,000</td>
<td>$1,200,000</td>
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<tr>
<td>Franklin</td>
<td>King St/1-495 Intersection Improvements</td>
<td>$3,856,000</td>
<td>$964,000</td>
<td>$4,820,000</td>
</tr>
<tr>
<td>Revere</td>
<td>Park Ave and Central Ave</td>
<td>$2,779,224</td>
<td>$694,806</td>
<td>$3,474,030</td>
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</table>

#### National Highway System

<table>
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<tr>
<th>Location</th>
<th>Project Description</th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dedham, Needham &amp; Westwood</td>
<td>Route 128 Improvement Program Contract 3, Year Three</td>
<td>$11,440,000</td>
<td>$2,860,000</td>
<td>$14,300,000</td>
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<tr>
<td>Canton, Randolph, Westwood</td>
<td>Route 128 Improvement Program Contract 4, Year One</td>
<td>$7,646,400</td>
<td>$1,911,600</td>
<td>$9,558,000</td>
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<tr>
<td>Randolf to Wellesley</td>
<td>Route 128 Improvement Program (Design)</td>
<td>$2,240,000</td>
<td>$560,000</td>
<td>$2,800,000</td>
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#### Surface Transportation Program

<table>
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<tr>
<th>Location</th>
<th>Project Description</th>
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<tbody>
<tr>
<td>Hingham</td>
<td>Route 228, Phase 2</td>
<td>$5,259,427</td>
<td>$1,314,857</td>
<td>$6,574,284</td>
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<tr>
<td>Watertown</td>
<td>Pleasant Street and Howard Street</td>
<td>$5,861,078</td>
<td>$1,465,270</td>
<td>$7,326,348</td>
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<tr>
<td>Ipswich</td>
<td>Route 133 (Main St)</td>
<td>$1,756,810</td>
<td>$439,202</td>
<td>$2,196,012</td>
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<tr>
<td>Lexington</td>
<td>Route 228, Phase 2</td>
<td>$3,346,579</td>
<td>$836,645</td>
<td>$4,183,224</td>
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#### Federal Aid Bridge Projects

<table>
<thead>
<tr>
<th>Location</th>
<th>Project Description</th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
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</thead>
<tbody>
<tr>
<td>Boston</td>
<td>Chelsea St over the Chelsea River</td>
<td>$680,000</td>
<td>$200,000</td>
<td>$1,000,000</td>
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<tr>
<td>Concord</td>
<td>Monument St over the Concord River</td>
<td>$3,941,610</td>
<td>$985,403</td>
<td>$4,927,013</td>
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<tr>
<td>Danvers</td>
<td>Waters St over the Waters River</td>
<td>$5,291,302</td>
<td>$1,327,459</td>
<td>$6,618,761</td>
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<tr>
<td>Dedham</td>
<td>Route 109 over the Charles River</td>
<td>$5,863,168</td>
<td>$1,465,792</td>
<td>$7,328,960</td>
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<td>Revere &amp; Saugus</td>
<td>Route 107 Bridges</td>
<td>$18,161,080</td>
<td>$4,540,270</td>
<td>$22,701,350</td>
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#### Advance Construction Bridge

<table>
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<tr>
<th>Location</th>
<th>Project Description</th>
<th>Federal Funds</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Boston &amp; Everett</td>
<td>Route 99 (Alford Street) Bridge, Year Three</td>
<td>$6,400,000</td>
<td>$1,600,000</td>
<td>$8,000,000</td>
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<tr>
<td>Boston</td>
<td>Chelsea Street Bridge, Year Two</td>
<td>$6,400,000</td>
<td>$1,600,000</td>
<td>$8,000,000</td>
</tr>
<tr>
<td>Canton &amp; Dedham</td>
<td>Route 128 Improvement Program Contract 1, Year Five</td>
<td>$3,200,000</td>
<td>$800,000</td>
<td>$4,000,000</td>
</tr>
<tr>
<td>Randolf to Wellesley</td>
<td>Route 128 Improvement Program Contract 4, Year One</td>
<td>$1,600,000</td>
<td>$400,000</td>
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</table>

#### Total Federal-Aid Bridge Total: $88,109,144
### FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES

<table>
<thead>
<tr>
<th>Interstate Maintenance</th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Burlington &amp; Woburn DM0296 Interstate 95</td>
<td>$8,100,000</td>
<td>$900,000</td>
<td>$9,000,000</td>
</tr>
<tr>
<td>Littleton &amp; Westford 604362 Interstate 495</td>
<td>$6,300,000</td>
<td>$700,000</td>
<td>$7,000,000</td>
</tr>
<tr>
<td>Milford, Hopkinton, Westborough &amp; Southborough 604701 Interstate 495</td>
<td>$4,050,000</td>
<td>$450,000</td>
<td>$4,500,000</td>
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</tbody>
</table>

**Interstate Maintenance Total** $18,450,000 $2,050,000 $20,500,000

**Federal-Aid Major Infrastructure and Statewide Categories Total** $20,500,000

### FEDERAL AID NON-TARGET PROJECTS

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

<table>
<thead>
<tr>
<th>Weymouth 601630 Route 18 Design</th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
</tr>
</thead>
</table>

**High-Priority Projects (TEA-21) Total** $663,752 $165,938 $829,690

#### Regional Highway Program (continued)

<table>
<thead>
<tr>
<th>High-Priority Project (SAFETEA-LU)</th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acton and Maynard DM0256 Assabet River Rail Trail (Design)</td>
<td>$452,000</td>
<td>$113,000</td>
<td>$565,000</td>
</tr>
<tr>
<td>Arlington 604687 Massachusetts Avenue (Design)</td>
<td>$278,400</td>
<td>$69,600</td>
<td>$348,000</td>
</tr>
<tr>
<td>Boston DM0291 Longwood Ave / Urban Ring Tunnel Study</td>
<td>$232,317</td>
<td>$58,079</td>
<td>$290,396</td>
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<tr>
<td>Danvers &amp; Peabody DM0322 Border to Boston Bikeway (Design)</td>
<td>$413,008</td>
<td>$103,252</td>
<td>$516,260</td>
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<tr>
<td>Hudson &amp; Stow DM0256 Assabet River Rail Trail (Design)</td>
<td>$286,504</td>
<td>$51,626</td>
<td>$338,130</td>
</tr>
<tr>
<td>Somerville 60831 I-93 Mystic Avenue Interchange (Study and Design)</td>
<td>$206,504</td>
<td>$51,626</td>
<td>$258,130</td>
</tr>
<tr>
<td>Somerville DM0328 Union Square Improvements (Study)</td>
<td>$206,504</td>
<td>$51,626</td>
<td>$258,130</td>
</tr>
<tr>
<td>Watertown 601686 Pleasant Street and Howard Street</td>
<td>$826,016</td>
<td>$206,504</td>
<td>$1,032,520</td>
</tr>
</tbody>
</table>

**High-Priority (SAFETEA-LU) Project Total** $2,875,749 $718,937 $3,594,686

#### Section 117

<table>
<thead>
<tr>
<th>Milton East Milton Parking Study</th>
<th>Federal Funds</th>
<th>Total Funds</th>
</tr>
</thead>
</table>

**Section 117 Total** $150,000 $150,000

#### Section 112

<table>
<thead>
<tr>
<th>Boston Boston University Highway Corridors Study</th>
<th>Federal Funds</th>
<th>Total Funds</th>
</tr>
</thead>
</table>

**Section 112 Total** $297,000 $297,000

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

<table>
<thead>
<tr>
<th>Boston National Park Traveler Information System &amp; Visitor Center</th>
<th>Federal Funds</th>
<th>Other Funds</th>
<th>Total Funds</th>
</tr>
</thead>
</table>

**High-Priority Project (SAFETEA-LU) Other Match Total** $4,496,768 $4,496,768

**Federal-Aid Non-Target Projects Total** $9,368,144

**Total Federal-Aid Highway Program** $230,086,520

### STATE FUNDED PROJECTS

#### Non–Federal Aid

<table>
<thead>
<tr>
<th>Sherborn 603276 Whitney Street Bridge</th>
<th>State Funds</th>
<th>Total Funds</th>
</tr>
</thead>
</table>

**Non–Federal Aid Total** $1,400,000 $1,400,000

**Total Highway Program** $231,486,520

* Wenham project reflects a state overmatch
### GANs REPAYMENT

<table>
<thead>
<tr>
<th></th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
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</thead>
<tbody>
<tr>
<td>National Highway System</td>
<td>$70,000,000</td>
<td>$17,500,000</td>
<td>$87,500,000</td>
</tr>
<tr>
<td>STP/Statewide</td>
<td>$20,240,000</td>
<td>$5,060,000</td>
<td>$25,300,000</td>
</tr>
<tr>
<td>STP/Boston MPO</td>
<td>$20,000,000</td>
<td>$5,000,000</td>
<td>$25,000,000</td>
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</table>

**Federal-Aid Subtotal**  

**Federal-Aid Matching Funds Subtotal**  

### Subtotal Fiscal Year 2007 (GANs)

<table>
<thead>
<tr>
<th></th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
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</thead>
<tbody>
<tr>
<td>Total OA and GANs</td>
<td></td>
<td>$27,560,000</td>
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</table>

### Total Fiscal Year 2007 Central Artery/Tunnel Funds

<table>
<thead>
<tr>
<th></th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
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<tbody>
<tr>
<td></td>
<td>$137,800,000</td>
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### Federal Fiscal Year 2007

<table>
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<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
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<tbody>
<tr>
<td>National Highway System (NHS)</td>
<td>$107,716,718</td>
<td>$26,929,179</td>
<td>$134,645,897</td>
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<tr>
<td>State Transportation Program (STP)</td>
<td>$69,794,491</td>
<td>$17,448,623</td>
<td>$87,243,114</td>
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<tr>
<td>MassPike (MTA)</td>
<td>$37,353,015</td>
<td>$37,353,015</td>
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<tr>
<td>Transportation Infrastructure Fund (TIF)</td>
<td>$101,042,839</td>
<td>$101,042,839</td>
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<tr>
<td>Insurance Trust</td>
<td>$22,802,124</td>
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</table>

**Federal-Aid Subtotal**  

**Federal-Aid Matching Funds Subtotal**  

**Non-Federal Aid Subtotal**  

**Total Fiscal Year 2007 Central Artery/Tunnel Funds**  

<table>
<thead>
<tr>
<th></th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$191,211,209</td>
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<tr>
<td></td>
<td>$47,802,802</td>
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<tr>
<td></td>
<td>$161,197,978</td>
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**Total Fiscal Year 2007 Central Artery/Tunnel Funds**  

<table>
<thead>
<tr>
<th></th>
<th>Federal Funds</th>
<th>State Funds</th>
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<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>$400,211,989</td>
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</table>
## Regional Transit Program

**REGIONAL TRANSIT PROGRAM: FISCAL YEAR 2007 FUNDS**

### Section 3037

<table>
<thead>
<tr>
<th>Category</th>
<th>Federal Funds</th>
<th>MBTA Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Systemwide Job Access/Reverse Commute</td>
<td>$1,314,890</td>
<td>$328,723</td>
<td>$1,643,613</td>
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</tbody>
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**Section 3037 MBTA Match Total**

<table>
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<tr>
<th>Category</th>
<th>Federal Funds</th>
<th>MBTA Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Freedom</td>
<td>$1,314,890</td>
<td>$328,723</td>
<td>$1,643,613</td>
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**New Freedom MBTA Match Total**

<table>
<thead>
<tr>
<th>Category</th>
<th>Federal Funds</th>
<th>MBTA Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Systemwide New Freedom</td>
<td>$1,314,890</td>
<td>$328,723</td>
<td>$1,643,613</td>
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**Section 3037 MBTA Match Total**

### Section 5307

<table>
<thead>
<tr>
<th>Category</th>
<th>Federal Funds</th>
<th>MBTA Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blue Line Blue Line Vehicles</td>
<td>$10,665,950</td>
<td>$2,666,487</td>
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<tr>
<td>Systemwide Zero Series Bus Replacement</td>
<td>$58,277,870</td>
<td>$14,569,467</td>
<td>$72,847,337</td>
</tr>
<tr>
<td>Systemwide Elevator Repl/Rehab</td>
<td>$4,000,000</td>
<td>$1,000,000</td>
<td>$5,000,000</td>
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<tr>
<td>Systemwide Public Address System</td>
<td>$8,000,000</td>
<td>$2,000,000</td>
<td>$10,000,000</td>
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<tr>
<td>Systemwide Grant Anticipation Notes (GANs) Program</td>
<td>$17,760,968</td>
<td>$4,440,242</td>
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</tr>
<tr>
<td>Systemwide Everett Maintenance Facility</td>
<td>$4,000,000</td>
<td>$1,000,000</td>
<td>$5,000,000</td>
</tr>
<tr>
<td>Systemwide Redundant Operations Control Center</td>
<td>$2,400,000</td>
<td>$600,000</td>
<td>$3,000,000</td>
</tr>
<tr>
<td>Systemwide MBTA Enhancement Program</td>
<td>$951,382</td>
<td>$237,845</td>
<td>$1,189,227</td>
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<tr>
<td>Systemwide Preventative Maintenance</td>
<td>$10,000,000</td>
<td>$2,500,000</td>
<td>$12,500,000</td>
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**Section 5307 MBTA Match Total**

<table>
<thead>
<tr>
<th>Category</th>
<th>Federal Funds</th>
<th>MBTA Funds</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Cape Ann Cape Ann Transportation Authority</td>
<td>$344,568</td>
<td>$86,142</td>
<td>$430,710</td>
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</table>

**Section 5307 State Match Total**

### Regional Transit Program Cont.

<table>
<thead>
<tr>
<th>Category</th>
<th>Federal Funds</th>
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<th>Total Funds</th>
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<tbody>
<tr>
<td>Blue Line Blue Line Modernization</td>
<td>$23,308,218</td>
<td>$7,177,055</td>
<td>$30,485,273</td>
</tr>
<tr>
<td>Bus HPP Bus- Framingham Transit System</td>
<td>$361,152</td>
<td>$68,528</td>
<td>$429,680</td>
</tr>
<tr>
<td>Green Line Lechmere Intermodal</td>
<td>$3,613,555</td>
<td>$903,389</td>
<td>$4,516,944</td>
</tr>
<tr>
<td>Orange Line Orange Line Line Upgrades</td>
<td>$1,600,000</td>
<td>$490,000</td>
<td>$2,090,000</td>
</tr>
<tr>
<td>Red Line Charles/MGH Station</td>
<td>$3,920,000</td>
<td>$980,000</td>
<td>$4,900,000</td>
</tr>
<tr>
<td>Systemwide Kawasaki Coaches</td>
<td>$1,600,000</td>
<td>$400,000</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>Systemwide Locomotive and Coach Procurement</td>
<td>$1,600,000</td>
<td>$400,000</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>Systemwide Station Management Program</td>
<td>$11,582,517</td>
<td>$2,895,629</td>
<td>$14,478,146</td>
</tr>
<tr>
<td>Systemwide MBTA Bridge Program</td>
<td>$4,800,000</td>
<td>$1,200,000</td>
<td>$6,000,000</td>
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<tr>
<td>Systemwide Beverly/Salem Intermodal Center (Earmark)</td>
<td>$802,560</td>
<td>$200,640</td>
<td>$1,003,200</td>
</tr>
<tr>
<td>Quincy Quincy Catamaran</td>
<td>$384,560</td>
<td>$96,140</td>
<td>$480,700</td>
</tr>
<tr>
<td>Blue Line Wonderland Station</td>
<td>$361,152</td>
<td>$90,288</td>
<td>$451,440</td>
</tr>
<tr>
<td>Red Line Kenmore Station</td>
<td>$4,000,000</td>
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</table>

**Section 5309 Infrastructure Program**

<table>
<thead>
<tr>
<th>Category</th>
<th>Federal Funds</th>
<th>MBTA Funds</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail Commuter Rail Top Deck Overhaul</td>
<td>$4,000,000</td>
<td>$1,000,000</td>
<td>$5,000,000</td>
</tr>
<tr>
<td>Commuter Rail Commuter Rail Coach Overhaul</td>
<td>$1,805,760</td>
<td>$451,440</td>
<td>$2,257,200</td>
</tr>
<tr>
<td>Systemwide Columbia Junction Signal Program</td>
<td>$1,600,000</td>
<td>$400,000</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>Systemwide Power Improvements</td>
<td>$4,626,996</td>
<td>$1,156,749</td>
<td>$5,783,745</td>
</tr>
<tr>
<td>Systemwide Haverhill Line Improvements</td>
<td>$2,400,000</td>
<td>$600,000</td>
<td>$3,000,000</td>
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</tbody>
</table>

**Section 5309 MBTA Match Total**

<table>
<thead>
<tr>
<th>Category</th>
<th>Federal Funds</th>
<th>MBTA Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Systemwide Haverhill Line Improvements</td>
<td>$2,778,864</td>
<td>$692,103</td>
<td>$3,441,907</td>
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</table>

**Federal-Aid Subtotal**

<table>
<thead>
<tr>
<th>Category</th>
<th>Federal Funds</th>
<th>Other Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boston Harbor Park Pavilion and Intermodal Station</td>
<td>$250,800</td>
<td>$60,087</td>
<td>$310,887</td>
</tr>
<tr>
<td>Framingham Local Intra-Framingham System Enhancements</td>
<td>$361,152</td>
<td>$90,288</td>
<td>$451,440</td>
</tr>
<tr>
<td>Hingham Hingham Shipyard</td>
<td>$1,805,760</td>
<td>$451,440</td>
<td>$2,257,200</td>
</tr>
<tr>
<td>Woburn Park &amp; Ride Facility</td>
<td>$361,152</td>
<td>$90,288</td>
<td>$451,440</td>
</tr>
</tbody>
</table>

**Section 5309 - Bus and Bus Facility Total**

<table>
<thead>
<tr>
<th>Category</th>
<th>Federal Funds</th>
<th>MBTA Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal-Aid Subtotal</td>
<td>$209,652,700</td>
<td>$86,142</td>
<td>$295,802,660</td>
</tr>
</tbody>
</table>

---

**Federal Fiscal Year 2007**
## Regional Transit Program: Carryover Funds

### Section 5307 (Carryover)

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Federal Funds</th>
<th>MBTA Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blue Line Blue Line Vehicles</td>
<td>$9,734,137</td>
<td>$2,435,534</td>
<td>$12,167,671</td>
</tr>
<tr>
<td>Green Line MBTA Accessibility Program</td>
<td>$8,958,203</td>
<td>$2,239,553</td>
<td>$11,197,754</td>
</tr>
<tr>
<td>Systemwide MBTA Escalator/Elevator Program</td>
<td>$4,800,000</td>
<td>$1,200,000</td>
<td>$6,000,000</td>
</tr>
<tr>
<td>Systemwide MBTA Enhancement Program</td>
<td>$2,451,084</td>
<td>$612,771</td>
<td>$3,063,855</td>
</tr>
<tr>
<td>Bus Zero Series Bus Replacement</td>
<td>$14,585,658</td>
<td>$2,275,875</td>
<td>$16,861,533</td>
</tr>
<tr>
<td>Red Line Ashmont Station</td>
<td>$17,091,500</td>
<td>$2,136,375</td>
<td>$19,227,875</td>
</tr>
<tr>
<td>Systemwide Station Management Program</td>
<td>$16,769,511</td>
<td>$4,711,889</td>
<td>$21,481,399</td>
</tr>
</tbody>
</table>

### Section 5307 Infrastructure Program

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Federal Funds</th>
<th>MBTA Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blue Line Blue Line Signals</td>
<td>$20,800,000</td>
<td>$5,200,000</td>
<td>$26,000,000</td>
</tr>
</tbody>
</table>

### Section 5307 (Carryover) Total

- Federal Funds: $98,190,094
- MBTA Funds: $24,547,523
- Total Funds: $122,737,617

### Flex Funds

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Federal Funds</th>
<th>MBTA Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Systemwide Bus Emissions Monitoring</td>
<td>$880,000</td>
<td>$220,000</td>
<td>$1,100,000</td>
</tr>
<tr>
<td>Red Line Charles/MGH Station</td>
<td>$566,294</td>
<td>$141,574</td>
<td>$707,868</td>
</tr>
<tr>
<td>Commuter Rail Anderson RTA Shuttle</td>
<td>$144,940</td>
<td>$36,235</td>
<td>$181,175</td>
</tr>
<tr>
<td>Commuter Rail Anderson RTA Operations</td>
<td>$110,000</td>
<td>$27,500</td>
<td>$137,500</td>
</tr>
<tr>
<td>Commuter Rail Four Corners Station</td>
<td>$650,000</td>
<td>$162,500</td>
<td>$812,500</td>
</tr>
</tbody>
</table>

### Flex Funds Total

- Federal Funds: $2,351,234
- MBTA Funds: $587,809
- Total Funds: $2,939,043

### Section 5309 (Carryover)

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Federal Funds</th>
<th>MBTA Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beverly &amp; Salem Beverly/Salem Intermodal Center (Earmark)</td>
<td>$1,107,095</td>
<td>$276,774</td>
<td>$1,383,869</td>
</tr>
<tr>
<td>Revere Wonderland Station (Earmark)</td>
<td>$1,703,575</td>
<td>$425,889</td>
<td>$2,129,464</td>
</tr>
<tr>
<td>Green Line Lechmere Intermodal</td>
<td>$3,506,445</td>
<td>$876,611</td>
<td>$4,383,056</td>
</tr>
<tr>
<td>Blue Line Blue Line Modernization</td>
<td>$1,611,012</td>
<td>$402,753</td>
<td>$2,013,765</td>
</tr>
<tr>
<td>Systemwide Power Improvements</td>
<td>$5,680,000</td>
<td>$876,611</td>
<td>$6,556,611</td>
</tr>
<tr>
<td>Systemwide MBTA Bridge Program</td>
<td>$3,120,000</td>
<td>$780,000</td>
<td>$3,900,000</td>
</tr>
<tr>
<td>Commuter Rail Coach Reliability and Safety Program</td>
<td>$12,000,000</td>
<td>$3,000,000</td>
<td>$15,000,000</td>
</tr>
<tr>
<td>Green Line Subway Vehicle Overhaul</td>
<td>$4,800,000</td>
<td>$1,200,000</td>
<td>$6,000,000</td>
</tr>
<tr>
<td>Commuter Rail Commuter Rail Top Deck Overhaul</td>
<td>$4,400,000</td>
<td>$1,100,000</td>
<td>$5,500,000</td>
</tr>
<tr>
<td>Systemwide Station Management Program</td>
<td>$28,601,467</td>
<td>$7,150,367</td>
<td>$35,751,834</td>
</tr>
</tbody>
</table>

### Section 5309 (Carryover) Total

- Federal Funds: $66,914,136
- MBTA Funds: $16,728,534
- Total Funds: $83,642,670

### Section 5309 - Bus and Bus Facility

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Federal Funds</th>
<th>MBTA Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hingham Hingham Shipyard</td>
<td>$1,713,215</td>
<td>$432,630</td>
<td>$2,163,150</td>
</tr>
<tr>
<td>Woburn Woburn Park &amp; Ride Facility</td>
<td>$342,643</td>
<td>$85,661</td>
<td>$428,304</td>
</tr>
<tr>
<td>Framingham Local Intra-Framingham System Enhancements</td>
<td>$342,643</td>
<td>$85,661</td>
<td>$428,304</td>
</tr>
<tr>
<td>Boston Harbor Park Pavilion and Intermodal Station</td>
<td>$240,350</td>
<td>$48,070</td>
<td>$300,438</td>
</tr>
</tbody>
</table>

### Regional Transit Program Cont.

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Federal Funds</th>
<th>MBTA Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ferry Boat Systems Park &amp; Ride Improvements Quincy Shipyard</td>
<td>$679,297</td>
<td>$1,520,703</td>
<td>$2,200,000</td>
</tr>
<tr>
<td>Ferry Vessel Procurement Ferry Service</td>
<td>$1,795,703</td>
<td>$448,926</td>
<td>$2,244,630</td>
</tr>
</tbody>
</table>

### Section 5309 - New Starts

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Federal Funds</th>
<th>MBTA Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail Auburndale Station</td>
<td>$1,188,000</td>
<td>$297,000</td>
<td>$1,485,000</td>
</tr>
</tbody>
</table>

### SAFETEA-LU High Priority Projects

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Federal Funds</th>
<th>MBTA Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus HPP Bus-Framingham Transit System</td>
<td>$342,643</td>
<td>$68,526</td>
<td>$411,171</td>
</tr>
<tr>
<td>Bus Kenmore Sq. Surface Improvements</td>
<td>$2,000,000</td>
<td>$580,000</td>
<td>$2,580,000</td>
</tr>
</tbody>
</table>

### SAFETEA-LU High Priority Projects (HPP Bus) Total

- Federal Funds: $2,982,643
- MBTA Funds: $728,528
- Total Funds: $3,711,171

### Carryover Federal Aid Subtotal

- Final Total for Regional Transit Carryover Funds: $178,572,867

### Carryover MBTA Matching Funds

- Total FY 2007 Regional Transit Carryover Funds: $264,639,805

*Source: MBTA Budget Office October 11, 2006*
Chapter 3

Boston Central Artery/Tunnel Project 195001

Fund various contracts associated with the continuing reconstruction of the Central Artery. The state's federal-aid Artery commitments for fiscal year 2007 total $110.2 million for payments on Advanced Construction contracts and the repayment of Grant Anticipation Notes (GANs).

- Funding Program: Surface Transportation Program/Statewide
- Air Quality Status: Model
- TIP Category: Major Highway

<table>
<thead>
<tr>
<th></th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Surface Transportation Program/Statewide</td>
<td>$20,240,000</td>
<td>$5,060,000</td>
<td>$25,300,000</td>
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</tbody>
</table>

Boston Central Artery/Tunnel Project 195001

Fund various contracts associated with the continuing reconstruction of the Central Artery. The state's federal-aid Artery commitments for fiscal year 2007 total $110.2 million for payments on Advanced Construction contracts and the repayment of Grant Anticipation Notes (GANs).

- Funding Program: Surface Transportation Program/Boston MPO Earmark
- Air Quality Status: Model
- TIP Category: Major Highway

<table>
<thead>
<tr>
<th></th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Surface Transportation Program/Boston MPO Earmark</td>
<td>$20,000,000</td>
<td>$5,000,000</td>
<td>$25,000,000</td>
</tr>
</tbody>
</table>

Boston Central Artery/Tunnel Project 195001

Fund various contracts associated with the continuing reconstruction of the Central Artery. The state's non–federal aid Artery commitments for fiscal year 2007 total $161.2 million.

- Funding Program: Transportation Insurance Trust Fund
- Air Quality Status: Model
- TIP Category: Major Highway

<table>
<thead>
<tr>
<th></th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation Insurance Trust Fund</td>
<td>$0</td>
<td>$22,802,124</td>
<td>$22,802,124</td>
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</tbody>
</table>

Boston Central Artery/Tunnel Project 195001

Fund various contracts associated with the continuing reconstruction of the Central Artery. The state's federal-aid Artery commitments for fiscal year 2007 total $110.2 million for payments on Advanced Construction contracts and the repayment of Grant Anticipation Notes (GANs).

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

<table>
<thead>
<tr>
<th></th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Highway System</td>
<td>$70,000,000</td>
<td>$17,500,000</td>
<td>$87,500,000</td>
</tr>
</tbody>
</table>

Boston Central Artery/Tunnel Project 195001

Fund various contracts associated with the continuing reconstruction of the Central Artery. The state's non–federal aid Artery commitments for fiscal year 2007 total $161.2 million.

- Funding Program: Transportation Infrastructure Fund
- Air Quality Status: Model
- TIP Category: Major Highway

<table>
<thead>
<tr>
<th></th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation Infrastructure Fund</td>
<td>$0</td>
<td>$101,042,839</td>
<td>$101,042,839</td>
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</table>

Fiscal Years 2007–2010 TIP
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### Chapter 3

#### 2007

<table>
<thead>
<tr>
<th>Boston</th>
<th>Central Artery/Tunnel Project</th>
<th>195001</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fund various contracts associated with the continuing reconstruction of the Central Artery. The state's non–federal aid Artery commitments for fiscal year 2007 total $161.2 million.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Funding Program: National Highway System</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Air Quality Status: Model</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TIP Category: Major Highway</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Federal Funds: $37,716,718</td>
<td></td>
<td></td>
</tr>
<tr>
<td>State Funds: $9,429,179</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Funds: $47,145,897</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boston</th>
<th>Central Artery/Tunnel Project</th>
<th>195001</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fund various contracts associated with the continuing reconstruction of the Central Artery. The state's non–federal aid Artery commitments for fiscal year 2007 total $161.2 million.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Funding Program: Congestion Mitigation and Air Quality Improvement</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Air Quality Status: Model</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TIP Category: Major Highway</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Federal Funds: $13,700,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>State Funds: $3,425,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Funds: $17,125,000</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boston</th>
<th>Central Artery/Tunnel Project</th>
<th>195001</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fund various contracts associated with the continuing reconstruction of the Central Artery. The state's non–federal aid Artery commitments for fiscal year 2007 total $161.2 million.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Funding Program: Surface Transportation Program</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Air Quality Status: Model</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TIP Category: Major Highway</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Federal Funds: $29,554,491</td>
<td></td>
<td></td>
</tr>
<tr>
<td>State Funds: $7,388,623</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Funds: $36,943,114</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boston</th>
<th>Chelsea Street Bridge, Year Two</th>
<th>604517</th>
</tr>
</thead>
<tbody>
<tr>
<td>Replace the Chelsea Street Bridge (B-16-020) over the Chelsea River.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Funding Program: Bridge (Advance Construction)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Air Quality Status: Exempt</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TIP Category: Bridge</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Federal Funds: $6,400,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>State Funds: $1,600,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Funds: $8,000,000</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boston</th>
<th>Commonwealth Avenue (Phase B)</th>
<th>600635</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fund the reconstruction of Commonwealth Avenue from Warren St./Kelton St. to the Newton City line.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Funding Program: Surface Transportation Program</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Air Quality Status: Off-Model</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TIP Category: Arterial and Intersection</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Federal Funds: $7,040,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>State Funds: $1,760,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Funds: $8,800,000</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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### Chapter 3

#### 2007

**Boston**  
**Longwood Avenue/Urban Ring Tunnel Study**

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

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>State Funds:</th>
<th>Total Funds:</th>
</tr>
</thead>
<tbody>
<tr>
<td>High-Priority Projects (SAFETEA-LU)</td>
<td>$58,079</td>
<td>$290,396</td>
</tr>
</tbody>
</table>

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

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

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>State Funds:</th>
<th>Total Funds:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridge (Advance Construction)</td>
<td>$1,600,000</td>
<td>$8,000,000</td>
</tr>
</tbody>
</table>

**Boston Region**  
**Bus Diesel Retrofit Program**

This proposed program would provide Diesel Oxidation Catalytic (DOCs) for up to 117 school buses in the Boston MPO Region. If combined with potential funding from the EPA, that number would increase to over 166 buses.

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Local Funds:</th>
<th>Total Funds:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Congestion Mitigation and Air Quality Improvement</td>
<td>$35,000</td>
<td>$140,000</td>
</tr>
</tbody>
</table>

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

Provide bicycle parking facilities in public centers and business districts to improve the region's multimodal transportation network. The bicycle parking facilities pilot program will fund up to 80 percent of the cost of bicycle parking units. The State will provide the 20 percent match for this project.

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>State Funds:</th>
<th>Total Funds:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Congestion Mitigation and Air Quality Improvement</td>
<td>$136,200</td>
<td>$681,000</td>
</tr>
</tbody>
</table>

**Boston Region**  
**Regional Transportation Demand Management Program**

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

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Local Funds:</th>
<th>Total Funds:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Congestion Mitigation and Air Quality Improvement</td>
<td>$50,000</td>
<td>$250,000</td>
</tr>
</tbody>
</table>

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**Suburban Mobility Improvement Program**

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Congestion Mitigation and Air Quality Improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Off-Model</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Regional Mobility</td>
</tr>
<tr>
<td>Federal Funds:</td>
<td>$520,000</td>
</tr>
<tr>
<td>Local Funds:</td>
<td>$130,000</td>
</tr>
<tr>
<td>Total Funds:</td>
<td>$650,000</td>
</tr>
</tbody>
</table>

**Burlington & Woburn**  **Interstate 95**

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Interstate Maintenance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Major Highway</td>
</tr>
<tr>
<td>Federal Funds:</td>
<td>$8,100,000</td>
</tr>
<tr>
<td>State Funds:</td>
<td>$900,000</td>
</tr>
<tr>
<td>Total Funds:</td>
<td>$9,000,000</td>
</tr>
</tbody>
</table>

**Canton & Dedham**  **Route 128 Improvement Program Contract 1, Year Five 602288**

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Bridge (Advance Construction)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Bridge</td>
</tr>
<tr>
<td>Federal Funds:</td>
<td>$3,200,000</td>
</tr>
<tr>
<td>State Funds:</td>
<td>$800,000</td>
</tr>
<tr>
<td>Total Funds:</td>
<td>$4,000,000</td>
</tr>
</tbody>
</table>

**Danvers & Peabody**  **Border to Boston Bikeway (Design)**

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>High-Priority Projects (SAFETEA-LU)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Bicycle/Pedestrian</td>
</tr>
<tr>
<td>Federal Funds:</td>
<td>$413,008</td>
</tr>
<tr>
<td>State Funds:</td>
<td>$103,252</td>
</tr>
<tr>
<td>Total Funds:</td>
<td>$516,260</td>
</tr>
</tbody>
</table>

**Dedham & Westwood**  **Route 128 Improvement Program Contract 3, Year Three 603162**

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Bridge (Advance Construction)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Model</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Major Highway</td>
</tr>
<tr>
<td>Federal Funds:</td>
<td>$5,000,000</td>
</tr>
<tr>
<td>State Funds:</td>
<td>$1,250,000</td>
</tr>
<tr>
<td>Total Funds:</td>
<td>$6,250,000</td>
</tr>
</tbody>
</table>
### Dedham, Needham & Westwood

**Route 128 Improvement Program Contract 3, Year Three**  
602288

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

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>National Highway System</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status</td>
<td>Model</td>
</tr>
<tr>
<td>TIP Category</td>
<td>Major Highway</td>
</tr>
<tr>
<td>Federal Funds</td>
<td>$6,800,000</td>
</tr>
<tr>
<td>State Funds</td>
<td>$1,700,000</td>
</tr>
<tr>
<td>Total Funds</td>
<td>$8,500,000</td>
</tr>
</tbody>
</table>

**Route 128 Improvement Program Contract 4, Year One**  
603206

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

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Bridge (Advance Construction)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status</td>
<td>Model</td>
</tr>
<tr>
<td>TIP Category</td>
<td>Major Highway</td>
</tr>
<tr>
<td>Federal Funds</td>
<td>$4,800,000</td>
</tr>
<tr>
<td>State Funds</td>
<td>$1,200,000</td>
</tr>
<tr>
<td>Total Funds</td>
<td>$6,000,000</td>
</tr>
</tbody>
</table>

**Route 128 Improvement Program Contract 4, Year One**  
603206

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

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>National Highway System</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status</td>
<td>Model</td>
</tr>
<tr>
<td>TIP Category</td>
<td>Major Highway</td>
</tr>
<tr>
<td>Federal Funds</td>
<td>$4,800,000</td>
</tr>
<tr>
<td>State Funds</td>
<td>$1,200,000</td>
</tr>
<tr>
<td>Total Funds</td>
<td>$6,000,000</td>
</tr>
</tbody>
</table>

### Essex

**Route 133 (Main Street)**  
600217

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

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Surface Transportation Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category</td>
<td>Arterial and Intersection</td>
</tr>
<tr>
<td>Federal Funds</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>State Funds</td>
<td>$500,000</td>
</tr>
<tr>
<td>Total Funds</td>
<td>$2,500,000</td>
</tr>
</tbody>
</table>

### Hingham

**Route 228, Phase Two**  
604391

Reconstruct roadway and perform intersection improvements from Queen Anne's Corner (Route 53) to Merrymount Road.

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Surface Transportation Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category</td>
<td>Arterial and Intersection</td>
</tr>
<tr>
<td>Federal Funds</td>
<td>$3,520,000</td>
</tr>
<tr>
<td>State Funds</td>
<td>$880,000</td>
</tr>
<tr>
<td>Total Funds</td>
<td>$4,400,000</td>
</tr>
</tbody>
</table>

Fiscal Years 2007–2010 TIP and Air Quality Conformity Determination
### Chapter 3

#### 2007

**Hudson & Stow  Assabet River Rail Trail (Design)**

For the purposes of design and acquisition.

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>High-Priority Projects (SAFETEA-LU)</th>
<th>Federal Funds: $261,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
<td>State Funds: $65,250</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Bicycle/Pedestrian</td>
<td>Total Funds: $326,250</td>
</tr>
</tbody>
</table>

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

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Bridge</th>
<th>Federal Funds: $4,576,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
<td>State Funds: $1,144,000</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Bridge</td>
<td>Total Funds: $5,720,000</td>
</tr>
</tbody>
</table>

**Littleton & Westford  Interstate 495**

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Interstate Maintenance</th>
<th>Federal Funds: $6,300,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
<td>State Funds: $700,000</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Major Highway</td>
<td>Total Funds: $7,000,000</td>
</tr>
</tbody>
</table>

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

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Bridge</th>
<th>Federal Funds: $800,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
<td>State Funds: $200,000</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Bridge</td>
<td>Total Funds: $1,000,000</td>
</tr>
</tbody>
</table>

**Marlborough  Two Bridges**

Replace the Robin Hill Street Bridge (M-6-3) and the Boundary Street Bridge (M-6-4) over the Assabet River.

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Bridge</th>
<th>Federal Funds: $1,159,488</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
<td>State Funds: $289,872</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Bridge</td>
<td>Total Funds: $1,449,360</td>
</tr>
</tbody>
</table>

**Marshfield & Norwell  Union Street (Bridge Street) Bridge**

Reconstruct the Union Street (Bridge Street) Bridge (M-7-1 and N-24-1) over the North River.

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Bridge</th>
<th>Federal Funds: $1,511,432</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
<td>State Funds: $377,858</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Bridge</td>
<td>Total Funds: $1,889,290</td>
</tr>
</tbody>
</table>

Fiscal Years 2007–2010 TIP
and Air Quality Conformity Determination
Chapter 3

Milford, Hopkinton, Westborough & Southborough

Interstate 495

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Interstate Maintenance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Major Highway</td>
</tr>
</tbody>
</table>

Federal Funds: $4,050,000
State Funds: $450,000
Total Funds: $4,500,000

Newton

Route 30 (Commonwealth Avenue), Phase Three

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Congestion Mitigation and Air Quality Improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Arterial and Intersection</td>
</tr>
</tbody>
</table>

Federal Funds: $2,640,000
State Funds: $660,000
Total Funds: $3,300,000

Newton

Route 30 (Commonwealth Avenue), Phase Three Enhancements

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Surface Transportation Program/Enhancement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Enhancement</td>
</tr>
</tbody>
</table>

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

Randolph to Wellesley

Route 128 Improvement Program (Design)

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>National Highway System</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Model</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Major Highway</td>
</tr>
</tbody>
</table>

Federal Funds: $2,240,000
State Funds: $560,000
Total Funds: $2,800,000

Randolph to Wellesley

Route 128 Improvement Program Contract 4, Year One

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Bridge (Advance Construction)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Model</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Major Highway</td>
</tr>
</tbody>
</table>

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

Fiscal Years 2007–2010 TIP
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## Chapter 3

### Route 1/Walnut Street

**601513**

Reconfigure the Route 1 and Walnut Street interchange by consolidating all vehicles exiting from Route 1 onto a separate northbound or southbound exit ramp. Funds for this project include $9,715,000 in surface transportation funds and $2,700,000 in congestion mitigation and air quality improvement funds.

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Surface Transportation Program</th>
<th>Federal Funds: $7,772,200</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status</td>
<td>Exempt</td>
<td>State Funds: $1,943,000</td>
</tr>
<tr>
<td>TIP Category</td>
<td>Arterial and Intersection</td>
<td>Total Funds: $9,715,000</td>
</tr>
</tbody>
</table>

### Whitney Street Bridge

**603276**

Replace the Whitney Street Bridge (S-12-3) over the CSX Railroad.

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Non–Federal Aid</th>
<th>Federal Funds: $0</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status</td>
<td>Exempt</td>
<td>State Funds: $1,400,000</td>
</tr>
<tr>
<td>TIP Category</td>
<td>Bridge</td>
<td>Total Funds: $1,400,000</td>
</tr>
</tbody>
</table>

### Assembly Square Multimodal Access Improvements

Fund the construction of multimodal improvements at Assembly Square.

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>High-Priority Projects (SAFETEA-LU)</th>
<th>Federal Funds: $2,581,300</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status</td>
<td></td>
<td>State Funds: $645,325</td>
</tr>
<tr>
<td>TIP Category</td>
<td></td>
<td>Total Funds: $3,226,625</td>
</tr>
</tbody>
</table>

### Cross Street Bridge

**602219**

Rehabilitate the Cross Street Bridge (S-17-5) over the B&M Railroad.

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Bridge</th>
<th>Federal Funds: $1,760,702</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status</td>
<td>Exempt</td>
<td>State Funds: $440,175</td>
</tr>
<tr>
<td>TIP Category</td>
<td>Bridge</td>
<td>Total Funds: $2,200,877</td>
</tr>
</tbody>
</table>

Fiscal Years 2007–2010 TIP
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Chapter 3

2007

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

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>High-Priority Projects (SAFETEA-LU)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Model</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Arterials and Intersections</td>
</tr>
</tbody>
</table>

Federal Funds: $201,564  
State Funds: $51,626  
Total Funds: $253,180

Somerville  Union Square

Fund a study of Union Square in Somerville.

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>High-Priority Projects (SAFETEA-LU)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Enhancement</td>
</tr>
</tbody>
</table>

Federal Funds: $206,504  
State Funds: $51,626  
Total Funds: $258,130

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

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Congestion Mitigation and Air Quality Improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Off-Model</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Bicycle/Pedestrian</td>
</tr>
</tbody>
</table>

Federal Funds: $480,000  
State Funds: $120,000  
Total Funds: $600,000

Waltham  Winter Street Bridge, Year Four  601498

Reconstruct the Winter Street Bridge (W-4-25) over Interstate 95 (Route 128) and reconfigure the associated interchange. This project was advertised for $23 million in fiscal year 2004 under the Advanced Construction Program and will be funded over a four-year period.

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Bridge (Advance Construction)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Bridge</td>
</tr>
</tbody>
</table>

Federal Funds: $2,600,000  
State Funds: $650,000  
Total Funds: $3,250,000

Watertown  Pleasant Street and Howard Street  601686

Reconstruct Pleasant Street from the Waltham city line to Main Street (Route 20) at Watertown Square and Howard Street from Pleasant Street to Main Street (Route 20). Funds for this project include $3,738,000 in Surface Transportation funds, $1,200,000 in Congestion Mitigation and Air Quality Improvement funds, and High-Priority Projects federal funds include $826,016 in fiscal year 2007; $278,000 in fiscal year 2008; $278,000 in fiscal year 2009.

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Surface Transportation Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Arterial and Intersection</td>
</tr>
</tbody>
</table>

Federal Funds: $2,991,104  
State Funds: $747,776  
Total Funds: $3,738,880

Fiscal Years 2007–2010 TIP  
and Air Quality Conformity Determination
### Watertown
#### Pleasant Street and Howard Street

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>High-Priority Projects (SAFETEA-LU)</th>
<th>Federal Funds: $826,016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Off-Model</td>
<td>State Funds: $206,504</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Arterial and Intersection</td>
<td>Total Funds: $1,032,520</td>
</tr>
</tbody>
</table>

Reconstruct Pleasant Street from the Waltham city line to Main Street (Route 20) at Watertown Square and Howard Street from Pleasant Street to Main Street (Route 20). Funds for this project include $3,738,000 in Surface Transportation funds, $1,200,000 in Congestion Mitigation and Air Quality Improvement funds, and High-Priority Projects federal funds include $826,016 in fiscal year 2007; $278,000 in fiscal year 2008; $278,000 in fiscal year 2009.

### Watertown
#### Pleasant Street and Howard Street

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Congestion Mitigation and Air Quality Improvement</th>
<th>Federal Funds: $960,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Off-Model</td>
<td>State Funds: $240,000</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Arterial and Intersections</td>
<td>Total Funds: $1,200,000</td>
</tr>
</tbody>
</table>

### Weymouth
#### East-West Parkway Permitting

Provide funds for environmental permitting associated with the East-West Parkway as part of the redevelopment of the South Weymouth Naval Air Station.

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>High-Priority Projects (TEA-21)</th>
<th>Federal Funds: $2,400,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Model</td>
<td>State Funds: $600,000</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Arterial and Intersection</td>
<td>Total Funds: $3,000,000</td>
</tr>
</tbody>
</table>

### Weymouth
#### Route 18 (Design)

Fund the design of Route 18 from Route 3 in Weymouth to Route 139 in Abington.

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>High-Priority Projects (TEA-21)</th>
<th>Federal Funds: $663,752</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Model</td>
<td>State Funds: $165,938</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Arterial and Intersection</td>
<td>Total Funds: $829,690</td>
</tr>
</tbody>
</table>

### Weymouth
#### Route 18 (Right-of-Way)

Purchase right-of-way for Route 18.

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>High-Priority Projects (TEA-21)</th>
<th>Federal Funds: $1,440,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Model</td>
<td>State Funds: $360,000</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Arterial and Intersection</td>
<td>Total Funds: $1,800,000</td>
</tr>
</tbody>
</table>

Fiscal Years 2007–2010 TIP and Air Quality Conformity Determination
### Chapter 3

#### Cape Ann
**Cape Ann Transportation Authority (CATA)**

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

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Air Quality Status</th>
<th>TIP Category</th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section 5307</td>
<td>Exempt</td>
<td>Transit State of Good Repair</td>
<td>$344,568</td>
<td>$86,142</td>
<td>$430,710</td>
</tr>
</tbody>
</table>

#### Beverly & Salem
**Beverly/Salem Intermodal Center (Earmark) (MBTA)**

Provide funding for intermodal facilities and parking garages in the cities of Beverly and Salem.

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Air Quality Status</th>
<th>TIP Category</th>
<th>Federal Funds</th>
<th>MBTA Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section 5309 (carryover)</td>
<td>Exempt</td>
<td>Transit Service Enhancement</td>
<td>$491,799</td>
<td>$122,950</td>
<td>$614,749</td>
</tr>
</tbody>
</table>

#### Blue Line
**Blue Line Modernization (MBTA)**

Make improvements to the Blue Line, consistent with the MBTA's Capital Investment Program (CIP). This is a multiyear project programmed for a total of $60.3 million in the fiscal years 2007–2010 TIP.

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

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Air Quality Status</th>
<th>TIP Category</th>
<th>Federal Funds</th>
<th>MBTA Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section 5309/Rail Modernization</td>
<td>Model</td>
<td>Transit Service Enhancement</td>
<td>$28,498,249</td>
<td>$7,124,562</td>
<td>$35,622,811</td>
</tr>
</tbody>
</table>

#### Blue Line
**Blue Line Vehicles (MBTA)**

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

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Air Quality Status</th>
<th>TIP Category</th>
<th>Federal Funds</th>
<th>MBTA Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section 5307</td>
<td>Exempt</td>
<td>Transit State of Good Repair</td>
<td>$16,083,435</td>
<td>$4,020,859</td>
<td>$20,104,294</td>
</tr>
</tbody>
</table>

#### Blue Line
**Blue Line Vehicles (MBTA)**

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

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Air Quality Status</th>
<th>TIP Category</th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section 5307/Rail Modernization (carryover)</td>
<td>Exempt</td>
<td>Transit State of Good Repair</td>
<td>$9,734,137</td>
<td>$2,433,534</td>
<td>$12,167,671</td>
</tr>
</tbody>
</table>

Fiscal Years 2007–2010 TIP and Air Quality Conformity Determination
### Chapter 3

#### 2007

<table>
<thead>
<tr>
<th><strong>Bus</strong></th>
<th><strong>Local Intra-Framingham Transit System</strong></th>
<th><strong>MBTA</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide funds for the local intra-Framingham transit system enhancements.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Funding Program:</strong></td>
<td>High-Priority Projects (SAFETEA-LU) Carryover</td>
<td></td>
</tr>
<tr>
<td><strong>Air Quality Status:</strong></td>
<td>Exempt</td>
<td></td>
</tr>
<tr>
<td><strong>TIP Category:</strong></td>
<td>Transit Service Enhancement</td>
<td></td>
</tr>
<tr>
<td><strong>Federal Funds:</strong></td>
<td>$342,643</td>
<td></td>
</tr>
<tr>
<td><strong>Local Funds:</strong></td>
<td>$68,528</td>
<td></td>
</tr>
<tr>
<td><strong>Total Funds:</strong></td>
<td>$411,171</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Bus</strong></th>
<th><strong>Local Intra-Framingham Transit System</strong></th>
<th><strong>MBTA</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide funds for the local intra-Framingham transit system enhancements.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Funding Program:</strong></td>
<td>High-Priority Projects (SAFETEA-LU)</td>
<td></td>
</tr>
<tr>
<td><strong>Air Quality Status:</strong></td>
<td>Exempt</td>
<td></td>
</tr>
<tr>
<td><strong>TIP Category:</strong></td>
<td>Transit Service Enhancement</td>
<td></td>
</tr>
<tr>
<td><strong>Federal Funds:</strong></td>
<td>$361,152</td>
<td></td>
</tr>
<tr>
<td><strong>Local Funds:</strong></td>
<td>$90,288</td>
<td></td>
</tr>
<tr>
<td><strong>Total Funds:</strong></td>
<td>$451,440</td>
<td></td>
</tr>
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</table>

<table>
<thead>
<tr>
<th><strong>Bus</strong></th>
<th><strong>Zero Series Bus Replacement</strong></th>
<th><strong>MBTA</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Purchase replacement vehicles for the Zero Series buses.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Funding Program:</strong></td>
<td>Section 5307</td>
<td></td>
</tr>
<tr>
<td><strong>Air Quality Status:</strong></td>
<td>Exempt</td>
<td></td>
</tr>
<tr>
<td><strong>TIP Category:</strong></td>
<td>Transit State of Good Repair</td>
<td></td>
</tr>
<tr>
<td><strong>Federal Funds:</strong></td>
<td>$16,083,435</td>
<td></td>
</tr>
<tr>
<td><strong>MBTA Funds:</strong></td>
<td>$9,553,585</td>
<td></td>
</tr>
<tr>
<td><strong>Total Funds:</strong></td>
<td>$47,767,927</td>
<td></td>
</tr>
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</table>

<table>
<thead>
<tr>
<th><strong>Green Line</strong></th>
<th><strong>MBTA Accessibility Program</strong></th>
<th><strong>MBTA</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Make accessibility improvements to the regional public transportation system, consistent with the MBTA's Capital Investment Program (CIP).</td>
<td></td>
<td></td>
</tr>
<tr>
<td>The fiscal year 2007 funding allocation for the Section 5307 MBTA Accessibility Program is for: Kenmore Station, Arlington Station, Copley Station, Government Center Station, and the E Line surface stations.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Funding Program:</strong></td>
<td>Section 5307 (carryover)</td>
<td></td>
</tr>
<tr>
<td><strong>Air Quality Status:</strong></td>
<td>Exempt</td>
<td></td>
</tr>
<tr>
<td><strong>TIP Category:</strong></td>
<td>Transit</td>
<td></td>
</tr>
<tr>
<td><strong>Federal Funds:</strong></td>
<td>$8,958,203</td>
<td></td>
</tr>
<tr>
<td><strong>State Funds:</strong></td>
<td>$2,239,551</td>
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</tr>
<tr>
<td><strong>Total Funds:</strong></td>
<td>$11,197,754</td>
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</tr>
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</table>

<table>
<thead>
<tr>
<th><strong>Green Line</strong></th>
<th><strong>Lechmere Intermodal</strong></th>
<th><strong>MBTA</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide funds for design of the Lechmere Station Relocation and Intermodal Expansion.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Funding Program:</strong></td>
<td>Section 5309 (carryover)</td>
<td></td>
</tr>
<tr>
<td><strong>Air Quality Status:</strong></td>
<td>Exempt</td>
<td></td>
</tr>
<tr>
<td><strong>TIP Category:</strong></td>
<td>Transit State of Good Repair</td>
<td></td>
</tr>
<tr>
<td><strong>Federal Funds:</strong></td>
<td>$3,506,445</td>
<td></td>
</tr>
<tr>
<td><strong>MBTA Funds:</strong></td>
<td>$876,611</td>
<td></td>
</tr>
<tr>
<td><strong>Total Funds:</strong></td>
<td>$4,383,056</td>
<td></td>
</tr>
</tbody>
</table>

Fiscal Years 2007–2010 TIP and Air Quality Conformity Determination


<table>
<thead>
<tr>
<th>Green Line</th>
<th>Lechmere Intermodal</th>
<th>MBTA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide funds for design of the Lechmere Station Relocation and Intermodal Expansion.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Funding Program: Section 5309</td>
<td>Federal Funds: $3,613,555</td>
<td></td>
</tr>
<tr>
<td>Air Quality Status: Exempt</td>
<td>State Funds: $903,389</td>
<td></td>
</tr>
<tr>
<td>TIP Category: Transit State of Good Repair</td>
<td>Total Funds: $4,516,944</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Green Line</th>
<th>MBTA Accessibility Program</th>
<th>MBTA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Make accessibility improvements to the regional public transportation system, consistent with the MBTA's Capital Investment Program (CIP).</td>
<td></td>
<td></td>
</tr>
<tr>
<td>The fiscal year 2007 funding allocation for the Section 5307 MBTA Accessibility Program is for: Kenmore Station, Arlington Station, Copley Station, Government Center Station, Boston College Station, and Brookline Village Station.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Funding Program: Section 5309</td>
<td>Federal Funds: $12,672,389</td>
<td></td>
</tr>
<tr>
<td>Air Quality Status: Exempt</td>
<td>MBTA Funds: $3,168,097</td>
<td></td>
</tr>
<tr>
<td>TIP Category: Transit Enhancement</td>
<td>Total Funds: $15,840,486</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Orange Line</th>
<th>Orange Line Upgrades</th>
<th>MBTA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fund the design of the next-generation Orange Line vehicle and necessary infrastructure improvements for operation of the vehicle.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Funding Program: Section 5309</td>
<td>Federal Funds: $1,600,000</td>
<td></td>
</tr>
<tr>
<td>Air Quality Status: Exempt</td>
<td>MBTA Funds: $400,000</td>
<td></td>
</tr>
<tr>
<td>TIP Category: Transit State of Good Repair</td>
<td>Total Funds: $2,000,000</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Red Line</th>
<th>Charles/MGH Station</th>
<th>MBTA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construct accessibility and modernization improvements at Charles/MGH Station in accordance with the MBTA key station plan.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Funding Program: Section 5309 (carryover)</td>
<td>Federal Funds: $3,920,000</td>
<td></td>
</tr>
<tr>
<td>Air Quality Status: Exempt</td>
<td>MBTA Funds: $980,000</td>
<td></td>
</tr>
<tr>
<td>TIP Category: Transit Enhancement</td>
<td>Total Funds: $4,900,000</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Revere</th>
<th>Wonderland Station (Earmark)</th>
<th>MBTA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fund the planning, design, and construction of a garage and other transit-related infrastructure improvements in the city of Revere.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Funding Program: Section 5309 (carryover)</td>
<td>Federal Funds: $1,703,557</td>
<td></td>
</tr>
<tr>
<td>Air Quality Status: Exempt</td>
<td>MBTA Funds: $425,889</td>
<td></td>
</tr>
<tr>
<td>TIP Category: Transit Service Enhancement</td>
<td>Total Funds: $2,129,446</td>
<td></td>
</tr>
</tbody>
</table>

Fiscal Years 2007–2010 TIP
and Air Quality Conformity Determination
### Systemwide

#### Bus Emissions Monitoring Program

Fund the monitoring of MBTA buses throughout the system.

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Flex Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Transit State of Good Repair</td>
</tr>
<tr>
<td><strong>Federal Funds:</strong></td>
<td>$880,000</td>
</tr>
<tr>
<td><strong>MBTA Funds:</strong></td>
<td>$220,000</td>
</tr>
<tr>
<td><strong>Total Funds:</strong></td>
<td>$1,100,000</td>
</tr>
</tbody>
</table>

#### Elevator Replacement/Rehab

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Section 5307</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Transit State of Good Repair</td>
</tr>
<tr>
<td><strong>Federal Funds:</strong></td>
<td>$16,000,000</td>
</tr>
<tr>
<td><strong>MBTA Funds:</strong></td>
<td>$4,000,000</td>
</tr>
<tr>
<td><strong>Total Funds:</strong></td>
<td>$20,000,000</td>
</tr>
</tbody>
</table>

#### Grant Anticipation Notes (GANs) Program

This program will fund the procurement of 175 Emission Control Diesel Buses and capital improvements to the Fairmount Corridor. This effort will be funded by a total of $119.3 million from fiscal year 2006 to fiscal year 2011.

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

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Section 5307</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Model (Fairmount), Off-Model (ECD buses)</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Transit State of Good Repair</td>
</tr>
<tr>
<td><strong>Federal Funds:</strong></td>
<td>$15,760,968</td>
</tr>
<tr>
<td><strong>MBTA Funds:</strong></td>
<td>$3,940,242</td>
</tr>
<tr>
<td><strong>Total Funds:</strong></td>
<td>$19,701,210</td>
</tr>
</tbody>
</table>

#### Job Access/Reverse Commute

Fund programs to provide access to job centers through direct service or extensions of existing routes.

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Section 3037</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Transit Enhancement</td>
</tr>
<tr>
<td><strong>Federal Funds:</strong></td>
<td>$1,314,890</td>
</tr>
<tr>
<td><strong>MBTA Funds:</strong></td>
<td>$328,723</td>
</tr>
<tr>
<td><strong>Total Funds:</strong></td>
<td>$1,643,613</td>
</tr>
</tbody>
</table>
Chapter 3

2007

Fiscal Years 2007–2010 TIP
and Air Quality Conformity Determination

### Kawasaki Coaches

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Section 5309</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Transit State of Good Repair</td>
</tr>
</tbody>
</table>

| Federal Funds: | $1,600,000 |
| MBTA Funds: | $400,000 |
| Total Funds: | $2,000,000 |

### Locomotive and Coach Procurement

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Section 5309</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Transit State of Good Repair</td>
</tr>
</tbody>
</table>

| Federal Funds: | $1,600,000 |
| MBTA Funds: | $400,000 |
| Total Funds: | $2,000,000 |

### MBTA Bridge Program

Reconstruct, replace, or rehabilitate MBTA bridges throughout the MBTA system. This program is used to evaluate the condition of bridges based on results of inspection and load-rating analysis. This includes the Main Street Bridge in Concord ($3 million), the Merrimack River Bridge in Haverhill ($1.5 million), and bridge inspections ($1.5 million).

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Section 5309/Rail Modernization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Transit State of Good Repair</td>
</tr>
</tbody>
</table>

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

### MBTA Enhancement Program

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

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Section 5307/Enhancement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Transit Service Enhancement</td>
</tr>
</tbody>
</table>

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

### New Freedom

Fund the design of accessibility improvements at MBTA non-key stations, including Science Park and Symphony.

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>New Freedom</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Transit Enhancement</td>
</tr>
</tbody>
</table>

| Federal Funds: | $1,131,728 |
| MBTA Funds: | $282,932 |
| Total Funds: | $1,414,660 |
Chapter 3

2007

Systemwide Preventative Maintenance MBTA

The funding allocation for the MBTA Preventative Maintenance program for fiscal year 2007 totals $10 million. Funds will be used to maintain existing MBTA infrastructure and rolling stock among various modes.

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Section 5307</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Transit State of Good Repair</td>
</tr>
<tr>
<td>Federal Funds:</td>
<td>$8,000,000</td>
</tr>
<tr>
<td>MBTA Funds:</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>Total Funds:</td>
<td>$10,000,000</td>
</tr>
</tbody>
</table>

Systemwide Public Address System MBTA

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Section 5307</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Transit Enhancement</td>
</tr>
<tr>
<td>Federal Funds:</td>
<td>$8,000,000</td>
</tr>
<tr>
<td>MBTA Funds:</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>Total Funds:</td>
<td>$10,000,000</td>
</tr>
</tbody>
</table>

Systemwide Section 5307 Infrastructure Program MBTA

Make infrastructure improvements to the regional public transportation system, consistent with the MBTA’s Capital Investment Program (CIP). The funds programmed here are $13.5 million for the Blue Line Signal System.

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Section 5307 (carryover)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt (buses), Model (Blue Line)</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Transit State of Good Repair</td>
</tr>
<tr>
<td>Federal Funds:</td>
<td>$10,800,000</td>
</tr>
<tr>
<td>State Funds:</td>
<td>$2,700,000</td>
</tr>
<tr>
<td>Total Funds:</td>
<td>$13,500,000</td>
</tr>
</tbody>
</table>

Systemwide Section 5309 Infrastructure Program MBTA

Make infrastructure improvements to the regional public transportation system, consistent with the MBTA’s Capital Investment Program (CIP). The funds programmed here are $5.78 million for Systemwide Power Improvements, $2.3 million for Commuter Rail Coach Overhaul, and $5 million for Commuter Rail Top Deck Overhaul.

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Section 5309/Rail Modernization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Transit State of Good Repair</td>
</tr>
<tr>
<td>Federal Funds:</td>
<td>$10,466,996</td>
</tr>
<tr>
<td>MBTA Funds:</td>
<td>$2,616,749</td>
</tr>
<tr>
<td>Total Funds:</td>
<td>$13,083,745</td>
</tr>
</tbody>
</table>

Fiscal Years 2007–2010 TIP and Air Quality Conformity Determination
Install an automated, advanced fare-collection system, Hub Station Management Centers, and a wide-area network for the regional public transportation system, consistent with the MBTA's Capital Investment Program (CIP). Approximately $151.9 million is programmed for the Station Management Program in the fiscal years 2006–2010 TIP.

<table>
<thead>
<tr>
<th>Systemwide</th>
<th>Station Management Program</th>
<th>MBTA</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Install an automated, advanced fare-collection system, Hub Station Management Centers, and a wide-area network for the regional public transportation system, consistent with the MBTA's Capital Investment Program (CIP). Approximately $151.9 million is programmed for the Station Management Program in the fiscal years 2006–2010 TIP.</td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Federal Funds</th>
<th>MBTA Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>$14,249,026</td>
<td>$3,562,256</td>
<td>$17,811,282</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Systemwide</th>
<th>Station Management Program</th>
<th>MBTA</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Install an automated, advanced fare-collection system, Hub Station Management Centers, and a wide-area network for the regional public transportation system, consistent with the MBTA's Capital Investment Program (CIP). Approximately $151.9 million is programmed for the Station Management Program in the fiscal years 2006–2010 TIP.</td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Federal Funds</th>
<th>MBTA Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>$14,463,528</td>
<td>$3,615,882</td>
<td>$18,079,410</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Systemwide</th>
<th>Station Management Program</th>
<th>MBTA</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Install an automated, advanced fare-collection system, Hub Station Management Centers, and a wide-area network for the regional public transportation system, consistent with the MBTA's Capital Investment Program (CIP). Approximately $151.9 million is programmed for the Station Management Program in the fiscal years 2006–2010 TIP.</td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>$13,402,143</td>
<td>$3,350,536</td>
<td>$16,752,679</td>
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</table>

<table>
<thead>
<tr>
<th>Systemwide</th>
<th>Station Management Program</th>
<th>MBTA</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Install an automated, advanced fare-collection system, Hub Station Management Centers, and a wide-area network for the regional public transportation system, consistent with the MBTA's Capital Investment Program (CIP). Approximately $151.9 million is programmed for the Station Management Program in the fiscal years 2006–2010 TIP.</td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Federal Funds</th>
<th>MBTA Funds</th>
<th>Total Funds</th>
</tr>
</thead>
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<tr>
<td>$22,201,467</td>
<td>$5,550,367</td>
<td>$27,751,834</td>
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</table>
### Regional Highway Program

#### FEDERAL-AID TARGET PROJECTS

**Congestion Mitigation and Air Quality Improvement Program**

<table>
<thead>
<tr>
<th>Location</th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boston</td>
<td>$2,000,000</td>
<td>$500,000</td>
<td>$2,500,000</td>
</tr>
<tr>
<td>Newton</td>
<td>$5,043,244</td>
<td>$1,266,811</td>
<td>$6,304,055</td>
</tr>
<tr>
<td>Wakefield</td>
<td>$1,803,709</td>
<td>$450,927</td>
<td>$2,254,636</td>
</tr>
<tr>
<td>Watertown</td>
<td>$960,000</td>
<td>$240,000</td>
<td>$1,200,000</td>
</tr>
</tbody>
</table>

**Federal Funds | State/Local Funds | Total Funds**

| Boston Traffic Management Center Operations | $324,000 | $81,000 | $405,000 |
| Regional Transportation Demand Management Program | $109,750 | $27,437 | $137,187 |
| Suburban Mobility Improvement Program | $671,254 | $167,814 | $839,068 |
| Boston Region - Work Based Activity for Parmenter School | $0 |
| City of Boston - Bicycle Pool for Employees | $40,000 |
| City of Cambridge - Community Based Social Marketing pilot program | $67,000 |
| Walk Boston - Walking maps and safety investments | $29,000 |
| Canton/Needham Valley - Year 3 service | $138,809 |
| Boston Region - Improving the Region's Bicycle Parking Infrastructure Program | $544,800 | $136,200 | $681,000 |
| Boston Region - Hybrid Locomotive Switches | $1,536,000 | $384,000 | $1,920,000 |
| **Total** | **$14,613,967** | **$3,371,195** | **$17,985,162** |

**Federal Fiscal Year 2008**

**Total Regional Target Programming $65,029,474**

**Federal-Aid Bridge Projects**

**Bridge**

<table>
<thead>
<tr>
<th>Location</th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bedford</td>
<td>$1,865,460</td>
<td>$466,365</td>
<td>$2,331,825</td>
</tr>
<tr>
<td>Dedham</td>
<td>$4,660,562</td>
<td>$1,165,140</td>
<td>$5,825,702</td>
</tr>
<tr>
<td>Dedham</td>
<td>$4,723,611</td>
<td>$1,880,903</td>
<td>$6,604,586</td>
</tr>
<tr>
<td>Marshfield &amp; Norwell</td>
<td>$1,858,418</td>
<td>$464,605</td>
<td>$2,323,023</td>
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</table>

**Bridge Total $13,108,051**

**Advance Construction Bridge**

<table>
<thead>
<tr>
<th>Location</th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boston</td>
<td>$4,400,000</td>
<td>$1,100,000</td>
<td>$5,500,000</td>
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</table>

**Advance Construction Bridge Total $4,400,000**

**Bridge Preservation and Betterment**

<table>
<thead>
<tr>
<th>Location</th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Peabody</td>
<td>$736,000</td>
<td>$184,000</td>
<td>$920,000</td>
</tr>
<tr>
<td>Quincy</td>
<td>$598,000</td>
<td>$149,500</td>
<td>$747,500</td>
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</tbody>
</table>

**Bridge Preservation and Betterment Total $1,334,000**

**Federal-Aid Bridge Total $23,552,564**
### FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES

<table>
<thead>
<tr>
<th>Interstate Maintenance</th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bolton, Boxborough &amp; Harvard</td>
<td>604363 Interstate 495</td>
<td>$13,275,000</td>
<td>$1,475,000</td>
</tr>
<tr>
<td>Lynnfield &amp; Peabody</td>
<td>604550 Interstate 95</td>
<td>$7,681,385</td>
<td>$153,487</td>
</tr>
<tr>
<td>Medford &amp; Somerville</td>
<td>Interstate 93</td>
<td>$9,397,327</td>
<td>$1,044,147</td>
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<tr>
<td>Interstate Maintenance Total</td>
<td></td>
<td>$30,353,711</td>
<td>$3,372,635</td>
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</table>

<table>
<thead>
<tr>
<th>National Highway System Pavement Preservation</th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lexington</td>
<td>604628 Route 2</td>
<td>$2,788,800</td>
<td>$697,200</td>
</tr>
<tr>
<td>Weston</td>
<td>605138 Route 20</td>
<td>$816,000</td>
<td>$204,000</td>
</tr>
<tr>
<td>National Highway System Pavement Preservation Total</td>
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<td>$3,604,800</td>
<td>$901,200</td>
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</table>

### FEDERAL AID NON-TARGET PROJECTS

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

<table>
<thead>
<tr>
<th>Project Description</th>
<th>State/Local Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boston Huntington Ave/Symphony Area Streetscape (Design) (HPP 447)</td>
<td>$55,000</td>
<td>$275,000</td>
</tr>
<tr>
<td>High-Priority Projects (TEA-21) Total</td>
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<td>$220,000</td>
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</table>

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

<table>
<thead>
<tr>
<th>Project Description</th>
<th>State/Local Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acton and Maynard Assabet River Rail Trail (Design) (HPP 1761)</td>
<td>$113,000</td>
<td>$565,000</td>
</tr>
<tr>
<td>Arlington Massachusetts Avenue (Design) (HPP 47)</td>
<td>$69,600</td>
<td>$348,000</td>
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<tr>
<td>Boston Longwood Ave / Urban Ring Tunnel Study (HPP 856)</td>
<td>$80,167</td>
<td>$400,836</td>
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<tr>
<td>Boston Mass. Avenue (HPP 270)</td>
<td>$548,699</td>
<td>$2,743,497</td>
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<tr>
<td>Danvers &amp; Peabody Border to Boston Bikeway (HPP 843)</td>
<td>$143,600</td>
<td>$718,000</td>
</tr>
<tr>
<td>Franklin Route 140 (Design) (HPP 4279)</td>
<td>$100,000</td>
<td>$500,000</td>
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<tr>
<td>Hudson &amp; Stow Assabet River Rail Trail (Design) (HPP 1761)</td>
<td>$65,250</td>
<td>$326,250</td>
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<tr>
<td>Hull West Corner Culvert (Construction) (HPP 1081)</td>
<td>$19,634</td>
<td>$98,168</td>
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<tr>
<td>Somerville Union Square Improvements (Study) (HPP 999)</td>
<td>$273,637</td>
<td>$1,368,185</td>
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<tr>
<td>Watertown Pleasant Street and Howard Street (Construction) (HPP 1927)</td>
<td>$1,094,548</td>
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</tr>
<tr>
<td>Weymouth Route 18</td>
<td>$16,526</td>
<td>$82,629</td>
</tr>
<tr>
<td>High-Priority Projects (SAFETEA-LU) Total</td>
<td></td>
<td>$6,294,852</td>
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</table>

#### ITS Discretionary

<table>
<thead>
<tr>
<th>Project Description</th>
<th>State/Local Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boston Regional ITS (FFY 2004)</td>
<td>$215,395</td>
<td>$1,076,977</td>
</tr>
<tr>
<td>Boston Regional ITS (FFY 2005)</td>
<td>$177,791</td>
<td>$888,956</td>
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<tr>
<td>ITS Discretionary Total</td>
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<td>$1,572,746</td>
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#### Section 330

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Other Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Winthrop Winthrop Area Ferry Improvements</td>
<td>$496,500</td>
<td>$496,500</td>
</tr>
<tr>
<td>Section 330 Total</td>
<td></td>
<td>$496,500</td>
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</table>

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

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Other Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boston National Park Traveler Information System &amp; Visitor Center</td>
<td>$1,218,000</td>
<td>$1,218,000</td>
</tr>
<tr>
<td>High-Priority Projects (SAFETEA-LU) Other Match Total</td>
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<td>$1,218,000</td>
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</table>

### NON FEDERAL-AID TARGET PROJECTS

#### Non Federal Aid Bridge

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sherborn Whitney Street Bridge</td>
<td>$1,400,000</td>
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<tr>
<td>Non Federal Aid Bridge Total</td>
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</table>

### Total Highway Program

<table>
<thead>
<tr>
<th>Total Funds</th>
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</thead>
<tbody>
<tr>
<td>$161,923,446</td>
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</table>
### Central Artery/Tunnel Project

<table>
<thead>
<tr>
<th></th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Highway System (NHS)</td>
<td>$70,000,000</td>
<td>$17,500,000</td>
<td>$87,500,000</td>
</tr>
<tr>
<td>State Transportation Program (STP)</td>
<td>$47,230,000</td>
<td>$11,807,500</td>
<td>$59,037,500</td>
</tr>
<tr>
<td>MassPike (MTA)</td>
<td>$13,964,908</td>
<td>$13,964,908</td>
<td>$27,933,816</td>
</tr>
<tr>
<td>Insurance Trust</td>
<td>$57,033,514</td>
<td>$57,033,514</td>
<td>$114,067,028</td>
</tr>
<tr>
<td><strong>Federal-Aid Subtotal</strong></td>
<td><strong>$117,230,000</strong></td>
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<tr>
<td><strong>Federal-Aid Matching Funds Subtotal</strong></td>
<td></td>
<td><strong>$29,307,500</strong></td>
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<tr>
<td><strong>Non-Federal Aid Subtotal</strong></td>
<td></td>
<td></td>
<td><strong>$70,998,422</strong></td>
</tr>
<tr>
<td><strong>Total Fiscal Year 2008 Central Artery/Tunnel Funds</strong></td>
<td></td>
<td></td>
<td><strong>$217,535,922</strong></td>
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</table>
### Regional Transit Program

#### Section 3037

<table>
<thead>
<tr>
<th>Program</th>
<th>Federal Funds</th>
<th>MBTA Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Systemwide</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Job Access</td>
<td>$1,425,006</td>
<td>$356,251</td>
<td>$1,781,257</td>
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</table>

**Section 3037 MBTA Match Total**: $1,425,006

#### New Freedom

<table>
<thead>
<tr>
<th>Program</th>
<th>Federal Funds</th>
<th>MBTA Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Systemwide</td>
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</tr>
<tr>
<td>New Freedom</td>
<td>$1,222,546</td>
<td>$305,636</td>
<td>$1,528,182</td>
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**New Freedom MBTA Match Total**: $1,222,546

#### Section 5307

<table>
<thead>
<tr>
<th>Program</th>
<th>Federal Funds</th>
<th>MBTA Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blue Line</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Blue Line Vehicles</td>
<td>$18,247,840</td>
<td>$4,561,960</td>
<td>$22,809,800</td>
</tr>
<tr>
<td>Red Line</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ashmont Station</td>
<td>$13,941,700</td>
<td>$3,458,425</td>
<td>$17,420,125</td>
</tr>
<tr>
<td>Bus</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Zero Series Bus Replacement</td>
<td>$30,880,000</td>
<td>$7,720,000</td>
<td>$38,600,000</td>
</tr>
<tr>
<td>Systemwide</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Station Management</td>
<td>$2,640,000</td>
<td>$660,000</td>
<td>$3,300,000</td>
</tr>
<tr>
<td>Systemwide</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bicycle Enhancements</td>
<td>$400,000</td>
<td>$100,000</td>
<td>$500,000</td>
</tr>
<tr>
<td>Systemwide</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Public Address System</td>
<td>$9,488,618</td>
<td>$2,362,155</td>
<td>$11,850,773</td>
</tr>
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<td>Systemwide</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Elevator Replacement/Rehabilitation</td>
<td>$16,945,987</td>
<td>$4,236,497</td>
<td>$21,182,484</td>
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<td>Systemwide</td>
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<td></td>
<td></td>
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<tr>
<td>Grant Anticipation Notes (GANs) Program</td>
<td>$15,347,587</td>
<td>$3,836,897</td>
<td>$19,184,484</td>
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<tr>
<td>MBTA Enhancement Program</td>
<td>$851,382</td>
<td>$237,845</td>
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<tr>
<td>Preventative Maintenance</td>
<td>$8,000,000</td>
<td>$2,000,000</td>
<td>$10,000,000</td>
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<td>Systemwide</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Wayfinding Enhancements</td>
<td>$8,000,000</td>
<td>$2,000,000</td>
<td>$10,000,000</td>
</tr>
<tr>
<td>Systemwide</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Environmentally Friendly Locomotive Switchers</td>
<td>$960,000</td>
<td>$240,000</td>
<td>$1,200,000</td>
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</table>

**Section 5307 MBTA Match Total**: $127,363,114

#### Section 5309 Non MBTA Earmarks

<table>
<thead>
<tr>
<th>Program</th>
<th>Federal Funds</th>
<th>MBTA/State/Local Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blue Line</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Blue Line Modernization</td>
<td>$11,338,699</td>
<td>$2,834,675</td>
<td>$14,173,374</td>
</tr>
<tr>
<td>Orange Line</td>
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<tr>
<td>Orange Line Upgrades</td>
<td>$1,600,000</td>
<td>$400,000</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>Red Line</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Red Line Number 2 Car</td>
<td>$6,400,000</td>
<td>$1,600,000</td>
<td>$8,000,000</td>
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<tr>
<td>Systemwide</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Kawasaki Coaches</td>
<td>$5,219,211</td>
<td>$1,304,803</td>
<td>$6,524,014</td>
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<tr>
<td>Systemwide</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Locomotive and Coach Procurement</td>
<td>$24,800,000</td>
<td>$6,200,000</td>
<td>$31,000,000</td>
</tr>
<tr>
<td>Systemwide</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MBTA Bridge Program</td>
<td>$1,924,004</td>
<td>$500,000</td>
<td>$2,424,004</td>
</tr>
<tr>
<td>Beverly</td>
<td></td>
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</tr>
<tr>
<td>Beverly Depot Intermodal Center</td>
<td>$347,776</td>
<td>$86,944</td>
<td>$434,720</td>
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<tr>
<td>Hingham</td>
<td></td>
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</tr>
<tr>
<td>Marine Intermodal Center Improvements</td>
<td>$1,564,992</td>
<td>$391,248</td>
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<tr>
<td>Quincy</td>
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<tr>
<td>Quincy Harbor Express</td>
<td>$347,776</td>
<td>$86,944</td>
<td>$434,720</td>
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<tr>
<td>Revere</td>
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<tr>
<td>Wonderland Station</td>
<td>$312,998</td>
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<tr>
<td>Salem</td>
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<tr>
<td>Salem Intermodal Center</td>
<td>$347,776</td>
<td>$86,944</td>
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<td></td>
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<td>Woburn Park &amp; Ride Facility</td>
<td>$312,998</td>
<td>$78,250</td>
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<td>Beverly/Salem</td>
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<tr>
<td>Beverly/Salem Intermodal Center</td>
<td>$196,000</td>
<td>$49,000</td>
<td>$245,000</td>
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<tr>
<td>Boston</td>
<td></td>
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<tr>
<td>Harbor Park Pavilion</td>
<td>$217,360</td>
<td>$54,340</td>
<td>$271,700</td>
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<td>Green Line</td>
<td></td>
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<tr>
<td>Commonwealth Ave Station</td>
<td>$525,280</td>
<td>$131,320</td>
<td>$656,600</td>
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**Section 5309 Infrastructures Program**: $94,086,807

#### Section 5307 (Carryover)

<table>
<thead>
<tr>
<th>Program</th>
<th>Federal Funds</th>
<th>MBTA Funds</th>
<th>Total Funds</th>
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<tbody>
<tr>
<td>Green Line</td>
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<tr>
<td>MBTA Accessibility Program</td>
<td>$6,631,403</td>
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<td>Red Line</td>
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<tr>
<td>Columbia Junction</td>
<td>$7,200,000</td>
<td>$1,800,000</td>
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<tr>
<td>Commuter Rail</td>
<td></td>
<td></td>
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<tr>
<td>Commuter Rail Top Deck Overhaul</td>
<td>$2,499,080</td>
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<td>Commuter Rail Coach Overhaul</td>
<td>$10,240,000</td>
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<tr>
<td>Systemwide</td>
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<tr>
<td>Power Improvements</td>
<td>$3,352,268</td>
<td>$838,067</td>
<td>$4,190,335</td>
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<td>Rockport Commuter Rail Station Improvements</td>
<td>$478,192</td>
<td>$119,548</td>
<td>$597,740</td>
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<td>Commuter Rail</td>
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<tr>
<td>Auburndale Accessibility</td>
<td>$313,600</td>
<td>$78,400</td>
<td>$392,000</td>
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<td>Commuter Rail</td>
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<td>Commuter Rail Station Improvements (Melrose)</td>
<td>$548,800</td>
<td>$137,200</td>
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**Section 5307 (Carryover) MBTA Match Total**: $18,733,593

#### Section 5309 (Carryover)

<table>
<thead>
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<th>Program</th>
<th>Federal Funds</th>
<th>MBTA Funds</th>
<th>Total Funds</th>
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<tbody>
<tr>
<td>Green Line</td>
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<tr>
<td>Elevator Replacement/Rehabilitation</td>
<td>$3,902,190</td>
<td>$975,547</td>
<td>$4,877,737</td>
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<tr>
<td>Bus</td>
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<tr>
<td>Everett Maintenance Facility</td>
<td>$4,000,000</td>
<td>$1,000,000</td>
<td>$5,000,000</td>
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<td>Systemwide</td>
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<tr>
<td>Redundant Operations Control Center</td>
<td>$2,400,000</td>
<td>$600,000</td>
<td>$3,000,000</td>
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<td>Green Line</td>
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<tr>
<td>Park Street Stair Replacement</td>
<td>$2,400,000</td>
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**Section 5307 (Carryover) MBTA Match Total**: $23,416,991

### Federal Fiscal Year 2008

<table>
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<th>Federal Funds</th>
<th>MBTA Funds</th>
<th>Total Funds</th>
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<tbody>
<tr>
<td>Cape Ann</td>
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<tr>
<td>Cape Ann Transportation Authority</td>
<td>$346,022</td>
<td>$86,505</td>
<td>$432,527</td>
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<td>Cape Ann</td>
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<tr>
<td>Ipswich Explorer</td>
<td>$29,676</td>
<td>$7,419</td>
<td>$37,095</td>
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</tbody>
</table>

**Section 5307 (Carryover) State Match Total**: $375,698

**Section 5309 MBTA Match Total**: $232,521,702

**Federal Fiscal Year 2008 Total**: $117,608,509
### Section 5309 (Carryover)

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Federal Funds</th>
<th>MBTA Funds</th>
<th>Total Funds</th>
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</thead>
<tbody>
<tr>
<td>Red Line - Columbia Junction</td>
<td>$3,200,000</td>
<td>$800,000</td>
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</tr>
<tr>
<td>Green Line - Green Line #7 Cars</td>
<td>$4,800,000</td>
<td>$1,200,000</td>
<td>$6,000,000</td>
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<tr>
<td>Commuter Rail - Commuter Rail Top Deck Overhaul</td>
<td>$2,500,920</td>
<td>$625,230</td>
<td>$3,126,150</td>
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<tr>
<td>Systemwide - Station Management Program</td>
<td>$8,000,000</td>
<td>$2,000,000</td>
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<tr>
<td>Systemwide - Locomotive and Coach Procurement</td>
<td>$16,893,802</td>
<td>$4,223,451</td>
<td>$21,117,253</td>
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**Section 5309 (Carryover) MBTA Match Total**: $35,394,722

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Federal Funds</th>
<th>MBTA/State/Local Funds</th>
<th>Total Funds</th>
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</thead>
<tbody>
<tr>
<td>Beverly/Salem - Beverly/Salem Intermodal Center</td>
<td>$1,188,000</td>
<td>$297,000</td>
<td>$1,485,000</td>
</tr>
<tr>
<td>Salem - Beverly/Salem Intermodal Center</td>
<td>$781,994</td>
<td>$195,498</td>
<td>$977,492</td>
</tr>
<tr>
<td>Beverly - Beverly/Salem Intermodal Center</td>
<td>$781,994</td>
<td>$195,498</td>
<td>$977,492</td>
</tr>
<tr>
<td>Quincy - Quincy Catamaran</td>
<td>$781,994</td>
<td>$195,498</td>
<td>$977,492</td>
</tr>
<tr>
<td>Revere - Wonderland Station (Earmark)</td>
<td>$703,795</td>
<td>$175,949</td>
<td>$879,744</td>
</tr>
<tr>
<td>Hingham - Hingham Shipyard</td>
<td>$2,543,975</td>
<td>$635,994</td>
<td>$3,179,969</td>
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<tr>
<td>Commuter Rail - Auburndale Station</td>
<td>$1,188,000</td>
<td>$297,000</td>
<td>$1,485,000</td>
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<tr>
<td>Commuter Rail - Newburyport Improvements</td>
<td>$781,994</td>
<td>$195,498</td>
<td>$977,492</td>
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<tr>
<td>Commuter Rail - Rockport Improvements</td>
<td>$1,075,242</td>
<td>$268,810</td>
<td>$1,344,052</td>
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<tr>
<td>Commuter Rail - Fitchburg Line Improvements</td>
<td>$1,960,200</td>
<td>$490,050</td>
<td>$2,450,250</td>
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<tr>
<td>Medford - Medford Downtown Parking</td>
<td>$1,216,714</td>
<td>$304,179</td>
<td>$1,520,893</td>
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<tr>
<td>Melrose - Commuter Rail Station Improvement (Earmark)</td>
<td>$686,000</td>
<td>$171,500</td>
<td>$857,500</td>
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<tr>
<td>Ferry - Vessel Procurement Ferry Service</td>
<td>$4,975,000</td>
<td>$1,243,750</td>
<td>$6,218,750</td>
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<tr>
<td>Woburn - Woburn Park &amp; Ride Facility</td>
<td>$703,795</td>
<td>$175,949</td>
<td>$879,744</td>
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<tr>
<td>MetroWest RTA/Regionwide - HPP Bus - Framingham Transit System FFY 2006</td>
<td>$342,883</td>
<td>$85,721</td>
<td>$428,604</td>
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<tr>
<td>MetroWest RTA/Regionwide - HPP Bus - Framingham Transit System FFY 2007</td>
<td>$361,152</td>
<td>$90,288</td>
<td>$451,440</td>
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**Section 5309 (Carryover) MISC Match Total**: $5,018,183

**Section 115**

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Federal Funds</th>
<th>MBTA Funds</th>
<th>Total Funds</th>
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<tbody>
<tr>
<td>Revere - Intermodal Facilities</td>
<td>$2,000,000</td>
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**Section 115 Total**: $2,000,000

### Ferry System

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Federal Funds</th>
<th>MBTA Funds</th>
<th>Total Funds</th>
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</thead>
<tbody>
<tr>
<td>Systemwide - MBTA Ferry System</td>
<td>$2,000,000</td>
<td>$500,000</td>
<td>$2,500,000</td>
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**Ferry System Total**: $2,000,000

### Federal-Aid Subtotal**: $303,610,034

### Federal-Aid State Matching Funds Subtotal**: $5,296,061

### Federal-Aid MBTA Matching Funds Subtotal**: $70,056,447

**Total Regional Transit Funds**: $378,962,542
## Chapter 3

### 2008

#### Bedford

<table>
<thead>
<tr>
<th>Project</th>
<th>Code</th>
<th>Description</th>
<th>Funding Program</th>
<th>Air Quality Status</th>
<th>TIP Category</th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Page Road Bridge (B-04-008) over the Shawsheen River</td>
<td>603985</td>
<td>Replace the Page Road Bridge</td>
<td>Bridge</td>
<td>Exempt</td>
<td>Bridge</td>
<td>$800,000</td>
<td>$200,000</td>
<td>$1,000,000</td>
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#### Bedford, Billerica & Burlington

<table>
<thead>
<tr>
<th>Project</th>
<th>Code</th>
<th>Description</th>
<th>Funding Program</th>
<th>Air Quality Status</th>
<th>TIP Category</th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Middlesex Turnpike (Mitre Extension), Phase One</td>
<td>029491</td>
<td>Construct the Mitre Extension, a proposed new section of roadway, to connect the Middlesex Turnpike to the intersection of Route 62 and Network Drive (formerly Kent Road). The remaining High-Priority Project (HPP) funds allocated to the Crosby Drive/Middlesex Turnpike Project are insufficient to fund the federal share of the cost of this Phase and must be supplemented with Surface Transportation Program funds. The HPP (SAFETEA-TEA) funds are $1,922,102; HPP (TEA-21) funds are 689,040; Surface Transportation Program funds total $3,036,072. The total cost of the project is $6,300,000.</td>
<td>Surface Transportation Program</td>
<td>Model</td>
<td>Arterial and Intersection</td>
<td>$2,428,858</td>
<td>$607,214</td>
<td>$3,036,072</td>
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</table>

#### Bedford, Billerica & Burlington

<table>
<thead>
<tr>
<th>Project</th>
<th>Code</th>
<th>Description</th>
<th>Funding Program</th>
<th>Air Quality Status</th>
<th>TIP Category</th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Middlesex Turnpike (Mitre Extension), Phase One</td>
<td>029491</td>
<td>Construct the Mitre Extension, a proposed new section of roadway, to connect the Middlesex Turnpike to the intersection of Route 62 and Network Drive (formerly Kent Road). The remaining High-Priority Project (HPP) funds allocated to the Crosby Drive/Middlesex Turnpike Project are insufficient to fund the federal share of the cost of this Phase and must be supplemented with Surface Transportation Program funds. The HPP (SAFETEA-TEA) funds are $1,922,102; HPP (TEA-21) funds are 689,040; Surface Transportation Program funds total $3,036,072. The total cost of the project is $6,300,000.</td>
<td>High-Priority Projects (SAFETEA-LU)</td>
<td>Model</td>
<td>Arterial and Intersection</td>
<td>$689,040</td>
<td>$172,260</td>
<td>$861,300</td>
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#### Bedford, Billerica & Burlington

<table>
<thead>
<tr>
<th>Project</th>
<th>Code</th>
<th>Description</th>
<th>Funding Program</th>
<th>Air Quality Status</th>
<th>TIP Category</th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Middlesex Turnpike (Mitre Extension), Phase One</td>
<td>029491</td>
<td>Construct the Mitre Extension, a proposed new section of roadway, to connect the Middlesex Turnpike to the intersection of Route 62 and Network Drive (formerly Kent Road). The remaining High-Priority Project (HPP) funds allocated to the Crosby Drive/Middlesex Turnpike Project are insufficient to fund the federal share of the cost of this Phase and must be supplemented with Surface Transportation Program funds. The HPP (SAFETEA-TEA) funds are $1,922,102; HPP (TEA-21) funds are 689,040; Surface Transportation Program funds total $3,036,072. The total cost of the project is $6,300,000.</td>
<td>High-Priority Projects (TEA-21)</td>
<td>Model</td>
<td>Arterial and Intersection</td>
<td>$1,922,102</td>
<td>$480,526</td>
<td>$2,402,628</td>
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Fiscal Years 2007–2010 TIP and Air Quality Conformity Determination
### Bolton, Boxborough & Harvard

**Interstate 495**

Fund structural overlay on Interstate 495.

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Interstate Maintenance</th>
<th>Federal Funds: $9,000,000</th>
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<tbody>
<tr>
<td>Air Quality Status</td>
<td>Exempt</td>
<td></td>
</tr>
<tr>
<td>TIP Category</td>
<td>Major Highway</td>
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</tr>
<tr>
<td>State Funds</td>
<td>$1,000,000</td>
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</tr>
<tr>
<td>Total Funds</td>
<td>$10,000,000</td>
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</table>

### Boston

#### Boston Traffic Management Center Operations

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

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Congestion Mitigation and Air Quality Improvement</th>
<th>Federal Funds: $324,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status</td>
<td>Off-Model</td>
<td>Local Funds: $81,000</td>
</tr>
<tr>
<td>TIP Category</td>
<td>Enhancement</td>
<td>Total Funds: $405,000</td>
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</table>

#### Central Artery/Tunnel Project 195001

Fund various contracts associated with the continuing reconstruction of the Central Artery. The state's federal-aid Artery commitments for fiscal year 2008 total $117.2 million for payments on Advanced Construction contracts and the repayment of Grant Anticipation Notes (GANs).

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Transportation Insurance Trust Fund</th>
<th>Federal Funds: $0</th>
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<tbody>
<tr>
<td>Air Quality Status</td>
<td>Model</td>
<td>State Funds: $57,033,514</td>
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<tr>
<td>TIP Category</td>
<td>Major Highway</td>
<td>Total Funds: $57,033,514</td>
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#### Massachusetts Turnpike Funds

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Massachusetts Turnpike Funds</th>
<th>Federal Funds: $0</th>
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</thead>
<tbody>
<tr>
<td>Air Quality Status</td>
<td>Model</td>
<td>State Funds: $13,964,908</td>
</tr>
<tr>
<td>TIP Category</td>
<td>Major Highway</td>
<td>Total Funds: $13,964,908</td>
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</table>

#### National Highway System

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>National Highway System</th>
<th>Federal Funds: $70,000,000</th>
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</thead>
<tbody>
<tr>
<td>Air Quality Status</td>
<td>Model</td>
<td>State Funds: $17,500,000</td>
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<tr>
<td>TIP Category</td>
<td>Major Highway</td>
<td>Total Funds: $87,500,000</td>
</tr>
</tbody>
</table>

---

**Fiscal Years 2007–2010 TIP and Air Quality Conformity Determination**
Fund various contracts associated with the continuing reconstruction of the Central Artery. The state's federal-aid Artery commitments for fiscal year 2008 total $117.2 million for payments on Advanced Construction contracts and the repayment of Grant Anticipation Notes (GANs).

<table>
<thead>
<tr>
<th>Boston</th>
<th>Central Artery/Tunnel Project</th>
<th>195001</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funding Program:</td>
<td>Surface Transportation Program</td>
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</tr>
<tr>
<td>Air Quality Status:</td>
<td>Model</td>
<td></td>
</tr>
<tr>
<td>TIP Category:</td>
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<td></td>
</tr>
<tr>
<td>Federal Funds:</td>
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<td>State Funds:</td>
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<tr>
<td>Total Funds:</td>
<td>$59,037,500</td>
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</table>

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

<table>
<thead>
<tr>
<th>Boston</th>
<th>Chelsea Street Bridge, Year Three</th>
<th>604517</th>
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</thead>
<tbody>
<tr>
<td>Funding Program:</td>
<td>Major Bridge</td>
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</tr>
<tr>
<td>Air Quality Status:</td>
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</tr>
<tr>
<td>TIP Category:</td>
<td>Bridge</td>
<td></td>
</tr>
<tr>
<td>Federal Funds:</td>
<td>$14,000,000</td>
<td></td>
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<tr>
<td>State Funds:</td>
<td>$3,500,000</td>
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<tr>
<td>Total Funds:</td>
<td>$17,500,000</td>
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</tr>
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</table>

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

<table>
<thead>
<tr>
<th>Boston</th>
<th>Longwood Avenue/Urban Ring Tunnel Study</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funding Program:</td>
<td>High-Priority Projects (SAFETEA-LU)</td>
</tr>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Transit Expansion</td>
</tr>
<tr>
<td>Federal Funds:</td>
<td>$78,300</td>
</tr>
<tr>
<td>State Funds:</td>
<td>$19,575</td>
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<tr>
<td>Total Funds:</td>
<td>$97,875</td>
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</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Boston</th>
<th>Massachusetts Avenue</th>
<th>600636</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funding Program:</td>
<td>Surface Transportation Program</td>
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</tr>
<tr>
<td>Air Quality Status:</td>
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<td></td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Arterial and Intersection</td>
<td></td>
</tr>
<tr>
<td>Federal Funds:</td>
<td>$6,283,995</td>
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<tr>
<td>State Funds:</td>
<td>$1,570,999</td>
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<tr>
<td>Total Funds:</td>
<td>$7,854,994</td>
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</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Boston</th>
<th>Massachusetts Avenue</th>
<th>600636</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funding Program:</td>
<td>Congestion Mitigation and Air Quality Improvement</td>
<td></td>
</tr>
<tr>
<td>Air Quality Status:</td>
<td>Off-Model</td>
<td></td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Arterial and Intersection</td>
<td></td>
</tr>
<tr>
<td>Federal Funds:</td>
<td>$2,000,000</td>
<td></td>
</tr>
<tr>
<td>State Funds:</td>
<td>$500,000</td>
<td></td>
</tr>
<tr>
<td>Total Funds:</td>
<td>$2,500,000</td>
<td></td>
</tr>
</tbody>
</table>

Fiscal Years 2007–2010 TIP and Air Quality Conformity Determination
Chapter 3

2008

Boston Massachusetts Avenue 600636

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>High-Priority Projects (SAFETEA-LU)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Arterial and Intersection</td>
</tr>
<tr>
<td>Federal Funds:</td>
<td>$2,657,501</td>
</tr>
<tr>
<td>State Funds:</td>
<td>$664,375</td>
</tr>
<tr>
<td>Total Funds:</td>
<td>$3,321,876</td>
</tr>
</tbody>
</table>

Boston Morton Street Bridge 603654

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Bridge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Bridge</td>
</tr>
<tr>
<td>Federal Funds:</td>
<td>$2,384,200</td>
</tr>
<tr>
<td>State Funds:</td>
<td>$596,200</td>
</tr>
<tr>
<td>Total Funds:</td>
<td>$2,981,000</td>
</tr>
</tbody>
</table>

Boston River Street Bridge 603443

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Bridge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Bridge</td>
</tr>
<tr>
<td>Federal Funds:</td>
<td>$1,960,000</td>
</tr>
<tr>
<td>State Funds:</td>
<td>$490,000</td>
</tr>
<tr>
<td>Total Funds:</td>
<td>$2,450,000</td>
</tr>
</tbody>
</table>

Boston Tremont Street, Phase One 601274

Reconstruct Tremont Street from Court Street to Boylston Street using $2,100,000 in Surface Transportation funds and $1,400,000 in Congestion Mitigation and Air Quality Improvement funds.

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Congestion Mitigation and Air Quality Improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Off-Model</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Arterials and Intersections</td>
</tr>
<tr>
<td>Federal Funds:</td>
<td>$1,120,000</td>
</tr>
<tr>
<td>State Funds:</td>
<td>$280,000</td>
</tr>
<tr>
<td>Total Funds:</td>
<td>$1,400,000</td>
</tr>
</tbody>
</table>

Boston Tremont Street, Phase One 601274

Reconstruct Tremont Street from Court Street to Boylston Street using $2,100,000 in Surface Transportation funds and $1,400,000 in Congestion Mitigation and Air Quality Improvement funds.

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Surface Transportation Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Arterial and Intersection</td>
</tr>
<tr>
<td>Federal Funds:</td>
<td>$1,680,000</td>
</tr>
<tr>
<td>State Funds:</td>
<td>$420,000</td>
</tr>
<tr>
<td>Total Funds:</td>
<td>$2,100,000</td>
</tr>
</tbody>
</table>
Reconstruct the Route 99 (Alford Street) Bridge (B-16-29) over the Mystic River. This project was advertised for $24 million in fiscal year 2005 under the Advanced Construction Program and will be funded over a four-year period with federal funds.

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

<table>
<thead>
<tr>
<th>Data</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Funds:</td>
<td>$6,400,000</td>
</tr>
<tr>
<td>State Funds:</td>
<td>$1,600,000</td>
</tr>
<tr>
<td>Total Funds:</td>
<td>$8,000,000</td>
</tr>
</tbody>
</table>

**Boston Region**

### Hybrid Locomotive Switches

Fund the procurement of hybrid locomotive switches.

**Funding Program:** Congestion Mitigation and Air Quality Improvement
**Air Quality Status:** Exempt
**TIP Category:** Transit State of Good Repair

<table>
<thead>
<tr>
<th>Data</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Funds:</td>
<td>$1,536,000</td>
</tr>
<tr>
<td>MBTA Funds:</td>
<td>$384,000</td>
</tr>
<tr>
<td>Total Funds:</td>
<td>$1,920,000</td>
</tr>
</tbody>
</table>

**Boston Region**

### Improving the Region's Bicycle Parking Infrastructure Program

Provide bicycle parking facilities in public centers and business districts to improve the region's multimodal transportation network. The bicycle parking facilities pilot program will fund up to 80 percent of the cost of bicycle parking units. The State will provide the 20 percent match for this project.

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

<table>
<thead>
<tr>
<th>Data</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Funds:</td>
<td>$544,800</td>
</tr>
<tr>
<td>Local Funds:</td>
<td>$136,200</td>
</tr>
<tr>
<td>Total Funds:</td>
<td>$681,000</td>
</tr>
</tbody>
</table>

**Boston Region**

### Regional Transportation Demand Management Program

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

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

<table>
<thead>
<tr>
<th>Data</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Funds:</td>
<td>$200,000</td>
</tr>
<tr>
<td>Local Funds:</td>
<td>$50,000</td>
</tr>
<tr>
<td>Total Funds:</td>
<td>$250,000</td>
</tr>
</tbody>
</table>

**Boston Region**

### Suburban Mobility Improvement Program

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

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

<table>
<thead>
<tr>
<th>Data</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Funds:</td>
<td>$520,000</td>
</tr>
<tr>
<td>Local Funds:</td>
<td>$130,000</td>
</tr>
<tr>
<td>Total Funds:</td>
<td>$650,000</td>
</tr>
</tbody>
</table>
### Canton, Randolph & Westwood

**Route 128 Improvement Program Contract 4, Year Two**

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Bridge (Advance Construction)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Model</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Bridge</td>
</tr>
</tbody>
</table>

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

### Canton, Randolph & Westwood

**Route 128 Improvement Program Contract 4, Year One**

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>National Highway System</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Model</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Major Highway</td>
</tr>
</tbody>
</table>

| Federal Funds: | $4,320,000 |
| State Funds: | $1,080,000 |
| Total Funds: | $5,400,000 |

### Concord

**Route 62 (Main Street)**

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Surface Transportation Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Arterial and Intersection</td>
</tr>
</tbody>
</table>

| Federal Funds: | $960,000 |
| State Funds: | $240,000 |
| Total Funds: | $1,200,000 |

### Danvers & Peabody

**Border to Boston Bikeway (Design)**

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>High-Priority Projects (SAFETEA-LU)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Bicycle/Pedestrian</td>
</tr>
</tbody>
</table>

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

### Danvers and Peabody

**Route 128—Route 35 and Route 62 Interchanges**

Construct new acceleration/deceleration lanes at the Route 35 (High Street) and Route 62 (Elliot Street) interchanges. Funds for this project include $9,722,400 in Surface Transportation funds and add High-Priority Project federal funds: $1,104,416 in FY 2008 and $278,400 in FY 2009.

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Surface Transportation Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Major Highway</td>
</tr>
</tbody>
</table>

| Federal Funds: | $7,817,920 |
| State Funds: | $1,954,480 |
| Total Funds: | $9,722,400 |
Danvers and Peabody  Route 128—Route 35 and Route 62 Interchanges  087612

Construct new acceleration/deceleration lanes at the Route 35 (High Street) and Route 62 (Elliot Street) interchanges. Funds for this project include $9,722,400 in Surface Transportation funds and add High-Priority Project federal funds: $1,104,416 in FY 2008 and $278,400 in FY 2009.

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>High-Priority Projects (SAFETEA-LU)</th>
<th>Federal Funds: $1,104,416</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
<td>State Funds: $276,104</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Major Highway</td>
<td>Total Funds: $1,380,528</td>
</tr>
</tbody>
</table>

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

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>National Highway System</th>
<th>Federal Funds: $2,000,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Model</td>
<td>State Funds: $500,000</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Major Highway</td>
<td>Total Funds: $2,500,000</td>
</tr>
</tbody>
</table>

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

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Bridge (Advance Construction)</th>
<th>Federal Funds: $8,000,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Model</td>
<td>State Funds: $2,000,000</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Major Highway</td>
<td>Total Funds: $10,000,000</td>
</tr>
</tbody>
</table>

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

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>National Highway System</th>
<th>Federal Funds: $7,200,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Model</td>
<td>State Funds: $1,800,000</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Major Highway</td>
<td>Total Funds: $9,000,000</td>
</tr>
</tbody>
</table>

Dedham & Westwood  Route 128 Improvement Program Contract 3, Year Four  603162

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Bridge (Advance Construction)</th>
<th>Federal Funds: $3,200,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Model</td>
<td>State Funds: $800,000</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Major Highway</td>
<td>Total Funds: $4,000,000</td>
</tr>
</tbody>
</table>

Fiscal Years 2007–2010 TIP and Air Quality Conformity Determination
### Framingham

**Central Street Bridge**

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Non-Federal Aid</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Bridge</td>
</tr>
<tr>
<td>Federal Funds:</td>
<td>$0</td>
</tr>
<tr>
<td>State Funds:</td>
<td>$1,800,000</td>
</tr>
<tr>
<td>Total Funds:</td>
<td>$1,800,000</td>
</tr>
</tbody>
</table>

### Holliston

**Upper Charles Trail**

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Congestion Mitigation and Air Quality Improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Off-Model</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Bicycle/Pedestrian</td>
</tr>
<tr>
<td>Federal Funds:</td>
<td>$490,400</td>
</tr>
<tr>
<td>State Funds:</td>
<td>$122,600</td>
</tr>
<tr>
<td>Total Funds:</td>
<td>$613,000</td>
</tr>
</tbody>
</table>

### Hudson & Stow

**Assabet River Rail Trail (Design)**

For the purposes of design and acquisition.

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>High-Priority Projects (SAFETEA-LU)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Bicycle/Pedestrian</td>
</tr>
<tr>
<td>Federal Funds:</td>
<td>$261,000</td>
</tr>
<tr>
<td>State Funds:</td>
<td>$65,250</td>
</tr>
<tr>
<td>Total Funds:</td>
<td>$326,250</td>
</tr>
</tbody>
</table>

### Lynn & Saugus

**Route 107 (Fox Hill) Bridge, Year Two**

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Bridge (Advance Construction)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Bridge</td>
</tr>
<tr>
<td>Federal Funds:</td>
<td>$4,200,000</td>
</tr>
<tr>
<td>State Funds:</td>
<td>$1,050,000</td>
</tr>
<tr>
<td>Total Funds:</td>
<td>$5,250,000</td>
</tr>
</tbody>
</table>

### Lynnfield & Peabody

**Interstate 95**

Fund structural overlay on Interstate 95.

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Interstate Maintenance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Major Highway</td>
</tr>
<tr>
<td>Federal Funds:</td>
<td>$4,500,000</td>
</tr>
<tr>
<td>State Funds:</td>
<td>$500,000</td>
</tr>
<tr>
<td>Total Funds:</td>
<td>$5,000,000</td>
</tr>
</tbody>
</table>

### Medford & Somerville

**Interstate 93**

Fund structural overlay on Interstate 93.

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Interstate Maintenance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Major Highway</td>
</tr>
<tr>
<td>Federal Funds:</td>
<td>$5,400,000</td>
</tr>
<tr>
<td>State Funds:</td>
<td>$600,000</td>
</tr>
<tr>
<td>Total Funds:</td>
<td>$6,000,000</td>
</tr>
</tbody>
</table>

Fiscal Years 2007–2010 TIP and Air Quality Conformity Determination
### Chapter 3

#### 2008

<table>
<thead>
<tr>
<th>Chapter 3</th>
<th>Upper Charles Trail, Phase Two</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Milford</strong></td>
<td>Construct the second phase of the Upper Charles Trail in Milford.</td>
</tr>
<tr>
<td><strong>Funding Program:</strong></td>
<td>Congestion Mitigation and Air Quality Improvement</td>
</tr>
<tr>
<td><strong>Air Quality Status:</strong></td>
<td>Off-Model</td>
</tr>
<tr>
<td><strong>TIP Category:</strong></td>
<td>Bicycle/Pedestrian</td>
</tr>
<tr>
<td><strong>Federal Funds:</strong></td>
<td>$3,280,000</td>
</tr>
<tr>
<td><strong>State Funds:</strong></td>
<td>$820,000</td>
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<tr>
<td><strong>Total Funds:</strong></td>
<td>$4,100,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Revere</th>
<th>Park Avenue and Central Avenue</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Funding Program:</strong></td>
<td>Congestion Mitigation and Air Quality Improvement</td>
</tr>
<tr>
<td><strong>Air Quality Status:</strong></td>
<td>Off-Model</td>
</tr>
<tr>
<td><strong>TIP Category:</strong></td>
<td>Arterial and Intersection</td>
</tr>
<tr>
<td><strong>Federal Funds:</strong></td>
<td>$2,238,984</td>
</tr>
<tr>
<td><strong>State Funds:</strong></td>
<td>$559,736</td>
</tr>
<tr>
<td><strong>Total Funds:</strong></td>
<td>$2,798,720</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Salem</th>
<th>Route 1A (Bridge Steet)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Funding Program:</strong></td>
<td>Surface Transportation Program</td>
</tr>
<tr>
<td><strong>Air Quality Status:</strong></td>
<td>Exempt</td>
</tr>
<tr>
<td><strong>TIP Category:</strong></td>
<td>Arterial and Intersection</td>
</tr>
<tr>
<td><strong>Federal Funds:</strong></td>
<td>$2,400,000</td>
</tr>
<tr>
<td><strong>State Funds:</strong></td>
<td>$600,000</td>
</tr>
<tr>
<td><strong>Total Funds:</strong></td>
<td>$3,000,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Somerville</th>
<th>Assembly Square Multimodal Access Improvements</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Funding Program:</strong></td>
<td>High-Priority Projects (SAFETEA-LU)</td>
</tr>
<tr>
<td><strong>Air Quality Status:</strong></td>
<td>Exempt</td>
</tr>
<tr>
<td><strong>TIP Category:</strong></td>
<td>Arterial and Intersection</td>
</tr>
<tr>
<td><strong>Federal Funds:</strong></td>
<td>$870,000</td>
</tr>
<tr>
<td><strong>State Funds:</strong></td>
<td>$217,500</td>
</tr>
<tr>
<td><strong>Total Funds:</strong></td>
<td>$1,087,500</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Somerville</th>
<th>I-93 Mystic Avenue Interchange (Design and Study)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Funding Program:</strong></td>
<td>High-Priority Projects (SAFETEA-LU)</td>
</tr>
<tr>
<td><strong>Air Quality Status:</strong></td>
<td>Model</td>
</tr>
<tr>
<td><strong>TIP Category:</strong></td>
<td>Arterial and Intersection</td>
</tr>
<tr>
<td><strong>Federal Funds:</strong></td>
<td>$69,600</td>
</tr>
<tr>
<td><strong>State Funds:</strong></td>
<td>$17,400</td>
</tr>
<tr>
<td><strong>Total Funds:</strong></td>
<td>$87,000</td>
</tr>
</tbody>
</table>

---

Fiscal Years 2007–2010 TIP and Air Quality Conformity Determination
### Somerville Community Path, Phase One 604331

Construct Phase One of the Somerville Community Path from Cedar Street to Central Street. Funds for this project include $2,431,038 in Congestion Mitigation and Air Quality Improvement funds and High-Priority Project funds in the amount of $621,234 in fiscal year 2008 and $156,600 in fiscal year 2009.

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Federal Funds: $1,944,830</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>State Funds: $486,208</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Total Funds: $2,431,038</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Federal Funds: $621,234</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>State Funds: $155,309</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Total Funds: $776,543</td>
</tr>
</tbody>
</table>

### Union Square

Fund a study of Union Square in Somerville.

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Federal Funds: $69,600</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>State Funds: $17,400</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Total Funds: $87,000</td>
</tr>
</tbody>
</table>

### Interstate 95

Fund milling and structural overlay on Interstate 95.

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Federal Funds: $6,750,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>State Funds: $750,000</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Total Funds: $7,500,000</td>
</tr>
</tbody>
</table>

### Pleasant Street and Howard Street 601686

Reconstruct Pleasant Street from the Waltham city line to Main Street (Route 20) at Watertown Square and Howard Street from Pleasant Street to Main Street (Route 20). Funds for this project include $3,738,000 in Surface Transportation funds, $1,200,000 in Congestion Mitigation and Air Quality Improvement funds, and High-Priority Projects federal funds include $826,016 in fiscal year 2007; $278,000 in fiscal year 2008; $278,000 in fiscal year 2009.

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Federal Funds: $278,400</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>State Funds: $69,600</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Total Funds: $348,000</td>
</tr>
</tbody>
</table>
Chapter 3

Cape Ann Transportation Authority

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

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Section 5307</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category</td>
<td>Transit State of Good Repair</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Federal Funds</th>
<th>$344,568</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Funds</td>
<td>$86,142</td>
</tr>
<tr>
<td>Total Funds</td>
<td>$430,710</td>
</tr>
</tbody>
</table>

Blue Line Modernization

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

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

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Section 5309/Rail Modernization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status</td>
<td>Model</td>
</tr>
<tr>
<td>TIP Category</td>
<td>Transit Service Enhancement</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Federal Funds</th>
<th>$20,608,389</th>
</tr>
</thead>
<tbody>
<tr>
<td>MBTA Funds</td>
<td>$5,152,097</td>
</tr>
<tr>
<td>Total Funds</td>
<td>$25,760,486</td>
</tr>
</tbody>
</table>

Blue Line Vehicles

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

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Section 5307/Rail Modernization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category</td>
<td>Transit State of Good Repair</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Federal Funds</th>
<th>$18,642,268</th>
</tr>
</thead>
<tbody>
<tr>
<td>MBTA Funds</td>
<td>$4,660,567</td>
</tr>
<tr>
<td>Total Funds</td>
<td>$23,302,835</td>
</tr>
</tbody>
</table>

Arborway Maintenance Facility

Design and construct a permanent bus maintenance and storage facility.

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Section 5307</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category</td>
<td>Transit State of Good Repair</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Federal Funds</th>
<th>$27,839,528</th>
</tr>
</thead>
<tbody>
<tr>
<td>MBTA Funds</td>
<td>$6,959,882</td>
</tr>
<tr>
<td>Total Funds</td>
<td>$34,799,410</td>
</tr>
</tbody>
</table>

Local Intra-Framingham Transit System

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

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>High-Priority Projects (SAFETEA-LU)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category</td>
<td>Transit Service Enhancement</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Federal Funds</th>
<th>$391,248</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Funds</td>
<td>$97,812</td>
</tr>
<tr>
<td>Total Funds</td>
<td>$489,060</td>
</tr>
</tbody>
</table>
## Chapter 3

### 2008

<table>
<thead>
<tr>
<th><strong>Bus</strong></th>
<th><strong>Zero Series Bus Replacement</strong></th>
<th><strong>MBTA</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Purchase replacement vehicles for the Zero Series buses.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Funding Program:</strong></td>
<td>Section 5307</td>
<td></td>
</tr>
<tr>
<td><strong>Air Quality Status:</strong></td>
<td>Exempt</td>
<td></td>
</tr>
<tr>
<td><strong>TIP Category:</strong></td>
<td>Transit State of Good Repair</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Federal Funds: $1,600,000</td>
<td><strong>MBTA Funds:</strong> $400,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Orange Line</strong></th>
<th><strong>Orange Line Upgrades</strong></th>
<th><strong>MBTA</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Fund the design of next generation Orange Line Vehicle and necessary infrastructure improvements for operation of the vehicle</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Funding Program:</strong></td>
<td>Section 5309</td>
<td></td>
</tr>
<tr>
<td><strong>Air Quality Status:</strong></td>
<td>Exempt</td>
<td></td>
</tr>
<tr>
<td><strong>TIP Category:</strong></td>
<td>Transit State of Good Repair</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Federal Funds: $800,000</td>
<td><strong>MBTA Funds:</strong> $200,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Red Line</strong></th>
<th><strong>Red Line Number 2 Car</strong></th>
<th><strong>MBTA</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Upgrade and overhaul the Number 2 vehicles. This program will maintain critical components in a state of good repair to ensure that the vehicle fulfills its useful life.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Funding Program:</strong></td>
<td>Section 5309/Rail Modernization</td>
<td></td>
</tr>
<tr>
<td><strong>Air Quality Status:</strong></td>
<td>Exempt</td>
<td></td>
</tr>
<tr>
<td><strong>TIP Category:</strong></td>
<td>Transit State of Good Repair</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Federal Funds: $6,400,000</td>
<td><strong>MBTA Funds:</strong> $1,600,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Systemwide</strong></th>
<th><strong>Elevator Replacement/Rehab</strong></th>
<th><strong>MBTA</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide funding for replacement and redundant elevators throughout the MBTA subway system.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Funding Program:</strong></td>
<td>Section 5307</td>
<td></td>
</tr>
<tr>
<td><strong>Air Quality Status:</strong></td>
<td>Exempt</td>
<td></td>
</tr>
<tr>
<td><strong>TIP Category:</strong></td>
<td>Transit State of Good Repair</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Federal Funds: $31,200,000</td>
<td><strong>MBTA Funds:</strong> $7,800,000</td>
</tr>
</tbody>
</table>

Fiscal Years 2007–2010 TIP
and Air Quality Conformity Determination
Grant Anticipation Notes (GANs) Program

This program will fund the procurement of 175 Emission Control Diesel Buses and capital improvements to the Fairmount Corridor. This effort will be funded by a total of $119.3 million from fiscal year 2006 to fiscal year 2011.

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

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

<table>
<thead>
<tr>
<th>Systemwide</th>
<th>Job Access/Reverse Commute</th>
<th>MBTA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funding Program:</td>
<td>Section 3037</td>
<td>Federal Funds: $1,425,006</td>
</tr>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
<td>MBTA Funds: $356,251</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Transit Enhancement</td>
<td>Total Funds: $1,781,257</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Systemwide</th>
<th>Kawasaki Coaches</th>
<th>MBTA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funding Program:</td>
<td>Section 5309</td>
<td>Federal Funds: $12,419,211</td>
</tr>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
<td>MBTA Funds: $3,104,803</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Transit State of Good Repair</td>
<td>Total Funds: $15,524,014</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Systemwide</th>
<th>Locomotive and Coach Procurement</th>
<th>MBTA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funding Program:</td>
<td>Section 5309</td>
<td>Federal Funds: $6,400,000</td>
</tr>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
<td>MBTA Funds: $1,600,000</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Transit State of Good Repair</td>
<td>Total Funds: $8,000,000</td>
</tr>
</tbody>
</table>

Fiscal Years 2007–2010 TIP and Air Quality Conformity Determination
### MBTA Bridge Program

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

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Air Quality Status</th>
<th>TIP Category</th>
<th>Federal Funds</th>
<th>MBTA Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section 5309/Rail Modernization</td>
<td>Exempt</td>
<td>Transit State of Good Repair</td>
<td>$11,924,000</td>
<td>$2,981,000</td>
<td>$14,905,000</td>
</tr>
</tbody>
</table>

### MBTA Enhancement Program

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

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

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Air Quality Status</th>
<th>TIP Category</th>
<th>Federal Funds</th>
<th>MBTA Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section 5307/Enhancement</td>
<td>Exempt</td>
<td>Transit Service Enhancement</td>
<td>$951,382</td>
<td>$237,845</td>
<td>$1,189,227</td>
</tr>
</tbody>
</table>

### New Freedom

Fund the design of accessibility improvements at MBTA non-key stations, including Science Park and Symphony.

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Air Quality Status</th>
<th>TIP Category</th>
<th>Federal Funds</th>
<th>MBTA Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Freedom</td>
<td>Exempt</td>
<td>Transit Enhancement</td>
<td>$1,222,546</td>
<td>$305,636</td>
<td>$1,528,182</td>
</tr>
</tbody>
</table>

### Preventative Maintenance

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

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Air Quality Status</th>
<th>TIP Category</th>
<th>Federal Funds</th>
<th>MBTA Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section 5307</td>
<td>Exempt</td>
<td>Transit State of Good Repair</td>
<td>$8,000,000</td>
<td>$2,000,000</td>
<td>$10,000,000</td>
</tr>
</tbody>
</table>

### Public Address System

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

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Air Quality Status</th>
<th>TIP Category</th>
<th>Federal Funds</th>
<th>MBTA Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section 5307</td>
<td>Exempt</td>
<td>Transit Enhancement</td>
<td>$10,400,000</td>
<td>$2,600,000</td>
<td>$13,000,000</td>
</tr>
</tbody>
</table>

Fiscal Years 2007–2010 TIP
and Air Quality Conformity Determination
### Chapter 3

#### Section 5309 Infrastructure Program

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

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

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Description</th>
<th>Federal Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section 5309/Rail Modernization</td>
<td></td>
<td>$24,891,348</td>
</tr>
<tr>
<td>MBTA Funds</td>
<td></td>
<td>$6,222,837</td>
</tr>
<tr>
<td>Total Funds</td>
<td></td>
<td>$31,114,185</td>
</tr>
</tbody>
</table>

#### Station Management Program

Install an automated, advanced fare-collection system, Hub Station Management Centers, and a wide-area network for the regional public transportation system, consistent with the MBTA's Capital Investment Program (CIP). Approximately $151.9 million is programmed for the Station Management Program in the fiscal years 2006–2010 TIP.

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Description</th>
<th>Federal Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section 5307</td>
<td></td>
<td>$5,408,116</td>
</tr>
<tr>
<td>MBTA Funds</td>
<td></td>
<td>$1,352,029</td>
</tr>
<tr>
<td>Total Funds</td>
<td></td>
<td>$6,760,145</td>
</tr>
</tbody>
</table>

### Systemwide 2008

#### Station Management Program

Install an automated, advanced fare-collection system, Hub Station Management Centers, and a wide-area network for the regional public transportation system, consistent with the MBTA's Capital Investment Program (CIP). Approximately $151.9 million is programmed for the Station Management Program in the fiscal years 2006–2010 TIP.

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Description</th>
<th>Federal Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section 5309/Rail Modernization</td>
<td></td>
<td>$5,130,310</td>
</tr>
<tr>
<td>MBTA Funds</td>
<td></td>
<td>$1,282,578</td>
</tr>
<tr>
<td>Total Funds</td>
<td></td>
<td>$6,412,888</td>
</tr>
</tbody>
</table>

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**Fiscal Years 2007–2010 TIP**

*and Air Quality Conformity Determination*
### Regional Highway Program

#### FEDERAL-AID TARGET PROJECTS

<table>
<thead>
<tr>
<th>Congestion Mitigation and Air Quality Improvement Program</th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boston Region - South Bay Harbor Trail (Construction)</td>
<td>$3,080,000</td>
<td>$770,000</td>
<td>$3,850,000</td>
</tr>
<tr>
<td>Concord &amp; Lincoln - Route 2 (Crosby's Corner)</td>
<td>$3,400,000</td>
<td>$850,000</td>
<td>$4,250,000</td>
</tr>
<tr>
<td>Stoneham, Winchester &amp; Woburn - Tri-Community Bikeway (Construction)</td>
<td>$3,520,000</td>
<td>$880,000</td>
<td>$4,400,000</td>
</tr>
<tr>
<td>Federal Funds State Funds Total Funds</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boston Region - Regional Transportation Demand Management Program</td>
<td>$80,000</td>
<td>$20,000</td>
<td>$100,000</td>
</tr>
<tr>
<td>Boston Region - Suburban Mobility Improvement Program</td>
<td>$200,000</td>
<td>$50,000</td>
<td>$250,000</td>
</tr>
<tr>
<td><strong>Congestion Mitigation and Air Quality Improvement Program Total</strong></td>
<td><strong>$10,280,000</strong></td>
<td><strong>$2,570,000</strong></td>
<td><strong>$12,850,000</strong></td>
</tr>
<tr>
<td><strong>CMAQ Regional Target</strong></td>
<td><strong>$12,890,131</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>National Highway System</th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Canton, Randolph &amp; Westwood - Route 128 Improvement Program Contract 4, Year Two</td>
<td>$9,280,000</td>
<td>$2,320,000</td>
<td>$11,600,000</td>
</tr>
<tr>
<td>Dedham, Needham &amp; Westwood - Route 128 Improvement Program Contract 4, Year Three</td>
<td>$6,480,000</td>
<td>$1,620,000</td>
<td>$8,100,000</td>
</tr>
<tr>
<td>Needham &amp; Wellesley - Route 128 Improvement Program Contract 5, Year One</td>
<td>$1,600,000</td>
<td>$400,000</td>
<td>$2,000,000</td>
</tr>
<tr>
<td><strong>National Highway System Total</strong></td>
<td><strong>$17,360,000</strong></td>
<td><strong>$4,340,000</strong></td>
<td><strong>$21,700,000</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Surface Transportation Program</th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bedford, Billerica &amp; Burlington - Middlesex Turnpike Improvement Project, Phase Two</td>
<td>$5,840,000</td>
<td>$1,460,000</td>
<td>$7,300,000</td>
</tr>
<tr>
<td>Concord &amp; Lincoln - Route 2 (Crosby's Corner), Phase 1</td>
<td>$3,400,000</td>
<td>$850,000</td>
<td>$4,250,000</td>
</tr>
<tr>
<td>Weymouth - Route 18</td>
<td>$11,200,000</td>
<td>$2,800,000</td>
<td>$14,000,000</td>
</tr>
<tr>
<td><strong>Surface Transportation Program Total</strong></td>
<td><strong>$20,440,000</strong></td>
<td><strong>$5,110,000</strong></td>
<td><strong>$25,550,000</strong></td>
</tr>
</tbody>
</table>

#### FEDERAL-AID BRIDGE PROJECTS

<table>
<thead>
<tr>
<th>Bridge</th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hingham - Rockland Street Bridge</td>
<td>$440,000</td>
<td>$110,000</td>
<td>$550,000</td>
</tr>
<tr>
<td><strong>Bridge Total</strong></td>
<td><strong>$440,000</strong></td>
<td><strong>$110,000</strong></td>
<td><strong>$550,000</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Advance Construction Bridge</th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boston - Chelsea Street Bridge, Year Four</td>
<td>$14,000,000</td>
<td>$3,500,000</td>
<td>$17,500,000</td>
</tr>
<tr>
<td>Boston &amp; Everett - Route 99 (Alford Street) Bridge, Year Five</td>
<td>$6,400,000</td>
<td>$1,600,000</td>
<td>$8,000,000</td>
</tr>
<tr>
<td>Dedham, Needham &amp; Westwood - Route 128 Improvement Program Contract 4, Year Three</td>
<td>$9,600,000</td>
<td>$2,400,000</td>
<td>$12,000,000</td>
</tr>
<tr>
<td>Lynn &amp; Saugus - Route 107 (Fox Hill) Bridge, Year Three</td>
<td>$2,200,000</td>
<td>$550,000</td>
<td>$2,750,000</td>
</tr>
<tr>
<td>Needham &amp; Wellesley - Route 128 Improvement Program Contract 5, Year One</td>
<td>$1,600,000</td>
<td>$400,000</td>
<td>$2,000,000</td>
</tr>
<tr>
<td><strong>Advance Construction Bridge Total</strong></td>
<td><strong>$33,800,000</strong></td>
<td><strong>$8,450,000</strong></td>
<td><strong>$42,250,000</strong></td>
</tr>
</tbody>
</table>

#### FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES

<table>
<thead>
<tr>
<th>Interstate Maintenance</th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marlborough, Hudson &amp; Berlin - Interstate 495</td>
<td>$5,850,000</td>
<td>$650,000</td>
<td>$6,500,000</td>
</tr>
<tr>
<td>Stoneham, Winchester &amp; Reading - Interstate 93</td>
<td>$6,480,000</td>
<td>$720,000</td>
<td>$7,200,000</td>
</tr>
<tr>
<td>Wilmington &amp; Woburn - Interstate 93</td>
<td>$6,120,000</td>
<td>$680,000</td>
<td>$6,800,000</td>
</tr>
<tr>
<td><strong>Interstate Maintenance Total</strong></td>
<td><strong>$18,450,000</strong></td>
<td><strong>$2,050,000</strong></td>
<td><strong>$20,500,000</strong></td>
</tr>
</tbody>
</table>
### FEDERAL AID NON-TARGET PROJECTS

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

<table>
<thead>
<tr>
<th>Location</th>
<th>Project Description</th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bedford, Billerica &amp; Burlington 029492</td>
<td>Middlesex Turnpike Improvement Project, Phase Two</td>
<td>$640,000</td>
<td>$160,000</td>
<td>$800,000</td>
</tr>
<tr>
<td>Boston</td>
<td>Longwood Ave / Urban Ring Tunnel Study</td>
<td>$78,300</td>
<td>$19,575</td>
<td>$97,875</td>
</tr>
<tr>
<td>Boston 600636</td>
<td>Massachusetts Avenue</td>
<td>$669,900</td>
<td>$167,475</td>
<td>$837,375</td>
</tr>
<tr>
<td>Danvers &amp; Peabody 87612</td>
<td>Border to Boston Bikeway (Design)</td>
<td>$139,200</td>
<td>$34,800</td>
<td>$174,000</td>
</tr>
<tr>
<td>Boston 600636</td>
<td>Route 128, Route 35 and 62 Interchanges</td>
<td>$278,400</td>
<td>$69,600</td>
<td>$348,000</td>
</tr>
<tr>
<td>Danvers &amp; Peabody 87612</td>
<td>Massachussetts Avenue</td>
<td>$261,000</td>
<td>$65,250</td>
<td>$326,250</td>
</tr>
<tr>
<td>Somerville</td>
<td>Assembly Square Multimodal Access Improvements</td>
<td>$870,000</td>
<td>$217,500</td>
<td>$1,087,500</td>
</tr>
<tr>
<td>Somerville</td>
<td>1-93 Mystic Avenue Interchange (Study and Design)</td>
<td>$69,600</td>
<td>$17,400</td>
<td>$87,000</td>
</tr>
<tr>
<td>Somerville</td>
<td>Union Square Improvements (Study)</td>
<td>$69,600</td>
<td>$17,400</td>
<td>$87,000</td>
</tr>
<tr>
<td>Somerville</td>
<td>Somerville Community Path, Phase 1</td>
<td>$156,600</td>
<td>$39,150</td>
<td>$195,750</td>
</tr>
<tr>
<td>Watertown 60168</td>
<td>Pleasant Street and Howard Street</td>
<td>$278,400</td>
<td>$69,600</td>
<td>$348,000</td>
</tr>
</tbody>
</table>

**High-Priority Projects Total**  
$3,511,000 | $877,750 | $4,388,750

**Federal-Aid Non-Target Projects Total**  
$4,388,750

**Total Federal-Aid Highway Program**  
$127,788,750

### STATE-FUNDED PROJECTS

**Non–Federal Aid**

<table>
<thead>
<tr>
<th>Location</th>
<th>Project Description</th>
<th>State Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ashland 603602</td>
<td>Route 135 (Union Street) Bridge</td>
<td>$818,700</td>
<td>$818,700</td>
</tr>
</tbody>
</table>

**Non–Federal Aid Total**  
$818,700 | $818,700

**Total Highway Program**  
$128,607,450

### Central Artery/Tunnel Project

<table>
<thead>
<tr>
<th>Program</th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Highway System (NHS)</td>
<td>$70,000,000</td>
<td>$17,500,000</td>
<td>$87,500,000</td>
</tr>
<tr>
<td>State Transportation Program (STP)</td>
<td>$56,845,000</td>
<td>$14,211,250</td>
<td>$71,056,250</td>
</tr>
</tbody>
</table>

**Federal-Aid Subtotal**  
$126,845,000

**Federal-Aid Matching Funds Subtotal**  
$31,711,250

**Total Fiscal Year 2009 Central Artery/Tunnel Funds**  
$158,556,250

---

**Regional Highway Program (continued)**
### Fiscal Year 2009

**REGIONAL TRANSIT PROGRAM**

Regional Transit Program: Fiscal Year 2009 Funds

<table>
<thead>
<tr>
<th>Section 3037</th>
<th>Federal Funds</th>
<th>MBTA Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Systemwide Job Access</td>
<td>$1,502,650</td>
<td>$375,662</td>
<td>$1,878,312</td>
</tr>
<tr>
<td><strong>Section 3037 MBTA Total</strong></td>
<td><strong>$1,425,006</strong></td>
<td><strong>$356,251</strong></td>
<td><strong>$1,878,312</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>New Freedom</th>
<th>Federal Funds</th>
<th>MBTA Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Systemwide New Freedom</td>
<td>$1,292,406</td>
<td>$323,101</td>
<td>$1,615,507</td>
</tr>
<tr>
<td><strong>New Freedom MBTA Total</strong></td>
<td><strong>$1,222,546</strong></td>
<td><strong>$305,636</strong></td>
<td><strong>$1,615,507</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Section 5307</th>
<th>Federal Funds</th>
<th>MBTA Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus Arborway Maintenance Facility</td>
<td>$34,548,072</td>
<td>$8,637,018</td>
<td>$43,185,090</td>
</tr>
<tr>
<td>Bus Zero Series Bus Replacement</td>
<td>$25,563,790</td>
<td>$6,390,947</td>
<td>$31,954,737</td>
</tr>
<tr>
<td>Systemwide Elevator Repl/Rehab</td>
<td>$40,000,000</td>
<td>$10,000,000</td>
<td>$50,000,000</td>
</tr>
<tr>
<td>Systemwide Grant Anticipation Notes (GANs) Program</td>
<td>$26,385,000</td>
<td>$6,596,250</td>
<td>$32,981,250</td>
</tr>
<tr>
<td>Systemwide MBTA Enhancement Program</td>
<td>$951,382</td>
<td>$237,845</td>
<td>$1,189,227</td>
</tr>
<tr>
<td>Systemwide Preventative Maintenance</td>
<td>$8,000,000</td>
<td>$2,000,000</td>
<td>$10,000,000</td>
</tr>
<tr>
<td><strong>Section 5307 MBTA Total</strong></td>
<td><strong>$75,336,382</strong></td>
<td><strong>$18,834,095</strong></td>
<td><strong>$94,170,477</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Cape Ann</th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cape Ann Transportation Authority</td>
<td>$344,568</td>
<td>$86,142</td>
<td>$430,710</td>
</tr>
<tr>
<td><strong>Section 5307 State Match Total</strong></td>
<td><strong>$344,568</strong></td>
<td><strong>$86,142</strong></td>
<td><strong>$430,710</strong></td>
</tr>
</tbody>
</table>
## Fiscal Year 2009

### Regional Transit Program (continued)

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

<table>
<thead>
<tr>
<th></th>
<th>Federal Funds</th>
<th>Local Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus</td>
<td>$406,296</td>
<td>$101,574</td>
<td>$507,870</td>
</tr>
<tr>
<td>SAFETEA-LU High Priority Projects (HPP Bus) Total</td>
<td></td>
<td></td>
<td>$507,870</td>
</tr>
</tbody>
</table>

#### Section 5309

<table>
<thead>
<tr>
<th></th>
<th>Federal Funds</th>
<th>MBTA Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Red Line</td>
<td>$24,000,000</td>
<td>$6,000,000</td>
<td>$30,000,000</td>
</tr>
<tr>
<td>Systemwide</td>
<td>$21,405,624</td>
<td>$5,351,406</td>
<td>$26,757,030</td>
</tr>
<tr>
<td>Systemwide</td>
<td>$14,400,000</td>
<td>$3,600,000</td>
<td>$18,000,000</td>
</tr>
<tr>
<td>Systemwide</td>
<td>$7,680,000</td>
<td>$1,920,000</td>
<td>$9,600,000</td>
</tr>
</tbody>
</table>

#### Section 5309 Infrastructure Program

<table>
<thead>
<tr>
<th></th>
<th>Federal Funds</th>
<th>Local Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail</td>
<td>$14,400,000</td>
<td>$3,600,000</td>
<td>$18,000,000</td>
</tr>
<tr>
<td>Systemwide</td>
<td>$11,080,000</td>
<td>$2,770,000</td>
<td>$13,850,000</td>
</tr>
</tbody>
</table>

#### Federal-Aid Subtotal

$86,760,950

#### Federal-Aid State Matching Funds Subtotal

$86,142

#### Federal-Aid MBTA Matching Funds Subtotal

$42,737,389

**Total FY 2008 Regional Transit Funds**

$289,949,733
Chapter 3

2009

Ashland  Route 135 (Union Street) Bridge  603602

Replace the Route 135 (Union Street) Bridge (A-14-2) over the Sudbury River.

<table>
<thead>
<tr>
<th>Funding Program: Non-Federal Aid</th>
<th>Federal Funds: $0</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status: Exempt</td>
<td>State Funds: $818,700</td>
</tr>
<tr>
<td>TIP Category: Bridge</td>
<td>Total Funds: $818,700</td>
</tr>
</tbody>
</table>

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

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

<table>
<thead>
<tr>
<th>Funding Program: Surface Transportation Program</th>
<th>Federal Funds: $5,840,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status: Model</td>
<td>State Funds: $1,460,000</td>
</tr>
<tr>
<td>TIP Category: Arterial and Intersection</td>
<td>Total Funds: $7,300,000</td>
</tr>
</tbody>
</table>

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

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

<table>
<thead>
<tr>
<th>Funding Program: High-Priority Projects (TEA-21)</th>
<th>Federal Funds: $640,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status: Model</td>
<td>State Funds: $160,000</td>
</tr>
<tr>
<td>TIP Category: Arterial and Intersection</td>
<td>Total Funds: $800,000</td>
</tr>
</tbody>
</table>

Boston  Central Artery/Tunnel Project  195001

Fund various contracts associated with the continuing reconstruction of the Central Artery. The state's federal-aid Artery commitments for fiscal year 2009 total $126.8 million for payments on Advanced Construction contracts and the repayment of Grant Anticipation Notes.

<table>
<thead>
<tr>
<th>Funding Program: Surface Transportation Program</th>
<th>Federal Funds: $56,845,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status: Model</td>
<td>State Funds: $14,211,250</td>
</tr>
<tr>
<td>TIP Category: Major Highway</td>
<td>Total Funds: $71,056,250</td>
</tr>
</tbody>
</table>

Boston  Central Artery/Tunnel Project  195001

Fund various contracts associated with the continuing reconstruction of the Central Artery. The state's federal-aid Artery commitments for fiscal year 2009 total $126.8 million for payments on Advanced Construction contracts and the repayment of Grant Anticipation Notes.

<table>
<thead>
<tr>
<th>Funding Program: National Highway System</th>
<th>Federal Funds: $70,000,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status: Model</td>
<td>State Funds: $17,500,000</td>
</tr>
<tr>
<td>TIP Category: Major Highway</td>
<td>Total Funds: $87,500,000</td>
</tr>
</tbody>
</table>

Fiscal Years 2007–2010 TIP
and Air Quality Conformity Determination
### Chapter 3

#### 2009

<table>
<thead>
<tr>
<th>Boston</th>
<th>Chelsea Street Bridge, Year Four</th>
<th>604517</th>
</tr>
</thead>
<tbody>
<tr>
<td>Replace the Chelsea Street Bridge (B-16-020) over the Chelsea River.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Funding Program: Major Bridge</td>
<td>Federal Funds: $14,000,000</td>
<td></td>
</tr>
<tr>
<td>Air Quality Status: Exempt</td>
<td>State Funds: $3,500,000</td>
<td></td>
</tr>
<tr>
<td>TIP Category: Bridge</td>
<td>Total Funds: $17,500,000</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boston</th>
<th>Longwood Avenue/Urban Ring Tunnel Study</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fund a study of the Longwood Avenue/Urban Ring Tunnel in Boston.</td>
<td></td>
</tr>
<tr>
<td>Funding Program: High-Priority Projects (SAFETEA-LU)</td>
<td>Federal Funds: $78,300</td>
</tr>
<tr>
<td>Air Quality Status: Exempt</td>
<td>State Funds: $19,575</td>
</tr>
<tr>
<td>TIP Category: Transit Expansion</td>
<td>Total Funds: $97,875</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boston</th>
<th>Massachusetts Avenue</th>
<th>600636</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reconstruct Massachusetts Avenue from Westland Avenue to Albany Street. Funds for this project include $7,854,994 in Surface Transportation Program funds, $2,500,000 in Congestion Mitigation and Air Quality Improvement funds and High-Priority Project funds in the amount of $2,657,501 in fiscal year 2008 and $669,900 in fiscal year 2009.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Funding Program: High-Priority Projects (SAFETEA-LU)</td>
<td>Federal Funds: $669,900</td>
<td></td>
</tr>
<tr>
<td>Air Quality Status: Exempt</td>
<td>State Funds: $167,475</td>
<td></td>
</tr>
<tr>
<td>TIP Category: Arterial and Intersection</td>
<td>Total Funds: $837,375</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boston</th>
<th>South Bay Harbor Trail (Construction)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construct the South Bay Harbor Trail from Ruggles Station to Boston Harbor in South Boston along the Fort Point Channel.</td>
<td></td>
</tr>
<tr>
<td>Funding Program: Congestion Mitigation and Air Quality Improvement</td>
<td>Federal Funds: $3,080,000</td>
</tr>
<tr>
<td>Air Quality Status: Off-Model</td>
<td>State Funds: $770,000</td>
</tr>
<tr>
<td>TIP Category: Bicycle/Pedestrian</td>
<td>Total Funds: $3,850,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boston &amp; Everett</th>
<th>Route 99 (Alford Street) Bridge, Year Five</th>
<th>603370</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reconstruct the Route 99 (Alford Street) Bridge (B-16-29) over the Mystic River. This project was advertised for $24 million in fiscal year 2005 under the Advance Construction Program and will be funded over a four-year period with federal funds.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Funding Program: Bridge (Advance Construction)</td>
<td>Federal Funds: $6,400,000</td>
<td></td>
</tr>
<tr>
<td>Air Quality Status: Exempt</td>
<td>State Funds: $1,600,000</td>
<td></td>
</tr>
<tr>
<td>TIP Category: Bridge</td>
<td>Total Funds: $8,000,000</td>
<td></td>
</tr>
</tbody>
</table>

Fiscal Years 2007–2010 TIP and Air Quality Conformity Determination
Chapter 3

### Regional Transportation Demand Management Program

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

- **Funding Program:** Congestion Mitigation and Air Quality Improvement
- **Air Quality Status:** Off-Model
- **TIP Category:** Regional Mobility
- **Total Funds:** $100,000

### Suburban Mobility Program

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

- **Funding Program:** Congestion Mitigation and Air Quality Improvement
- **Air Quality Status:** Off-Model
- **TIP Category:** Regional Mobility
- **Total Funds:** $200,000

### Route 128 Improvement Program Contract 6, Year Two

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

- **Funding Program:** National Highway System
- **Air Quality Status:** Model
- **TIP Category:** Major Highway
- **Total Funds:** $9,280,000

### Route 2 (Crosby's Corner), Phase 1

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

- **Funding Program:** Surface Transportation Program
- **Air Quality Status:** Model
- **TIP Category:** Arterial and Intersection
- **Total Funds:** $3,400,000

---

Fiscal Years 2007–2010 TIP and Air Quality Conformity Determination
### Concord & Lincoln

#### Route 2 (Crosby's Corner), Phase 1

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Congestion Mitigation and Air Quality Improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Model</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Arterial and Intersection</td>
</tr>
<tr>
<td>Federal Funds:</td>
<td>$3,400,000</td>
</tr>
<tr>
<td>State Funds:</td>
<td>$8,500,000</td>
</tr>
<tr>
<td>Total Funds:</td>
<td>$4,250,000</td>
</tr>
</tbody>
</table>

### Danvers & Peabody

#### Border to Boston Bikeway (Design)

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>High-Priority Projects (SAFETEA-LU)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Bicycle/Pedestrian</td>
</tr>
<tr>
<td>Federal Funds:</td>
<td>$139,200</td>
</tr>
<tr>
<td>State Funds:</td>
<td>$34,800</td>
</tr>
<tr>
<td>Total Funds:</td>
<td>$174,000</td>
</tr>
</tbody>
</table>

### Danvers & Peabody

#### Route 128—Route 35 and Route 62 Interchanges

Construct new acceleration/deceleration lanes at the Route 35 (High Street) and Route 62 (Elliot Street) interchanges.

Funds for this project include $9,722,400 in Surface Transportation funds and add High-Priority Project federal funds: $1,104,416 in FY 2008 and $278,400 in FY 2009.

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>High-Priority Projects (SAFETEA-LU)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Major Highway</td>
</tr>
<tr>
<td>Federal Funds:</td>
<td>$278,400</td>
</tr>
<tr>
<td>State Funds:</td>
<td>$69,600</td>
</tr>
<tr>
<td>Total Funds:</td>
<td>$348,000</td>
</tr>
</tbody>
</table>

### Dedham, Needham & Westwood

#### Route 128 Improvement Program Contract 4, Year Three

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>National Highway System</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Model</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Major Highway</td>
</tr>
<tr>
<td>Federal Funds:</td>
<td>$6,480,000</td>
</tr>
<tr>
<td>State Funds:</td>
<td>$1,620,000</td>
</tr>
<tr>
<td>Total Funds:</td>
<td>$8,100,000</td>
</tr>
</tbody>
</table>
### Dedham, Needham & Westwood

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Bridge (Advance Construction)</th>
<th>Federal Funds: $9,600,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Model</td>
<td>State Funds: $2,400,000</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Bridge</td>
<td>Total Funds: $12,000,000</td>
</tr>
</tbody>
</table>

### Hudson & Stow

Assabet River Rail Trail (Design)

For the purposes of design and acquisition.

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>High-Priority Projects (SAFETEA-LU)</th>
<th>Federal Funds: $261,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
<td>State Funds: $65,250</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Bicycle/Pedestrian</td>
<td>Total Funds: $326,250</td>
</tr>
</tbody>
</table>

### Hingham

Rockland Street Bridge

Replace the Rockland Street Bridge (H-15-007) over the Weir River.

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Bridge</th>
<th>Federal Funds: $440,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
<td>State Funds: $110,000</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Bridge</td>
<td>Total Funds: $550,000</td>
</tr>
</tbody>
</table>

### Lynn & Saugus

Route 107 (Fox Hill) Bridge, Year Three

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Bridge (Advance Construction)</th>
<th>Federal Funds: $2,200,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
<td>State Funds: $550,000</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Bridge</td>
<td>Total Funds: $2,750,000</td>
</tr>
</tbody>
</table>

### Marlborough, Hudson & Berlin

Interstate 495

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Interstate Maintenance</th>
<th>Federal Funds: $5,850,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
<td>State Funds: $650,000</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Major Highway</td>
<td>Total Funds: $6,500,000</td>
</tr>
</tbody>
</table>

---

Fiscal Years 2007–2010 TIP and Air Quality Conformity Determination
### Needham & Wellesley  
**Route 128 Improvement Program Contract 5, Year One**  
**Model**  
603711

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

<table>
<thead>
<tr>
<th>Category</th>
<th>Program</th>
<th>Funding Program</th>
<th>State Funds</th>
<th>Federal Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Highway System</td>
<td></td>
<td></td>
<td>$400,000</td>
<td>$1,600,000</td>
<td>$2,000,000</td>
</tr>
</tbody>
</table>

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

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

<table>
<thead>
<tr>
<th>Category</th>
<th>Program</th>
<th>Funding Program</th>
<th>State Funds</th>
<th>Federal Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridge (Advance Construction)</td>
<td></td>
<td></td>
<td>$400,000</td>
<td>$1,600,000</td>
<td>$2,000,000</td>
</tr>
</tbody>
</table>

### Somerville  
**Assembly Square Multimodal Access Improvements**

Fund the construction of multimodal improvements at Assembly Square.

<table>
<thead>
<tr>
<th>Category</th>
<th>Program</th>
<th>Funding Program</th>
<th>State Funds</th>
<th>Federal Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>High-Priority Projects (SAFETEA-LU)</td>
<td></td>
<td></td>
<td>$217,500</td>
<td>$870,000</td>
<td>$1,087,500</td>
</tr>
</tbody>
</table>

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

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

<table>
<thead>
<tr>
<th>Category</th>
<th>Program</th>
<th>Funding Program</th>
<th>State Funds</th>
<th>Federal Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>High-Priority Projects (SAFETEA-LU)</td>
<td></td>
<td></td>
<td>$17,400</td>
<td>$69,600</td>
<td>$87,000</td>
</tr>
</tbody>
</table>

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

Construct Phase One of the Somerville Community Path from Cedar Street to Central Street. Funds for this project include $2,431,038 in Congestion Mitigation and Air Quality Improvement funds and High-Priority Project funds in the amount of $621,234 in fiscal year 2008 and $156,600 in fiscal year 2009.

<table>
<thead>
<tr>
<th>Category</th>
<th>Program</th>
<th>Funding Program</th>
<th>State Funds</th>
<th>Federal Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>High-Priority Projects (SAFETEA-LU)</td>
<td></td>
<td></td>
<td>$39,150</td>
<td>$156,600</td>
<td>$195,750</td>
</tr>
</tbody>
</table>
### Somerville
**Union Square**
Fund a study of Union Square in Somerville.

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Air Quality Status</th>
<th>TIP Category</th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>High-Priority Projects (SAFETEA-LU)</td>
<td>Exempt</td>
<td>Enhancement</td>
<td>$69,600</td>
<td>$17,400</td>
<td>$87,000</td>
</tr>
</tbody>
</table>

### Stoneham, Winchester & Reading
**Interstate 93**
Fund repitching of breakdown lane and structural overlay on Interstate 93.

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Air Quality Status</th>
<th>TIP Category</th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate Maintenance</td>
<td>Exempt</td>
<td>Major Highway</td>
<td>$6,480,000</td>
<td>$720,000</td>
<td>$7,200,000</td>
</tr>
</tbody>
</table>

### Stoneham, Woburn & Winchester
**Tri-Community Bikeway (Construction)**
Construct a 5.7-mile bicycle facility in Stoneham, Winchester, and Woburn.

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Air Quality Status</th>
<th>TIP Category</th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Congestion Mitigation and Air Quality Improvement</td>
<td>Off-Model</td>
<td>Bicycle/Pedestrian</td>
<td>$3,520,000</td>
<td>$880,000</td>
<td>$4,400,000</td>
</tr>
</tbody>
</table>

### Watertown
**Pleasant Street and Howard Street**
Reconstruct Pleasant Street from the Waltham city line to Main Street (Route 20) at Watertown Square and Howard Street from Pleasant Street to Main Street (Route 20). Funds for this project include $3,738,000 in Surface Transportation funds, $1,200,000 in Congestion Mitigation and Air Quality Improvement funds, and High-Priority Projects federal funds include $826,016 in fiscal year 2007; $278,000 in fiscal year 2008; $278,000 in fiscal year 2009.

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Air Quality Status</th>
<th>TIP Category</th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>High-Priority Projects (SAFETEA-LU)</td>
<td>Off-Model</td>
<td>Arterial and Intersection</td>
<td>$278,400</td>
<td>$69,600</td>
<td>$348,000</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Air Quality Status</th>
<th>TIP Category</th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Surface Transportation Program</td>
<td>Model</td>
<td>Arterial and Intersection</td>
<td>$11,200,000</td>
<td>$2,800,000</td>
<td>$14,000,000</td>
</tr>
</tbody>
</table>

Fiscal Years 2007–2010 TIP and Air Quality Conformity Determination
Chapter 3

Interstate 93

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

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Interstate Maintenance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category</td>
<td>Major Highway</td>
</tr>
<tr>
<td>Federal Funds</td>
<td>$6,120,000</td>
</tr>
<tr>
<td>State Funds</td>
<td>$680,000</td>
</tr>
<tr>
<td>Total Funds</td>
<td>$6,800,000</td>
</tr>
</tbody>
</table>

Cape Ann

Cape Ann Transportation Authority

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

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Section 5307</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category</td>
<td>Transit State of Good Repair</td>
</tr>
<tr>
<td>Federal Funds</td>
<td>$344,568</td>
</tr>
<tr>
<td>State Funds</td>
<td>$86,142</td>
</tr>
<tr>
<td>Total Funds</td>
<td>$430,710</td>
</tr>
</tbody>
</table>

Bus

Arborway Maintenance Facility

Project involves the design and construction of a permanent bus maintenance and storage facility.

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Section 5307</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category</td>
<td>Transit State of Good Repair</td>
</tr>
<tr>
<td>Federal Funds</td>
<td>$34,548,072</td>
</tr>
<tr>
<td>MBTA Funds</td>
<td>$8,637,018</td>
</tr>
<tr>
<td>Total Funds</td>
<td>$43,185,090</td>
</tr>
</tbody>
</table>

Bus

Local Intra-Framingham Transit System

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

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>High-Priority Projects (SAFETEA-LU)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category</td>
<td>Transit Service Enhancement</td>
</tr>
<tr>
<td>Federal Funds</td>
<td>$406,296</td>
</tr>
<tr>
<td>Local Funds</td>
<td>$101,574</td>
</tr>
<tr>
<td>Total Funds</td>
<td>$507,870</td>
</tr>
</tbody>
</table>

Bus

Zero Series Bus Replacement

Purchase replacement vehicles for the Zero Series buses.

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Section 5307</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category</td>
<td>Transit State of Good Repair</td>
</tr>
<tr>
<td>Federal Funds</td>
<td>$25,563,790</td>
</tr>
<tr>
<td>MBTA Funds</td>
<td>$6,390,947</td>
</tr>
<tr>
<td>Total Funds</td>
<td>$31,954,737</td>
</tr>
</tbody>
</table>

Red Line

Red Line Number 2 Car

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

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Section 5309</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category</td>
<td>Transit State of Good Repair</td>
</tr>
<tr>
<td>Federal Funds</td>
<td>$24,000,000</td>
</tr>
<tr>
<td>MBTA Funds</td>
<td>$6,000,000</td>
</tr>
<tr>
<td>Total Funds</td>
<td>$30,000,000</td>
</tr>
</tbody>
</table>

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Chapter 3

Elevator Replacement/Rehab

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Section 5307</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Transit State of Good Repair</td>
</tr>
<tr>
<td>Federal Funds:</td>
<td>$40,000,000</td>
</tr>
<tr>
<td>MBTA Funds:</td>
<td>$10,000,000</td>
</tr>
<tr>
<td>Total Funds:</td>
<td>$50,000,000</td>
</tr>
</tbody>
</table>

Grant Anticipation Notes (GANs) Program

This program will fund the procurement of 175 Emission Control Diesel Buses and capital improvements to the Fairmount Corridor. This effort will be funded by a total of $119.3 million from fiscal year 2006 to fiscal year 2011.

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

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Section 5307</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Model (Fairmount), Off-Model (ECD Buses)</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Transit State of Good Repair</td>
</tr>
<tr>
<td>Federal Funds:</td>
<td>$26,385,000</td>
</tr>
<tr>
<td>MBTA Funds:</td>
<td>$6,596,250</td>
</tr>
<tr>
<td>Total Funds:</td>
<td>$32,981,250</td>
</tr>
</tbody>
</table>

Job Access/Reverse Commute

Fund programs to provide access to job centers through direct service or extensions of existing routes.

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Section 3037</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Transit Enhancement</td>
</tr>
<tr>
<td>Federal Funds:</td>
<td>$1,502,650</td>
</tr>
<tr>
<td>MBTA Funds:</td>
<td>$375,662</td>
</tr>
<tr>
<td>Total Funds:</td>
<td>$1,878,312</td>
</tr>
</tbody>
</table>

Kawasaki Coaches

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

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Section 5309</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Transit State of Good Repair</td>
</tr>
<tr>
<td>Federal Funds:</td>
<td>$21,405,624</td>
</tr>
<tr>
<td>MBTA Funds:</td>
<td>$5,351,406</td>
</tr>
<tr>
<td>Total Funds:</td>
<td>$26,757,030</td>
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</tbody>
</table>

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### Chapter 3

#### 2009

<table>
<thead>
<tr>
<th>Systemwide</th>
<th>Locomotive and Coach Procurement</th>
<th>MBTA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funding Program:</td>
<td>Section 5309</td>
<td></td>
</tr>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
<td></td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Transit State of Good Repair</td>
<td></td>
</tr>
<tr>
<td>Federal Funds:</td>
<td>$14,400,000</td>
<td></td>
</tr>
<tr>
<td>MBTA Funds:</td>
<td>$3,600,000</td>
<td></td>
</tr>
<tr>
<td>Total Funds:</td>
<td>$18,000,000</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Systemwide</th>
<th>MBTA Bridge Program</th>
<th>MBTA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funding Program:</td>
<td>Section 5309</td>
<td></td>
</tr>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
<td></td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Transit State of Good Repair</td>
<td></td>
</tr>
<tr>
<td>Federal Funds:</td>
<td>$7,680,000</td>
<td></td>
</tr>
<tr>
<td>MBTA Funds:</td>
<td>$1,920,000</td>
<td></td>
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<tr>
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<tr>
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Fiscal Years 2007–2010 TIP and Air Quality Conformity Determination
Commuter Rail: Columbia Junction, $18 million; Systemwide Power Improvements, $13.9 million. The total 5309 Infrastructure Program is $31.85 million.

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<th>Funding Program:</th>
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### Fiscal Year 2010

#### Regional Highway Program

##### FEDERAL-AID TARGET PROJECTS

**Congestion Mitigation and Air Quality Improvement Program**

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Federal Funds</th>
<th>State Funds</th>
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</thead>
<tbody>
<tr>
<td>Acton, Carlisle, Concord, Sudbury &amp; Westford</td>
<td>$3,760,000</td>
<td>$940,000</td>
<td>$4,700,000</td>
</tr>
<tr>
<td>Acton &amp; Maynard</td>
<td>$3,512,000</td>
<td>$878,000</td>
<td>$4,390,000</td>
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<tr>
<td>Wakefield</td>
<td>$1,304,000</td>
<td>$326,000</td>
<td>$1,630,000</td>
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<tr>
<td>Watertown</td>
<td>$700,000</td>
<td>$175,000</td>
<td>$875,000</td>
</tr>
<tr>
<td>Weymouth</td>
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<td>$350,000</td>
<td>$1,750,000</td>
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</table>

**Acton Region**

- Regional Transportation Demand Management Program: $200,000
- Suburban Mobility Improvement Program: $360,000

**Congestion Mitigation and Air Quality Improvement Program Total** $11,236,000

**Federal-Aid Bridge Projects**

<table>
<thead>
<tr>
<th>Major Bridge</th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
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</thead>
<tbody>
<tr>
<td>Boston</td>
<td>$13,200,000</td>
<td>$3,300,000</td>
<td>$16,500,000</td>
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</tbody>
</table>

**Major Bridge Total** $24,200,000

**Advance Construction Bridge**

- Longfellow Bridge: $36,000,000
- Route 128 Improvement Program Contract 4, Year Four: $9,600,000
- Route 107 (Fox Hill) Bridge, Year Four: $4,200,000
- Route 128 Improvement Program Contract 5, Year Two: $6,400,000

**Advance Construction Bridge Total** $4,200,000

**FEDERAL-AID NON-TARGET PROJECTS**

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

- Beacon Street: $2,309,753

**High-Priority Projects Total** $34,137,191

**Central Artery/Tunnel Project**

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Highway System (NHS)</td>
<td>$70,000,000</td>
<td>$17,500,000</td>
<td>$87,500,000</td>
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<tr>
<td>State Transportation Program (STP)</td>
<td>$81,290,000</td>
<td>$20,322,500</td>
<td>$101,612,500</td>
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</table>

**Federal-Aid Subtotal** $151,290,000

**Federal-Aid Matching Funds Subtotal** $37,822,500

**Total Fiscal Year 2009 Central Artery/Tunnel Funds** $189,112,500
## Regional Transit Program

<table>
<thead>
<tr>
<th>Section 5309</th>
<th>Somerville</th>
<th>Orange Line Station at Assembly Square</th>
<th>Federal Funds</th>
<th>Local Funds</th>
<th>Total Funds</th>
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<tr>
<td></td>
<td></td>
<td></td>
<td>$25,000,000</td>
<td>$6,250,000</td>
<td>$31,250,000</td>
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</tbody>
</table>

**Section 5309 Total**

**Regional Transit Program Total**

$31,250,000
Chapter 3

2010

Bruce Freeman Memorial Bicycle Path

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

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

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

Acton & Maynard

Assabet River Rail Trail

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

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

Federal Funds: $3,512,000
State Funds: $878,000
Total Funds: $4,390,000

Central Artery/Tunnel Project

195001

Fund various contracts associated with the continuing reconstruction of the Central Artery. The state's federal-aid Artery commitments for fiscal year 2010 total $151.3 million for payments on Advanced Construction contracts and the repayment of Grant Anticipation Notes.

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

Federal Funds: $81,290,000
State Funds: $20,322,500
Total Funds: $101,612,500

Central Artery/Tunnel Project

195001

Fund various contracts associated with the continuing reconstruction of the Central Artery. The state's federal-aid Artery commitments for fiscal year 2010 total $151.3 million for payments on Advanced Construction contracts and the repayment of Grant Anticipation Notes.

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

Federal Funds: $70,000,000
State Funds: $17,500,000
Total Funds: $87,500,000

Chelsea Street Bridge, Year Five

604517

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

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

Federal Funds: $13,200,000
State Funds: $3,300,000
Total Funds: $16,500,000
Chapter 3

2010

Boston & Cambridge

Longfellow Bridge

Rehabilitate/restore the Longfellow Bridge from Boston to Cambridge.

| Funding Program: Bridge (Advance Construction) | Federal Funds: $36,000,000 |
| Air Quality Status: Exempt | State Funds: $9,000,000 |
| TIP Category: Bridge | Total Funds: $45,000,000 |

Boston Region

Regional Transportation Demand Management Program

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

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

Boston Region

Suburban Mobility Improvement Program

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

| Funding Program: Congestion Mitigation and Air Quality Improvement | Federal Funds: $360,000 |
| Air Quality Status: Off-Model | State Funds: $90,000 |
| TIP Category: Regional Mobility | Total Funds: $450,000 |

Canton, Randolph & Westwood

Route 128 Improvement Contract 4, Year Three

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

| Funding Program: National Highway System | Federal Funds: $8,000,000 |
| Air Quality Status: Model | State Funds: $2,000,000 |
| TIP Category: Major Highway | Total Funds: $10,000,000 |
### 2010

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

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

| Funding Program: | Surface Transportation Program | Federal Funds: | $6,560,000 |
| Air Quality Status: | Model | State Funds: | $1,640,000 |
| TIP Category: | Arterial and Intersection | Total Funds: | $8,200,000 |

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

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

| Funding Program: | Bridge (Advance Construction) | Federal Funds: | $9,600,000 |
| Air Quality Status: | Model | State Funds: | $2,400,000 |
| TIP Category: | Bridge | Total Funds: | $12,000,000 |

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

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

| Funding Program: | National Highway System | Federal Funds: | $8,000,000 |
| Air Quality Status: | Model | State Funds: | $2,000,000 |
| TIP Category: | Major Highway | Total Funds: | $10,000,000 |

#### Everett  
**Route 99 (Broadway)**  
602382

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

| Funding Program: | Surface Transportation Program | Federal Funds: | $1,600,000 |
| Air Quality Status: | Exempt | State Funds: | $400,000 |
| TIP Category: | Arterial and Intersection | Total Funds: | $2,000,000 |
### Chapter 3

#### 2010

<table>
<thead>
<tr>
<th>Location</th>
<th>Project Description</th>
<th>TIP Category</th>
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<th>State Funds</th>
<th>Federal Funds</th>
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<tbody>
<tr>
<td><strong>Foxborough, Norfolk &amp; Wrentham</strong></td>
<td>Reconstruct Route 115 (Pond/Pine Streets) from Needham Street in Norfolk to Route 140 in Foxborough.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td></td>
<td>Route 115 (Pond/Pine Street)</td>
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<tr>
<td></td>
<td>Reconstruct Route 115 (Pond and Pine Streets) from Needham Street in Norfolk to Route 140 in Foxborough.</td>
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<td>Funding Program: Surface Transportation Program</td>
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<tr>
<td><strong>Lynn &amp; Saugus</strong></td>
<td>Route 107 (Fox Hill) Bridge, Year Four</td>
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<td>Replace the Route 107 (Fox Hill) Bridge (L-18-16 = S-5-8) over the Saugus River.</td>
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<td><strong>Needham &amp; Wellesley</strong></td>
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<tr>
<td></td>
<td>Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions of the roadway.</td>
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<td>Funding Program: Bridge (Advance Construction)</td>
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</tr>
<tr>
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<td>Federal Funds: $6,400,000</td>
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</tr>
<tr>
<td></td>
<td>State Funds: $1,600,000</td>
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<tr>
<td></td>
<td>Total Funds: $8,000,000</td>
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<tr>
<td><strong>Needham &amp; Wellesley</strong></td>
<td>Route 128 Improvement Program Contract 5, Year Two</td>
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<tr>
<td></td>
<td>Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions of the roadway.</td>
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<tr>
<td></td>
<td>Funding Program: National Highway System</td>
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<tr>
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<td>Financial Data:</td>
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</tr>
<tr>
<td></td>
<td>Federal Funds: $6,400,000</td>
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</tr>
<tr>
<td></td>
<td>State Funds: $1,600,000</td>
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<td></td>
</tr>
<tr>
<td></td>
<td>Total Funds: $8,000,000</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Somerville</strong></td>
<td>Beacon Street</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Reconstruct Beacon Street from Oxford Street to the Cambridge city line. The High-Priority Project federal portion of this project is $2,309,753 and the Surface Transportation Program portion is $1,012,809. The total cost of the project is $3.9 million.</td>
<td></td>
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<tr>
<td></td>
<td>Funding Program: Surface Transportation Program</td>
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<tr>
<td></td>
<td>TIP Category: Arterial and Intersection</td>
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<td>Federal Funds: $810,247</td>
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<td></td>
<td>Total Funds: $1,012,809</td>
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</tr>
</tbody>
</table>

Fiscal Years 2007–2010 TIP and Air Quality Conformity Determination
Chapter 3

### Beacon Street

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

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>High-Priority Projects (TEA-21)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status</td>
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</tr>
<tr>
<td>TIP Category</td>
<td>Arterial and Intersection</td>
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<tr>
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<td>$577,438</td>
</tr>
<tr>
<td>Total Funds</td>
<td>$2,887,191</td>
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</tbody>
</table>

### Salem Street- Three Intersections

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

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Congestion Mitigation and Air Quality Improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status</td>
<td>Off-Model</td>
</tr>
<tr>
<td>TIP Category</td>
<td>Arterial and Intersection</td>
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<td>Federal Funds</td>
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<td>$326,000</td>
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<tr>
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<td>$1,630,000</td>
</tr>
</tbody>
</table>

### Route 53 (Washington Street)/Middle Street

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

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Congestion Mitigation and Air Quality Improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status</td>
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<tr>
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<td>$350,000</td>
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<tr>
<td>Total Funds</td>
<td>$1,750,000</td>
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Fiscal Years 2007–2010 TIP and Air Quality Conformity Determination
Chapter 3

Orange Line Station at Assembly Square

Fund the construction of an Orange Line Station at Assembly Square. This is a discretionary earmark that if appropriated prior to fiscal year 2010 will be made available.

<table>
<thead>
<tr>
<th>Funding Program:</th>
<th>Section 5309</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Status:</td>
<td>Exempt</td>
</tr>
<tr>
<td>TIP Category:</td>
<td>Transit Service Enhancement</td>
</tr>
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<table>
<thead>
<tr>
<th>MBTA</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Somerville</td>
<td></td>
</tr>
</tbody>
</table>

| Federal Funds: | $25,000,000 |
| Local Funds | $6,125,000 |
| Total Funds: | $31,250,000 |

Fiscal Years 2007–2010 TIP
and Air Quality Conformity Determination
Chapter 4
Determination of Air Quality Conformity

INTRODUCTION

The 1990 Clean Air Act Amendments (CAAA) require metropolitan planning organizations within nonattainment areas to perform air quality conformity determinations prior to the approval of Transportation Plans and Transportation Improvement Programs, and at such other times as required by regulation. A nonattainment area is one that the United States Environmental Protection Agency (EPA) has designated as not meeting certain air quality standards. A conformity determination is a demonstration that plans, programs, and projects are consistent with the State Implementation Plan (SIP) for attaining the air quality standards. The CAAA requirement of performing a conformity determination ensures that federal approval and funding go to those transportation activities that are consistent with air quality goals.

Due to changes to the National Ambient Air Quality Standards (NAAQS) for ground-level ozone, and since Massachusetts has been found to be in nonattainment for those standards, a determination of conformity on the 2004 Regional Transportation Plan (Transportation Plan) was required to be completed and approved by June 15, 2005, as required by federal regulations (40 CFR Part 93) and the Massachusetts Conformity Regulations (310 CMR 60.03). The Federal Highway Administration (FHWA) approved that determination on June 15, 2005. A second conformity determination was conducted on the 2004 Transportation Plan in August 2005 to revise construction time frames for several projects that were included in the 2006–2010 Transportation Improvement Program (TIP). A new conformity determination is now being done on the 2007-2010 TIP to revise the construction time frame on one project in this TIP. Information and analyses in this document include regulatory framework, conformity requirements, planning assumptions, mobile source emissions budgets, and conformity consultation procedures.

Legislative Background

The 1970 Clean Air Act defined a 1-hour NAAQS for ground-level ozone. The 1-hour ozone standard is 0.12 parts per million, averaged at each monitor over one hour and not to be exceeded more than once per year. Hourly values are determined by readings recorded at air quality monitors located throughout the state. The 1990 CAAA further classified degrees of nonattainment of the 1-hour standard based on the severity of the monitored levels of the pollutant. The entire Commonwealth of Massachusetts was classified as serious nonattainment for the 1-hour ozone standard, with a required attainment date of 1999. The attainment date was later extended, first to 2003 and a second time to 2007.

In 1997, the EPA proposed a new 8-hour ozone standard that replaced the 1-hour standard effective June 15, 2005. Scientific information had shown that ozone could affect human health at lower levels, and over longer exposure times than one hour. The new standard was challenged in court, and after a lengthy legal battle, the courts upheld it. It was finalized in June 2004. The 8-hour standard is 0.08 parts per million, averaged over eight hours and not to be exceeded more than once per year. Nonattainment areas were again further classified based on the severity of the 8-hour values. Massachusetts as a whole was classified as moderate nonattainment for the 8-hour standard, but separated into two nonattainment areas – Eastern MA. and Western MA.
The Eastern Massachusetts nonattainment area includes all of Barnstable, Bristol, Dukes, Essex, Middlesex, Nantucket, Norfolk, Suffolk, and Worcester counties. With this nonattainment classification, the CAAA require the Commonwealth to reduce its emissions of volatile organic compounds (VOCs) and nitrogen oxides (NOx), the two major precursors to ozone formation, to achieve attainment of the 8-hour ozone standard by 2009 and beyond.

In addition, on April 1, 1996, the cities of Boston, Cambridge, Chelsea, Everett, Malden, Medford, Quincy, Revere, and Somerville were classified as in attainment for carbon monoxide (CO). An air quality conformity analysis must still be completed in these communities, as they have a carbon monoxide maintenance plan approved as part of the SIP. The year-2010 CO motor vehicle emission budget established for the Boston CO attainment area with a maintenance plan is 228.33 tons of CO per winter day.

As of April 22, 2002, the community of Waltham was redesignated as in attainment for CO with an EPA-approved limited maintenance plan. In areas with approved limited maintenance plans, federal actions requiring conformity determinations under the transportation conformity rule are considered to satisfy the “budget test” (as budgets are treated as not constraining in these areas for the length of the initial maintenance period). Any future required “project-level” conformity determinations for projects located within this community will continue to use a “hot-spot” analysis to ensure that any new transportation projects in this CO attainment area do not cause or contribute to CO nonattainment.

On September 6, 2002, the Massachusetts Department of Environmental Protection (DEP) submitted to the EPA a revision to the Massachusetts SIP that included a revised one-hour ozone attainment demonstration for eastern Massachusetts. This SIP revision included a 2007 mobile source emission budget for VOC and NOx emissions in the eastern Massachusetts Ozone Nonattainment Area. EPA found the 1-hour budget adequate for conformity purposes on December 6, 2002. With the adoption of the new 8-hour ozone standard, DEP is required to submit an 8-hour budget for attainment of this new standard by 2007. However, a new conformity determination was required to be performed on the existing transportation plan and transportation improvement program within one year of the adoption of a new standard. Therefore, EPA determined that the Boston Region MPO must show conformity with the 1-hour budget adopted in September 2002. The Boston Region MPO is again using the 1-hour budget for this conformity determination.

Conformity Regulations

Designated MPOs are required to perform conformity determinations by ozone nonattainment area for their Transportation Plans and TIPs. Section 176 of the CAAA defines conformity to a State Implementation Plan to mean conformity to the plan’s purpose of eliminating or reducing the severity and number of violations of the NAAQS and achieving expeditious attainment of the standards. The Boston Region MPO must certify with regard to the activities outlined in the Transportation Plan and TIP that:

- none will cause or contribute to any new violation of any standard in any area;
- none will increase the frequency or severity of any existing violation of any standard in any area; and
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- none will delay the timely attainment of any standard or any required interim emission reductions or other milestones in any area.

The EPA issued final conformity regulations in the November 24, 1993, Federal Register and DEP issued new conformity regulations effective December 30, 1994. They set forth requirements for determining conformity of Transportation Plans, TIPs, and individual projects. The federal conformity regulations have been amended several times through May 2005. The components of the required conformity analysis are listed below and explained in detail subsequently.

**Conformity Criteria**

- Horizon years  
- Latest planning assumptions  
- Latest emission model used  
- Timely implementation of transportation control measures (TCMs)  
- Conformity in accordance with the consultation procedures and SIP revisions  
- Public participation procedures  
- Financially constrained document

**Procedures for Determining Regional Transportation Emissions**

**The Conformity Test**

- Consistent with emission budgets set forth in SIP  
- Contributes to reductions in CO nonattainment areas

This conformity determination will show the consistency of the TIP with the 2007 mobile source emission budget for VOC and NOx in the Eastern Massachusetts Ozone Nonattainment Area and with the CO emission budget for the Boston, Cambridge, Chelsea, Everett, Malden, Medford, Quincy, Revere, and Somerville maintenance area.

**CONFORMITY DETERMINATION CRITERIA**

This conformity determination has been prepared in accordance with 40 CFR Part 93, Transportation Conformity Rule Amendments: Flexibility and Streamlining: Final Rule. It shows that the Transportation Plan and TIP have been prepared following all the guidelines and requirements of the rule.

**Horizon Year Requirements**

The horizon years for regional model analysis have been established following 40 CFR 93.106(a) of the Federal Conformity Regulations. The years for which emissions are calculated are shown below.

- 2000 – Milestone Year: This year is currently being used as the new base year for calculation of emission reductions of VOCs and NOx  
- 2005 – Analysis Year for CO in the Boston nonattainment area
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- 2007 – Milestone Year
- 2010 – Milestone Year – To show conformity with the ozone budget in eastern MA. and the CO budget in the Boston nonattainment area
- 2015 – Analysis Year
- 2025 – Horizon Year – Last forecast year of Regional Transportation Plan

Latest Planning Assumptions

Section 93.110 of the Federal Conformity Regulations outlines the requirements for the most recent planning assumptions that must be in place at the time of the conformity determination. Assumptions must be derived from the estimates of current and future population, households, employment, travel, and congestion most recently developed by the MPO. Analysis for the Transportation Plan and TIP is based on U.S. census data and information obtained from the Metropolitan Area Planning Council, MassHighway, and other sources. The following is a list of the sources of data used for model calibration in this analysis:

- **Population, households, and household size:** Summary File 1 Data for Massachusetts from the 2000 U.S. Census of Population and Housing.


- **Population forecasts:** Metropolitan Area Planning Council, Population Forecasts, March 2003.

- **Household forecasts:** Metropolitan Area Planning Council population forecasts, March 2003.

- **Employment forecasts:** Metropolitan Area Planning Council population forecasts, March 2003.

- **Vehicle ownership:** Summary File 3 data for Massachusetts from the 2000 U.S. Census of Population and Housing.


- **Project-level data:** Obtained from the responsible implementing agency.
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Transit Operating Policy Assumptions

The transit service assumptions used in ridership modeling of the Transportation Plan and TIP were based on 2003 MBTA service. The model calibration was performed using the following:

- The Central Artery/Third Harbor Tunnel Regional Transit Mitigation Program, as outlined in agreements between the Massachusetts DEP and Executive Office of Transportation (EOT).

The operating policies and assumed transit ridership have not changed since the conformity determination prepared for the 2004–2025 Regional Transportation Plan in August 2005.

Emission Inventory Assumptions

For the Regional Transportation Plan and TIP, conformity is determined in relation to the Massachusetts State Implementation Plan (SIP) mobile source emission budgets approved in December 2002 for VOC and NOx. The VOC mobile source emission budget for 2007 for the Eastern Massachusetts Ozone Nonattainment Area has been set at 86.7 tons per summer day, and the 2007 mobile source budget for NOx is 226.363 tons per summer day.

The Boston Region MPO VOC and NOx emissions are included with those in the following MPO regions to show conformity with the SIP in the Eastern Massachusetts Ozone Nonattainment Area:

- Cape Cod MPO
- Central Massachusetts MPO
- Merrimack Valley MPO
- Montachusett Region MPO
- Northern Middlesex MPO
- Old Colony MPO
- Southeastern Region MPO
- Martha’s Vineyard Commission*
- Nantucket Planning and Economic Development Commission*

CO emission projections have been set for the nine cities in the Boston area classified to attainment for CO. An emission attainment inventory for CO of 501.53 tons per winter day was established for all sources of CO emissions (mobile, industrial, and all other sources of CO) for the redesignation year 1993. Of that 501.53 tons, 305.43 tons per winter day was allocated for mobile sources. In addition to the attainment year inventory, the EPA required that emission projections for every five years through 2010 be developed for all sources to ensure that the combination of all CO emissions will not exceed the 501.53 tons per winter day total in the future. The mobile source emission projection of 228.33 tons per winter day has been set for 2010. Emissions from the nine towns in the Boston area cannot exceed the amount in the last year of the maintenance plan (2010).

* These regions are considered to be MPOs for planning purposes.
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EOT’s Office of Transportation Planning estimated the results for all the MPOs in the Eastern Massachusetts Ozone Nonattainment Area using a statewide travel demand model (the Boston Region MPO model results were substituted as the latest planning assumptions for the conformity analysis). The air quality analysis has been finalized for all of the MPOs, and EOT has made the final conformity determination for this ozone nonattainment area.

Latest Emission Model

Emission factors used for calculating emission changes were determined using MOBILE 6.2, the model used by DEP in determining the mobile source budget. Emission factors for motor vehicles are specific to each model year, pollutant type, temperature, and travel speed. MOBILE 6.2 requires a wide range of input parameters, including inspection and maintenance program information and other data such as anti-tampering rates, hot/cold start mix, emission failure rates, vehicle fleet mix, and fleet age distribution.

The input variables used in this conformity determination were received from DEP. The inputs used for the 2000 Base Case network were the same as those used in determining the latest Emissions Inventory for the Commonwealth of Massachusetts. The inputs used for the years 2007 through 2025 were also received from DEP and include information on programs that were submitted to the EPA in 1993, 1994, 1997, 1998, and 1999 as the control strategy for the Commonwealth to obtain ambient air quality standards for 1999 and beyond.

Timely Implementation of Transportation Control Measures

Transportation control measures (TCMs) have been required in the SIP in revisions submitted to the EPA in 1979 and 1982 and those submitted as part of the Central Artery/Tunnel project. Those TCMs included in the 1979 and 1982 submissions have been accomplished through construction or through implementation of ongoing programs. The only exceptions are the bus immersion-heater program, the Newton Rider bus service, the private bus insurance discount concept, and the pedestrian malls in Lynn, Cambridge, and Needham. These TCMs have been substituted with other services. These projects have all been included in past Boston Region MPO Transportation Plans and TIPs.

TCMs were also submitted as a SIP commitment as part of the Central Artery/Tunnel mitigation. The status of these projects has been updated using the Administrative Consent Order (ACO) signed by EOT and the Executive Office of Environmental Affairs (EOEA) in September 2000 and January 2005, and the Project Update and Schedule submitted by the MBTA to DEP in June 2006. All of the projects are in the Transportation Plan as recommended projects. They include:

- Southeast Expressway High-Occupancy- Vehicle (HOV) Lane
- HOV Lane on I-93 to Mystic Avenue
- 20,000 New Park-and-Ride Spaces
- Ipswich Commuter Rail Extension to Newburyport
- Old Colony Commuter Rail Extension
- Framingham Commuter Rail Extension to Worcester
- Green Line Extension to Medford Hillside
- Red Line/Blue Line Connector
Reevaluation Process of SIP TCMs

The September 2000 ACO reconciled and adjusted dates of completion for all projects required as mitigation for the Central Artery/Tunnel that were not completed to date. This conformity determination includes all projects that are part of the ACO. The two transit TCM SIP commitment projects in the ACO that have not been completed on schedule are the Greenbush Line of the Old Colony Commuter Rail Service and the Arborway Restoration project. Interim substitute projects have been submitted to DEP for these projects and are included in this conformity determination.

An amended ACO was signed in January 2005, which outlines revised schedules, mitigation measures, a supplemental environmental project, and financial penalties to address violations, by the transportation agency in meeting public transit commitments that are part of mitigation measures for the Central Artery/Tunnel project. All projects included in both ACOs are included in the Transportation Plan and this conformity determination.

As outlined in the ACOs, several SIP TCM commitments remain outstanding. The Office of Commonwealth Development (OCD), EOT, and DEP are interested in reevaluating these projects to ensure that any further transportation investments fund the best regionally significant projects that meet air quality goals and requirements. Transportation planning and decision-making have changed significantly since adoption of these Central Artery/Tunnel SIP commitments. The agencies have embarked upon a reevaluation process for three projects – the Green Line Arborway Restoration, the Red Line/Blue Line Connection, and the Green Line Extension to Medford Hillside.

In 2003, the Massachusetts Bay Transportation Authority (MBTA) completed a new Program for Mass Transportation (PMT). The PMT is the MBTA’s long-range planning document, and the foundation for transit capital planning in eastern Massachusetts. The 2003 PMT prioritized projects within modes and by investment category. It expanded on the evaluation criteria that were used in previous PMTs and determined overall project ratings based on factors such as utilization, mobility, cost-effectiveness, air quality, service quality, economic and land use impacts, and environmental justice. The PMT rated the Arborway Restoration, Red/Blue Connector, and Green Line to Medford Hillside projects as medium-priority rapid transit expansions. The PMT ratings suggested that these projects may no longer be the best investments for the region.

In the current Regional Transportation Plan, the MPO used the PMT ratings to select transit projects. Despite their medium rating within the PMT, the MPO did prioritize funding for these projects because they are SIP commitments, and the Commonwealth is required to show timely implementation of the TCMs.

The Romney Administration has placed a significant emphasis on objective criteria, and this focus has been reflected within the transportation decision-making process. In 2003, EOT developed objective criteria, and presented them to the Commonwealth’s MPOs and the general public. The Boston Region MPO had already begun work on objective criteria and its criteria were similar to those developed for statewide use. The MPO applied the objective criteria to their 2005–2009, 2006-2010, and 2007–2010
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TIPs. The use of objective selection criteria in programming funds is an important change within the Commonwealth. The State, along with its MPOs, has adopted a more rational, transparent approach to project prioritization.

For these reasons, OCD, EOT, and DEP, along with other partners, are in the process of reexamining the Red/Blue Connector, Green Line Extension to Medford Hillside, and Arborway Restoration Projects. OCD, EOT, and DEP recognize the importance of this effort, since the timely implementation of TCM’s is critical for the Commonwealth to achieve air quality conformity and its air quality goals.

The three SIP commitments were included in the 2004 Transportation Plan, which stated that progress on these projects and information on their funding will be reported in the Boston Region MPO’s annual TIP. The following is a status report on those projects.

Correspondence between EOT and DEP has been ongoing since the adoption of the 2004 Plan. On December 8, 2003, DEP Commissioner Golledge sent a letter to EOT Secretary Grabauskas notifying EOT that there are areas of noncompliance with the Administrative Consent Order and requesting a meeting between the two agencies. The agencies met, and on January 22, 2004, Commissioner Golledge sent a follow-up letter reasserting the need for the agencies to work together to address outstanding issues. He stated that a process needs to be established to involve and solicit input from the public.

At the May 18, 2004, Central Artery/Tunnel Project Environmental Oversight Committee meeting, Commissioner Golledge said there was a need to revisit the mitigation projects. He stated that this would be done in a public, open, and transparent manner. If there are to be any changes, the overall goal is to ensure that the air quality benefits are equal to the existing projects. Mobility, ridership, service quality, environmental justice, land use, and economic development would also be considered. EOT will develop a process in consultation with DEP and include input from the public to determine if the existing mitigation projects are the projects that will provide the best air quality benefits to the public. The Boston Region MPO would be involved in that process.

On September 2, 2004, EOT submitted the Transit Commitments 2004 Project Schedule and Project Update to the Massachusetts Department of Environmental Affairs. In the cover letter transmitting the report, EOT recognizes the air quality benefits of the transit commitments and is dedicated to providing equal or greater benefits if any changes are made to the existing list of projects. They outlined their intentions for a comprehensive public involvement process and with working cooperatively with concerned MPOs should any changes to the SIP be necessary. In the letter, EOT asks DEP to confirm EOT’s air quality benefits to be derived from the remaining projects. The confirmation allowed EOT to begin an open and transparent process to develop a possible new set of projects, or even a single project to meet the air quality benefits of the transit commitments.

On October 26, 2004, Commissioner Golledge responded calling for a joint public meeting on the remaining transit commitments. He also agreed with the estimates of emission reductions that were included in the September 2, 2004 letter.

On November 10, 2004, EOT submitted a summary of the reasoning that prompted the revisiting of the SIP commitments to FHWA, FTA, and DEP. The process involves six steps and began in December 2004 with an estimated completion date at that time of December 2005.
The first step of the process included initial outreach and air quality goal setting. This process began with a public meeting sponsored by EOT and DEP on December 14, 2004 at the Gardner Auditorium of the State House on Beacon Hill. Two additional public meetings were scheduled because a number of people commented that many could not attend on December 14th because the meeting was held during the day. Public meetings were held in Jamaica Plain and Somerville subsequently.

DEP reviewed the public comments and provided an air quality budget in a letter to EOT dated March 25, 2005 that quantifies the air quality benefits needed to complete the Commonwealth’s obligations to the SIP. Commissioner Golledge established the air quality benefits associated with the three projects being reevaluated with an overall upward adjustment of ten percent (10%).

EOT and the Boston Region MPO completed step two of the process – the evaluation of the original and alternative SIP TCM projects. This step involved the examination of the high priority transit projects included in the PMT and all outstanding SIP transit commitments in the Boston Region MPO area using the state’s objective criteria to determine the most important regional projects. EOT presented their preferred alternative to the three projects to DEP in a letter dated May 18, 2005 and to the Boston Region MPO in meetings on May 26, 2005 and June 14, 2005. The preferred alternative includes:
- Enhanced Green Line extended beyond Lechmere to West Medford and Union Square
- Fairmont Line Improvements
- 1,000 Additional Parking Spaces in the Boston Region

The Boston Region MPO posted this information on their website and scheduled a public meeting to hear comments concerning these changes on June 22, 2005. On July 19, 2005, the MPO sent EOT a letter detailing the outcome of EOT’s consultation with the MPO on the reevaluation process.

Currently, EOT and DEP are in Step 3 of the process – to propose a SIP revision on regulatory changes. DEP agreed to consider regulatory changes, after EOT reevaluated the remaining SIP commitments. The primary reason for these changes is the infeasibility thresholds of engineering, environment, and economics. EOT submitted the SIP substitutions along with suggested regulatory changes required to implement the projects in a letter from EOT Secretary Cogliano to DEP Commissioner Golledge on August 10, 2005.

DEP published a notice of public hearing on the proposed amendments to 310 CMR 7.36. The public hearing took place on December 21, 2005. The comment period closed on January 17, 2006. DEP reviewed over 500 written comments that were received and discussed them with the state agencies. The final draft of the revised regulation was reviewed by the Executive Office of Environmental Affairs and submitted to the Executive Office of Administration and Finance (A&F). Once it is approved by A&F it will be filed with the Secretary of State and published in the Massachusetts Register. DEP will then develop a response to comments document (required for a SIP revision), which will be submitted to EPA along with the revised regulation.

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

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

**Funding Source:** MBTA Bond Proceeds and PAYGO.

Arborway Restoration

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

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

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

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

Since the 2003 correspondence, this project has been included as one of the projects that EOT is reevaluating. As discussed above, EOT has presented their preferred alternative, which does not include this project. If the preferred alternative moves forward, DEP will have to make regulatory changes in order to implement the proposed project changes. This is being reviewed as part of the SIP reevaluation process.

**Funding Source:** General Court.
Red Line/Blue Line Connector

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

This project has also been included as one of the projects that EOT is reevaluating as a SIP commitment. As discussed above, EOT has presented their preferred alternative, which does not include this project. If the preferred alternative moves forward, DEP will have to make regulatory changes in order to implement the proposed project changes. This is being reviewed as part of the SIP reevaluation process.

**Funding Source:** General Court.

Green Line Extension to Medford Hillside

**Schedule:** This project is required to be completed by December 31, 2011. The MBTA undertook a planning study that defined a set of alternatives for this project. Issues to be resolved at the planning level included routing options, environmental impact, methods of construction, and operational characteristics. These issues were addressed through a planning process managed by the MBTA with the participation of Medford and Somerville community representatives. A consultant was selected in March 2004 to conduct the Phase I alternatives analysis. The alternatives analysis began in the spring of 2004 and was completed in 2005. The next planning phase of work will be managed and funded by EOT. It calls for conceptual design/engineering including an assessment of environmental impacts through a MEPA and/or potentially federal NEPA process should the project be made eligible for federal funding. Details of station siting, maintenance facility planning, parking supply and terminus siting will be defined in this phase.

This project has also been included as one of the projects that EOT is reevaluating as a SIP commitment. As discussed above, EOT has presented their preferred alternative, and the Enhanced Green Line extended beyond Lechmere to West Medford and Union Square project was included in the preferred alternative. The SIP reevaluation process will continue with a final recommended alternative expected by the end of 2006.

**Funding Source:** General Court.

Russia Wharf Ferry Terminal

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

**Funding Source:** The Massachusetts Turnpike Authority.
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Consultation Procedures

The conformity regulations require that the MPO must make a conformity determination according to consultation procedures set out in the federal and state regulations and must also follow public involvement procedures established by the MPO under federal metropolitan transportation planning regulations.

Both the state and federal regulations require that the Boston Region MPO, EOT/MassHighway, DEP, EPA – Region 1, and FHWA – Region 1 consult on the following issues:

- Selection of regional emissions analysis models, including model development and assessing project design factors for modeling
- Selection of inputs to the most recent EPA-approved emissions factor model
- Selection of CO hotspot modeling procedures, as necessary
- Identification of regionally significant projects to be included in the regional emissions analysis
- Identification of projects which have changed in design and scope
- Identification of exempt projects
- Identification of exempt projects that should be treated as non-exempt because of adverse air quality impacts
- Identification of the latest planning assumptions and determination of consistency with SIP assumptions

These issues have all been addressed through consultation among the agencies listed above.

Public Participation Procedures

Title 23 CFR Sections 450.324 and 40 CFR 90.105(e) require that the development of the Transportation Plan, TIP, and related certification documents provide an adequate opportunity for public review and comment.

Section 450.316(b) establishes the outline for MPO public participation programs. The Boston Region MPO’s public participation program was formally adopted in March 2002. The development and adoption of this program conforms to the requirements of the section. It guarantees public access to the Transportation Plan and TIP and all supporting documentation, provides for public notification of the availability of the Transportation Plan and TIP and the public’s right to review the document and comment thereon, and provides a public review and comment period prior to the adoption of the Transportation Plan and TIP and related certification documents by the MPO.

On July 16, 2005 a public notice was placed in the Boston Globe informing the public of its right to comment on this draft document. On August 17, 2006, the Boston Region MPO voted to approve the TIP and its Air Quality Conformity Determination. This allowed ample opportunity for public comment and MPO review of the draft document. These procedures comply with the associated federal requirements.
Financial Consistency

Title 23 CFR Section 450.324 and 40 CFR 93.108 require the Transportation Plan and TIP to “be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources and which projects are to be implemented using proposed revenue sources.”

This Boston Region 2007–2010 TIP is financially constrained to projections of federal and state resources reasonably expected to be available during the appropriate time frame. Projections of federal resources are based upon the estimated apportionment of the federal authorizations contained in SAFETEA, the six-year transportation reauthorization bill filed by the administration, as allocated to the region by the state or as allocated among the various MPOs according to federal formulas or MPO agreement. Projections of state resources are based upon the allocations contained in the current Transportation Bond Bill and historic trends. Therefore, the TIP complies with federal requirements relating to financial planning.

PROCEDURES FOR DETERMINING REGIONAL TRANSPORTATION EMISSIONS

The federal conformity regulations set forth specific requirements for determining transportation emissions. The requirements and the procedures used for the Transportation Plan and TIP are summarized below.

Demographics, Employment, and Transportation Demand

Specific sources of population, households, employment, and traffic information used in the Transportation Plan and TIP have been listed above under the Latest Planning Assumptions section. Chapter 5 of the 2004 Transportation Plan outlines specific project recommendations that are set forth for the Boston region through 2025.

Only regionally significant projects are required to be included in the travel demand modeling efforts. The final federal conformity regulations define regionally significant as follows:

A transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sport complexes, etc., or transportation terminals as well as most terminals themselves) and would be included in the modeling of a metropolitan area’s transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

In addition, specific projects have been exempt from regional modeling emissions analysis. The categories of projects include:

- Intersection channelization projects
- Intersection signalization projects at individual intersections
• Interchange reconfiguration projects
• Changes in vertical and horizontal alignment
• Truck size and weight inspection stations
• Bus terminals and transfer points

The Build Network for this conformity determination is composed of projects proposed in the approved Transportation Improvement Programs, projects in the Transportation Plan, and projects in the MBTA capital budget. A listing of the projects that meet these criteria and are included in the 2004–2025 Regional Transportation Plan Build networks and this conformity determination is provided in Table 4-1.

In addition to emissions calculated from the network model, a separate analysis was performed off-model to determine emissions from commuter rail, commuter boat, and the MBTA bus program and are shown in Table 4-2.

<table>
<thead>
<tr>
<th>Projects</th>
<th>2004 Build</th>
<th>2010 Build</th>
<th>2015 Build</th>
<th>2025 Build</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crosby Drive (Bedford)</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Middlesex Turnpike (Bedford &amp; Burlington)</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rte. 128 Capacity Improvements (Beverly to Peabody)</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>East Boston Haul Road/Chester Truck Route (Boston)</td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Arborway Restoration (Boston)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>100 Additional Buses to Improve Service on Existing Rtes</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Red Line/Blue Line Connector (Boston)</td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Fairmount Line Improvements (Boston)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Route 1A/Boardman Street Grade Separation (Boston)</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Russia Wharf Ferry Terminal (Boston)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Rutherford Avenue (Boston)</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Silver Line Phase 3 (50/50) (Boston)</td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Old Colony/Greenbush Commuter Rail (Boston to Scituate)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Double Stack Initiative (Boston to Newton)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Green Line to Medford Hillside (Boston, Medford &amp; Somerville)</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Urban Ring Phases I &amp; 2 (Compact Communities)</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>I-93/I-95 Interchange (Canton)</td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>I-95 (NB)/Dedham Street Ramp (Canton)</td>
<td></td>
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Table 4-1 (Cont.)

<table>
<thead>
<tr>
<th>Projects</th>
<th>2007 Build</th>
<th>2010 Build</th>
<th>2015 Build</th>
<th>2025 Build</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concord Rotary (Concord)</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Route 2/Crosby's Corner (Concord and Lincoln)</td>
<td>X</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Route 1/114 Corridor Improvements (Danvers &amp; Peabody)</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Telecom City Boulevard (Everett, Malden &amp; Medford)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Revere Beach Parkway (Everett &amp; Medford)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Route 126/135 Grade Separation (Framingham)</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Rte. 9/Rte. 126 Interchange (Framingham)</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Double Stack Initiative (Framingham to Worcester)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Route 53 (Hanover)</td>
<td>X</td>
<td>X</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Route 53/228 (Hingham and Norwell)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Rte. 128 Capacity Improvements (Lynnfield to Reading)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Route 1 Improvements (Malden &amp; Revere)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-495/I-290/Route 85 Interchange (Marlborough)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Double Stack Initiative (Natick &amp; Wellesley)</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Needham Street/Highland Avenue (Newton &amp; Needham)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Burgin Parkway (Quincy)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
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<tr>
<td>Quincy Center Concourse, Phase 2 (Quincy)</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>I-93/I-95 Initiative (Reading &amp; Woburn)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mahoney Circle Grade Separation (Revere)</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Route 1/Route 16 Interchange (Revere)</td>
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<td></td>
<td>X</td>
</tr>
<tr>
<td>Route 1A/Route 16 Connection (Revere)</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>North Shore Transit Improvements (Revere to Salem Corridor)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boston Street (Salem)</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bridge Street (Salem)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Assembly Square Orange Line Station (Somerville)</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-93/Mystic Avenue Interchange (Somerville)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Naval Air Station Access Improvements (Weymouth)</td>
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<td>Route 18 (Weymouth)</td>
<td>X</td>
<td>X</td>
<td></td>
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<tr>
<td>Route 3 South Additional Lanes (Weymouth to Duxbury)</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>I-93/Ballardvale Street Interchange (Wilmington)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-93/Route 129 Interchange (Wilmington)</td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>New Boston Street Bridge (Woburn)</td>
<td>X</td>
<td></td>
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</table>
Table 4-2
Summary of Emissions from Off-Model Sources of VMT from Eastern Massachusetts

<table>
<thead>
<tr>
<th></th>
<th>2007</th>
<th>2010</th>
<th>2015</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>grams</td>
<td>tons</td>
<td>grams</td>
<td>tons</td>
</tr>
<tr>
<td><strong>VOC Emissions</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buses</td>
<td>39,809</td>
<td>0.044</td>
<td>39,809</td>
<td>0.044</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>331,857</td>
<td>0.366</td>
<td>308,153</td>
<td>0.340</td>
</tr>
<tr>
<td>Commuter Boat</td>
<td>390,997</td>
<td>0.431</td>
<td>390,997</td>
<td>0.431</td>
</tr>
<tr>
<td>Pike Park &amp; Ride</td>
<td>-13,298</td>
<td>-0.015</td>
<td>-9,548</td>
<td>-0.011</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>749,365</td>
<td>0.826</td>
<td>729,411</td>
<td>0.804</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>2007</th>
<th>2010</th>
<th>2015</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>grams</td>
<td>tons</td>
<td>grams</td>
<td>tons</td>
</tr>
<tr>
<td><strong>NOx Emissions</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buses</td>
<td>2,220,090</td>
<td>2.447</td>
<td>2,220,090</td>
<td>2.447</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>5,993,751</td>
<td>6.607</td>
<td>5,519,669</td>
<td>6.084</td>
</tr>
<tr>
<td>Commuter Boat</td>
<td>739,356</td>
<td>0.815</td>
<td>739,356</td>
<td>0.815</td>
</tr>
<tr>
<td>Pike Park &amp; Ride</td>
<td>-11,423</td>
<td>-0.013</td>
<td>-8,044</td>
<td>-0.009</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>8,941,774</td>
<td>9.857</td>
<td>8,471,071</td>
<td>9.338</td>
</tr>
</tbody>
</table>

Changes in Project Design Since the Last Conformity Determination Analysis

The Commonwealth requires that any changes in project design from the previous conformity determination for the region be identified. The last conformity determination was performed on the 2004–2025 Transportation Plan in August 2005. Changes, which have occurred since the last conformity determination, are as follows:

The mix of projects included in the last Air Quality Conformity Determination, which was performed for the 2004 Regional Transportation Plan in the August 2005 remains the same, however the construction time frame for the Route 2/Crosby’s Corner in Concord and Lincoln has changed. Route 2/Crosby’s Corner was removed from analysis year 2010 but will be completed for the 2015 analysis year.
40 CFR Part 93.111 outlines requirements pertaining to the network-based transportation demand models. These requirements include modeling methods and functional relationships that are to be used in accordance with accepted professional practice and are to be reasonable for purposes of emission estimation. The Boston Region MPO has used the methods described in the conformity regulations in the analysis of this TIP.

**Highway Performance Monitoring System Adjustments**

As stated in guidance by the EPA, all areas of serious ozone and carbon monoxide nonattainment must use the Federal Highway Administration’s Highway Performance Monitoring System (HPMS) to track daily vehicle-miles of travel (VMT) prior to attainment to ensure that the state is in line with commitments made in reaching attainment of the ambient air quality standards by the required attainment dates. MassHighway provided HPMS information to DEP. DEP used this information in setting mobile source budgets for VOCs, NOx, and CO in all SIP revisions prior to 1997. DEP has since revised its VOC and NOx budgets using transportation demand model runs. However, the models must still be compared to HPMS data since HPMS is at present the accepted tracking procedure as outlined in the regulations.

The conformity regulations require that all model-based VMT be compared with the HPMS VMT to ensure that the region is in line with VMT and emission projections made by DEP. An adjustment factor has been developed which compares the 2000 HPMS VMT to the 2000 transportation model VMT. This adjustment factor is then applied to all modeled VOC and NOx emissions for years 2007 through 2025 to ensure consistency with EPA-accepted procedures.

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

HPMS adjustment factors, calculated on a regional basis, are applied to model output of future scenarios, and occasionally change as base-year models are updated or improved. The latest HPMS factors for the Eastern Massachusetts Ozone Nonattainment Area are shown in Table 4-3.
Since the CO emission budget for the Boston CO attainment area was determined using the HPMS method rather than the transportation model, a different adjustment factor is applied to the CO emissions for the nine cities and towns. This was done by comparing the 1990 CO emissions from the nine cities and towns resulting from the 1990 base year model run to the 1990 HPMS generated CO emissions submitted as part of the SIP. The HPMS data was divided by the model data to determine the CO adjustment factor to be applied to all modeled CO emissions for future years. The CO HPMS adjustment factor is 0.71.

### THE CONFORMITY TEST

**Consistency with Emission Budgets Set Forth in the SIP**

The Boston Region MPO has conducted an air quality analysis of the 2007–2010 TIP. The purpose of the analysis is to evaluate the air quality impacts of the TIP on the SIP. The analysis evaluates the change in ozone-precursor (VOCs and NOx) emissions and carbon monoxide emissions due to implementation of the TIP. The modeling procedures and assumptions used in this air quality analysis follow the EPA’s final conformity regulations issued on August 15, 1997. They are also consistent with procedures used by DEP to develop Massachusetts’s “1990 Base Year Emission Inventory,” “1996 Reasonable Further Progress Plan,” “Post-1996 Reasonable Further Progress Plan,” “1996 Rate of Progress Report,” and its “Ozone Attainment Demonstration” for the SIP. All consultation procedures
were followed to ensure that a complete analysis of the TIP was performed and was consistent with the SIP.

The primary test to show conformity with the SIP is to show that the air quality conformity of this TIP is consistent with the emission budgets set forth in the SIP. The Massachusetts Reasonable Further Progress Plan (RFP) was deemed complete by the EPA on June 5, 1997. The EPA determined that the 15% RFP SIP submittal contained an adequate mobile source emissions budget to conduct conformity determinations using the conformity criteria. In addition, the 2007 mobile source emission budget for eastern Massachusetts was found adequate for conformity purposes by the EPA on December 6, 2002.

The Boston Region MPO staff estimated VOC and NOx emissions for the Boston region. On behalf of EOT, MassHighway included the Boston Region MPO emissions in the final emission totals for all areas and all MPOs. The VOC mobile source emission budget for 2007 for the Eastern Massachusetts Ozone Nonattainment Area has been set at 86.7 tons per summer day, and the 2007 mobile source budget for NOx is 226.363 tons per summer day. As shown in Tables 4-4 and 4-5, the results of the air quality analysis demonstrate that the VOC and NOx emissions from all build scenarios are less than the VOC and NOx emissions budgets for the Eastern Massachusetts Ozone Nonattainment Area.

The CO mobile source attainment inventory for 1993 for the nine cities in the Boston area recently reclassified as attainment is 305.43 tons per winter day. The projection provided for mobile sources for the Boston area is 228.33 tons per winter day for 2010. The total tons per winter day of CO emissions for the nine cities in the Boston maintenance area are shown in Table 4-6. The CO emissions are less than the CO emission budget.

### TABLE 4-4

<table>
<thead>
<tr>
<th>Year</th>
<th>Boston Region Action Emissions</th>
<th>Eastern MA Action Emissions</th>
<th>Budget</th>
<th>Difference (Action – Budget)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>n/a</td>
<td>166.545</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>2007</td>
<td>43.4396</td>
<td>83.662</td>
<td>86.700</td>
<td>- 3.038</td>
</tr>
<tr>
<td>2010</td>
<td>32.9056</td>
<td>63.394</td>
<td>86.700</td>
<td>-23.306</td>
</tr>
<tr>
<td>2015</td>
<td>21.6820</td>
<td>42.398</td>
<td>86.700</td>
<td>- 44.302</td>
</tr>
<tr>
<td>2025</td>
<td>18.2318</td>
<td>33.438</td>
<td>86.700</td>
<td>- 53.262</td>
</tr>
</tbody>
</table>
### TABLE 4-5
NOx Emissions Estimates for the Eastern Massachusetts Ozone Non-attainment Area
(all emissions expressed in tons per summer day)

<table>
<thead>
<tr>
<th>Year</th>
<th>Boston Region Action Emissions</th>
<th>Eastern MA Action Emissions</th>
<th>Budget</th>
<th>Difference (Action – Budget)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>n/a</td>
<td>287.877</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>2007</td>
<td>107.2788</td>
<td>225.114</td>
<td>226.363</td>
<td>-1.249</td>
</tr>
<tr>
<td>2010</td>
<td>78.7050</td>
<td>165.237</td>
<td>226.363</td>
<td>-61.126</td>
</tr>
<tr>
<td>2015</td>
<td>38.0687</td>
<td>84.875</td>
<td>226.363</td>
<td>-141.488</td>
</tr>
<tr>
<td>2025</td>
<td>17.6145</td>
<td>41.646</td>
<td>226.363</td>
<td>-184.717</td>
</tr>
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</table>

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

<table>
<thead>
<tr>
<th>Year</th>
<th>Boston Build Emissions</th>
<th>Budget</th>
<th>Difference (Action – Budget)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005</td>
<td>195.18</td>
<td>217.53</td>
<td>-22.35</td>
</tr>
<tr>
<td>2010</td>
<td>137.59</td>
<td>228.33</td>
<td>-90.74</td>
</tr>
<tr>
<td>2015</td>
<td>115.23</td>
<td>228.33</td>
<td>-113.10</td>
</tr>
<tr>
<td>2025</td>
<td>108.81</td>
<td>228.33</td>
<td>-119.52</td>
</tr>
</tbody>
</table>
CONCLUSION

The Clean Air Act Amendments of 1990 established requirements for transportation plans, programs, and projects. The EPA published a final rule in the November 24, 1993, Federal Register, which was last amended on August 15, 1997, providing procedures to be followed by the U.S. Department of Transportation in determining conformity of transportation plans, programs, and projects with the SIP for attaining air quality standards. Eastern Massachusetts has been designated “moderate” ozone nonattainment area for the 8-hour ozone standard. Federal conformity regulations require that the impact of transportation plans, programs, and projects on nonattainment areas be evaluated.

The Boston Region MPO has conducted an air quality analysis of the 2007–2010 TIP. The purpose of the analysis is to evaluate the air quality impacts of the TIP on the SIP. The analysis evaluates the change in ozone precursor emissions (VOCs and NOx) and CO emissions due to the implementation of the TIP. The modeling procedures and assumptions used in this air quality analysis follow the EPA’s and the Commonwealth’s guidance and are consistent with all present and past procedures used by the Massachusetts DEP to develop and amend the SIP.

The Massachusetts EOT has found the emission levels from all areas and all MPOs in eastern Massachusetts, including emissions from the TIP, to be in conformance with the SIP according to conformity criteria. Specifically, the following conditions are met:

- The VOC emissions for the build scenarios are less than the 2007 VOC mobile source emission budget for analysis years 2007 through 2025.
- The NOx emissions for the build scenarios are less than the 2007 NOx mobile source emission budget for analysis years 2007 through 2025.
- The CO emissions for the build scenarios are less than projections for analysis years 2010 through 2025 for the nine cities in the Boston CO maintenance area.

In accordance with Section 176(c)(4) of the Clean Air Act as amended in 1990, the Boston Region MPO has completed this review and hereby certifies that its 2007–2010 TIP and its latest conformity determination conditionally conform with 40 CFR Part 93 and 310 CMR 60.03 and are consistent with the air quality goals in the Massachusetts State Implementation Plan.
Chapter 5
Fiscal Constraint

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

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

As shown in the tables below, the fiscal years 2007–2010 TIP complies with all of these requirements.

Table 5-1
The Federal Aid Program

<table>
<thead>
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<th></th>
<th>FY 2007</th>
<th>FY 2008</th>
<th>FY 2009</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Transit Program (Federal Funds Only)</strong></td>
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</tr>
<tr>
<td>§ 5307 Authorization</td>
<td>$129,376,271</td>
<td>$140,296,904</td>
<td>$149,178,492</td>
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<tr>
<td>§ 5307 Program</td>
<td>$117,473,654</td>
<td>$79,307,085</td>
<td>$75,336,382</td>
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<tr>
<td>§ 5309 Authorization</td>
<td>$84,309,919</td>
<td>$89,780,362</td>
<td>$94,107,393</td>
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<tr>
<td>§ 5309 Program</td>
<td>$72,553,218</td>
<td>$88,964,506</td>
<td>$92,965,624</td>
</tr>
</tbody>
</table>

| **Non-Artery Highway Program (Including State Match but exclusive of earmarked funds)** | | |
| Highway Obligation       | $60,232,004 | $61,010,246 | $60,166,479 |
| Highway Program          | $60,191,785 | $61,612,184 | $60,100,000 |

| **Bridges**              |           |           |           |
| Federal Aid Bridges      | $59,519,054 | $60,112,000 | $42,900,000 |

Table 5-2
The Non–Federal Aid Highway Program

<table>
<thead>
<tr>
<th></th>
<th>FY 2007</th>
<th>FY 2008</th>
<th>FY 2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridge Target</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Bridge Program</td>
<td>$1,4000,00</td>
<td>$1,800,000</td>
<td>$818,700</td>
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</table>
Table 9-3  
The Central Artery Project  
(federal funds only)

<table>
<thead>
<tr>
<th></th>
<th>FY 2007</th>
<th>FY 2008</th>
<th>FY 2009</th>
<th>FY 2010</th>
</tr>
</thead>
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<tr>
<td>Obligation Authority</td>
<td>$532,720,000</td>
<td>$532,720,000</td>
<td>$532,720,000</td>
<td>$532,720,000</td>
</tr>
<tr>
<td>Central Artery/Tunnel Project Share</td>
<td>$103,825,000</td>
<td>$110,240,000</td>
<td>$117,230,000</td>
<td>$126,845,000</td>
</tr>
<tr>
<td>Central Artery/Tunnel TIP Program</td>
<td>$103,825,000</td>
<td>$110,240,000</td>
<td>$117,230,000</td>
<td>$126,845,000</td>
</tr>
</tbody>
</table>
A requirement under the Safe, Accountable, Flexible, Efficient, Transportation, Equity, Act, A Legacy for Users (SAFETEA-LU) is the assessment of the operation and maintenance of the transportation system in the Boston Region. The transit and highway segments of the system have developed characteristic operating and maintenance budget systems. The state agencies develop their estimates for operations and maintenance through their budgeting processes. The funding and projects presented in chapter 3 of the TIP represent the capital improvement portion of the program. In the Boston Region transit and highway financial operations and maintenance estimates are based on projections from Cape Ann Transit Authority (CATA), Massachusetts Bay Transportation Authority (MBTA) and the Massachusetts Highway Department (MHD). Tables 1 and 2 present the operations and maintenance estimates for the period of FY 2005 to FY 2009 for CATA and MBTA. The figures presented are based on an assessment of the latest operating conditions and economic assessment in determining system costs and revenue projections. Table 3 presents the operations and maintenance estimates for the period of FY 2005 to FY 2007 for MHD projects.
Table 1

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

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

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

<table>
<thead>
<tr>
<th>Operating Expenses ***</th>
<th>Previous</th>
<th>Current</th>
<th>Yr Two</th>
<th>Yr. Three</th>
<th>Yr Four</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2005</td>
<td>2006</td>
<td>2007</td>
<td>2008</td>
<td>2009</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,224,527,743</td>
<td>1,274,569,254</td>
<td>1,348,739,971</td>
<td>1,433,000,000</td>
<td>1,477,000,000</td>
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</tbody>
</table>

Footnotes:
* Fully funded refers to contract work often to Human Service Agencies
** Operating assistance provided by the State (Sales Tax Revenue)
*** Description of Operating Expenses: Salaries and Wages; Fringe Benefits; Legal, Accounting and Professional Services; Promotion/Marketing; Insurance; Equipment Leases and Rentals; Real Property Leases and Rentals; Non-capitalized Maintenance/Repair; Fuel costs; Tire costs; Office Supplies and Equipment; Interest Expense; Utilities; Management Fees; Travel and Training; and Other miscellaneous expense items.
The numbers below represent actual numbers for the previous year, the current year budget/forecast approved by the RTA Advisory Board, and Projections for the out-years as used in the Program Preview meetings with the State. These numbers indicate that there are sufficient revenues projected to meet the operating needs of the area transit authority.

<table>
<thead>
<tr>
<th>Operating Revenue</th>
<th>Previous</th>
<th>Current</th>
<th>Yr Two</th>
<th>Yr Three</th>
<th>Yr Four</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2005</td>
<td>2006</td>
<td>2007</td>
<td>2008</td>
<td>2009</td>
</tr>
<tr>
<td>Farebox</td>
<td>197,211</td>
<td>200,000</td>
<td>205,000</td>
<td>210,000</td>
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</tr>
<tr>
<td>Section 5307</td>
<td>300,000</td>
<td>300,000</td>
<td>300,000</td>
<td>300,000</td>
<td></td>
</tr>
<tr>
<td>Section 5311</td>
<td>22,940</td>
<td>23,000</td>
<td>23,000</td>
<td>23,000</td>
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<tr>
<td>CMAQ/TDM</td>
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<td>3,021,450</td>
<td>3,056,951</td>
<td>3,160,641</td>
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</tr>
<tr>
<td>Fully Funded *</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Job Access/Reverse Commute</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Advertising</td>
<td>15,000</td>
<td>15,000</td>
<td>15,000</td>
<td>15,000</td>
<td></td>
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<tr>
<td>Interest Income</td>
<td>8,904</td>
<td>10,000</td>
<td>10,000</td>
<td>10,000</td>
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</tr>
<tr>
<td>Rental Income</td>
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<td>48,000</td>
<td>60,000</td>
<td>72,000</td>
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<tr>
<td>State Contract Assistance **</td>
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<td>1,007,504</td>
<td>1,032,691</td>
<td>1,058,508</td>
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</tr>
<tr>
<td>Local Assessment</td>
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<td>345,761</td>
<td>354,405</td>
<td>363,265</td>
<td></td>
</tr>
<tr>
<td>Other: (Define)</td>
<td>218,320</td>
<td>295,433</td>
<td>278,000</td>
<td>281,722</td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>5,609,327</td>
<td>5,266,148</td>
<td>5,335,047</td>
<td>5,494,136</td>
<td>-</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Operating Expenses ***</th>
<th>Previous</th>
<th>Current</th>
<th>Yr Two</th>
<th>Yr Three</th>
<th>Yr Four</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2005</td>
<td>2006</td>
<td>2007</td>
<td>2008</td>
<td>2009</td>
</tr>
<tr>
<td>TOTAL (See Description Below)</td>
<td>5,609,327</td>
<td>5,266,148</td>
<td>5,335,047</td>
<td>5,494,136</td>
<td></td>
</tr>
</tbody>
</table>

Footnotes:
* Fully funded refers to contract work often to Human Service Agencies
** Operating assistance provided by the State
*** Description of Operating Expenses: Salaries and Wages; Fringe Benefits; Legal, Accounting and Professional Services; Promotion/Marketing; Insurance; Equipment Leases and Rentals; Real Property Leases and Rentals; Non-capitalized Maintenance/Repair; Fuel costs; Tire costs; Office Supplies and Equipment; Interest Expense; Utilities; Management Fees; Travel and Training; and Other miscellaneous expense items.
## Table 3
### Massachusetts Highway Department
#### Summary of Operating and Maintenance Expenditures
##### Boston Region - Part 1: Non-Federal Aid

### Section I - Non Federal Aid Maintenance Projects - State Bondfunds

<table>
<thead>
<tr>
<th>Program Group/Sub Group</th>
<th>SFY 2005 NFA Expenditures</th>
<th>Projected Full Year SFY 2006 NFA Expenditures</th>
<th>Estimated SFY 2007 NFA Expenditures</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>01 - Bridge Repair &amp; Replacement</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New Bridge (Excluded)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bridge Replacement ( Excluded)</td>
<td>$6,661,584</td>
<td>$6,772,781</td>
<td>$6,717,183</td>
</tr>
<tr>
<td>Drawbridge Maintenance</td>
<td>$2,331,301</td>
<td>$2,212,121</td>
<td>$2,271,711</td>
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<tr>
<td>Structure Maintenance</td>
<td>$11,864,742</td>
<td>$14,344,386</td>
<td>$13,104,564</td>
</tr>
<tr>
<td><strong>02 - Bridge Painting</strong></td>
<td>$535,419</td>
<td>$869,892</td>
<td>$702,655</td>
</tr>
<tr>
<td><strong>03 - Roadway Reconstruction</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hwy Relocation (Excluded)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hwy Recon. - Added Capacity(Excluded)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New Construction (Excluded)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hwy Reconstr - Restr and Rehab</td>
<td>$231,437</td>
<td>$405,913</td>
<td>$318,675</td>
</tr>
<tr>
<td>Hwy Reconstr - No Added Capacity</td>
<td>$6,486,102</td>
<td>$5,019,430</td>
<td>$5,752,766</td>
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<tr>
<td>Hwy Reconstr - Minor Widening</td>
<td>$1,235,819</td>
<td>$630,569</td>
<td>$1,033,239</td>
</tr>
<tr>
<td><strong>04 - Roadway Resurfacing</strong></td>
<td>$6,683,250</td>
<td>$7,590,657</td>
<td>$7,136,953</td>
</tr>
<tr>
<td><strong>05 - Intersection &amp; Safety</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Impact Attenuators</td>
<td>$439,717</td>
<td>$71,846</td>
<td>$255,781</td>
</tr>
<tr>
<td>Safety Improvements</td>
<td>$1,164,508</td>
<td>$202,551</td>
<td>$683,529</td>
</tr>
<tr>
<td>Traffic Signals</td>
<td>$546,383</td>
<td>$1,312,024</td>
<td>$929,204</td>
</tr>
<tr>
<td><strong>06 - Signs &amp; Lighting</strong></td>
<td>$467,791</td>
<td>$662,286</td>
<td>$565,038</td>
</tr>
<tr>
<td>Lighting and Electrical</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sign Installation / Upgrading</td>
<td>$254,738</td>
<td>$287,639</td>
<td>$271,188</td>
</tr>
<tr>
<td>Structural Signing</td>
<td>$23,398</td>
<td>$670,231</td>
<td>$346,814</td>
</tr>
<tr>
<td><strong>07 - Guardrail</strong></td>
<td>$369,615</td>
<td>$781,253</td>
<td>$575,434</td>
</tr>
<tr>
<td>Guard Rail and Fencing</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>08 - Maintenance</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Catch Basin Cleaning</td>
<td>$1,785,267</td>
<td>$1,715,895</td>
<td>$1,750,581</td>
</tr>
<tr>
<td>Crack Sealing</td>
<td>$190,419</td>
<td>$182,542</td>
<td>$186,481</td>
</tr>
<tr>
<td>Landscape and Roadsie Develop</td>
<td>$840,732</td>
<td>$807,300</td>
<td>$824,019</td>
</tr>
<tr>
<td>Mowing and Spraying</td>
<td>$0</td>
<td>$99,906</td>
<td>$49,953</td>
</tr>
<tr>
<td>Pavement Marking</td>
<td>$1,527,120</td>
<td>$2,476,315</td>
<td>$2,001,718</td>
</tr>
<tr>
<td>Sewer and Water</td>
<td>$0</td>
<td>$212,842</td>
<td>$106,421</td>
</tr>
<tr>
<td><strong>09 - Facilities</strong></td>
<td>$351,787</td>
<td>$75,378</td>
<td>$213,582</td>
</tr>
<tr>
<td>Chemical Storage Sheds</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>10 - Bikeways (Excluded)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Miscellaneous / No Prequal</td>
<td>$689,712</td>
<td>$743,879</td>
<td>$716,795</td>
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<tr>
<td><strong>Section I Total:</strong></td>
<td>$44,680,841</td>
<td>$48,347,733</td>
<td>$46,514,287</td>
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<tr>
<td><strong>Section II - Non Federal Aid Highway Operations - State Operating Budget Funding</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>12 - Snow and Ice Operations &amp; Materials</strong></td>
<td>$45,447,272</td>
<td>$30,076,970</td>
<td>$37,762,121</td>
</tr>
<tr>
<td><strong>13 - District Maintenance</strong></td>
<td>$7,592,358</td>
<td>$6,650,243</td>
<td>$7,121,300</td>
</tr>
<tr>
<td>( Mowing, Litter Management, Sight Distance Clearing, Etc. )</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Section II Total:</strong></td>
<td>$53,039,630</td>
<td>$36,727,213</td>
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<tr>
<td><strong>Grand Total NFA:</strong></td>
<td>$97,720,471</td>
<td>$85,074,946</td>
<td>$91,397,708</td>
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</tbody>
</table>
### Section I - Federal Aid Maintenance Projects

<table>
<thead>
<tr>
<th>Program Group/Sub Group</th>
<th>SFY 2005 Federal Aid Expenditures</th>
<th>Projected Full Year SFY 2006 Federal Aid Expenditures</th>
<th>Estimated SFY 2007 Federal Aid Expenditures</th>
</tr>
</thead>
<tbody>
<tr>
<td>01 - Bridge Repair &amp; Replacement</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New Bridge (Excluded)</td>
<td>$12,668,614</td>
<td>$12,827,591</td>
<td>$12,748,102</td>
</tr>
<tr>
<td>Bridge Replacement (Excluded)</td>
<td>$1,977,479</td>
<td>$1,626,817</td>
<td>$1,802,048</td>
</tr>
<tr>
<td>Structure Maintenance</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>02 - Bridge Painting</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>03 - Roadway Reconstruction</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hwy Relocation (Excluded)</td>
<td>$5,965,071</td>
<td>$5,704,600</td>
<td>$5,834,836</td>
</tr>
<tr>
<td>Hwy Recon. - Added Capacity (Excluded)</td>
<td>$19,479,185</td>
<td>$25,148,646</td>
<td>$22,313,915</td>
</tr>
<tr>
<td>New Construction (Excluded)</td>
<td>$5,406,084</td>
<td>$11,530,297</td>
<td>$8,968,191</td>
</tr>
<tr>
<td>Hwy Reconstr - Restr and Rehab</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Hwy Reconstr - No Added Capacity</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hwy Reconstr - Minor Widening</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>04 - Roadway Resurfacing</td>
<td>$26,095,702</td>
<td>$39,104,767</td>
<td>$32,600,234</td>
</tr>
<tr>
<td>Resurfacing</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>05 - Intersection &amp; Safety</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Impact Attenuators</td>
<td>$26,336</td>
<td>$12,119</td>
<td>$19,228</td>
</tr>
<tr>
<td>Safety Improvements</td>
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<td>$3,685,154</td>
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<td>Traffic Signals</td>
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<td>$5,366,786</td>
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<tr>
<td>06 - Signs &amp; Lighting</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Lighting and Electrical</td>
<td>$770,867</td>
<td>$316,051</td>
<td>$543,459</td>
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<tr>
<td>Sign Installation / Upgrading</td>
<td>$349,564</td>
<td>$619,713</td>
<td>$484,639</td>
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<tr>
<td>07 - Guardrail</td>
<td>$1,316,793</td>
<td>$761,151</td>
<td>$1,038,972</td>
</tr>
<tr>
<td>Guard Rail and Fencing</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>08 - Maintenance</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Contract Highway Maintenance</td>
<td>$392,753</td>
<td>$41,695</td>
<td>$67,224</td>
</tr>
<tr>
<td>Landscape and Roadside Develop</td>
<td>$207,508</td>
<td>$498,831</td>
<td>$353,169</td>
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<tr>
<td>Pavement Marking</td>
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<td>$0</td>
<td>$768</td>
</tr>
<tr>
<td>09 - Facilities</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>10 - Bikeways (Excluded)</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>11 - Other</td>
<td></td>
<td></td>
<td></td>
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### Section II - Federal Aid Highway Operations

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

**Grand Total Federal Aid:**

|                                      | $86,696,755 | $112,267,093 | $99,526,924 |
Appendix A
Universe of Projects

This chapter lists information about roadway, bridge, and transit projects that have been identified through the MPO evaluation processes. The roadway evaluation system was used for both the fiscal years 2006–2010 TIP amendment process and the development of the fiscal years 2007–2010 TIP.

Roadway Projects

Roadway projects were evaluated using the MPO’s TIP criteria. For more information about project evaluations, see Chapter 2. For more information about project information forms, see Appendix B. The following information is used in the descriptions of the projects.

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

ID number: Projects in MassHighway’s project tracking system are given a six-digit number; those projects not in the project tracking system have no number.

Municipality(ies): Community (or communities) in which a project is located.

Project: Location or name of the project.

Description: Description of the project.

Estimated cost: Estimated cost of the project, if available.

Design status: Design status as reported to the MPO by June 29, 2006.

MMS Recommendation: The project was recommended by the Mobility Management System.

Roadway evaluation: Transportation Improvement Program (TIP) Roadway Project Information Forms are evaluated based on the TIP criteria that were developed based on the policies of the MPO as stated in the Regional Transportation Plan. Evaluations are given to each project in the basic criteria categories based on information from the project information forms.

- Condition (need/effectiveness)
- Safety (need/effectiveness)
- Mobility (need/effectiveness)
- Community
- Environment
- Land Use
- Economic Development

Starting in 2006, four levels of evaluation were performed on a project encompassing all criteria categories:

Needs Criteria – Performed on all project ideas to determine the relative need for transportation improvements in the project area.
Appendix A

Universe of Projects

**Effectiveness Criteria** – Performed on all project ideas to determine the relative effectiveness for transportation improvements in the project area.

**Environment and Community Project Criteria**– Performed on all projects with sufficient design, to assess the magnitude of effect on environmental justice, community character and environmental conditions of the project area.

Each of the first three criteria is evaluated as follows:

- Need criteria scored 3 to zero
- Project effectiveness criteria scored 3 to negative 3

With 3 indicating the "highest need"/"most effective", negative 3 the "most counter to the criteria", with zero being "no need"/"neutral to the criteria." Where no information is available, the item will be left blank and will count against the sum/average as zero (neutral).

The projects' scores for each criterion are averaged by criteria category:

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

**Land Use and Economic Development Criteria**– Performed on all projects with sufficient design, to assess the magnitude of effect on land use and economic development conditions in the project area.

Land Use was scored using a range from –1 to 4 depending on the amount of points granted for answers to land use related questions on the project information forms.

Economic Development was scored using a range of -1 to 8 depending on the amount of points granted for answers to economic development related questions on the project information forms.

**Transit Projects**

System expansion and service enhancement project ideas were evaluated based on 32 individual performance measures divided into seven categories. For each category, a high, medium, or low rating was assigned. In some cases, certain categories were listed as not applicable. Project ideas are divided by mode: commuter rail, rapid transit, bus/trackless trolley, and boat. For additional information, see the MBTA’s Program for Mass Transportation. The following information is used in the descriptions of the projects.
Appendix A

Universe of Projects

*Project:* Name of project idea, categorized by mode, commuter rail, rapid transit, bus/trackless trolley, and boat.

*Type:* Type of expansion or improvement.

*Overall Category Scores:*

- Utilization
- Mobility
- Cost effectiveness
- Air quality
- Service quality
- Economic/land use
- Environmental justice
- Total
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Fiscal Years 2007-2010 TIP and Air Quality Conformity Determination
## Appendix A

### Arterial

| ID     | Municipality | Name                          | Cost        | Design Status | Community Priority | Subregional Priority | MMS                      | Transportation Plan | Condition Need Rating: 0 to 3 | Condition Effectiveness Rating: -3 to 3 | Safety Need Rating: 0 to 3 | Safety Effectiveness Rating: -3 to 3 | Mobility Need Rating: 0 to 3 | Mobility Effectiveness Rating: -3 to 3 | Community Rating: -3 to 3 | Environment Rating: -1 to 8 | Economic Development Rating: -1 to 4 |
|--------|--------------|-------------------------------|-------------|---------------|--------------------|----------------------|------------------------|----------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|
| DM0088 | Bellingham   | Route 126 (S. Main Street)   | $10,000,000 | 5             |                    |                      | High Delay Arterial (High-Medium Volume) | 0.33                  | 0.75                            | 0.50                            | 0.00                            | -0.25                           | 0.00                            | 0.00                            | 0.00                            | 0.00                            |
| DM0261 | Bellingham   | Maple Street                  |             | 3             |                    |                      |                        | 0.67                  | 1.75                            | 1.00                            | 1.33                            | -0.25                           | 1.42                            | 1.00                            | 0.50                            | 0.00                            |
| DM0085 | Bellingham   | Route 126 (Hartford Avenue)   | $3,000,000  | 4             |                    |                      | High Delay Arterial (High-Medium Volume) | 0.67                  | 0.75                            | 2.00                            | 0.00                            | 0.50                            | 0.00                            | 0.00                            | 0.00                            | 0.00                            |
| DM0087 | Bellingham   | Pulaski Boulevard, Phase 2    | $1,500,000  | 7             |                    |                      |                        | 0.67                  | 0.75                            | 0.00                            | 0.00                            | 0.50                            | 0.00                            | 0.00                            | 0.00                            | 0.00                            |
| 604453 | Bellingham   | Route 128-Route 140           | $2,200,000  |               |                    |                      |                        | 1.33                  | 1.75                            | 1.00                            | 0.67                            | 0.50                            | 1.08                            | 0.00                            | 0.50                            | 0.00                            |
| 602493 | Bellingham   | Pulaski Boulevard, Phase 1    | $6,500,000  | 1 SWAP Priority |                    |                      |                        | 1.67                  | 2.00                            | 1.00                            | 1.33                            | 1.00                            | 1.17                            | 0.50                            | 1.00                            | 0.00                            |
| 604688 | Belmont      | Trapelo Road and Waltham Street | $8,100,000 | Pre-25%       |                    |                      |                        | 0.00                  | 2.25                            | 0.00                            | 0.83                            | 0.25                            | 1.50                            | 0.00                            | 0.00                            | 0.00                            |
| 601527 | Beverly      | Route 127                     | $225,000    | Pre-25%       |                    |                      |                        | 1.00                  | 0.75                            | 0.50                            | 0.33                            | 0.25                            | 0.42                            | 1.00                            | 0.00                            | 0.00                            |
| 600219 | Beverly      | Cabot Street                  | $3,250,000  | Pre-25%       |                    |                      |                        | 1.67                  | 2.00                            | 1.00                            | 0.00                            | 1.75                            | 0.00                            | 0.00                            | 0.50                            | 0.50                            |
| 600220 | Beverly      | Route 1A (Rantoul Street)     | $5,000,000  | Pre-25%       |                    |                      | High Delay Arterial (Medium Volume) | 1.67                  | 2.25                            | 1.50                            | 0.00                            | 1.00                            | 0.00                            | 0.50                            | 0.50                            | 0.00                            |
| DM0275 | Bolton       | Route 85 (Hudson Road)        | $0          |               |                    |                      |                        | 0.00                  | 0.75                            | 0.00                            | 0.00                            | 0.00                            | 0.00                            | 0.00                            | 0.00                            | 0.00                            |
| DM0004 | Boston       | East Boston Haul Road         | $12,000,000 |               |                    |                      |                        | 0.00                  | 1.25                            | 2.50                            | 0.00                            | 1.25                            | 0.00                            | 1.00                            | 1.00                            | 0.00                            |
| DM0089 | Boston       | South Huntington Avenue       | $3,000,000  |               |                    |                      |                        | 0.00                  | 0.75                            | 0.00                            | 0.00                            | 0.25                            | 0.00                            | 0.00                            | 0.00                            | 0.00                            |
### Arterial

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<th>Name</th>
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**Appendix A**

Arterial

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Fiscal Years 2007-2010 TIP and Air Quality Conformity Determination

Appendix A

Arterial

Safety Need Rating: 0 to 3
Safety Effectiveness Rating: -3 to 3
Economic Development Rating: -1 to 4

ID: Identification number
Municipality: Name of the municipality
Name: Name of the project
Cost: Cost of the project
Design Status: Status of the design process
Community Priority: Priority level for the community
Subregional Priority: Priority level for the subregion
MMS: Municipal Match Share
Transportation Plan: Information about the transportation plan
Condition Need Rating: Rating of the condition need
Condition Effectiveness Rating: Rating of the condition effectiveness
Safety Need Rating: Rating of the safety need
Safety Effectiveness Rating: Rating of the safety effectiveness
Mobility Need Rating: Rating of the mobility need
Mobility Effectiveness Rating: Rating of the mobility effectiveness
Community Rating: Rating of the community
Environment Rating: Rating of the environment
Land Use Rating: Rating of the land use
Economic Development Rating: Rating of the economic development

Fiscal Years 2007-2010 TIP and Air Quality Conformity Determination

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## Appendix A

### Arterial

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Fiscal Years 2007-2010 TIP and Air Quality Conformity Determination

117
### Appendix A

#### Arterial

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## Appendix A

### Arterial

| ID    | Municipality | Name                                              | Cost      | Design Status      | Community Priority | Subregional Priority | MMS | Transportation Plan | Condition Need Rating: 0 to 3 | Condition Effectiveness Rating: -3 to 3 | Safety Need Rating: 0 to 3 | Safety Effectiveness Rating: -3 to 3 | Mobility Need Rating: 0 to 3 | Mobility Effectiveness Rating: -3 to 3 | Community Rating: -3 to 3 | Environment Rating: -3 to 3 | Land Use Rating: -1 to 8 | Economic Development Rating: -1 to 4 |
|-------|--------------|---------------------------------------------------|-----------|--------------------|--------------------|----------------------|-----|---------------------|----------------------------------|-----------------------------------------|--------------------------|-----------------------------------|-------------------------------|----------------------------------|-------------------------------|---------------------------------|-------------------------------|
| 600218 | Middleton    | Route 62 (Boston Street )                         | $1,500,000| Pre-25%            | 0.33               | 1.50               | 0.00 | 0.00                | 0.00                             | 0.00                                    | 0.00                     | 0.00                              | 0.00                           | 0.00                             | 0.00                          | 0.00                            |
| 600278 | Middleton    | Route 62 (Maple Street )                          | $1,000,000| 25% Approved       | 1.00               | 1.75               | 0.00 | 1.33                | 0.00                             | 0.67                                    | 0.00                     | 0.00                              | 0.00                           | 0.00                             | 0.00                          | 0.00                            |
| DM0183 | Milford      | Veteran's Memorial Drive/Alternate Route          | $5,000,000| 1 SWAP Priority    | 1.00               | 1.25               | 0.50 | 0.83                | 0.50                             | 1.33                                    | 0.50                     | 0.50                              | 0.00                           | 0.00                             | 0.00                          | 0.00                            |
| 602639 | Milton        | Route 138 (Blue Hill Avenue)-Neposset Valley Parkway | $200,000  | Pre-25%            | 0.00               | 1.25               | 0.00 | 0.00                | 0.00                             | 0.00                                    | 0.00                     | 0.00                              | 0.00                           | 0.00                             | 0.00                          | 0.00                            |
| DM0267 | Milton        | Blue Hills Parkway/Brook Road 2                  |           |                    | 1.33               | 2.25               | 0.50 | 1.33                | 0.00                             | 0.83                                    | 1.50                     | 1.00                              | 0.00                           | 1.00                             | 1.00                          | 0.00                            |
| 604208 | Milton        | Central Avenue                                   | $1,675,000| 25% Submitted      | 1.67               | 2.50               | 0.50 | 1.00                | 0.25                             | 0.83                                    | 1.50                     | 0.50                              | 0.00                           | 0.00                             | 0.00                          | 0.00                            |
| DM0301 | Natick       | Route 27 (North Main Street)                     | $2,900,000|                      | 0.67               | 0.75               | 0.00 | 0.00                | 0.50                             | 0.00                                    | 0.00                     | 0.00                              | 0.00                           | 0.00                             | 0.00                          | 0.00                            |
| 601568 | Natick & Wellesley | Route 9/Oak Street                              | $3,000,000| Pre-25%            | 0.67               | 1.50               | 2.50 | 1.50                | 1.00                             | 0.75                                    | 0.00                     | 0.50                              | 3.00                           | 1.50                             | 0.00                          | 3.00                            |
| DM0268 | Needham      | Highland Avenue                                 |           |                    | 0.00               | 0.75               | 1.50 | 0.00                | 0.50                             | 0.00                                    | 0.00                     | 0.00                              | 0.00                           | 0.00                             | 0.00                          | 0.00                            |
| 602012 | Needham      | Chestnut Street                                  | $1,365,000| 25% Approved       | 0.33               | 1.75               | 0.50 | 1.00                | 0.50                             | 0.67                                    | 0.00                     | 0.00                              | 0.00                           | 0.00                             | 0.00                          | 0.00                            |
| 601827 | Needham & Newton | Needham Street (Highland Avenue)               | $2,400,000| 25% Submitted      | 1 RTP Project      | 1.67               | 2.00 | 2.50                | 1.67                             | 1.50                                    | 1.42                     | 0.50                              | 0.00                           | 0.00                             | 0.00                          | 0.00                            |
| 602597 | Needham & Wellesley | Wellesley Avenue-Hunnewell Street              | $300,000  | Pre-25%            | 0.00               | 1.25               | 0.50 | 0.00                | 0.00                             | 0.00                                    | 0.00                     | 0.00                              | 0.00                           | 0.00                             | 0.00                          | 0.00                            |
| 604344 | Newton       | Needham Street                                   | $3,850,000| 25% Submitted      | 0.00               | 2.25               | 0.00 | 0.83                | 1.25                             | 0.83                                    | 0.50                     | 0.00                              | 3.00                           | 0.00                             | 0.00                          | 3.00                            |
| 600932 | Newton       | Route 30 (Commonwealth Avenue) Phase 5          | $2,300,000| Pre-25%            | 1.67               | 1.75               | 2.50 | 2.17                | 0.75                             | 1.58                                    | 0.00                     | 1.00                              | 0.00                           | 0.00                             | 0.00                          | 0.00                            |
| 601704 | Newton       | Walnut Street                                    | $3,200,000| Pre-25%            | 1.67               | 2.00               | 2.00 | 2.00                | 1.00                             | 1.33                                    | 0.00                     | 0.00                              | 0.00                           | 0.00                             | 0.00                          | 2.00                            |
| 601899 | Newton       | Commonwealth Avenue (Route 30), Phase 3         | $3,300,000| 25% Approved       | 2.00               | 1.75               | 1.00 | 1.83                | 1.75                             | 1.33                                    | 0.50                     | 0.50                              | 1.00                           | 0.50                             | 0.50                          | 1.00                            |

Fiscal Years 2007-2010 TIP and Air Quality Conformity Determination

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Fiscal Years 2007-2010 TIP and Air Quality Conformity Determination

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## Appendix A

### Arterial

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Fiscal Years 2007-2010 TIP and Air Quality Conformity Determination

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### Appendix A

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- Safety Need Rating: 0 to 3
- Safety Effectiveness Rating: -3 to 3
- Mobility Need Rating: 0 to 3
- Mobility Effectiveness Rating: -3 to 3
- Community Rating: -3 to 3
- Environment Rating: -3 to 3
- Land Use Rating: -1 to 8
- Economic Development Rating: -1 to 4
# Appendix A

## Major Highway Safety Effectiveness Rating: -3 to 3

| ID     | Municipality                       | Name                                                                 | Cost                     | Design Status | Community Priority | Subregional Priority | Transportation Plan | Condition Need Rating: 0 to 3 | Condition Effectiveness Rating: -3 to 3 | Safety Need Rating: 0 to 3 | Safety Effectiveness Rating: -3 to 3 | Mobility Need Rating: 0 to 3 | Mobility Effectiveness Rating: -3 to 3 | Environment Rating: -3 to 3 | Community Rating: -3 to 3 | Land Use Rating: -1 to 8 | Economic Development Rating: -1 to 4 |
|--------|------------------------------------|----------------------------------------------------------------------|--------------------------|---------------|--------------------|----------------------|-----------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|
| 87790  | Canton                             | I-95 (Route 128)/I-93 Interchange                                    | $27,700,000              | Pre-25%       | MMS Recomendation  | RTP Project          | 0.67                        | 1.00                             | 2.00                             | 0.20                             | 1.50                             | 0.50                             | 0.00                             | -1                                | -0.50                            |
| 87800  | Canton, Dedham, Milton, Randolph, Westwood | Route 128 Transportation Improvement Project Contract 6 | $24,000,000              | 25% Approved  | MMS Recomendation  | RTP Project          | 0.67                        | 2.50                             | 3.00                             | 1.20                             | 2.00                             | 1.38                             | 0.00                             | 0                                | 0.00                             |
| 604630 | Concord                            | Route 2                                                              | $935,000,000             | Pre-25%       | MMS Recomendation  | RTP Project          | 0.67                        | 1.00                             | 1.00                             | 0.00                             | 0.00                             | 0.00                             | 0.00                             | 0                                | 0.00                             |
| 604631 | Concord                            | Route 2                                                              | $1,067,360               | 100% Approved | MMS Recomendation  | RTP Project          | 0.67                        | 1.00                             | 1.50                             | 0.00                             | 0.00                             | 0.00                             | 0.00                             | 0                                | 0.00                             |
| 87611  | Danvers & Peabody                 | Route 128 Interchanges Phase 2                                        |                          | Pre-25%       | MMS Recomendation  | RTP Project          | 0.33                        | 2.00                             | 1.50                             | 0.00                             | 0.00                             | 0.00                             | 0.00                             | 0                                | 0.00                             |
| 87631  | Danvers & Peabody                 | Route 128, Route 35 and Route 62 Interchanges                        | $11,000,000              | 25% Approved  | MMS Recomendation  | RTP Project          | 1.33                        | 1.50                             | 3.00                             | 1.40                             | 1.25                             | 1.25                             | 0.00                             | 0.00                             | 2                                | 0.00                             |
| 603206 | Dedham, Needham & Westwood        | Route 128 Transportation Improvement Project Contract 4              | $53,142,500              | 25% Approved  | MMS Recomendation  | RTP Project          | 0.33                        | 2.50                             | 2.00                             | 1.20                             | 1.75                             | 1.13                             | 0.00                             | 0.00                             | 0                                | 0.00                             |
| 36505  | Duxbury & Kingston                 | Route 3                                                              | $4,000,000               | Pre-25%       | MMS Recomendation  | RTP Project          | 0.67                        | 1.00                             | 3.00                             | 0.00                             | -0.25                            | 0.00                             | 0.00                             | 0                                | 0.00                             |
| 604542 | Essex, Gloucester, Manchester & Wenham | Route 128                                                          | $6,000,000               | Pre-25%       | MMS Recomendation  | RTP Project          | 0.33                        | 1.00                             | 1.00                             | 0.00                             | -0.25                            | 0.00                             | 0.00                             | 0                                | 0.00                             |
| 604646 | Hopkinton, Milford, Southborough & Westborough | Interstate 495                                                    |                          | Pre-25%       | MMS Recomendation  | RTP Project          | 0.00                        | 1.00                             | 1.50                             | 0.00                             | 0.25                             | 0.00                             | 0.00                             | 0                                | 0.00                             |
| 604701 | Hopkinton, Milford, Southborough & Westborough | Interstate 495                                                    | $8,750,000               | Pre-25%       | MMS Recomendation  | RTP Project          | 0.00                        | 1.00                             | 1.50                             | 0.00                             | 0.25                             | 0.00                             | 0.00                             | 0                                | 0.00                             |
| 603348 | Hudson & Marlborough              | I-495/I-290 Interchange                                              | $25,000,000              | Pre-25%       | MMS Recomendation  | RTP Project          | 0.67                        | 2.00                             | 2.00                             | 0.00                             | 0.75                             | 0.00                             | 0.00                             | -2                               | -1.00                            |
| 604628 | Lexington                          | Route 2                                                              | $2,796,088               | Pre-25%       | MMS Recomendation  | RTP Project          | 0.00                        | 1.00                             | 1.50                             | 0.00                             | 0.00                             | 0.00                             | 0.00                             | 0                                | 0.00                             |
| 604629 | Lincoln                            | Route 2                                                              | $1,218,880               | Pre-25%       | MMS Recomendation  | RTP Project          | 0.00                        | 1.00                             | 1.00                             | -0.25                            | 0.00                             | 0.00                             | 0.00                             | 0                                | 0.00                             |
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## Appendix A

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Fiscal Years 2007-2010 TIP and Air Quality Conformity
### Appendix A

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<td>Red Line Northwest Extension from Alewife to Route 128</td>
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**KEY:**
- ● = High
- ○ = Medium
- ◁ = Low

Rapid Transit Projects

Fiscal Years 2007–2010 TIP
and Air Quality Conformity Determination

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## Appendix A

### Transit Expansion

#### Commuter Rail Projects

<table>
<thead>
<tr>
<th>Description</th>
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<th>Utilization</th>
<th>Mobility</th>
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<th>Service Quality</th>
<th>Economic/Land Use</th>
<th>Environmental Justice</th>
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<td>Build commuter rail spur from Framingham to Leominster via Northborough and Marlborough</td>
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<td>Build commuter rail spur from Salem to Danvers</td>
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<td>Extend commuter rail service from Fitchburg to Gardner</td>
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<td>Extend commuter rail service from Forge Park to Milford</td>
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<td>Extend commuter rail service from Lowell to Nashua with stop at North Chelmsford (NH)</td>
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<td>North-South Rail Link</td>
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<td>Operate high-frequency Riverside – South Station commuter rail service</td>
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<td>Add a station at Millbury on the Framingham/Worcester commuter rail line</td>
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<td>Add a station at South Salem on the Rockport/Newburyport commuter rail line</td>
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<td>Build a new Allston/Brighton commuter rail station</td>
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<td>Build a new commuter rail station on the Fitchburg Line at Union Square, Somerville</td>
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**KEY:**
- ● = High
- ● = Medium
- ○ = Low

Fiscal Years 2007–2010 TIP and Air Quality Conformity Determination
### Commuter Rail Projects (continued)

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<td>Connect Fitchburg commuter rail line with Red Line at Alewife</td>
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<td><em>Fairmount Line Improvements</em></td>
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<td>New commuter rail station at Riverside</td>
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**KEY:**
- ● = High
- ● = Medium
- ○ = Low

### Boat Projects

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<th>Service Quality</th>
<th>Economic/Land Use</th>
<th>Environmental Justice</th>
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<td>Ferry Expansion–Russia Wharf/South Station</td>
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<tr>
<td>High-Speed Ferry Service From the North Shore to Boston and the Airport</td>
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<td>Restore East Boston ferry</td>
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<td>Improved Ferry Service From South Shore Communities (Quincy, Hingham and Hull) to Boston</td>
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## Transit Expansion

### Appendix A

#### Bus/Trackless Trolley Projects

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<td>Build new busways to Alewife Station</td>
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<td>☯</td>
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<td>Extend Trackless Trolley #71 from Watertown to Newton Corner</td>
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**KEY:**
- ☯ = High
- ✷ = Medium
- ☯ = Low
### Transit Service Enhancement

#### Appendix A

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<th>Air Quality</th>
<th>Service Quality</th>
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<td>Operate 8-car trains on Orange Line</td>
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<td>★</td>
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<td>Operate 8-car trains on Red Line</td>
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<td><strong>Signal and Train Control Improvements on Blue Line</strong></td>
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<td>Preemptive signals on Beacon, Commonwealth, and Huntington</td>
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**KEY:**
- ★ = High
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- ○ = Low
## Appendix A

### Transit Service Enhancement

#### Commuter Rail Projects

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<th>Description</th>
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<td>Improve pedestrian access to Anderson RTC from western side of tracks</td>
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<td>Install welded rail along sections of Haverhill, Lowell, and Fitchburg lines where it is not presently in place</td>
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<td>Upgrade station signage for commuter rail systemwide</td>
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<td>Increase speed and frequency of Needham service</td>
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<td>Expand Reverse Commuting Options</td>
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<td>Install double-tracking on entire commuter rail system</td>
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<td>Install platforms on both sides of tracks at stations in Newton so that reverse commuting trips may make more stops.</td>
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<td>Purchase diesel multiple unit trains to allow for increased frequency on commuter rail lines</td>
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<td>Construct high platforms at all Providence Line stations not so equipped and expand to other lines at a later date</td>
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**KEY:**
- ☀ = High
- ☠ = Medium
- ☐ = Low

Fiscal Years 2007–2010 TIP
and Air Quality Conformity Determination
### Transit Service Enhancement

#### Bus/Trackless Trolley Projects

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<th>Description</th>
<th>Type</th>
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<th>Mobility</th>
<th>Cost Effectiveness</th>
<th>Air Quality</th>
<th>Service Quality</th>
<th>Environmental Justice</th>
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<td>Install automatic passenger counters on buses</td>
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<td>Install 300 shelters</td>
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<td>Install Intelligent Transportation System (ITS) systems for bus fleet</td>
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#### Systemwide Projects

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<td>Install bike racks at rapid transit and commuter rail stations</td>
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# Transit Accessibility Enhancement

## Appendix A

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<th>Station</th>
<th>Service</th>
<th>Inbound Ridership</th>
<th>In Process</th>
<th>Ridership</th>
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<th>Interconnectivity</th>
<th>Terminal Locations</th>
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### Transit Accessibility Enhancement

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## Transit Accessibility Enhancement

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Fiscal Years 2007–2010 TIP
and Air Quality Conformity Determination

151
## Transit Parking Enhancement

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Fiscal Years 2007–2010 TIP
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## Transit Parking Enhancement

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Appendix A

Transit State of Good Repair

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

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<th>Revenue Vehicles</th>
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<th>Medium Priority</th>
<th>Low Priority</th>
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<td>Access (THE RIDE)</td>
<td>$3,866,561</td>
<td>$12,779,258</td>
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<td>$84,205,039</td>
<td>$12,903,692</td>
<td>$138,570,522</td>
</tr>
</tbody>
</table>
## Appendix A

### Transit State of Good Repair

<table>
<thead>
<tr>
<th>Power</th>
<th>High-Priority</th>
<th>Medium Priority</th>
<th>Low Priority</th>
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</thead>
<tbody>
<tr>
<td>Commuter Rail</td>
<td>$79,672,483</td>
<td>$72,492,477</td>
<td>$27,798,716</td>
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<tr>
<td>Heavy Rail/Light Rail/ Trackless Trolley</td>
<td>$57,269,634</td>
<td>$180,261,310</td>
<td>$276,241,612</td>
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<tr>
<td>Systemwide</td>
<td>$0</td>
<td>$2,560,320</td>
<td>$9,732,264</td>
<td>$12,292,584</td>
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<tr>
<td><strong>Power Subtotal</strong></td>
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<td><strong>$255,314,107</strong></td>
<td><strong>$313,772,592</strong></td>
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</table>

<table>
<thead>
<tr>
<th>Yard and Shop</th>
<th></th>
<th></th>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Bus</td>
<td>$45,031,989</td>
<td>$117,916,108</td>
<td>$85,045,749</td>
<td>$247,993,846</td>
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<tr>
<td>Commuter Rail</td>
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<tr>
<td>Heavy Rail/Light Rail</td>
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<td>$29,436,039</td>
<td>$96,809,558</td>
<td>$148,006,023</td>
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<tr>
<td>Systemwide</td>
<td>$52,901,531</td>
<td>$39,428,667</td>
<td>$176,524,841</td>
<td>$268,855,039</td>
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<tr>
<td><strong>Yard and Shop Subtotal</strong></td>
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<td><strong>$196,159,971</strong></td>
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<table>
<thead>
<tr>
<th>Stations</th>
<th></th>
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<tbody>
<tr>
<td>Boats</td>
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<td>$694,944</td>
<td>$1,085,088</td>
<td>$1,780,032</td>
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<td>Commuter Rail</td>
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<td>$18,503,968</td>
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<tr>
<td>Heavy Rail/Light Rail</td>
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<td>$183,418,699</td>
<td>$151,644,543</td>
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<tr>
<td><strong>Stations Subtotal</strong></td>
<td><strong>$134,077,637</strong></td>
<td><strong>$202,617,611</strong></td>
<td><strong>$196,102,192</strong></td>
<td><strong>$532,797,440</strong></td>
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</table>

<table>
<thead>
<tr>
<th>Facilities</th>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Bus</td>
<td>$970,184</td>
<td>$2,815,021</td>
<td>$528,888</td>
<td>$4,314,093</td>
</tr>
<tr>
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<td>$28,512,000</td>
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<td>$57,974,400</td>
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<tr>
<td>Heavy Rail/Light Rail</td>
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<td>$35,973,397</td>
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<tr>
<td>Systemwide</td>
<td>$4,894,372</td>
<td>$8,342,373</td>
<td>$7,234,446</td>
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<td><strong>Facilities Subtotal</strong></td>
<td><strong>$9,006,657</strong></td>
<td><strong>$75,642,791</strong></td>
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<td><strong>$139,918,441</strong></td>
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</table>

<table>
<thead>
<tr>
<th>Elevators and Escalators</th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
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<tr>
<td>Bus</td>
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<td>$0</td>
<td>$401,637</td>
<td>$401,637</td>
</tr>
<tr>
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<td>$0</td>
<td>$401,637</td>
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<tr>
<td>Heavy Rail/Light Rail</td>
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</tr>
<tr>
<td>Systemwide</td>
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<td>$0</td>
<td>$8,032,750</td>
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<tr>
<td><strong>Elevators and Escalators Subtotal</strong></td>
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<td><strong>$59,274,393</strong></td>
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<td><strong>$128,998,661</strong></td>
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</table>

<table>
<thead>
<tr>
<th>Parking</th>
<th></th>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail</td>
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<td>$22,735,460</td>
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</tr>
<tr>
<td>Heavy Rail/Light Rail</td>
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<td><strong>$222,452,833</strong></td>
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</tbody>
</table>
## Transit State of Good Repair

### Tunnels, Walls, and Culverts

<table>
<thead>
<tr>
<th></th>
<th>High-Priority</th>
<th>Medium Priority</th>
<th>Low Priority</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bus</strong></td>
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<td>$0</td>
<td>$0</td>
<td>$9,408,960</td>
</tr>
<tr>
<td><strong>Commuter Rail</strong></td>
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<td>$0</td>
<td>$7,574,391</td>
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<td>$83,904,579</td>
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<td><strong>Tunnels, Walls, and Culverts Subtotal</strong></td>
<td>$100,887,930</td>
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<td>$0</td>
<td>$100,887,930</td>
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### Bridges

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<th>Medium Priority</th>
<th>Low Priority</th>
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</tr>
</thead>
<tbody>
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<tr>
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### Fare Equipment

<table>
<thead>
<tr>
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<th>Medium Priority</th>
<th>Low Priority</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Systemwide</strong></td>
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### Administration

<table>
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<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
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<td>$5,406,237</td>
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### Total

<table>
<thead>
<tr>
<th></th>
<th>High-Priority</th>
<th>Medium Priority</th>
<th>Low Priority</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>System Preservation Needs</strong></td>
<td>$2,663,700,643</td>
<td>$6,827,394,254</td>
<td>$3,161,665,006</td>
<td>$12,652,759,903</td>
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</tbody>
</table>
Appendix B

Project Information Forms

In developing the TIP, the Boston Region MPO uses roadway project and transit project information forms for collecting information about projects and evaluating them according to established criteria. These forms are explained in this appendix and samples of the forms are provided at the end of this appendix.

Transit Project Information Forms

There is a project information form for each of the three types of transit projects: state-of-good-repair projects, service enhancement projects, and expansion projects. There is also a specific form for two particular types of service enhancement projects: those enhancing accessibility and those enhancing parking. All of these types of forms are filled out by MPO staff using information from the MBTA’s Capital Investment Program and other information provided by the MBTA. The evaluation criteria on the forms include utilization, mobility, service quality, air quality, environmental justice, and economic/land use impacts.

Roadway Project Information Forms

The information shown on these forms is gathered from the sources indicated. If the project proponent has information that updates or corrects the information presented here, they are welcomed to provide it. Items with an asterisk (*) after the number denotes a new item for 2006.

1  **ID Number** - The MassHighway Project Information System (PROJIS) number assigned to the project. If the project does not have a PROJIS number, an identification number will be assigned to the project by the MPO for internal tracking purposes (source: MassHighway, MPO database).

2  **Municipality(ies)** - The municipality(ies) in which the project is located (MPO database).

3  **Project Name** – Identifies the name of the project (MPO database, MassHighway).

4  **Project Category** (determined by MPO staff):
   - Arterial and Intersection – Includes arterial roadway and intersection projects.
   - Major Highway – Includes limited access roadway projects
   - Bridge – Includes bridge projects.
   - Bicycle and Pedestrian – Includes such projects as walkways, paths, and trails.
Appendix B
Project Information Forms

• Enhancement – Includes streetscapes or other types of enhancements.
• Regional Mobility - Includes transportation demand management programs including the MPO’s Suburban Mobility Program, and park-and-ride facilities

5 MHD District - The MassHighway District in which the project is located (MPO database).

6 MAPC Subregion - The MAPC subregion in which the project is located (MPO database).

7 Cost - The estimated total cost of the project. (MPO database, MassHighway, and project proponent).

8 Description - A description of the project including its major elements and project limits. Maps, diagrams and pictures will be provided from MPO agencies or staff when available. Maps, diagrams or pictures may be provided by the proponent. (Electronic formats are preferred.) Depending on the category of project, a type is assigned by MPO staff: (MPO database)
  • Arterial and Intersection and Major Highway projects can be categorized as new construction, reconstruction, resurfacing, intersection improvement and other.
  • A Bridge project can be categorized as a reconstruction, replacement, rehabilitation, demolition or new construction.
  • A Bicycle/Pedestrian project can be categorized as a new construction, improvement or other.
  • Enhancements can be categorized as reconstruction, historic preservation, environmental, streetscape or other.

  • A Regional Mobility project can be categorized as transportation demand management, transportation management association, suburban mobility, marketing, park-and-ride, improved intermodal connections or other project or program which increases the available travel choices.
  • In addition, any project that adds user capacity to the system (e.g. the addition of a travel lane to a roadway project) will be noted.

The following three items are based on GIS information, using the project description, and come from the MPO database.

9 Project Length (Miles) - Length of project in miles.

10 Project Lane Miles - Lane miles of project.
Appendix B
Project Information Forms

11 **Additional Lane Miles by Project** - Additional lane miles to be constructed by project.

TIP History

12 **Transportation Improvement Program History** – The history of the project programming from fiscal year 2001 through fiscal year 2006 (MPO database).

Community Support

13 **Community Priority** – The priority of the project as reported by the community.

14 **Sub Regional Priority** – Metropolitan Area Planning Council subregional priority for the project, usually voted on at a spring meeting of each MAPC subregion. Check the MAPC calendar for meetings www.mapc.org/whats_new/monthly_calendar.html.

Additional Status

15 **Additional Status** – Indicates if a project has additional conditions or approvals (MPO database): **ITS Conformity** - Conforms with the Regional Intelligent Transportation Systems (ITS) Architecture for Metropolitan Boston. **Approved CMAQ** - Approved by the Congestion Management and Air Quality Mitigation Committee for the use of Congestion Mitigation and Air Quality funds. **Approved Enhancement** - Approved by the Regional Enhancement Committee or Statewide Enhancement Steering Committee.
Appendix B
Project Information Forms

READINESS
All non-transit projects programmed in the first year of the TIP must be advertised before the end of the federal fiscal year (September 30th). That funding authorization is not transferred to the next federal fiscal year: any “leftover” funds are effectively “lost” to the region. If a project in the first year of the TIP is determined as “not ready to be advertised before September 30th,” it will be removed from the TIP and replaced with another project by amendment. ‘Readiness’ is a determination of the appropriate year of programming for a project. In order to make this determination, the MPO tracks project-development milestones and estimates when a project will be ready for advertising.

For projects in the first year of the TIP, it is important to communicate any perceived problems to the Boston Region MPO c/o CTPS as soon as possible.

16* TIP Status – Either Programmed, Pre-TIP, or Conceptual – Programmed projects are those identified for funds in the fiscal years 2006–2010 TIP. Pre-TIP projects are in a project development process but do not have funds identified in the TIP. Conceptual projects are project concepts or ideas that are not yet under design (MPO database).

17 Design Status - A project’s design status. A checked box indicates that a design status has been reached. Dates are provided where available (MPO database; MassHighway Project Info).
• Project Planning
• Project Review Committee Approval
• 25% submitted to MassHighway
• 25% approved by MassHighway
• 75% submitted to MassHighway
• 75% approved by MassHighway
• 100% submitted to MassHighway
• 100% approved by MassHighway

18 Right-of-Way - The section describing the right-of-way status of a project (MassHighway Project Info).

None - No right-of-way action required for the completion of the project.
Required - Right-of-way action required for the completion of the project.
Types of right-of-way required for a project:

• Rights of Entry - Allows the contractor to perform certain types of work on the owner’s land, the rights granted are temporary in nature.
• Easement - The title of the land remains in the name of the property owner, however, the project proponent has the right to the use of the property.
Appendix B
Project Information Forms

- **Taking** - A fee taking, transferring the title of the land to the project proponent on the date of the recording of the order of taking.
- **MassHighway Responsibility** - The required right-of-way is the responsibility of MassHighway.
- **Municipal Responsibility** - The required right-of-way is the responsibility of the municipality.
- **Municipal Approval** - Municipal approval of the right-of-way plan and the date.

- **Expected** - Expected date of right-of-way plan and order of taking (MassHighway or Municipal).
- **Recorded** - Date the right-of-way plan and order of taking was recorded at the Registry of Deeds (MassHighway or Municipal).
- **Expires** - Expiration date of the rights of entry, easements or order of taking (MassHighway or Municipal).

**Outstanding Issues** - Any outstanding right-of-way issues (MassHighway or Municipal).

19 **Required Permits** - Permits required by the Massachusetts Environmental Policy Act (MPO database/MassHighway Project Info). Possible required permits include:

- Environmental Impact Statement
- Construction Engineering Checklist
- Clean Water Act Section 404 Permit
- Rivers and Harbors Act of 1899 Section 10 Permit
- MEPA Environmental Notification Form
- MEPA Environmental Impact Report
- Massachusetts Historical Commission Approval
- M.G.L. Ch. 131 Wetlands Order of Conditions
- Conservation Commission Order of Conditions

**PROJECT INFORMATION**

P1 **What is the need for this project?** Describe the need for the project from a local and regional perspective. What are the existing or anticipated issues the project is designed to address?
Appendix B
Project Information Forms

Existing Condition - Need

20 Existing Pavement Condition
Pavement Roughness (IRI) - Value reflects calibrated value in inches of roughness per mile. Ranges of 0-190 are classified as “good,” ranges of 191-320 are classified as “fair,” and any number above 320 is classified as poor. (Source: MassHighway Roadway Inventory File - 2003). Pavement Serviceability Rating (PSR) – Index value of roughness to the tenth and a range of one to five, with five being perfectly smooth. A rating of 3.0 or less recommends the start of a maintenance program. Any road section that has a PSR range of 2.75 – 3 recommends routine maintenance; a PSR range of 2.5- 2.75 recommends a thin overlay; a PSR range of 1.75-2.5 structural overlay, and a PSR range less than or equal to 1.75 is considered for total reconstruction. (MassHighway Roadway Inventory File - 2003).

21 Degree of Bicycle/Pedestrian Provisions (MassHighway Roadway Inventory File – 2005, MPO Bicycle coverage)

Sidewalks – Indicates if sidewalks are present on one side or on both sides of the roadway
On Road Bike Accommodation: Shoulder ≥ 4 Feet – Identifies if the shoulder can accommodate bicycling by providing at least a four foot shoulder and that the shoulder is designated for bicycle use in the project.
Signed Bicycle Route - Roadway is designated and signed as a bicycle route.
Bicycle Trail – Identifies the presence of a trail near or alongside a roadway.

Bridge Specific Information
(Source – MassHighway)

• Bridge ID – Bridge identification number
• AASHTO Rating - American Association of State Highway and Transportation Officials’ rating of bridge deficiency. The lower the score, the more deficient the bridge.
• Year Built - The year the bridge was built.
• Year Rebuilt - The last year the bridge was rebuilt.
• Deficiency - The deficiency of the bridge, either structurally deficient or functionally obsolete.
• Posted Weight Restriction
• Current bicycle accommodations exist
• Current pedestrian accommodations exist
Appendix B
Project Information Forms

Double stack route - Is the bridge located on a planned double stack freight route?

P2* What are the infrastructure condition needs or issues of the project area? What are the existing or anticipated conditions or problems the project is designed to address? Please be as specific as possible. The information below is typical of the measures that can be used to identify needs, please include additional pavement information from municipal pavement management programs. In addition qualitative descriptions of problems or anticipated needs can be provided. (When applicable this information should be consistent with project need information provided in the MHD Project Need Form.

Existing Condition - Project Effectiveness

P3 How does this project address the infrastructure condition needs or issues in the project area? The criteria below are examples of the types of information that can be used to demonstrate how effective the proposed project will be. For all projects, provide details of any pavement management system the community or agency employs, and how this pavement management system will maximize the useful life of any pavement repaired or replaced by the project. For Condition, each project will be evaluated by criteria that are specific to the category of the project.

<table>
<thead>
<tr>
<th>Arterial</th>
<th>Major Highway</th>
<th>Bridge</th>
<th>Enhancement</th>
<th>Bicycle/ Pedestrian</th>
<th>Regional Mobility</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Improves the roadway surface to state of good repair</td>
<td>Improves the roadway surface to state of good repair</td>
<td>Restores Bridge to Structural Adequacy</td>
<td>Improves pedestrian and bicycle amenities, landscaping or general aesthetics</td>
<td>Improves transit access. Regional mobility is TDM, Suburban Mobility, etc.</td>
</tr>
<tr>
<td>B</td>
<td>Improves other identified infrastructure problems e.g. signage, lighting, signals, etc.</td>
<td>Improves other identified infrastructure problems e.g. signage, lighting, signals, etc.</td>
<td>Improves other identified infrastructure problems e.g. signage, lighting, signals, etc.</td>
<td>Repairs existing bicycle lane or trail</td>
<td>Improves other identified infrastructure problems</td>
</tr>
<tr>
<td>C</td>
<td>Repairs existing bicycle/ pedestrian</td>
<td>Restores Bridge to Functional Adequacy</td>
<td>Repairs to existing sidewalks and crosswalks</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Appendix B
#### Project Information Forms

<p>| | | | |</p>
<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>amenities</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D</td>
<td>Improves on road conditions for bicyclists and pedestrians</td>
<td>Repairs existing bicycle/pedestrian amenities</td>
<td></td>
</tr>
<tr>
<td>E</td>
<td></td>
<td>Addresses weight restriction</td>
<td></td>
</tr>
<tr>
<td>F</td>
<td></td>
<td>Addresses bridge clearance issue</td>
<td></td>
</tr>
</tbody>
</table>

### Safety – Need

**Crashes**
Crash data are collected for a three-year period from the MassHighway Crash Data System. The Crash Data System includes all motor vehicle crashes involving $1,000 or more in property damage, an injury or fatality. Up to three locations in a corridor are identified.

22  **Top 1000 Rank** - Rank of highest intersection in the project area that is in the top 1000 crash sites in the Commonwealth. (1999-2001 or more recent, when available)

23  **Three year crash total** - Total crashes (1999-2001 or more recent, when available).

24  **Fatal Crashes** - Total fatal crashes (1999-2001 or more recent, when available).

25  **Bicycle-Involved Crashes** - Total bicycle-involved crashes (1999-2001 or more recent, when available).

26  **Pedestrian-Involved Crashes** - Total pedestrian-involved crashes (1999-2001 or more recent, when available).

**P4**  What are the safety needs or issues of the project area? What are the existing or anticipated safety problems the project is designed to address? Please be as specific as possible. The information below is typical of the measures that can be used to identify needs, but qualitative descriptions of problems or anticipated needs can be provided as
well. Local crash information compiled from local police records can be used to supplement the MassHighway Crash Data System. (When applicable this information should be consistent with project need information provided in the MHD Project Need Form.

**Safety – Project Effectiveness**

P5 How does this project address the safety needs or issues in the project area? How will the project result in improved safety conditions in the project area, including emergency vehicle access, improved lighting, or other safety features? Please explain the safety benefits of the project for all modes.

For Safety, each project will be evaluated by criteria that are specific to the category of the project

<table>
<thead>
<tr>
<th></th>
<th>Arterial</th>
<th>Major Highway</th>
<th>Bridge</th>
<th>Enhancement</th>
<th>Bicycle/ Pedestrian</th>
<th>Regional Mobility</th>
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</thead>
<tbody>
<tr>
<td>A</td>
<td>Will result in improved safety conditions for each mode.</td>
<td>Will result in improved safety conditions for each mode.</td>
<td>Will result in improved safety conditions for each mode.</td>
<td>Will result in improved safety conditions for pedestrians, bicyclists and/or transit users</td>
<td>Will result in improved safety conditions for bicyclists and/or pedestrians</td>
<td>Will result in improved safety conditions for pedestrians, bicyclists and transit users.</td>
</tr>
<tr>
<td>B</td>
<td>Addresses an identified safety problem for one or more modes</td>
<td>Addresses an identified safety problem for one or more modes</td>
<td>Addresses an identified safety problem for one or more modes</td>
<td>Addresses an identified safety problem for one or more modes</td>
<td>Addresses an identified safety problem for one or more modes</td>
<td>Will result in improved safety conditions across modes</td>
</tr>
<tr>
<td>C</td>
<td>Includes design elements to reduce vehicle speeds</td>
<td>Includes design elements to reduce vehicle speeds</td>
<td>Includes design elements to reduce vehicle speeds</td>
<td>Includes design elements to reduce vehicle speeds</td>
<td>Includes design elements to reduce vehicle speeds</td>
<td>Provides lighting or other safety features</td>
</tr>
<tr>
<td>D</td>
<td>Includes elements to further separate movements with the worst crash history</td>
<td>Includes elements to further separate movements with the worst crash history</td>
<td>Includes elements to further separate movements with the worst crash history</td>
<td>Includes elements to further separate movements with the worst crash history</td>
<td>Includes elements to further separate movements with the worst crash history</td>
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</tbody>
</table>
### Mobility - Need

Increased travel choices and improved access for and across all modes – pedestrian, bicycle, public transportation and vehicular is a key mobility issue. Mobility is not merely about moving motor vehicles more quickly through an intersection or along a roadway segment but includes increasing access by and across all modes. Our measures and data on existing and potential use are more available for vehicles and transit than for pedestrian and bicycle access. As new data and information become available we will report it. In the meantime we would appreciate the assistance of project proponents in helping us identify and collect that data.

### Average Daily Traffic

#### ADT

The annual average of vehicles passing a location in a day (Massachusetts Traffic Volumes, MassHighway).

#### Description of Count Location

Indicates the roadway and the location on the roadway where the count occurred (Massachusetts Traffic Volumes, MassHighway).

#### Year of Count

The year the count was taken. (Massachusetts Traffic Volumes, MassHighway).
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Project Information Forms

30 Source of ADT – Identifies the source of the ADT information if not from Massachusetts Traffic Volumes, MassHighway.

31 Truck ADT - The annual average number of trucks passing a location in a day. (Massachusetts Traffic Volumes, MassHighway).

32 Trucks Excluded from Roadway – Identifies if, when, and what type of, trucks are excluded from using any portion of the project area. (MassHighway).

33 Transit Vehicles Use Roadway – Identifies the fixed route transit vehicles using the roadway.

Congestion Data

The Mobility Management System (MMS) is an MPO project that monitors and evaluates regional transportation system performance. MMS collects information on travel speeds and delays for a selected subset of roadways in the MPO region (mostly on state numbered routes).

If a project information form does not have any MMS data listed, this does not mean that the roadway or intersection does not experience congestion problems—this simply means that data from the MMS is not available. In such cases, the project proponent should provide any congestion-related information (speed, delay, level of service, etc.) available for the project. Please indicate whether the information is for the peak period or the peak hour and the source of the information.

34 Average A.M./P.M. Peak-Period Speed - The average peak-period, through-vehicle, travel speed along a corridor, for both directions of travel.

35 Average A.M./P.M. Peak-Period Speed Index – The level of service based on the average peak-period, through-vehicle, travel speed index along a corridor, for both directions of travel. The speed index is the ratio of the average observed peak-period travel speed to the posted speed limit. The level of service (LOS) associated with the speed index is loosely based on the definition provided by the Highway Capacity Manual (HCM) 2000 for urban streets:

- LOS A > 0.9
- LOS B > 0.7
- LOS C > 0.5
- LOS D > 0.4
Appendix B
Project Information Forms

LOS E > 0.33
LOS F < 0.33

LOS A describes traffic conditions at primarily free-flow or speed limit values, and LOS F indicates the worst traffic conditions, characterized by extremely low speeds and likely congestion at critical signalized locations.

P6* How does this project address mobility needs? Describe the need for the project from a local and regional perspective. What are the existing or anticipated mobility needs the project is designed to address? Please be as specific as possible. The information below is typical of the quantitative measures that can be used to identify needs, but qualitative descriptions of problems or anticipated needs can be provided as well. Since the measures below focus on mobility using autos, any information on non-auto mobility needs will be carefully considered. (When applicable this information should be consistent with project need information provided in the MHD Project Need Form.

Mobility – Project Effectiveness

P7 How does this project meet the mobility needs identified above? Please include information on how the project improves level of service and reduces congestion, provides multimodal elements (e.g. access to transit stations or parking, access to bicycle or pedestrian connections), enhances freight mobility, and closes gaps in the existing transportation system. For roadway projects it is MPO and MassHighway policy that auto congestion reductions not occur at the expense of pedestrian, bicycle, or transit users. The information below is typical of the quantitative measures that can be used to identify improvements, but qualitative descriptions can be provided as well. Since the measures below focus on vehicle mobility, any information on nonvehicle mobility needs will be carefully considered. Please explain the mobility benefits of the project for all modes.

For Mobility, each project will be evaluated by criteria that are specific to the category of the project

<table>
<thead>
<tr>
<th>Arterial</th>
<th>Major Highway</th>
<th>Bridge</th>
<th>Enhancement</th>
<th>Bicycle/Pedestrian</th>
<th>Regional Mobility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improves LOS or otherwise relieves traffic congestion</td>
<td>Improves LOS or otherwise relieves traffic congestion</td>
<td>Removes a current travel restriction</td>
<td>The project directly benefit more than one community or subregion</td>
<td>Provides connections to existing trails, sidewalks, transit stations, and other intermodal facilities</td>
<td>Project meets an identified need not otherwise served</td>
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<td>Appendix B</td>
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<td><strong>Project Information Forms</strong></td>
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</table>

<table>
<thead>
<tr>
<th>B</th>
<th>Includes signal equipment upgrades for adaptive signal controls and coordination with adjacent signals (ITS)</th>
<th>Reduces traffic on alternative routes</th>
<th>Improves mobility; reduces traffic congestion</th>
<th>The project provide for better regional connectivity or address a missing link in the transportation system</th>
<th>Provides new connections across roadways or natural barriers</th>
<th>The project provides additional mode choice to regional residents or compliments another nearby TDM initiative</th>
</tr>
</thead>
<tbody>
<tr>
<td>C</td>
<td>Includes additional auto travel lanes, including turning lanes</td>
<td>Includes additional auto travel lanes, including turning lanes</td>
<td>Includes additional auto travel lanes, including turning lanes</td>
<td>Number of persons benefiting</td>
<td>Removes existing obstruction</td>
<td>Proposed park and ride lot is served by transit</td>
</tr>
<tr>
<td>D</td>
<td>Prioritizes signals for transit vehicles (ITS)</td>
<td>Provides multimodal/non-SOV elements</td>
<td>Improves bicycle/pedestrian access</td>
<td>Is the project a component of a larger overall effort</td>
<td>Improves signage</td>
<td>Convenient non-motorized connection provided to non-motorized trail</td>
</tr>
<tr>
<td>E</td>
<td>Provides multimodal/non-SOV elements</td>
<td>Provides new path for pedestrians/bicyclists to cross roadway</td>
<td>Carries &gt;10% truck volumes/is part of the regional truck network</td>
<td>The project primarily benefits new or underserved users</td>
<td>Number of persons benefiting</td>
<td>Increases efficiency of existing parking</td>
</tr>
<tr>
<td>F</td>
<td>Provides or repairs sidewalks, crosswalks, and bicycle lanes</td>
<td>Enhances freight movement for regional or local commerce</td>
<td>Improves travel reliability for regularly-scheduled transit services</td>
<td>The project primarily benefits new or underserved users</td>
<td>For park and ride, the proposed parking supply is sufficient for demand</td>
<td></td>
</tr>
<tr>
<td>G</td>
<td>Enhances freight movement for regional or local commerce</td>
<td>Improves travel reliability for regularly-scheduled transit services</td>
<td>Improves emergency vehicle mobility</td>
<td>For park and ride, the proposed parking supply is sufficient for demand</td>
<td></td>
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<tr>
<td>H</td>
<td>Closes existing gaps in bicycle lanes or sidewalks</td>
<td>Includes other ITS elements to improve traffic flow (e.g. variable message signs, ramp metering)</td>
<td>Improves regional connections and intermodal access</td>
<td>Improves regional connections and intermodal access</td>
<td></td>
<td></td>
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<tr>
<td>I</td>
<td>Improves travel reliability for regularly-scheduled transit services</td>
<td></td>
<td></td>
<td>Project demand, including seasonal variation, if appropriate</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Fiscal Years 2007–2010 TIP**  
and Air Quality Conformity Determination  
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<table>
<thead>
<tr>
<th></th>
<th>Improves emergency vehicle mobility</th>
<th></th>
<th>Improves access for non-motorized travel</th>
</tr>
</thead>
<tbody>
<tr>
<td>J</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>K</td>
<td>Carries &gt;10% truck volumes/is part of the regional truck network</td>
<td></td>
<td></td>
</tr>
<tr>
<td>L</td>
<td>Includes other ITS elements to improve traffic flow (e.g. variable message signs)</td>
<td></td>
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</table>

P8 What intelligent transportation systems (ITS) elements does this project include? Examples are new signal systems or emergency vehicle override applications.

Community

Many projects are initiated for reasons other than geometric design deficiencies and many projects are also located within limited rights of way, on main streets in city or town centers, or adjacent to natural resources, public lands or historic resources. Often, projects on existing roadways are initiated in communities where land use and cultural characteristics are already well established. The purpose of this section is to identify the impacts of the project on the community within which it occurs.

Environmental Justice

“Environmental justice requires the MPO to examine the benefits and burdens, historically, currently, and planned in the future, to ensure that minority and low-income communities are treated equitably in the provision of transportation services and projects.”

The examination of environmental justice includes consideration of patterns of capital investment and allocation that have contributed to present conditions and inform current and future MPO decisions. The traffic analysis zone (TAZ) is the geographic unit for environmental justice analysis used by the MPO. The questions below identify whether or not a project runs through, or is contiguous to, an environmental justice community of...
concern TAZ. If an environmental justice community is affected by this project and is not identified in questions 35 and 36, please provide the details in question P9.

36 Located in MPO-defined environmental justice community of concern - Seventeen neighborhoods were identified by the MPO Environmental Justice Committee based on percentage of minority residents and percentages of households with low incomes (2000 U.S. Census).

37 Located in MPO-defined environmental justice target population – The thresholds for low income and minority target populations were determined in consultation with the MPO’s Environmental Justice Committee.

Low Income - The MPO median household income in 2000 was approximately $55,800. A low-income TAZ was defined as having a median household income at or below 75% of this level ($41,850).

• Minority - A minority TAZ was defined as having a percentage of minority population greater than 21.4%. Title VI guidelines suggest that a minority community be defined as one with a minority population which is greater than the regional percentage of minority residents (2000 U.S. Census).

P9 How does the project relate to community character? Is the project is located in an existing community or neighborhood center or other pedestrian-oriented area? Explain the community context (cultural, historical, other) in which the project will occur and indicate the positive or negative effect this project will have on community character.

P10 If this project is located in an MPO-defined environmental justice community of concern or target population how does the project affect this community? Explain how this project will affect the surrounding community in terms of impacts on environmental justice communities.

P11 If this project is NOT located in an MPO-defined environmental justice community of concern or target population, does it have any environmental justice impacts? Since this project is not adjacent to an MPO-identified environmental justice community, please identify the community that will be affected and the effect this project will have on that community.
Environment

38 Located in an area of critical environmental concern - Areas designated as Areas of Critical Environmental Concern by the Massachusetts Secretary of Environmental Affairs (Data from MassGIS).

39 Located adjacent to (within 200 feet of) a waterway - Hydrographic (water-related) features, including surface water (lakes, ponds, reservoirs), flats, rivers, streams and others from MassGIS. This is the distance within an area protected by the Massachusetts Rivers Protection Act. (Data from MassGIS).

40 Percentage of land within a ½ mile corridor that is wetlands – On either side of the project (MassGIS wetlands coverage).

41* Located in BioCore Habitat Area – Areas designated as biocore habitat through the National Heritage and Endangered Species Program (Data from MassGIS)

42* Located in Approved Wellhead Protection Areas – Areas designated as DEP Approved Wellhead Protection Areas (Zone II) (Data from MassGIS)

43 Percentage of land within a ½ mile corridor that is permanently protected open space or municipally-owned – On either side of the project (MassGIS coverage).

P12 What are the environmental impacts of the project? How will this project improve air quality, water quality, or reduce noise levels in the project area and in the region? Air quality improvements can come from reductions in vehicle trips, from reductions in the length of those trips, or in the reduction in vehicle cold starts. Water quality improvements can result from less runoff from impervious surfaces, water supply protection and habitat protection. Noise barriers or vegetation plantings can also reduce noise impacts.

Land Use

MAPC will make the draft evaluation, subject to review by the Transportation Planning and Programming Committee for all projects. This evaluation may be changed based on information supplied by the community/proponent.
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Project Information Forms

44 **Percentage of greenfield land** - Percentage of land within a ½ mile corridor that is previously undeveloped but developable (i.e. "greenfields") on either side of the project (developable land GIS coverage).

All the following criteria apply to the zoning ordinances currently in place for land adjacent to the project. Zoning coverages were originally developed by MAPC for the buildout analysis and have been updated, as necessary, from the www.ordinance.com database. If more recent zoning information is available, or zoning changes are planned for the area in the near future please provide that information to MAPC.

*Using the current available zoning coverage, the following calculations will be made by MAPC:*

45 **Residential Density Threshold (7 Dwelling Units (DU)/acre (suburban) to 50 DU/acre (urban))** - Residential areas are zoned for at least 7 Dwelling Units (DU)/acre (suburban) to 50 DU/acre (urban) as an average for the entire developable residentially-zoned area within ½ mile of the project. For all residential-zoned, developable land within the 1-mile corridor (for all land that is either currently used or currently undeveloped), the average density, in dwelling units per acre allowed by the current zoning, will be calculated.

46 **Commercial FAR threshold (50 employees/acre (suburban) or 150 employees/acre (urban))** - A Commercial floor-area-ratio (FAR) that results in an estimated 50 employees/acre (suburban) or 150 employees/acre (urban) as an average for the entire developable commercially zoned area within ½ mile of the project. For all commercially zoned, developable land within the 1-mile corridor (for all land that is either currently used or currently undeveloped), the average density, in building square-feet-per-acre allowed by the current zoning, will be calculated. The square feet will be converted to employees-per-acre using factors developed by MAPC. Floor-area-ratio is the gross floor area of all buildings or structures on a lot divided by the total lot area.

47 **A future zoned population/employment ratio between 2.0 and 0.75 in the project area** - Dwelling units will be converted to population based on the average population per household for the community from the 2000 census. The total population within the 1-mile corridor will be divided by the total employment calculated within the 1-mile corridor to produce a population/employment ratio. If a project allows a community to move towards the ratio range, MAPC may exercise professional judgment in allocating points.
Communities below the lower end of this ratio (0.75, meaning not enough housing for the local jobs) can provide supplementary information to indicate that the community has established goals and undertaken actions that will achieve a balance of housing opportunities in the project area. Both planning for goals and the construction of new units must take place. If the new housing produced was within the 1-mile corridor around the transportation project being evaluated here, or if the transportation project otherwise improves access to the new housing units documentation should be provided as supporting evidence to the Boston Region MPO. Appropriate types of information are indicated below:

Using this criterion, municipalities are rewarded that have done substantial planning that addresses their housing inventory, needs, and goals & objectives. Eligible plans include 418 Housing Strategies (formerly used for Housing Certification), housing elements of 418 Community Development Plans, plans developed under the Planned Production regulation, and other types of local, subregional, or regional housing plans. Plans must have been adopted since January 1, 2000. Regional plans must have been adopted by the municipality in order to qualify. To be adopted, a plan must have been approved by vote of an appropriate elected or appointed municipal entity, such as a planning board, board of selectmen, city council, mayor, or town meeting.

If your municipality has a housing plan that qualifies, please submit a copy of the cover page, table of contents, and executive summary of the plan along with the date of the plan and which local elected or appointed entity approved the plan.

Documentation of new units constructed should come from the number of building permits issued, and the number of residential units approved annually since 2000.

If your community has applied to the Commonwealth Capital Development program, most of this information will be available under Question 9a in the community’s application.

More information on the Commonwealth Capital Development program is available at mass.gov/commcap
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48 A mix of uses is allowed within the area – Mixed-use zoning districts embody the traditional compact development of land, buildings, and structures, by integrating a variety of complementary uses, such as residential, retail, office, civic and entertainment. This criterion is intended to encourage communities to redevelop first and to give priority to transportation projects that support the concentration of development in new or existing mixed-use districts that include residential, commercial, and civic uses.

For the purpose of this criterion, mixed-use zoning must allow a combination of significantly different uses within the same district. Eligible mixed-use districts will typically occur in city, town, or village centers; around transit locations; or in other appropriate locations. Large zoning districts that are predominately residential but allow limited non-residential uses, such as churches, schools, agriculture, and/or home occupations are not eligible. At least part of these districts must be within the 1-mile corridor around the transportation project being evaluated.

A transit-oriented development (TOD) district is considered a mixed use district under this criterion. TOD is compact, walkable development centered around transit stations. In general, TODs include a mix of uses, such as housing, shopping, employment, and recreational facilities within a design that puts a high priority on serving transit and pedestrians. Key features of TOD include a mix of uses, moderate to high density, pedestrian orientation/connectivity, transportation choice, reduced parking, and high quality design.

To demonstrate that mixed uses are allowed, submit the citation of the zoning ordinance or bylaw, provide a list of uses allowed, and describe using text and/or maps the area covered by the zone. Designation by DHCD as an approved 40R district will be considered proof that a mixed-use zone is in place. Information on building permits issued since
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July 1, 2003
for mixed-use development in these districts should also be provided.

If your community has applied to the Commonwealth Capital Development program, most
of this information will be available under Questions 4, 4a, and 4b in the community’s
application. This same information can be provided to the Boston Region MPO to
demonstrate that this criterion has been met.

More information on the Commonwealth Capital Development program is
available at
mass.gov/commcap

49 Maximum parking requirements – (≤3 per 1000 square feet of
commercial-suburban; ≤1.0 -urban).

50 For all new development, a TDM program is required that includes at least
four of the following components:
• Ridesharing program
• Parking restrictions or pricing policies
• Alternative work hours
• Telecommuting options
• Subsidized transit use and other financial incentives
• Areawide strategies such as membership in Transportation Management
  Associations
• Subsidies for local transit service
• Multi-occupant vehicle access – Provide access to site and turnaround
  space for multi occupant vehicles up to 25 feet in length

51 50% of new roadway capacity preserved in Corridor Land Use plan. If a
  Corridor Land
Use plan has been developed and adopted by all of the corridor
  communities that are
designed to preserve at least 50% of the new roadway capacity of the
  project, then the
  project will receive a high rating.

P13* How does the project improve access for pedestrians, bicyclists, and public
  transportation? Describe what improvements are in the project for pedestrians,
  bicyclists, and public transportation, and what level of improvement will be achieved
  over existing conditions.
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P14 How does the zoning of the area within ½ mile of this project support transit-oriented-development and preserve any new roadway capacity? Will the project have an impact on adjacent land uses? Please review the land use information if the project is expected to have an impact on land use. Provide any information you have that is different from that reported on this form. Is there a local project currently under development that would provide a better balance between housing and jobs in this corridor? If so, please provide details on the project status.

P15 How is the project consistent with local land use policies? Explain how this project will support existing or proposed local land use policies.

Economic Development

52* Serves a targeted redevelopment site – The redevelopment of brownfield sites, downtown districts, abandoned shopping centers, historic mill buildings, or otherwise decadent, substandard, or blighted areas serves as a critical strategy in expanding economic development, creating new housing opportunities, and building livable, vibrant communities. By redeveloping such areas, sites and buildings, fewer “greenfield” sites are developed, compact and often historic centers are revitalized, and underutilized properties are returned to productive use. By cleaning up brownfield sites, environmental contamination is mitigated improving ecological and human health as well as economic opportunity. This criterion rewards planning actions that contribute to successful redevelopment.

The proponent should provide information that planning is underway to redevelop brownfield sites, downtown districts, or other economic redevelopment target areas. The transportation project under review must assist in this redevelopment effort.

Planning should include three activities
• Develop an inventory of potential redevelopment sites. A local or regional inventory of brownfield sites; a building inventory of a downtown district; or an inventory of mill buildings. The inventory must contain basic information such as address, site ownership, and any other description. Brownfield inventories should include the property information, brownfields data (such as DEP tracking number, assessment status, and liability status if known), and municipal contact info. These inventories should be updated at least every 2 years.
• Develop a remediation, revitalization, or reuse strategy that outlines the specific steps needed to bring sites, buildings, or districts back into productive use. A currently active Urban Renewal Plan or Commercial Area Revitalization District (CARD) Plan, approved by DHCD, are examples of an eligible plan. The municipality
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must be an integral partner in the creation of the strategy. These strategies/plans should be no older than 5 years or demonstrated to be currently active.

- Site planning for reuse/redevelopment of brownfields, vacant buildings, or downtown districts. The municipality must be an active participant in the site planning activities. Examples of eligible activities include completing a plan by convening a design charrette or hiring an architect or landscape architect to create site plans for a redevelopment project. These plans must have been completed since July 1, 2003.

If your community has applied to the Commonwealth Capital Development program, most of this information will be available under Question 15 in the community’s application. This same information can be provided to the Boston Region MPO to demonstrate that this criterion has been met.

More information on the Commonwealth Capital Development program is available at mass.gov/commcap

53* Municipality provides financial or regulatory support for targeted redevelopment – The proponent should provide information that the community has developed regulatory or financial incentives for redevelopment of the sites targeted under question 52 above. Incentives can include:

- Direct local funding. Funding must be at a meaningful level and could be provided through a variety of means including the creation of a revolving loan program, a brownfields cleanup program, or bond authorization. Funding must have been used since July 1, 2003. Regional funding of brownfield assessment or remediation will earn the points as long as the funding has been used in the municipality since July 1, 2003.

- Local tax incentives, include use of Tax Increment Financing (TIF), District Improvement Financing (DIF), the new Urban Center Housing TIF, Special Tax Assessment (STA), and Business Improvement Districts (BID). To be eligible for points, such a tax incentive must not be just available, but have actually been used by a development since January 1, 2000 and be currently active.

- Changes to the permitting (zoning, other bylaws, building permit, occupancy permits or other necessary approvals) process since July 1, 2003 that simplify or expedite the permitting for redevelopment of brownfield or greyfield sites.

At least one of these incentives must be in place by the end of 2006 to qualify.

If your community has applied to the Commonwealth Capital Development program, most of this information will be available under Question 15 in the community’s application. This same information can be provided to the Boston Region MPO to demonstrate that this criterion has been met.
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More information on the Commonwealth Capital Development program is available at mass.gov/commcap

54* Encourages development of affordable housing accessible to employment centers. An insufficient supply of affordable housing continues to be a key problem facing the Commonwealth. Communities are rewarded under this criterion for having created a significant number of affordable units, as measured on the Subsidized Housing Inventory (SHI). The affordable housing developed must be within the 1-mile corridor around the transportation project under review.

A determination will be made based on information that the community has attained a Planned Production certification from the Department of Housing and Community Development or attained its Chapter 40B 10% affordable housing threshold, that funding for the rehabilitation of housing units from state, federal, or local sources has been authorized since July 1, 2003, and that the production of housing units on municipal land or with municipal funding has taken place since July 1, 2003.

If your community has applied to the Commonwealth Capital Development program, most of this information will be available under Questions 12, 13, and 14 in the community’s application. This same information can be provided to the Boston Region MPO to demonstrate that this criterion has been met.

More information on the Commonwealth Capital Development program is available at mass.gov/commcap

55* Supports Regional Freight Infrastructure
   • Supports infrastructure improvements on a designated or known truck route
   • Supports infrastructure improvement to a known or proposed industrial center
   • Supports infrastructure improvement to a major port or airport or intermodal transfer facility
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P16 How is the project consistent with state, regional, and local economic development priorities? Explain how this project will support economic development in the community or in the project area.

Cost Per Unit

These two measures of cost-per-unit are derived from dividing project cost with quantified data in the MPO database. They will only be used to compare similar types of projects.

56 $ per User (ADT for roadway projects or other user estimate) - Cost (question 7) divided by ADT (question 28 or other user estimate).

57 $ per Lane Miles - Cost (question 7) divided by project proposed total lane miles (questions 10 & 11).

PROJECT EVALUATION

Transportation Improvement Program (TIP) Roadway Project Information Forms are evaluated based on the TIP criteria that were developed based on the policies of the MPO as stated in the Regional Transportation Plan. Evaluations are given to each project in the seven criteria categories based on information from the project information forms.

a. Condition
b. Safety
c. Mobility
d. Community
e. Environment
f. Land Use
g. Economic Development

Starting in 2006, two levels of evaluation will be performed on a project encompassing all seven criteria categories: Needs Criteria – Performed on all project ideas to determine the relative need for transportation improvements in the project area. Project Criteria – Performed on all projects with sufficient design, to assess the magnitude of transportation improvements and effect on environmental justice, land use, economic development, and environmental conditions of the project area.
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THE BASIC STRUCTURE OF THE EVALUATION SYSTEM

Each criterion is evaluated as follows:
• Need criteria scored 3 to zero
• Project effectiveness criteria scored 3 to negative 3

With 3 indicating the "highest need"/"most effective", negative 3 the "most counter to the criteria", with zero being "no need"/"neutral to the criteria." Where no information is available, the item will be left blank and will count against the sum/average as zero (neutral).

The projects' scores for each criteria is averaged by criteria category
• Condition Need
• Condition Effectiveness
• Safety Need
• Safety Effectiveness
• Mobility Need
• Mobility Effectiveness
• Community
• Environment

EXPLANATION OF MEASURES

Condition Need Criteria

A. Pavement condition in project area
   Pavement Roughness
   Three: IRI rating greater than 320: Poor
   Two: IRI rating between 320 and 191: Fair
   Zero: IRI rating less than 190: Good

   Pavement Serviceability Rating
   Three: PSR Rating less than 1.75: Recommends total reconstruction
   Two: PSR Rating between1.75 and 2.5: Recommends structural overlay
   One: PSR Rating between 2.5 and 2.75: Recommends thin overlay
   Zero: PSR Rating more than 2.75: Recommends routine maintenance or adequate pavement

   If both ratings are available the average of the two scores (rounded up) will determine the zero to three score
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Where the community has a pavement management system, rating is based on the type of work recommended:

*Three: Total reconstruction*
*Two: Structural overlay*
*One: Thin overlay*
*Zero: Adequate pavement*

B: Bicycle/pedestrian condition in project area

*Three: Project area does not have existing bicycle and pedestrian provisions*
*Two: Project area has pedestrian provisions on one side of the roadway*
*One: Project area has pedestrian provisions on both sides of the roadway*
*Zero: Project area has existing bicycle and pedestrian provisions*

C. Identified condition issues in project area

*Three: Project area has specific and significant identified condition issue*
*Two: Project area has major condition issues*
*One: Project area includes minor condition issues*
*Zero: Project area does not address an identified condition issue*

**Condition Project Criteria**

*Three: Meets or addresses criteria to a high degree*
*Two: Meets or addresses criteria to a medium degree*
*One: Meets or address criteria to a low degree*
*Zero: Does not meet or address criteria*
*Negative One: Counter to criteria to a low degree*
*Negative Two: Counter to criteria to a medium degree*
*Negative Three: Counter to criteria to a high degree*

For Condition, each project will be evaluated by criteria that are specific to the category of the project

<table>
<thead>
<tr>
<th>Arterial</th>
<th>Major Highway</th>
<th>Bridge</th>
<th>Enhancement</th>
<th>Bicycle/Pedestrian</th>
<th>Regional Mobility</th>
</tr>
</thead>
</table>

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<table>
<thead>
<tr>
<th></th>
<th>Improves the roadway surface to state of good repair</th>
<th>Improves the roadway surface to state of good repair</th>
<th>Restores Bridge to Structural Adequacy</th>
<th>Improves pedestrian and bicycle amenities, landscaping or general aesthetics</th>
<th>Repairs existing shoulder on designated bicycle route</th>
<th>Improves transit access. Regional mobility is TDM, Suburban Mobility, etc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Improves other identified infrastructure problems e.g. signage, lighting, signals, etc.</td>
<td>Improves other identified infrastructure problems e.g. signage, lighting, signals, etc.</td>
<td>Improves other identified infrastructure problems e.g. signage, lighting, signals, etc.</td>
<td>Repairs existing bicycle lane or trail</td>
<td>Improves other identified infrastructure problems</td>
<td></td>
</tr>
<tr>
<td>B</td>
<td>Repairs existing bicycle/pedestrian amenities</td>
<td>Restores Bridge to Functional Adequacy</td>
<td>Repairs to existing sidewalks and crosswalks</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>Improves on road conditions for bicyclists and pedestrians</td>
<td>Repairs existing bicycle/pedestrian amenities</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D</td>
<td></td>
<td></td>
<td></td>
<td>Addresses weight restriction</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E</td>
<td></td>
<td></td>
<td></td>
<td>Addresses bridge clearance issue</td>
<td></td>
<td></td>
</tr>
<tr>
<td>F</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Safety Need Criteria

A. High-crash location in the top 1000 crash location list in project area.

Three: If a top 200 crash location was located in the project area Two: If a top 500 crash location located in the project area One: If a top 1000 crash location located in the project area Zero: No top 1000 crash location located in the project area

B. Identified safety issues in project area

Three: Project area has specific and significant identified safety issue Two: Project area has major safety issues One: Project area includes minor safety issues Zero: Project area does not address an identified safety issue
## Appendix B
### Project Information Forms

### Safety Project Criteria

Three: Meets or addresses criteria to a high degree
Two: Meets or addresses criteria to a medium degree
One: Meets or address criteria to a low degree
Zero: Does not meet or address criteria
Negative One: Counter to criteria to a low degree
Negative Two: Counter to criteria to a medium degree
Negative Three: Counter to criteria to a high degree

For Safety, each project will be evaluated by criteria that are specific to the category of the project.

<table>
<thead>
<tr>
<th></th>
<th>Arterial</th>
<th>Major Highway</th>
<th>Bridge</th>
<th>Enhancement</th>
<th>Bicycle/Pedestrian</th>
<th>Regional Mobility</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Will result in improved safety conditions for each mode.</td>
<td>Will result in improved safety conditions for each mode.</td>
<td>Will result in improved safety conditions for each mode.</td>
<td>Will result in improved safety conditions for pedestrians, bicyclists and/or transit users</td>
<td>Will result in improved safety conditions for bicyclists and/or pedestrians</td>
<td>Will result in improved safety conditions for bicyclists and/or transit users.</td>
</tr>
<tr>
<td>B</td>
<td>Addresses an identified safety problem for one or more modes</td>
<td>Addresses an identified safety problem for one or more modes</td>
<td>Addresses an identified safety problem for one or more modes</td>
<td>Addresses an identified safety problem for one or more modes</td>
<td>Addresses an identified safety problem for one or more modes</td>
<td>Will result in improved safety conditions across modes</td>
</tr>
<tr>
<td>C</td>
<td>Includes design elements to reduce vehicle speeds</td>
<td>Includes design elements to reduce vehicle speeds</td>
<td>Includes design elements to reduce vehicle speeds</td>
<td>Includes design elements to reduce vehicle speeds</td>
<td>Includes design elements to reduce vehicle speeds</td>
<td>Provides lighting or other safety features</td>
</tr>
<tr>
<td>D</td>
<td>Includes elements to further separate movements with the worst crash history</td>
<td>Includes elements to further separate movements with the worst crash history</td>
<td>Includes elements to further separate movements with the worst crash history</td>
<td>Includes elements to further separate movements with the worst crash history</td>
<td>Includes elements to further separate movements with the worst crash history</td>
<td></td>
</tr>
<tr>
<td>E</td>
<td>Reduces distance required for pedestrians to cross, or otherwise provides for protected pedestrian crossing</td>
<td>Reduces distance required for pedestrians to cross, or otherwise provides for protected pedestrian crossing</td>
<td>Provide sidewalks and remedies existing Bicycle/Pedestrian safety problems</td>
<td>Reduces distance required for pedestrians to cross, or otherwise provides for protected pedestrian crossing</td>
<td>Reduces distance required for pedestrians to cross, or otherwise provides for protected pedestrian crossing</td>
<td></td>
</tr>
</tbody>
</table>

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<table>
<thead>
<tr>
<th>F</th>
<th>Provide sidewalks and remedies existing Bicycle/Pedestrian safety problems</th>
<th>Other safety benefits to users</th>
</tr>
</thead>
</table>

**Mobility Need Criteria**

A. Average daily traffic in project area

*Three: ADT in project area is in the top 80% of projects Two: ADT in project area is in the top 60% of projects One: ADT in project area is in the top 40% of projects Zero: ADT in project area is in the top 20% of projects Negative One: ADT in project area is in the bottom 20% of projects*

B. Mobility Management System

*Three: MMS data indicates project area is in the top 80% most congested project areas monitored Two: MMS data indicates project area is in the top 60% most congested project areas monitored One: MMS data indicates project area is in the top 40% most congested project areas monitored Zero: MMS data indicates project area is in the top 20% most congested project areas monitored Negative One: MMS data indicates project area is in the bottom 20% of congested project areas monitored*

C. Transit Usage

*Three: Project area supports an intermodal connection Two: Project area accommodates transit service Zero: Transit does not use project area*

D. Identified mobility issues in project area

*Three: Project area has specific and significant identified mobility issue Two: Project area has major mobility issues One: Project area includes minor mobility issues Zero: Project area does not address an identified mobility issue*

**Mobility Project Criteria**

*Three: Meets or addresses criteria to a high degree Two: Meets or addresses criteria to a medium degree One: Meets or address criteria to a low degree Zero: Does not meet or address criteria Negative One:*

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### Project Information Forms

*Counter to criteria to a low degree Negative Two: Counter to criteria to a medium degree Negative Three: Counter to criteria to a high degree*

For Mobility, each project will be evaluated by criteria that are specific to the category of the project.

<table>
<thead>
<tr>
<th></th>
<th>Arterial</th>
<th>Major Highway</th>
<th>Bridge</th>
<th>Enhancement</th>
<th>Bicycle/Pedestrian</th>
<th>Regional Mobility</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Improve LOS or otherwise relieves traffic congestion</td>
<td>Improve LOS or otherwise relieves traffic congestion</td>
<td>Remove current travel restriction</td>
<td>The project directly benefits more than one community or subregion</td>
<td>Provides connections to existing trails, sidewalks, transit stations, and other intermodal facilities</td>
<td>Project meets an identified need not otherwise served</td>
</tr>
<tr>
<td>B</td>
<td>Includes signal equipment upgrades for adaptive signal controls and coordination with adjacent signals (ITS)</td>
<td>Reduces traffic on alternative routes</td>
<td>Improves mobility; reduces traffic congestion</td>
<td>The project provides for better regional connectivity or address a missing link in the transportation system</td>
<td>Provides new connections across roadways or natural barriers</td>
<td>The project provides additional mode choice to regional residents or compliments another nearby TDM initiative</td>
</tr>
<tr>
<td>C</td>
<td>Includes additional auto travel lanes, including turning lanes</td>
<td>Includes additional auto travel lanes, including turning lanes</td>
<td>Includes additional auto travel lanes, including turning lanes</td>
<td>Number of persons benefiting</td>
<td>Removes existing obstruction</td>
<td>Proposed park and ride lot is served by transit</td>
</tr>
<tr>
<td>D</td>
<td>Prioritizes signals for transit vehicles (ITS)</td>
<td>Provides multimodal/non-SOV elements</td>
<td>Improves bicycle/pedestrian access</td>
<td>Is the project a component of a larger overall effort</td>
<td>Improves signage</td>
<td>Convenient nonmotorized connection provided to nonmotorized trail</td>
</tr>
<tr>
<td>E</td>
<td>Provides multimodal/non-SOV elements</td>
<td>Provides new path for pedestrians/bicyclists to cross roadway</td>
<td>Carries &gt;10% truck volumes/is part of the regional truck network</td>
<td>The project primarily benefits new or underserved users</td>
<td>Number of persons benefiting</td>
<td>Increases efficiency of existing parking</td>
</tr>
<tr>
<td>F</td>
<td>Provides or repairs sidewalks, crosswalks, and bicycle lanes</td>
<td>Enhances freight movement for regional or local commerce</td>
<td>Improves travel reliability for regularly scheduled transit services</td>
<td>The project primarily benefits new or underserved users</td>
<td>For park and ride, the proposed parking supply is sufficient for demand</td>
<td></td>
</tr>
</tbody>
</table>
### Appendix B

**Project Information Forms**

<table>
<thead>
<tr>
<th>G</th>
<th>Enhances freight movement for regional or local commerce</th>
<th>Improves travel reliability for regularly-scheduled transit services</th>
<th>Improves emergency vehicle mobility</th>
<th>Used by regularly-scheduled transit services</th>
</tr>
</thead>
<tbody>
<tr>
<td>H</td>
<td>Closes existing gaps in bicycle lanes or sidewalks</td>
<td>Includes other ITS elements to improve traffic flow (e.g. variable message signs, ramp metering)</td>
<td></td>
<td>Improves regional connections and intermodal access</td>
</tr>
<tr>
<td>I</td>
<td>Improves travel reliability for regularly-scheduled transit services</td>
<td></td>
<td></td>
<td>Project demand, including seasonal variation, if appropriate</td>
</tr>
<tr>
<td>J</td>
<td>Improves emergency vehicle mobility</td>
<td></td>
<td></td>
<td>Improves access for non-motorized travel</td>
</tr>
<tr>
<td>K</td>
<td>Carries &gt;10% truck volumes/is part of the regional truck network</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>L</td>
<td>Includes other ITS elements to improve traffic flow (e.g. variable message signs)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Community Criteria

**A. Environmental Justice**

Three: Project located in an MPO community of concern and major project benefits outweigh the project burdens
Two: Project located in an MPO target population and major project benefits outweigh the project burdens
One: Project located in an MPO target population and minor project benefits outweigh the project burdens
Zero: Where the local project benefits balance the project burdens
Negative One: Project located in an MPO target population and minor project burdens outweigh the project benefits
Negative Two: Project located in an MPO target population and major project burdens outweigh the project benefits
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population and major project burdens outweigh the project benefits
Negative Three: Project located in an MPO community of concern and
major project burdens outweigh the project benefits

For a project area NOT identified as being located in an MPO-defined environmental
justice community of concern or target population
One: Where the project benefits outweigh the project burdens
Zero: Where the project benefits balance the project burdens
Negative One: Where the project burdens outweigh the project benefits

B. How does the project relate to community character
Three: Project specifically improves community character
Two: Project includes major elements that improve community character
One: Project includes minor elements that improve community character
Zero: Project does affect community character
Negative One: Project includes minor elements that degrade community character
Negative Two: Project includes major elements that degrade community character
Negative Three: Project significantly degrades community character

Environment Criteria

A. Environmental mitigation of project
Three: Project mitigates significant existing environmental issues
Two: Project includes major elements mitigating existing environmental issues
One: Project includes minor elements mitigating existing environmental issues
Zero: Project has no significant environmental issues
Negative One: Project includes minor elements that have negative environmental
impacts
Negative Two: Project includes major elements that have negative environmental
impacts
Negative Three: Project has significant negative environmental impacts

B. Air quality improvement by project
Three: Project significantly improves air quality
Two: Project includes major elements improving air quality
One: Project includes minor elements improving air quality
Zero: Project has no significant air quality impacts
Negative One: Project includes minor elements that have negative air quality impacts
Negative Two: Project includes major elements that have negative air quality impacts
Negative Three: Project has significant negative air quality impacts
Appendix B
Project Information Forms

Land Use Criteria

Land Use Criteria score – total points from #45 through #51, and #40 & #44.

#45 Average residential density allowed by zoning (within 1 mile corridor around project) – calculated by MAPC
1 point if above 7 DU/acre (for suburban communities);
1 point if above 50 DU/acre (for urban communities);
0 point otherwise

#46 Average employment density allowed by zoning (within 1 mile corridor around project) – calculated by MAPC
1 point if above 50 employees/acre (for suburban communities);
1 point if above 150 employees/acre (for urban communities);
0 point otherwise

#47 Average population to employment ratio allowed by zoning (within 1 mile corridor around project) – calculated by MAPC
1 point if the ratio is between 2.0 and 0.75, or
1 point if the ratio is below 0.75 but community responses indicate recent residential development in the corridor (designed as + on the spreadsheet)

#48 Mixed uses allowed in corridor – determined by MAPC based on zoning, Commonwealth Capital forms, and community responses
1 point if mixed use allowed
0 if not

#49 Maximum parking requirements in the corridor of 3 spaces or less/1000 sf of commercial space in suburban communities, 1 space or less/1000 sf in urban communities – determined by MAPC based on zoning.
1 point if maximum not exceeded;
0 if exceeded

#50 Community requirements for TDM program for new development – determined by
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Project Information Forms

MAPC based on zoning.
1 point if community has appropriate TDM program
0 point if not

#51 Corridor Land Use Plan has been developed and adopted by all corridor communities that is designed to preserve at least 50% of all new roadway capacity from project.
1 point if plan exists and has been adopted by all communities
0 point if plan doesn’t exist or has not been adopted by all communities

#40 & #44 Percentage of Wetlands (#40) and Greenfields (#44) in corridor – calculated by MAPC
-1 point if the total for Wetlands and Greenfields is greater than 33% (except for bicycle/pedestrian and enhancement projects, which are not penalized)
0 point if the total is 33% or less, and for bicycle/pedestrian and enhancement projects

Economic Development Criteria
Economic Development Criteria score – total points from #52 through #55.

#52 The project serves a targeted redevelopment site - determined by MAPC based on Commonwealth Capital forms, and community responses. 1 point if the project provides access to the site 0 point if the project does not provide access, or if a redevelopment site has not been identified

#53 The community provides financial or regulatory support to the targeted redevelopment site - determined by MAPC based on Commonwealth Capital forms, and community responses.
1 point if the project provides access to a designated redevelopment site and the community provides support 0 point if the community does not provide support

#54 The project provides access between new affordable housing and employment centers - determined by MAPC based on Commonwealth Capital forms, and community responses. 1 point if the community has recently developed affordable housing in the corridor (or affordable housing is currently under development in the corridor). 0 point if the community has not recently developed affordable housing in the corridor.
Appendix B
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#55 Supports regional freight movement – determined by MAPC based on community responses. 1 point if the project supports regional freight movement 0 point if not
Appendix C
Status of Fiscal Year 2006 Roadway Projects

This chapter lists information about the status of roadway projects in the fiscal year 2006 element of the fiscal year 2006–2010 TIP.

The information included is presented in the following format:

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Project</th>
<th>ID number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current Status</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

*Project:* The location or name of the project

*ID number:* Projects in MassHighway’s project tracking system are given a six-digit number; those projects not in the project tracking system have no number.

*Description:* The description of the project

*Current Status:* States the current status of a project: removed by amendment, reprogrammed, obligated, advertised for construction, or expected to be advertised for construction.
## Appendix C

### FY 2006 Roadway Projects

<table>
<thead>
<tr>
<th>Location</th>
<th>Project Description</th>
<th>Current Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bedford</td>
<td>Depot Park Freight House</td>
<td>Current Status: <em>Advertised June 24, 2006.</em></td>
</tr>
<tr>
<td>Beverly &amp; Salem</td>
<td>Beverly/Salem Intermodal Center (Earmark)</td>
<td>Current Status: <em>Expected to be obligated prior to the close of fiscal year 2006.</em></td>
</tr>
<tr>
<td>Boston</td>
<td>Longwood Ave/Urban Ring Tunnel Study</td>
<td>Current Status: <em>Expected to be obligated prior to the close of fiscal year 2006.</em></td>
</tr>
<tr>
<td>Boston</td>
<td>South Bay Harbor Trail (Design)</td>
<td>Current Status: <em>Expected to be obligated prior to the close of fiscal year 2006.</em></td>
</tr>
<tr>
<td>Boston</td>
<td>National Park Traveler Information System and Visitor Center</td>
<td>Current Status: <em>Expected to be obligated prior to the close of fiscal year 2006.</em></td>
</tr>
<tr>
<td>Boston</td>
<td>Huntington Avenue</td>
<td>Current Status: <em>Expected to be advertised prior to the close of fiscal year 2006.</em></td>
</tr>
</tbody>
</table>

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## Appendix C  FY 2006 Roadway Projects

<table>
<thead>
<tr>
<th>Location</th>
<th>Project Description</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boston</td>
<td>Harbor Islands National Park and Long Island Pier Reconstruction</td>
<td>DM0336</td>
</tr>
<tr>
<td></td>
<td>Fund improvements and construction for Harbor Islands National Park and Long Island Pier.</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Current Status:</strong> <em>Expected to be obligated prior to the close of fiscal year 2006.</em></td>
<td></td>
</tr>
<tr>
<td>Boston</td>
<td>Chelsea Street Bridge, Year One</td>
<td>604517</td>
</tr>
<tr>
<td></td>
<td>Replace the Chelsea Street Bridge (B-16-020) over Chelsea River.</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Current Status:</strong> <em>Expected to be advertised prior to the close of fiscal year 2006.</em></td>
<td></td>
</tr>
<tr>
<td>Boston</td>
<td>Canton Junction Station</td>
<td>DMT139</td>
</tr>
<tr>
<td></td>
<td>Provide funds for the Canton Junction Station.</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Current Status:</strong> <em>Expected to be obligated prior to the close of fiscal year 2006.</em></td>
<td></td>
</tr>
<tr>
<td>Boston</td>
<td>Directional Signage Program</td>
<td>DM0330</td>
</tr>
<tr>
<td></td>
<td>Fund comprehensive signage plan for Boston that provides guide signs to navigate to and from large traffic generators.</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Current Status:</strong> <em>Expected to be obligated prior to the close of fiscal year 2006.</em></td>
<td></td>
</tr>
<tr>
<td>Boston</td>
<td>Boston Traffic Management Center Operations</td>
<td>DM0282</td>
</tr>
<tr>
<td></td>
<td>Provide first-year funds for operation of the City of Boston's Traffic Management Center.</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Current Status:</strong> <em>Expected to be obligated prior to the close of fiscal year 2006.</em></td>
<td></td>
</tr>
<tr>
<td>Boston &amp; Everett</td>
<td>Route 99 (Aford Street) Bridge, Year Two</td>
<td>603370</td>
</tr>
<tr>
<td></td>
<td>Reconstruct the Route 99 (Alford Street) Bridge (B-16-29) over the Mystic River.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>This project was advertised for $24 million in fiscal year 2005 under the Advanced Construction Program and will be funded over a four-year period with federal funds.</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Current Status:</strong> <em>Advertised September 24, 2005.</em></td>
<td></td>
</tr>
</tbody>
</table>
### Appendix C  FY 2006 Roadway Projects

**Boston Region**  
**MBTA Bus Emissions Monitoring Program**  

| DMT140 | Fund the monitoring of bus emissions throughout the MBTA system.  
**Current Status:** *Expected to be obligated prior to the close of fiscal year 2006.*  

**Boston Region**  
**Suburban Mobility Improvement Program**  

| DM0246 | Provide funding for programs and projects that improve the mobility of residents in areas currently not served or underserved by transit. Potential services eligible for funding under this program include fixed-route shuttles serving markets not typically addressed (e.g., suburb-to-suburb, reverse commuting, etc.), employer-based van/carpool services, flexible-route shuttle services, and similar programs.  
Neponset Valley- Rail Link 1 Shuttle, First Year $186,319; Worcester Regional Transit Authority- The Local Connection, Second Year $141,569; Cape Ann- Ipswich/Essex Explorer, Second Year $16,596.  
**Current Status:** *Funds Obligated*  

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

| DM0320 | Provide bicycle parking facilities in public centers and business districts to improve the region's multimodal transportation network. The bicycle parking facilities pilot program will fund up to 80 percent of the cost of bicycle parking units.  
**Current Status:** *Expected to be obligated prior to the close of fiscal year 2006.*  

**Boston, Milton & Quincy**  
**Interstate 93**  

| 604548 | Fund structural overly on Interstate 93.  
**Current Status:** *Advertised January 1, 2006.*  

**Boston**  
**Harbor Islands National Park Access**  

| DM0288 | Make access improvements to the Boston Harbor Islands National Park area  
**Current Status:** *Expected to be obligated prior to the close of fiscal year 2006.*

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## FY 2006 Roadway Projects

### Cambridge

Lechmere Station Relocation and Expansion  
DM0292  
Provide funds for design of the Lechmere Station Relocation and Intermodal Expansion.  
**Current Status:** *Expected to be obligated prior to the close of fiscal year 2006.*

### Canton & Dedham

Route 128 Improvement Program Contract 1, Year Four  
602288  
Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions of the roadway.  
**Current Status:** *Advertised September 20, 2003.*

### Concord

Pine Street bridge  
600638  
Replace Pine Street Bridge (C-19-019) over the Assabet River.  
**Current Status:** *Advertised March 22, 1997.*

### Concord

Sudbury Road Bridge  
603906  
Rehabilitation of the Sudbury Road Bridge (C-19-003) over the Sudbury River.  
**Current Status:** *Advertised October 15, 2005.*

### Concord

Monument Street Bridge  
601442  
Rehabilitate the Monument Street Bridge (C-19-13) over the Concord River.  
**Current Status:** *Expected to be advertised prior to the close of fiscal year 2006.*

### Danvers

Route 35 (Water Street) Bridge  
601918  
Replace the Route 35 (Water Street) Bridge (D-3-13) over the Waters River.  
**Current Status:** *Expected to be advertised prior to the close of fiscal year 2006.*

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## FY 2006 Roadway Projects

<table>
<thead>
<tr>
<th>Location</th>
<th>Project Description</th>
<th>Current Status</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Dedham</strong></td>
<td><strong>Route 109 (Bridge Street) Bridge</strong></td>
<td>Expected to be advertised prior to the close of fiscal year 2006.</td>
</tr>
<tr>
<td></td>
<td>Rehabilitate the Route 109 (Bridge Street) Bridge (D-5-4) over the Charles River.</td>
<td></td>
</tr>
<tr>
<td><strong>Dedham</strong></td>
<td><strong>Ames Street Bridge</strong></td>
<td>Expected to be advertised prior to the close of fiscal year 2006.</td>
</tr>
<tr>
<td></td>
<td>Replace the Ames Street Bridge (D-5-5) over the Charles River.</td>
<td></td>
</tr>
<tr>
<td><strong>Dedham &amp; Westwood</strong></td>
<td><strong>Route 128 Improvement Program Contract 3, Year Two</strong></td>
<td>Advertised September 24, 2005.</td>
</tr>
<tr>
<td></td>
<td>Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions of the roadway.</td>
<td></td>
</tr>
<tr>
<td><strong>Dedham, Needham &amp; Westwood</strong></td>
<td><strong>Route 128 Improvement Program Contract 3, Year Two</strong></td>
<td>Advertised September 24, 2005.</td>
</tr>
<tr>
<td></td>
<td>Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions of the roadway.</td>
<td></td>
</tr>
<tr>
<td><strong>Essex National Heritage Commission</strong></td>
<td><strong>Essex National Heritage Area Scenic Byway and Corridor Management Plan</strong></td>
<td>Expected to be obligated prior to the close of fiscal year 2006.</td>
</tr>
<tr>
<td></td>
<td>Provide funds for the Essex National Heritage Area Scenic Byway Corridor Management Plan.</td>
<td></td>
</tr>
<tr>
<td><strong>Framingham</strong></td>
<td><strong>Franklin Street</strong></td>
<td>Expected to be advertised prior to the close of fiscal year 2006.</td>
</tr>
<tr>
<td></td>
<td>Reconstruct Franklin Street from South of Howard Street to Main Street.</td>
<td></td>
</tr>
</tbody>
</table>
Appendix C  FY 2006 Roadway Projects

<table>
<thead>
<tr>
<th>Hopkinton, Southborough &amp; Westborough</th>
<th>Interstate 495</th>
<th>604640</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fund repitching of breakdown lane and structural overlay on Interstate 495.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Current Status:</strong>  <em>Advertised June 24, 2006.</em></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Hudson</th>
<th>Assabet River Rail Trail Pedestrian Crossing</th>
<th>DM0256</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design and construct a pedestrian crossing signal at the intersection of the Assabet River Rail Trail and Rt. 62/Main St., concurrent with bridge replacement project.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Current Status:</strong>  <em>Expected to be obligated prior to the close of fiscal year 2006.</em></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Lynn</th>
<th>Traffic Signals at 4 Locations</th>
<th>601137</th>
</tr>
</thead>
<tbody>
<tr>
<td>Make intersection improvements at Maple Street and Chestnut Street; Maple Street and Cross Street; Maple Street and Euclid Avenue; and Eastern Avenue, Alden Street and Oakwood Avenue.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Current Status:</strong>  <em>Expected to be advertised prior to the close of fiscal year 2006.</em></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Marlborough</th>
<th>Two Bridges</th>
<th>603506</th>
</tr>
</thead>
<tbody>
<tr>
<td>Replace the Robin Hill Street Bridge (M-6-3) and the Boundary Street Bridge (M-6-4) over the Assabet River.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Current Status:</strong>  <em>Expected to be advertised prior to the close of fiscal year 2006.</em></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Milford</th>
<th>Upper Charles Trail Phase Two (Design)</th>
<th>DM0266</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fund final design for the second phase of the Upper Charles Trail in Milford.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Current Status:</strong>  <em>Expected to be obligated prior to the close of fiscal year 2006.</em></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Newton, Wellesley &amp; Weston</th>
<th>Interstate 95</th>
<th>604547</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fund structural overlay on Interstate 95.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Current Status:</strong>  <em>Expected to be advertised prior to the close of fiscal year 2006.</em></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## FY 2006 Roadway Projects

### Peabody

**Bikeway & Greenway**

Construct a bike trail from West Peabody to downtown Peabody.

**Current Status:** *Expected to be advertised prior to the close of fiscal year 2006.*

### Quincy

**Burgin Parkway**

Construct a new bridge to elevate the outbound Burgin Parkway traffic over the Centre Street intersection, construct a new outbound ramp from the intersection of Congress Street and Crown Colony Drive to the existing northbound ramp to Route 3, reconstruct the intersections at Burgin Parkway/Centre Street and Crown Colony Drive/Congress Street, and construct an exclusive right turn from Centre Street onto the existing outbound ramps.

**Current Status:** *Advertised August 5, 2006.*

### Randolph to Wellesley

**Route 128 Improvement Program (Design)**

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

**Current Status:** *Expected to be obligated prior to the close of fiscal year 2006.*

### Reading

**Route 28 (Main Street)**

Reconstruct Route 28 (Main Street) from Washington Street to Route 129 (Lowell Street).

**Current Status:** *Expected to be advertised prior to the close of fiscal year 2006.*

### Revere

**Intermodal Improvements**

Fund the planning, design, and construction of garage and other transit-related infrastructure improvements in the city of Revere.

**Current Status:** *Expected to be obligated prior to the close of fiscal year 2006.*
## FY 2006 Roadway Projects

<table>
<thead>
<tr>
<th>Location</th>
<th>Project Description</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revere &amp; Saugus</td>
<td>Replace two bridges on Route 107: R-5-7 over the Pines River and R-5-9 over the Diamond Creek.</td>
<td>Expected to be advertised prior to the close of fiscal year 2006.</td>
</tr>
<tr>
<td>Sherborn</td>
<td>Replace the Whitney Street Bridge (S-12-3) over the CSX Railroad.</td>
<td>Expected to be advertised prior to the close of fiscal year 2006.</td>
</tr>
<tr>
<td>Somerville</td>
<td>Fund a study of Union Square in Somerville.</td>
<td>Expected to be obligated prior to the close of fiscal year 2006.</td>
</tr>
<tr>
<td>Waltham</td>
<td>Reconstruct the Winter Street Bridge (W-4-25) over Interstate 95 (Route 128) and reconfigure the associated interchange. This project was advertised for $23 million in fiscal year 2004 under the Advanced Construction Program and will be funded over a four-year period.</td>
<td>Advertised June 26, 2004.</td>
</tr>
<tr>
<td>Wayland</td>
<td>Rehabilitate the Route 20 Bridge (W-11-1) over the Sudbury River.</td>
<td>Expected to be advertised prior to the close of fiscal year 2006.</td>
</tr>
<tr>
<td>Weston</td>
<td>Replace the Recreation Road Bridge (W-29-30) over Interstate 95 (Route 128).</td>
<td>Expected to be advertised prior to the close of fiscal year 2006.</td>
</tr>
</tbody>
</table>
## Appendix C  FY 2006 Roadway Projects

<table>
<thead>
<tr>
<th>City</th>
<th>Project Description</th>
<th>Project Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weymouth</td>
<td>East-West Park Design</td>
<td>DM0226</td>
</tr>
<tr>
<td></td>
<td>Provide design funds for the East-West Parkway as part of the redevelopment of the South Weymouth Naval Air Station.</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Current Status:</strong> <em>Expected to be obligated prior to the close of fiscal year 2006.</em></td>
<td></td>
</tr>
<tr>
<td>Weymouth</td>
<td>Route 18 Intersections</td>
<td>603161</td>
</tr>
<tr>
<td></td>
<td>Make traffic signal improvements at three locations along Route 18: West Street, Park Avenue, and Columbian Street.</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Current Status:</strong> <em>Advertised July 8, 2006.</em></td>
<td></td>
</tr>
<tr>
<td>Winthrop</td>
<td>Winthrop Ferry</td>
<td>DMT135</td>
</tr>
<tr>
<td></td>
<td>Provide funds to operate a ferry service from Winthrop to Boston.</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Current Status:</strong> <em>Expected to be obligated prior to the close of fiscal year 2006.</em></td>
<td></td>
</tr>
</tbody>
</table>
This section of the Transportation Improvement Program (TIP) lists information about the status of transit projects on the fiscal year 2006 element of the fiscal years 2006–2010 TIP.

**Funds Programmed:** Total funds programmed in the fiscal year 2006 element of the fiscal years 2006–2010 TIP

**Pending:** Application being prepared to be submitted to FTA

**Completed:** Application submitted to FTA

**Approved:** Funds executed

### Section 5307

<table>
<thead>
<tr>
<th>Programmed Funds</th>
<th>Pending</th>
<th>Completed</th>
<th>Approved</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blue Line Vehicles</td>
<td>$37,167,671</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Wellington Facility</td>
<td>$1,950,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>MBTA Accessibility Program</td>
<td>$3,042,754</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>MBTA Elevator/Escalator Program</td>
<td>$6,000,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>MBTA Enhancement Program</td>
<td>$1,226,362</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Station Management Program</td>
<td>$12,023,489</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Preventative Maintenance</td>
<td>$10,000,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Grant Anticipation Notes (GANs) Program</td>
<td>$13,733,056</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Bus Procurement</td>
<td>$18,232,073</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Blue Line Signals</td>
<td>$12,000,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Cape Ann Transportation Authority</td>
<td>$430,710</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Ashmont Station</td>
<td>$21,364,375</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td><strong>Section 5307 Total</strong></td>
<td><strong>$95,010,065</strong></td>
<td><strong>$0</strong></td>
<td><strong>$0</strong></td>
</tr>
</tbody>
</table>

### Section 5309

<table>
<thead>
<tr>
<th>Programmed Funds</th>
<th>Pending</th>
<th>Completed</th>
<th>Approved</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blue Line Modernization</td>
<td>$42,430,930</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Coach Reliability and Safety Program</td>
<td>$12,000,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>MBTA Accessibility Program</td>
<td>$3,750,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Station Management Program</td>
<td>$20,707,094</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Subway Vehicle Overhaul</td>
<td>$8,000,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Commuter Rail Top Deck Overhaul</td>
<td>$5,500,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Lechmere Signal System</td>
<td>$4,383,056</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Hingham Shipyard</td>
<td>$2,141,519</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Local Intra-Framingham System Enhancements</td>
<td>$432,630</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Harbor Park Pavilion and Intermodal Station</td>
<td>$300,438</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Silver Line Phase III</td>
<td>$4,913,576</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td><strong>Section 5309 Total</strong></td>
<td><strong>$25,671,219</strong></td>
<td><strong>$0</strong></td>
<td><strong>$0</strong></td>
</tr>
<tr>
<td>Date</td>
<td>Name/Affiliation</td>
<td>Comment</td>
<td>MPO Action</td>
</tr>
<tr>
<td>------------</td>
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<td>--------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------</td>
</tr>
<tr>
<td>6/29/2006</td>
<td>State Senator, Scott Brown; State Representative, Richard Ross</td>
<td>This letter states that this project was recently removed from the FY 2006 element of the FYs 2006-20011 TIP and was not included in 2007 element of the draft TIP. The 75% design plans were submitted on April 10, 2006. The project has its MEPA certificate. There is a distinct need for infrastructure improvements due to the added traffic volume caused by the reconstruction of Route 1A and Gillette Stadium. The Route 115 project also addresses many smart growth issues in downtown Norfolk as well as recreational benefits incorporating bicycle and pedestrian provisions. Program the Foxborough/Norfolk/Wrentham - Route 115 project in FY 2007.</td>
<td>The Foxborough/Norfolk/Wrentham- Route 115 project is included in the FY 2010 element of the FYs 2007-2010 TIP</td>
</tr>
<tr>
<td>7/17/2006</td>
<td>Town of Concord Planning Director, William Edgerton</td>
<td>This letter requests that the Route 62 Main Street Footprints Road Program Project be included on the Draft FY 2007 TIP. It is the second of three phases that consist of reconstruction of a 1.2 mile segment from Water Street to the Acton town line. The project cost is $1.2 million. The field topographic survey, wetland's delineation and description, traffic analysis, pavement design, infrastructure/utilities inventory, and conceptual design have been completed. Concord will be ready to submit design plans no later than September 2006 and could have complete 100% design plans by February of 2007. A public meeting was held November 30, 2005 regarding the project. The town pledges to work closely with MassHighway to aggressively complete all aspects of design and public review so that the project is ready for bid next spring.</td>
<td>The Concord- Route 62 Main Street project is included in the FY 2008 element of the FYs 2007-2010 TIP</td>
</tr>
<tr>
<td>7/19/2006</td>
<td>Town of Essex, Town Administrator, Brendhan Zubricki</td>
<td>This letter thanks the MPO for programming the Essex Route 133 project in FY 2007. The expected advertising date is late fall of 2006 or early winter and construction in spring of 2007. The project has been over a decade in the making and much work and expense have been incurred by both the town and the Commonwealth.</td>
<td>The Essex- Route 133 project is included in the FY 2007 element of the FYs 2007-2010 TIP</td>
</tr>
<tr>
<td>7/21/2006</td>
<td>Assabet River Rail Trail Steering Committee member, Michelle Ciccolo (Town of Hudson)</td>
<td>This letter (addressed to Congressman Meehan) explains that the funding program for the design of the Assabet River Rail Trail (AART) has been created as a result of an inter-municipal agreement amongst the five AART communities in anticipation of HPP funds being programmed in the current TIP. The letter requests that design funds for the Acton &amp; Maynard portion of the Assabet River rail Trail be programmed in the FY 2007 element of the FYs 2007-2010 TIP; design funds for the Hudson &amp; Stow portion of the Assabet River Rail Trail be programmed in the FY 2007, 2008, and 2009 elements of the FYs 2007-2010 TIP; and construction funds for the Acton &amp; Maynard portion of the Assabet River Rail Trail are programmed in the FY 2010 element of the FYs 2007-2010 TIP. Design funds for the Acton &amp; Maynard portion of the Assabet River rail Trail are programmed in the FY 2007 element of the FYs 2007-2010 TIP. Design funds for the Hudson &amp; Stow portion of the Assabet River Rail Trail are programmed in the FY 2007, 2008, and 2009 elements of the FYs 2007-2010 TIP. Construction funds for the Acton &amp; Maynard portion of the Assabet River Rail Trail are programmed in the FY 2010 element of the FYs 2007-2010 TIP.</td>
<td></td>
</tr>
<tr>
<td>7/25/2006</td>
<td>Town of Norfolk Consultant, Mark B. Sluraz</td>
<td>The Town of Norfolk requested that the Foxborough/Norfolk/Wrentham- Route 115 project be value engineered. As a result, the price was reduced from $6.5 million to $5.5 million including the 25% state contingency. That is savings of roughly 16%. The savings were realized because of new provisions allowable in the MassHighway Design Guidebook, which allowed for narrowing the proposed pavement from 34’ to 30’ and the elimination of granite curbing sections and sections of a retaining wall. The combination of these factors reduced project costs. Several projects on the draft TIP might benefit from undergoing a similar exercise, allowing for additional projects to be programmed. It requests that the project be programmed in the FY 2008 element of the TIP.</td>
<td>The Foxborough/Norfolk/Wrentham- Route 115 project is included in the FY 2010 element of the FYs 2007-2010 TIP</td>
</tr>
</tbody>
</table>
### Public Comments

<table>
<thead>
<tr>
<th>Date</th>
<th>Name/Affiliation</th>
<th>Comment</th>
<th>MPO Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>7/25/2006</td>
<td>Town of Hingham Chairman of the Board of Selectmen, Phillip J. Edmundson</td>
<td>The Town of Hingham supports the Draft FYs 2007-2010 Transportation Improvement Program. They request that the Route 228, Phase 2 project remain programmed in the FY 2007 element of the TIP.</td>
<td>The Hingham- Route 228, Phase 2 project is included in the FY 2007 element of the FYs 2007-2010 TIP.</td>
</tr>
<tr>
<td>7/25/2006</td>
<td>Town of Arlington Town Manager, Brian F. Sullivan</td>
<td>The Town of Arlington requests that the design of Phase I of the Massachusetts Avenue Corridor Project be on the FY 2007 Element of the FYs 2007-2010 Transportation Improvement Program. More specifically the Town requests that $256,000 for design in the FY 2007 element for the design of Phase I and $2,000,000 be included in the FY 2008 element for the construction of Phase I of the project. The town requests that a portion of the $1.6 million dollar HPP SAFETEA-LU earmark be used to advance the design of the project. Design funds for the Arlington- Massachusetts Avenue project in the amount of $348,000 are included in the FY 2007 element of the FYs 2007-2010 TIP. Construction funds for the Arlington- Massachusetts Avenue project are not included in the FYs 2007-2010 TIP.</td>
<td></td>
</tr>
<tr>
<td>7/27/2006</td>
<td>State Representative, Alice Hanlon Peisch</td>
<td>The Rockland Street Bridge has been the top priority of the Town of Wellesley for a number of years despite the fact that it has been repeatedly rescheduled. The Legislature has appropriated $795,000 specifically for the Rockland Street Bridge. While it is appreciated that the total cost of repairing the Rockland Street Bridge will be greater than $795,000 it is their hope that the Legislature's clear committment to this project will ensure its place on the FY 2007 Transportation Improvement Program. They also respectfully request that the ST9 Worcester Street/St16 Washington Street Bridge Project completion be expedited. The Wellesley- Rockland Street Bridge project is not included in the FYs 2007-2010 TIP.</td>
<td></td>
</tr>
</tbody>
</table>
This letter urgently requests that the Crosby Corner project be scheduled starting in FY 2008. Representatives from her communities have attended most Boston MPO meetings and have seen first hand the challenges that the Boston MPO faces with dramatic construction cost increases and reduced funding. The project is a critical component of the Route 2 Corridor Upgrade Plan. The concerns are multi-fold and include: public safety; cost increases due to inflation; potential interruption of project management; potential loss of CAC stakeholder consensus. The 25% design began in 2002 and was completed in 2004. The 75% design began in March 2005 and will be ready for review in August/September 2006. No additional environmental review is expected. MHD has identified and programmed funding for ROW costs of the project for 2007 and 2008 and MHD's project manager and project design team are working toward a construction bid date of October 2007. TIP funding for the project has been regularly pushed back. The project is a high priority for those commenting due to poor highway safety. According to the 2004 Registry of Motor Vehicle data there were 70 documented accidents in the project area that damaged 200 cars and injured 27 people. We are concerned that delaying funding will shut down the project for a year with significant economic, programmatic, political, safety and congestion costs. MHD would divert its attention to other matters and "shelve" the nearly complete 75% design development package. The project includes 150 discreet parcels, 54 homes and several state-owned properties, and a 30 acre sight under development for a senior living facility with 170 apartments and cottages, Ten homes and 200,000 square feet of property are scheduled to be taken or placed in permanent easement. Acton, Lincoln, and Concord expended significant political capital to gain support for the remediation projects. Any delay would carry risk of sentiment turning against the project.
## Public Comments

<table>
<thead>
<tr>
<th>Date</th>
<th>Name/Affiliation</th>
<th>Comment</th>
<th>MPO Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>7/29/2006</td>
<td>Town of Wellesley Chairman of the Board of Selectmen, Katherine Babson</td>
<td>Rockland Street Bridge: The Rockland Street Bridge is a critical access route. It is severely deteriorated. This letter requests that MassHighway expedite the design process (It is currently at 25% design) and the project be included in the FY 2007 element of the TIP. Cedar Street Bridge: This project is within a high crash location. It was originally planned to be funded in the FY 2006 element of the FY 2006-2010 TIP. Programming this bridge as soon as practicable is a high priority for the community because it impacts safety, mobility, environment, and economic health. ST9 Drainage: This drainage project is needed to correct the inadequacy of existing culverts at Route 9. Current conditions cause periodic flooding in surrounding areas. This results in the periodic closure of Route 9. Route 9 is a major alternate Route to the MassPike. It abuts both business and residential areas in Wellesley and Natick. The project would also reduce the amount of sediment in Morse Pond, which is downstream. The floodwaters would cease to impede traffic flow, which will limit idling of traffic on Route 9. Suburban Transit: To mitigate growing traffic congestion and provide a remedy to a deficit in transportation services an Intra Town Shuttle should be established to connect the northwest section of Wellesley/Natick Route 9 corridor to Wellesley Square Commuter rail station and from Commuter Rail to 128 Businesses (Reverse Commuters, Newton-Wellesley Hospital, Green Line at Woodland/Riverside, and connections with Natick and Needham transit services.</td>
<td>The Wellesley- Rockland Street Bridge and Cedar Street Bridge projects are not included in the FYs 2007-2010 TIP.</td>
</tr>
</tbody>
</table>
### Public Comments

<table>
<thead>
<tr>
<th>Date</th>
<th>Name/Affiliation</th>
<th>Comment</th>
<th>MPO Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>8/3/2006</td>
<td>City of Revere Mayor, Thomas G. Ambrosino</td>
<td>Based on the 100% design completion and ROW certificate the project can be advertised in Fall of 2006. The City of Revere encourages the MPO to place this project in a much earlier TIP year, which is more in line with the readiness of the project.</td>
<td>The Revere- Park and Central Avenue project is included in the FY 2008 element of the FYs 2007-2010 TIP.</td>
</tr>
<tr>
<td>8/3/2006</td>
<td>State Representative Dr. Jennifer Callahan</td>
<td>Bellingham's Pulaski Boulevard has not been programmed in the Draft FYs 2007-2010 TIP. She strongly encourages including this project as soon as possible. Bellingham is a rapidly growing town in the I-495 corridor and has recognized the necessity to change traffic patterns and improve its streets. The town has taken the necessary steps to improve the situation. The town has had plans under review for the reworking of Pulaski Boulevard and South Street Intersection by MassHighway since early 2004. The intersection is listed as one of the state's 1000 worst crash locations and the signal was installed for temporary use twenty-five years ago. The town has already committed over $3 million for redesign of the intersection and water and sewer improvements to be completed by fall of 2006. The town believes that the new design is a priority project and Bellingham's second highest priority. The project has earmark funds and is ready to proceed and should be programmed in the FY 2007 element of the TIP. The New Boston Street Bridge has not been programmed in the TIP. The project has made considerable progress and should be programmed in the earliest year possible. The Wakefield- Salem Street project is programmed in the FY 2018 element of the draft TIP. The project has reached 100% design and should be programmed in FY 2007.</td>
<td>The Bellingham- Pulaski Boulevard project, the Woburn- Magazine Hill Park &amp; Ride and the New Boston Street Bridge project are not included in the FYs 2007-2010 TIP. The Wakefield- Salem Street project is included in the FY 2010 element of the FYs 2007-2010 TIP.</td>
</tr>
<tr>
<td>8/4/2006</td>
<td>State Representative J. James Marzilli</td>
<td>Representative Marzelli supports programming funds for the reconstruction of Massachusetts Avenue in Arlington from the Cambridge city line to Pond Lane (Phase 1). The project will address Arlington's &quot;hot spot&quot; for accidents; bring the roadway to adequate design guidelines for vehicles and pedestrians; and provide safe circulation to the Minuteman Bikeway intersection at Massachusetts Avenue (Route 60). The letter requests that $256,000 be programmed in the FY 2007 element for the design of Phase I and $2,000,000 be included in the FY 2008 element for the construction of Phase I of the project.</td>
<td>Design funds for the Arlington- Massachusetts Avenue project in the amount of $348,000 are included in the FY 2007 element of the FYs 2007-2010 TIP. Construction funds for the Arlington- Massachusetts Avenue project are not included in the FYs 2007-2010 TIP.</td>
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<td>8/4/2006</td>
<td>Town of Acton Town Planner, Roland Bartl</td>
<td>The Town of Acton has several concerns. The project has been postponed to FY 2010. The Town believes that most problems and issues are being resolved and momentum has built among the citizens and town officials around the project since it was programmed in FY 2008 in the FY 2006-2010 TIP. Local CPA funding was approved at two consecutive town meetings. Design work has begun and the town is prepared to push it along as fast as necessary. It appeared to the Town that the project was programmed for design and construction in the FY 2006-2010 TIP. The expectation that the design would be paid for, at least in part, by CMAQ funds created definitive funding expectations on their part. The Town is prepared to appropriate funds to reach 25% design but expected the advance to 100% design would be paid from the programmed CMAQ funds. During the update phase at Municipal Input Day in April it was suggested that $300,000 be added to account for additional length of the trail to be extended to reach Route 225 in Westford. Program design funds in order to reach 100% design. Program construction funds in FY 2008.</td>
<td>Design funds for the Bruce Freeman Trail project are not included in the FYs 2007-2010 TIP. Construction funds for the Bruce Freman Trail project are included in the FY 2010 element of the FYs 2007-2010 TIP.</td>
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### Appendix E

#### Public Comments

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<td>8/4/2006</td>
<td>State Senators Pamela P. Resor; Robert Antonioni; Susan Fargo; State Representatives James Eldridge; Jennifer Flanagan; Susan Pope; Route 2 CAC Member/Town of Acton Citizen Dore Hunter; Route 2 CAC Member/Town of Concord Citizen Peggy Briggs; Route 2 CAC Member/Town of Lincoln Citizen Sarah Cannon Holden</td>
<td>The letter thanks MHD for their efforts over many years to work toward a comprehensive highway safety solution to the Crosby Corner intersection on Route 2. This road segment is not only dangerous, with its steep hill, poor merges, and many driveway access points; the intersection is also a bottleneck on the highway. It is appreciated that there has been continued careful attention to this project and commitment to working with the Route 2 Corridor Advisory Committee to find a satisfactory solution. The Senators, Representatives, and CAC members are committed to securing funding for this highway safety project. The letter also states that MHD proposed including the project in the FY 2008 and FY 2009 TIP with ROW acquisition is to be spread out over three years starting with FY 2007. They strongly oppose any postponement of programming from the earlier 2008-2009 commitment.</td>
<td>The Concord &amp; Lincoln- Route 2 (Crosby's Corner) project is included in the FY 2009, and FY 2010 elements of the FYs 2007-2010 TIP.</td>
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<td>8/7/2006</td>
<td>Town of Milton Planning Director, Aaron Henry</td>
<td>The Planning Director states that throughout the spring Milton's staff advocated for the inclusion of the Central Avenue Project at both Municipal TIP Input Day and the Three Rivers Interlocal Council MAPC subregional priorities meeting. It is disappointing that the project was omitted from the upcoming three years. It was also omitted of the project as a TRIC subregion priority in Appendix A. Also the classification of the project should be Bicycle/Pedestrian, not arterial. The project reduces the width of the pavement available to autos in lieu of adding a dedicated multi-use trail.</td>
<td>The Milton- Central Avenue project is not included in the FYs 2007-2010 TIP.</td>
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<td>8/7/2006</td>
<td>Superintendent of Minuteman National Historical Park, Nancy A. Nelson</td>
<td>The Superintendent of the Minuteman National Park has been directly involved in the development of the project in order to ensure that landscaping for the project was compatible with the park. The project will significantly improve safety for drivers along Route 2 and Route 2A within the Battle Road Unit of the Park. The project will discourage through traffic within the park and provide a more attractive alternative. Large trucks and other fast-moving vehicles currently barrel through the park endangering visitors, park partners (farmers) and staff. Battle Road is the largest unit of the park and the most important historical resource in the park. It is of critical importance that the project be completed due to its national importance. 1.2 million visitors come from all over the United States and the world to visit the park. Keep the Route 2 Crosby's Corner project programmed in the FYs 2009-2011.</td>
<td>The Concord &amp; Lincoln- Route 2 (Crosby's Corner) project is included in the FY 2009, and FY 2010 elements of the FYs 2007-2010 TIP.</td>
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<td>8/8/2006</td>
<td>Citizen of Bolton, Rob Hagopian</td>
<td>Mr. Hagopian states that there is concern relating to the Natick &amp; Wellesley Route 9/Oak Street Project, which was removed from the draft TIP. This letter requests a reinstatement of the project to the FY 2007-2010 TIP. He is pleased with the inclusion of Middlesex Turnpike Phases 1 and 2 in the FY 2007 &amp; 2008 elements. He thanks the MPO for its good work.</td>
<td>Middlesex Turnpike Phases 1 and 2 are included in the FY 2008 and FY 2009 elements of the FYs 2007-2010 TIP. The Natick/Wellesley- Route 9/Oak Street is not included in current FYs 2007-2010 TIP.</td>
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<td>8/9/2006</td>
<td>Chair of the Transportation Advisory Committee for the Town of Arlington, Edward Starr</td>
<td>The Transportation Advisory Committee (TAC) for the Town of Arlington is an organization of citizen volunteers and Arlington officials, established by the Arlington Board of Selectmen, to make recommendations to the Board that foster all modes of safe transportation for the town. The TAC wishes to express its support for the proposed construction of Massachusetts Avenue in Arlington. Its interest in the project comes because the roadway has over the targets number of pedestrian, cyclist, and vehicular crashes in Arlington and provides no refuge for pedestrians. It is in desperate need of improvement as is its streetscape. The TAC has been examining the corridor since 2002. Studies have been made of lane usage and public meetings have been held to discuss the various options. As the design project is initiated the TAC will conduct community outreach and be involved in a workable design for all users of Massachusetts Avenue.</td>
<td>Design funds for the Arlington- Massachusetts Avenue project in the amount of $348,000 are included in the FY 2007 element of the FYs 2007-2010 TIP. Construction funds for the Arlington-Massachusetts Avenue project are not included in the FYs 2007-2010 TIP.</td>
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<td>8/10/2006</td>
<td>SEA Consultants Inc. Project Manager, Marie J. Harris, P.E. on behalf of the City of Marlborough</td>
<td>SEA Consultants Inc. has been retained by the City of Marlborough and are approaching the 25% level design stage, which is to be submitted shortly to MassHighway for review. Route 85 serves as a major gateway to Marlborough for over 25,000 vehicles per day. The existing corridor lacks sidewalks and the majority of existing sidewalks are a mix of concrete and asphalt. Most crossings are non-compliant for wheelchair ramps. The proposed design incorporates a continuous sidewalk that increases pedestrian safety and a consistent width with either a 6 or 8 foot shoulder to accommodate safe bicycle travel. There is also a proposal to align two street connections that have potential to be high accident locations to a more traditional &quot;T&quot; intersection, which would improve sight lines and eliminate driver confusion. On behalf of the City of Marlborough it is requested that the Route 85 South (Maple Street) Project be included in the FY 2008 element and advertised in Fall of 2007.</td>
<td>The Marlborough- Route 85 project is not included in the FYs 2007-2010 TIP.</td>
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<td>8/10/2006</td>
<td>President of Assabet River Rail Trail Inc., Thomas Kelleher</td>
<td>Thomas Kelleher fully supports the Assabet River Rail Trail and requests that the original schedule be restored as has been detailed by the ARRT municipal steering committee. This project has support from Acton, Maynard, Hudson, Stow, and ARRT Inc. Program design funds in FY 2007 and construction funds in FY 2009.</td>
<td>Design funds for the Acton &amp; Maynard portion of the Assabet River rail Trail are programmed in the FY 2007 element of the FYs 2007-2010 TIP. Design funds for the Hudson &amp; Stow portion of the Assabet River Rail Trail are programmed in the FY 2007, FY 2008, and FY 2009 elements of the FYs 2007-2010 TIP. Construction funds for the Acton &amp; Maynard portion of the Assabet River Rail Trail are programmed in the FY 2010 element of the FYs 2007-2010 TIP.</td>
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<td>8/10/2006</td>
<td>Member of Congress,</td>
<td>Congressman Capuano urges the Boston MPO to include the following High Priority Projects (HPP) earmarks in the: Rutherford Ave. improvements in Boston; Gainsborough St. and Botolph St.; Massachusetts Ave reconstruction in Boston; Commonwealth Ave. and Kenmore Square Roadway and pedestrian improvements; Melnea Cass Blvd. Reconstruction; Design I-93 Mystic Ave. interchange at Assembly Square; The Longwood Ave. and Urban Ring Tunnel Study; Union Square roadway and streetscape improvements; Museum Rd. and Forsyth Way streetscape and pedestrian access improvements; Somerville Roadway improvements; Cambridge Bicycle Path Improvements; Haul Rd improvements in East Boston; Warren St and Blue Hill Ave improvements; North Washington St Bridge construction; Bicycle Path Improvements in Somerville; Longfellow Bridge rehabilitation</td>
<td>The Following High Priority Projects (HPP) earmarks are programmed in the FY 2007-2010 TIP: Boston- Massachusetts Ave reconstruction; The Longwood Ave. and Urban Ring Tunnel Study; Cambridge- Bicycle Path Improvements; Somerville- Bicycle Path Improvements; Design I-93 Mystic Ave. Interchange at Assembly Square; Union Square roadway and streetscape improvements; Boston- Harbor Park Pavillion and Intermodal Station; New Start Authorizations for Final Design and construction of Silver Line Phase III</td>
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<td>8/10/2006</td>
<td>Member of Congress, Representative Michael E. Capuano</td>
<td>The Congressman also requests that the following HPP earmarks be included in the TIP: Roadway improvements in Chelsea; Lechemere Station roadway reconstruction; Design and construction of multi-modal access improvements in Assembly Square; Harbor Park Pavilion and Intermodal Station in Boston; New Start Authorizations for Final Design and construction of Silver Line Phase III; Alternative analysis and preliminary engineering for Assembly Square Orange Line Station; Lechemere Transit Improvements to Somerville and Medford; the North South Rail Link; and Urban Ring BRT; New Start Project Authorization for proposed Somerville-Assembly Square Orange Line Station</td>
<td>New Start Project Authorization for proposed Somerville-Assembly Square Orange Line Station is included in the FY 2010 element of the FYs 2007-2010 TIP; Design and construction of multi-modal access improvements in Assembly Square is included in the FY 2007, FY 2008 and FY 2009 elements of the FYs 2007-2010 TIP. The Following High Priority Projects (HPP) earmarks are not included in the FYs 2007-2010 TIP: Rutherford Ave. improvements in Boston; Gainsborough St. and Botolph St.; Commonwealth Ave. and Kenmore Square Roadway and pedestrian improvements; Melnea Cass Blvd. Reconstruction; Museum Rd. and Forsyth Way streetscape and pedestrian access improvements; Somerville Roadway improvements; Haul Rd improvements in East Boston; Warren St and Blue Hill Ave improvements; North Washington St Bridge construction; Longfellow Bridge rehabilitation</td>
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The following projects are not included in the FYs 2007-2010 TIP: Roadway improvements in Chelsea; Lechemere Station roadway reconstruction; Lechemere Transit Improvements to Somerville and Medford; the North South Rail Link; and Urban Ring BRT.
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<td>8/10/2006</td>
<td>Inner Core Committee Chair, Jeff Levine</td>
<td>The Inner Core Committee reiterates their support for those projects listed in their May 15 letter. They are pleased that the four projects that were removed in the TIP amendment last spring are back on the TIP. They are disappointed that the following priorities are not included in the TIP: Arlington- Massachusetts Avenue; Somerville- Magoun Square; Everett &amp; Medford- Telecom Boulevard, Phase 1; Lynn/Malden/Revere/Saugus- Bike to Sea, Phase 2; and Quincy- Quincy Center Concourse, Phase 2. Keep four projects that were removed last spring on the TIP: Watertown: Pleasant and Howard Street; Newton: Commonwealth Avenue, Phase 3; Saugus: Route 1 Walnut Street; Belmont/Cambridge/Somerville Bicycle Facility.</td>
<td>Watertown- Pleasant and Howard Street is is included in the FY 2007 element of the FYs 2007-2010 TIP. Newton- Commonwealth Avenue, Phase 3 is is included in the FY 2007 element of the FYs 2007-2010 TIP. Belmont/Cambridge/Somerville- Bicycle Facility is included in the FY 2008 element of the FYs 2007-2010 TIP. Design funds for Arlington- Massachusetts Avenue are included in the FY 2007 element of the FYs 2007-2010 TIP. Somerville- Magoun Square; Everett &amp; Medford- Telecom Boulevard, Phase 1; Lynn/Malden/Revere/Saugus- Bike to Sea, Phase 2; Saugus- Route 1 Walnut Street and Quincy-Quincy Center Concourse, Phase 2 are not included in the FYs 2007-2010 TIP.</td>
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<td>8/11/2006</td>
<td>Chair of the Southwest Advisory Planning Committee, Gino Carlucci</td>
<td>The Southwest Advisory Planning (SWAP) Committee supports the programming of Milford Upper Charles Trail Phase 2 and Holliston Upper Charles Trail in fiscal year 2008. The Foxborough/Norfolk/Wrentham- Route 115 project has been re-designed using value-engineering, which reduced the project costs. The SWAP committee encourages all communities to undertake the additional value-engineering in accordance with the new MassHighway Design Manual in order to lower costs so that more projects may proceed. The SWAP committee supports the MPO's allocation of CMAQ funds to move forward design on several different rail trail projects in other subregions and would like to encourage the MPO to ensure that the design of long-distance trails such as Bruce Freeman Trail include significant space for transit to share the right-of-way with the bike path; Milford: Upper Charles Trail Phase 2 in the FY 2008. Program as follows: Holliston: Upper Charles Trail programmed in FY 2008; Foxborough/Norfolk/Wrentham: Route 115 Project in the FY 2008.</td>
<td>Milford- Upper Charles Trail Phase 2 is included in the FY 2008 element of the FYs 2007-2010 TIP. Holliston Upper Charles Trail is currently included in the FY 2008 element of the FYs 2007-2010 TIP Foxborough/Norfolk/Wrentham is included in the FY 2010 element of the FYs 2007-2010 TIP</td>
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<td>8/11/2006</td>
<td>Chairman of the South Shore Coalition, Ann Burbine</td>
<td>The South Shore Coalition is pleased that the TIP includes the following priorities: Hingham- Route 228, Phase 2 in FY 07; Weymouth- Route 18 FY 08; Weymouth ROW acquisition in FY 07; Weymouth permitting for the East-West Parkway in FY 07; Old Colony/Greenbush Commuter Rail Line; Marshfield/Norwell- Bridge Street Bridge; Hingham- Rockland Street Bridge; Weymouth- Route 53/Middle Street. In addition they support the following projects listed in the draft TIP: Duxbury- Route 53/Winter Street; Hanover Route 53, Phase 1B; Marshfield- Route 139 Corridor Improvements.</td>
<td>Projects are programmed in the FYs 2007-2010 TIP as follows: Hingham- Route 228, Phase 2 in FY 07; Weymouth- Route 18 FY 08; Weymouth ROW acquisition in FY 07; Weymouth permitting for the East-West Parkway in FY 07; Marshfield/Norwell- Bridge Street Bridge in FY 07; Hingham- Rockland Street Bridge in FY 07; Weymouth- Route 53/Middle Street in FY 10; Marshfield/Norwell- Bridge Street Bridge in FY 07; Hingham- Rockland Street Bridge in FY 09; Weymouth- Route 53/Middle Street in FY 10; Suburban Mobility FYs 07-10; Kawasaki Coaches and Locomotive Procurement in FY 2007 FY 2008, FY 2009; Red Line #2 Car Overhaul in FY 2008 and FY 2009.</td>
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<td>Requests that the following projects be included in the TIP: Duxbury- Route 53/Winter Street; Hanover Route 53, Phase 1B; Marshfield- Route 139 Corridor Improvements; Bike Trail to access Old Colony/Greenbush Commuter Rail Line</td>
<td>Hanover- Route 53, Phase 1B is included in the FY 2006 element of the FYs 2006-10 TIP. Duxbury- Route 53/Winter Street; Hanover Route 53, Phase 1B; Marshfield- Route 139 Corridor Improvements; Bike Trail to access Old Colony/Greenbush Commuter Rail Line projects are not included in the FYs 2007-2010 TIP.</td>
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<td>8/11/2006</td>
<td>Chair Three Rivers Interlocal Council, Taber Keally</td>
<td>The Three Rivers Interlocal Council's TIP comments are included in its July 26, 2005 letter and remain unchanged. Their highest priority remains the speedy completion of the Route 128 Add-a-Lane Project. They are concerned with severe cost increases causing the delay of the project. TRIC is disappointed with the lack of progress in the design and environmental permitting for the I-95/93 University Avenue and Dedham Street Project. Also, TRIC is concerned with the Pedestrian/Transit/Bicycle Connection between Route 128 Station and Royall Street in Canton as a component of this project. TRIC's greatest concern is the lack of funding for TIP projects. They hope funding can be allocated so that these important multi-community projects will be included in a future TIP.</td>
<td>Foxborough/Norfolk/Wrentham is included in the FY 2010 element of the FY 2007-2010 TIP. The following projects are not included in the FYs 2007-2010 TIP: Canton- Route 138; Dedham- Washington Street; Milton- Central Avenue; Needham- Needham Street (Highland Avenue); Norwood- Morse Street Bridge; Norwood- Pleasant Street and Morse Street; Sharon- Norwood Street, High Street &amp; Edgehill Road; Walpole- Route 1A/Winter Street</td>
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<td>Program the following projects in the TIP: Canton- Route 138; Dedham- Washington Street; Foxborough/Norfolk/Wrentham- Route 115; Milton- Central Avenue; Needham- Needham Street (Highland Avenue); Norwood- Morse Street Bridge; Norwood- Pleasant Street and Morse Street; Sharon- Norwood Street, High Street &amp; Edgehill Road; Walpole- Route 1A/Winter Street</td>
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<td>8/11/2006</td>
<td>Town of Hudson Assistant Administrator/Director of Community Development, Michelle Ciccolo</td>
<td>The Town of Hudson urges the MPO to include the Hudson-Houghton Street Bridge project in the FY 07 element of the TIP. This project was removed from the FY 06 TIP in the recent amendment despite an ominous bridge inspection report indicating serious structural deficiencies. Both deck and superstructure are now rated as being critical condition. If it were not for the steel plates that have been placed over the holes in the deck, the deck would be rated &quot;imminent failure.&quot; Funding should be expedited immediately for this bridge. The town has been working with District 3 and the bridge designers to expedite the process. The town has appropriated funds to acquire minor ROW and also met with abutters to resolve any potential issues. The bridge sits on an EOEA environmental justice neighborhood at the edge of a new park being built with CDBG funds adjacent to the downtown. The town requests that the Cox Street Bridge and the Washington Street Bridge be included in the Universe of Projects. The Cox Street Bridge has not moved forward in design since 1997. The bridge is in serious condition and sits next to the Fire Headquarters at the edge of the Public Works Department, the town's solid waste transfer station, and a local grammar school. The town asks the Cox Street Bridge be programmed in FY 07. The Washington Street bridge is just in its inception and the town does not request its programming as of now but it is moving forward. The Route 85 Washington Street Project is moving forward. Route 85 is a crucial retail and commercial corridor experiencing grid-lock and frequent accidents. The Route 85 corridor does not have a continuous sidewalk network for pedestrians. The town has offered to take over its maintenance and future repair once the widening has occurred. The project has received its PRC approval. $40,000 has been appropriated for design. Developers will be contributing $300,000 and are anxious for rapid progress of the project. Public meetings and letters to the abutters have shown significant support for the project. They expect the project to be ready for construction in FY 08 and request that the Boston MPO programs the funds accordingly. The Town of Hudson is in support of the I-490/290 interchange for several reasons. Safety issues at this location impact area residents and workers commuting in and out of town. Accidents at this location further exacerbate exiting traffic congestion on Route 85 as it is used as a cut-through, and town emergency services are taxed when Hudson is called to respond to accidents at the interchange. The Town of Hudson has taken into account the maximum HPP funds available for the Assabet River Rail Trail project and requests that they follow this schedule: $565,000 in FY 07 for Acton and Maynard Design; $287,988 for Stow and Hudson ROW acquisition and design in FY 07; $326,000 for Stow and Hudson ROW acquisition and design in FY 08; $326,000 for Stow and Hudson ROW acquisition and design in FY 09.</td>
<td>Design funds for the Acton &amp; Maynard portion of the Assabet River railroad Trail are programmed in the FY 2007 element of the FYs 2007-2010 TIP. Design funds for the Hudson &amp; Stow portion of the Assabet River Rail Trail are programmed in the FY 2007, FY 2008, and FY 2009 elements of the FYs 2007-2010 TIP. Construction funds for the Acton &amp; Maynard portion of the Assabet River Rail Trail are programmed in the FY 2010 element of the FYs 2007-2010 TIP. The following projects are not included in the FYs 2007-2010 TIP: Hudson- Cox Street Bridge and Route 85 Washington Street; Hudson &amp; Marlborough- I-490/290 interchange</td>
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<td>8/13/2006</td>
<td>Steve Mulder, Somerville Resident</td>
<td>The letter asks that the Lechmere station not be redesigned before planning for the extensions beyond Lechmere is underway.</td>
<td>Lechmere Station improvements is included in FY 2007 element of the FYs 2007-2010 TIP.</td>
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<td>8/14/2006</td>
<td>Town of Bellingham DPW Director, Donald F. DiMartino</td>
<td>The Town of Bellingham is disappointed that the Pulaski Boulevard project was not included in the TIP. They had several public information sessions as well as the 25% hearing and appropriated over $3 million dollars. Articles for the Right-of-Way and stormwater facilities acquisition are on the warrant for an October town meeting. They have paid the costly plan revision to align project plans with District 3 Office's recommendations. If the project does not get placed on the TIP soon the Town will need to consider expending upwards of $150,000 to do band-aid repairs to this heavily utilized regional arterial roadway. They desperately need these funds for other town roadways. The town urgently requests that the committee program this project for no later than FY 2008.</td>
<td>Bellingham- Pulaski Boulevard is not included in the FYs 2007-2010 TIP.</td>
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<td>8/14/2006</td>
<td>Town of Belmont Administrator, Thomas G. Younger</td>
<td>The Town of Belmont is disappointed that the Trapelo Road project was not included in any of the four years of the TIP. The safety issue identified is the narrow lane widths, which cause safety risks for motorists and bicyclists. The condition of the pavement is very poor and has not been overlaid in over 25 years. The function of the roadway will be improved in order to eliminate driver confusion by creating clear turning lanes. The Town intends to work with the MPO to provide better information for a future submission and asks that the project either be included in the FY 2009 or 2010 element of the TIP.</td>
<td>Belmont- Trapelo Road is not included in FYs 2007-2010 TIP</td>
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<td>8/14/2006</td>
<td>Town of Lexington Chairman of the Board of Selectmen, Jennifer K. Krieger</td>
<td>The Town of Lexington identified Route 2A/Waltham Street as its highest priority. It is at 25% design. There has been a lengthy public participation period in which MassHighway and Lexington stakeholders have resolved difficult issues. The project is an integral intersection for the Bridge School Safe Routes to School program. The Selectmen and Town staff are working with MassHighway on corridor improvements on safety and congestion issues. The Route 2A corridor serves as an important East-West regional transportation alternative to Route 2 and has historical significance as part of Battle Road. Completion of the project will be an important step toward Route 2A improvements. Program Lexington- Route 2A/Waltham Street in the FY 2008 and Route 2 Crosby's Corner in the FY 2007-2010 TIP. The Town identified Hartwell Avenue Improvements as another project with deep community interest. It serves as a key access roadway to Hanscom Air Force Base. Hartwell Avenue also serves Lexington's two major research parks. The town intends to work with MassHighway to recommend improvements to this regionally and nationally significant connector. Although not in Lexington the Town share's MAGIC's and the National Park Service's interest in improvements to Crosby's Corner. Improvements to the intersection should reduce the reliance on Route 2A as a traffic shortcut and hopefully result in a less congested Brattle Road.</td>
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<td>8/14/2006</td>
<td>Town of Norfolk Director of Public Works, Remo R. Vito</td>
<td>The Town of Norfolk encourages the Transportation Planning and Programming Committee to reconsider the schedule for the Route 115 project. As a result of value engineering the price was reduced 1 million dollars, or about 16%. The savings were realized without compromising design guidelines or standards. The redesign will be submitted at 75% for review. The Town of Norfolk has made a substantial effort to reduce costs in an effort to ease financial constraint. They feel other towns have a similar opportunity for savings. The Town of Norfolk has taken a step to value engineer their projects and should be rewarded in the project selection process. The Town thanks the Committee for its consideration. Program the Foxborough/Norfolk/Wrentham- Route 115 project in FY 2008.</td>
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<td>8/14/2006</td>
<td>North Suburban Planning Council Chairman, Tony Fields</td>
<td>North Suburban Planning Council members expressed concern regarding the 25% design status for the Salem Street- Three Intersections project. They report that the project is now at 75% submitted design status. There has been considerable time and money spent for this project to move forward. The MPO process should be adjusted to account for the 75% submittal stage. Members are pleased to see Stoneham/Winchester/Woburn Tri-Community Bikeway design funds programmed in the FY 2007 element of the draft TIP. The project is Winchester's highest priority. The construction phase has been moved back from FY 2008 to FY 2009. Move the project forward into the FY 2008 element of the TIP. NSPC suggests the following: Stoneham/Winchester/Woburn- Tri-Community Bike Path- Program construction phase in FY 2008; Woburn- Magazine Hill Park &amp; Ride Program in FY 2007; Woburn- New Boston Street Bridge- Program in earliest TIP year possible; Wakefield- Salem Street Three Intersections- Program in FY 2007.</td>
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8/14/2006 Town of Lexington Chairman of the Board of Selectmen, Jennifer K. Krieger The Town of Lexington identified Route 2A/Waltham Street as its highest priority. It is at 25% design. There has been a lengthy public participation period in which MassHighway and Lexington stakeholders have resolved difficult issues. The project is an integral intersection for the Bridge School Safe Routes to School program. The Selectmen and Town staff are working with MassHighway on corridor improvements on safety and congestion issues. The Route 2A corridor serves as an important East-West regional transportation alternative to Route 2 and has historical significance as part of Battle Road. Completion of the project will be an important step toward Route 2A improvements. Program Lexington- Route 2A/Waltham Street in the FY 2008 and Route 2 Crosby's Corner in the FY 2007-2010 TIP. The Town identified Hartwell Avenue Improvements as another project with deep community interest. It serves as a key access roadway to Hanscom Air Force Base. Hartwell Avenue also serves Lexington's two major research parks. The town intends to work with MassHighway to recommend improvements to this regionally and nationally significant connector. Although not in Lexington the Town share's MAGIC's and the National Park Service's interest in improvements to Crosby's Corner. Improvements to the intersection should reduce the reliance on Route 2A as a traffic shortcut and hopefully result in a less congested Brattle Road. 

8/14/2006 Town of Norfolk Director of Public Works, Remo R. Vito The Town of Norfolk encourages the Transportation Planning and Programming Committee to reconsider the schedule for the Route 115 project. As a result of value engineering the price was reduced 1 million dollars, or about 16%. The savings were realized without compromising design guidelines or standards. The redesign will be submitted at 75% for review. The Town of Norfolk has made a substantial effort to reduce costs in an effort to ease financial constraint. They feel other towns have a similar opportunity for savings. The Town of Norfolk has taken a step to value engineer their projects and should be rewarded in the project selection process. The Town thanks the Committee for its consideration. Program the Foxborough/Norfolk/Wrentham- Route 115 project in FY 2008. 

8/14/2006 North Suburban Planning Council Chairman, Tony Fields North Suburban Planning Council members expressed concern regarding the 25% design status for the Salem Street- Three Intersections project. They report that the project is now at 75% submitted design status. There has been considerable time and money spent for this project to move forward. The MPO process should be adjusted to account for the 75% submittal stage. Members are pleased to see Stoneham/Winchester/Woburn Tri-Community Bikeway design funds programmed in the FY 2007 element of the draft TIP. The project is Winchester's highest priority. The construction phase has been moved back from FY 2008 to FY 2009. Move the project forward into the FY 2008 element of the TIP. NSPC suggests the following: Stoneham/Winchester/Woburn- Tri-Community Bike Path- Program construction phase in FY 2008; Woburn- Magazine Hill Park & Ride Program in FY 2007; Woburn- New Boston Street Bridge- Program in earliest TIP year possible; Wakefield- Salem Street Three Intersections- Program in FY 2007.
### Public Comments

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<td>8/14/2006</td>
<td>City of Marlborough Consultant, John J. Bechard, P.E. (Managing Director of Transportation Engineering, VHB)</td>
<td>The letter provides an update for the Marlborough Farm Road and East Main Street projects. The Farm Road project has received PRC approval and 25% design plans will be submitted by the City of Marlborough in September. Preliminary right of way plans have been prepared and the early environmental coordination doesn't show environmental issues. VHB is advancing design and will be ready for construction in the Spring of 2007. The East Main Street project plans will be submitted for 25% fall of this year. VHB is advancing design and anticipate that the project will be ready for construction in Spring of 2008. Route 85, South, project should be in the final version of this year's TIP. Program Farm Road in FY 2007 of the TIP. Program East Main Street in FY 2008 of the TIP.</td>
<td>The following Marlborough projects are not included in the FYs 2007-2010 TIP: Route 85, South; Farm Road; and East Main Street.</td>
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<td>8/15/2006</td>
<td>James A. McGinnis, City of Somerville Resident</td>
<td>Somerville resident James A. McGinnis stated his concern with the lack of progress of the design and construction of the Green Line Extension to Medford and Union Square. He has an overriding concern that the design of the relocated Lechmere Station has not been coordinated with the Green Line Extension plans. Issues he raised were the need to connect right-of-way to Medford and Union Square; provide access to Boston Engine Terminal for storage; and to design the station to accommodate increased ridership. He suggested slowing the Lechmere Station relocation and expediting the Green Line planning. He also stated his strong support for the $3.4 million to extend the Somerville Community Path from Cedar to Central Street. Expedite planning process for Green Line Extension to Medford and Union Square. Supports programming of Somerville Community Path.</td>
<td>Lechmere Station improvements programmed in FY 2007 of the FYs 2007-2010 TIP. Somerville Community Path is programmed in the FY 2008 element of the FYs 2007-2010 TIP.</td>
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### Appendix E

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| 8/15/2006  | Mayor of Somerville, Joseph A. Curtatone | The Mayor of the City of Somerville, Joseph A. Curtatone is grateful to the MPO for its continued willingness to support Somerville’s residents and all area commuters with safer roads. He is pleased with the programming of the Community Path, Phase 1; Cambridge/Belmont/Somerville Bicycle Facility; and Beacon Street projects being programmed in the draft TIP. He listed his specific concerns about programmed projects and asked for the addition of new projects: (1) Orange Line Station at Assembly Square: He hopes that the MPO will recognize the earmark in the TIP to help secure a state funding match and to underwrite construction of a new transit station at Assembly Square based on the earmark covering 50% of construction costs and a future master plan including a TOD/Smart Growth development at Assembly Square. (2) Study and design of I-93 Mystic Ave. Interchange and Assembly Square: Proceed with the planning design and reconstruction based on the design-related safety problems and insufficient capacity during peak travel times.  
(3) Design and Construct Assembly Square Multi-Modal Access Improvements: The development of Assembly Square will require improvements to the exiting infrastructure and alternative modes of transport to realize a potential key development district in accordance with the Commonwealth’s Smart Growth and Transit Oriented Development policies. (4) Somerville Community Path Phase 1: The City asks the MPO to consider using a portion of the High Priority Project SAFETEA-LU earmark to complete project design for readiness by 2008 at the estimated amount of $200,000. (5) Union Square's Roadway and Streetscape Improvements: Requests that the MPO include funds in the TIP based on the project's ability to improve safety and capacity for all modes and improve air quality. (6) Magoun Square Intersection and Safety Improvements: The City of Somerville seeks to improve traffic circulation, pedestrian and vehicular safety in this congested square defined by the intersections of five major arterials on the Somerville/Medford City line. The City has submitted a Project Need Form, a Project Justification report, and a TIP application. | Cambridge/Belmont/Somerville Bicycle Facility is included in the FY 2007 element of the FYs 2007-2010 TIP. Somerville Community Path is included in FY 2008 element of the FYs 2007-2010 TIP. Orange Line Station at Assembly Square is included in the FY 2010 element of the FYs 2007-2010 TIP. Study and Design of the I-93/Mystic Ave. Interchange at Assembly Square is included in the FYs 2007, FY 2008 and FY 2009 of the elements of the FYs 2007-2010 TIP. Design and Construct Assembly Square Multi-Modal Access Improvements is included in the FY 2007, FY 2008 and FY 2009 of the elements of the FYs 2007-2010 TIP. |
| 8/15/2006  | Town of Littleton Engineer, Eric K. Durling | The letter states that the Goldsmith Street project is at 100% submittal phase and requests that it be included in the FY 2007-2010 TIP.                                                                 | The Littleton- Goldsmith Street project is not included in the FYs 2007-2010 TIP.                                                                                                                       |
### Public Comments

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<td>8/15/2006</td>
<td>Conservation Law Foundation Staff Attorney, Carrie Russell</td>
<td>The Conservation Law Foundation emphasizes the importance of concentrating capital improvement efforts on the metropolitan region’s transit system. With increased and improved transit service, transit will be a more attractive transportation option for more Commonwealth residents. It is troubling to see tens of millions of dollars programmed for major highway expansion projects like the widening of Route 128. The MPO should take advantage of the opportunity to flex funds available under CMAQ to transit projects. The long term benefits of transit projects far outweigh the short-term roadway construction projects that are slated to receive the majority of CMAQ funds in the draft TIP.</td>
<td>Green Line Extension to Medford Hillside, Red-Blue Connector and Restoration of Light Rail Service to the Arborway are not in the FYs 2007-2010 TIP. Orange Line Car funding is included in FY 2007 and FY 2008 elements of the FYs 2007-2010 TIP. Blue Line Station Upgrades are included in the FY 2007, FY 2008, and FY 2009 elements of the FYs 2007-2010 TIP. Fairmount Line Improvements are included in the FY 2007, FY 2008, and FY 2009 elements of the FYs 2007-2010 TIP. Route 128 widening is included in the FY 2007, FY 2008, and FY 2009 elements of the FYs 2007-2010 TIP.</td>
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The following transit commitments should be included in the TIP: Central Artery/Tunnel Projects: Green Line Extension to Medford Hillside and Red-Blue Connector (allocate adequate funding or give an explanation how they will be funded to comply with the 2011 deadline); Restoration of Light Rail Service to the Arborway (explain how the project will be funded and completed in the near term); Provision of New Orange Line Cars (Expedite the completion of the Orange Line procurement obligation); Blue Line Station Upgrades (expedite the completion of this project with further funding).

The Fairmount Line Improvements should include five additional stations between parts of downtown Boston, Roxbury, Dorchester, Mattapan, and Hyde Park. Upgrading this line would provide high-quality service to a historically underserved area.

The TIP should program funding to expedite work on the Urban Ring circumferential transit line. It would encompass a network of Bus Rapid Transit (BRT), and eventually fixed rail routes through Boston, Chelsea, Everett, Medford, Somerville, Cambridge, and Brookline. It will enhance air quality, reduce greenhouse gas emissions, increase mobility and eliminate congestion from areas primed for significant economic growth. A serious commitment to reducing traffic congestion and motor vehicle emissions should be reflected in the final 2007-2010 TIP.

Program Central Artery/Tunnel Projects: Green Line Extension to Medford Hillside and Red-Blue Connector; Restoration of Light Rail Service to the Arborway; Provision of New Orange Line Cars; Blue Line Station Upgrades in the FYs 2007-2010 TIP. Program design and construction funds for Fairmount Line Improvements at five station locations in the FYs 2007-2010 TIP. Program Urban Ring in the FYs 2007-2010 TIP. CLF does not support programming Route 128 widening project, but asks for a commitment to relieving traffic congestion.
# Public Comments

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<td>8/15/2006</td>
<td>Somerville Resident, Karen Molloy</td>
<td>The letter states that allocating additional funding for Lechmere Station Relocation and Intermodal Expansion without necessary information for track and land use planning and design for the Green Line extensions could result in an incompatible configuration with the route to Union Square and Medford. Asks that the MPO approve funding for the Belmont/Cambridge/Somerville bicycle facility and the Somerville Community Path. Asks that the MBTA revise its emissions policies to test for ultrafine particulates, which have been found to increase mortality rate via cardiac and lung disease of citizens that live close to highways. Supports programming Belmont/Cambridge/Somerville Bicycle Facility; Somerville Community Path in the final TIP. Supports the Green Line Extension to Union Square and Medford before completing Lechmere Station Relocation and Intermodal Expansion.</td>
<td>Belmont/Cambridge/Somerville Bicycle Facility is included in the FY 2007 element of the FYs 2007-2010 TIP. Somerville Community Path is included in FY 2008 of the FYs 2007-2010 TIP. Lechmere Station Improvements are included in the FY 2007, FY 2008, and FY 2009 elements of the FYs 2007-2010 TIP.</td>
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<td>8/15/2006</td>
<td>City of Cambridge Assistant City Manager for Community Development, Beth Rubenstein</td>
<td>The City of Cambridge thanks the MPO for programming the Belmont/Cambridge/Somerville Bicycle Facility in FY 2007. The neighborhood is very supportive of the project and is progressing toward the 75% design stage with MassHighway's consultant. The project will link major existing bicycle facilities including the Minuteman Path, Linear Park and the Somerville Community Path.</td>
<td>Belmont/Cambridge/Somerville Bicycle Facility is programmed in FY 2007 element of the FYs 2007-2010 TIP.</td>
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<td>8/15/2006</td>
<td>Mayor of the City of Everett, John F. Hanlon</td>
<td>The Mayor of the City of Everett respectfully requests that the MPO and all its members reconsider funding the proposed rehabilitation of Route 99/ Broadway in Everett during the 2009 funding cycle and not 2010 as proposed. The proposed roadway project is of urgent need in their community and the Northeast Region. It is an integral part of development strategies for the City of Everett. The implementation of the project is necessary to accomodate existing and projected levels of growth without burdening the city with safety and traffic impacts.</td>
<td>Everett Route 99/Broadway is included in the FY 2010 element of the FYs 2007-2010 TIP.</td>
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<td>8/15/2006</td>
<td>State Senator Robert A. Havern, Assistant Majority Whip</td>
<td>Senator Robert A. Havern writes to support the Transportation Advisory Committee (TAC) for the Town of Arlington, which is an organization of citizen volunteers and Arlington officials established by the Arlington Board of Selectmen to make recommendations that foster all modes of safe transportation for the town. The TAC wishes to express its support for the proposed construction of Massachusetts Avenue in Arlington. The roadway has over the last decade the targets number of pedestrian, cyclist, and vehicular crashes in Arlington and provides no refuge for pedestrians. It is in desperate need of improvement. The TAC has been examining the corridor since 2002. Studies have been made of lane usage and public meetings have been held to discuss the various options. He supports the town’s request to have earmark funds be used for the design of phase one of Massachusetts Avenue corridor included in the FY 2007 element of the TIP. Program design funds for the Arlington- Massachusetts Avenue project in the FY 2007. Program construction funds for the Arlington- Massachusetts Avenue project in the FY 2008.</td>
<td>Design funds for the Arlington- Massachusetts Avenue project in the amount of $348,000 are included in the FY 2007 element of the FYs 2007-2010 TIP. Construction funds for the Arlington- Massachusetts Avenue project are not included in the FYs 2007-2010 TIP.</td>
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<td>8/15/2006</td>
<td>Founder and Chair of Walking in Arlington, Rachael Stark</td>
<td>Arlington Citizen/Founder and Chair of Walking in Arlington, Rachael Stark, expresses her support for the proposed construction of Massachusetts Avenue in Arlington. Massachusetts Avenue accounts for nearly all of the top 20 pedestrian crash spots. It is Arlington's commercial and transit artery and the needs of the pedestrians, bicyclists, wheelchair riders, transit riders, business patrons and motorists must all be considered in its design. Walking Arlington supports the TAC's approach of involving the community in the process of examining and redesigning this corridor with the goal of safety and utility for all users.Program Arlington- Massachusetts Avenue Corridor Improvement project in the FYs 2007-2010 TIP</td>
<td>Design funds for the Arlington- Massachusetts Avenue project in the amount of $348,000 are included in the FY 2007 element of the FYs 2007-2010 TIP. Construction funds for the Arlington- Massachusetts Avenue project are not included in the FYs 2007-2010 TIP.</td>
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<td>8/15/2006</td>
<td>Medford Resident, Ken Krause</td>
<td>The letter was sent to support the inclusion of the Green Line Extension to Medford in the FYs 2007-2010 TIP. The 2004-2005 Phase 1 alternatives analysis reaffirmed the Green Line extension as the best means for improving transportation beyond the Lechmere corridor and for achieving air quality improvements. It has been endorsed by the Executive Office of Transportation and Department of Environmental Protection. It is time to move forward this, much-needed public transportation project to a greatly underserved area. Also, given the superior rating of the Green Line extension he suggests that the Blue Line extension from Bowdoin to West Medford be removed from the Transit Expansion projects Appendix and that resources be allocated to study the Blue Line-Red Line connector.Program the Green Line Extension to Medford in the FYs 2007-2010 TIP. Remove the Blue Line Extension to West Medford from the Appendix.</td>
<td>Green Line Extension to Medford is not included in the FYs 2007-2010 TIP. Blue Line Extension to West Medford is in Appendix A but is not included in the FYs 2007-2010 TIP.</td>
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<td>8/15/2006</td>
<td>Executive Director of the Arc of Innovation 495/MetroWest Corridor Partnership, Paul F. Matthews  Manager of Sustainable Development Programs for the 495/MetroWest Corridor, Adam C. Ploetz, AICP</td>
<td>The 495/MetroWest Corridor Partnership urges the MPO to program the following six bridges in the FYs 2007-2010 TIP (Framingham- Winter Street Bridge; Framingham- Fountain Street Bridge; Hudson- Houghton Street Bridge; Maynard- Waltham Street Bridge; Framingham- Danforth Street Bridge; Millis- Pleasant Street Bridge); include Hudson/Marlborough I-490/I-290 Interchange in the 2010 Build Scenario; program Hudson- Route 85 Washington Street in FY 2008 element of the TIP. Program Framingham- Route 135/Route 126 Interchange in the FYs 2007-2010 TIP; program design and construction funds for the Westborough/Southborough- I-495 and Route 9 Interchange in the FYs 2007-2010 TIP. Program the following six bridges in the FYs 2007-2010 TIP: Framingham- Winter Street Bridge; Framingham- Fountain Street Bridge; Hudson- Houghton Street Bridge; Maynard- Waltham Street Bridge; Framingham- Danforth Street Bridge; Millis- Pleasant Street Bridge. Include Hudson/Marlborough I-490/I-290 Interchange in the 2010 Build Scenario. Program Hudson- Route 85 Washington Street in FY 2008 element of the TIP.</td>
<td>Framingham- Winter Street Bridge; Framingham- Fountain Street Bridge; Hudson- Houghton Street Bridge; Maynard- Waltham Street Bridge; Framingham- Danforth Street Bridge; Millis- Pleasant Street Bridge; Hudson/Marlborough I-490/I-290 Interchange; Hudson- Route 85 Washington Street; Framingham- Route 135/Route 126; Design and construction funds for the Westborough/Southborough- I-495 and Route 9 Interchange projects are not included in the FYs 2007-2010 TIP.</td>
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<td>8/15/2006</td>
<td>Mayor of the City of Woburn, Thomas L. McLaughlin</td>
<td>The City of Woburn has requested the MPO move the Woburn- Magazine Hill Park and Ride from Appendix A to an annual element of the TIP. The project is a priority of the North Suburban Planning Council and has an associated Section 5309 earmark for $1,501,339 for fund increments through FY 2009. The New Boston Bridge project has not been programmed in the draft TIP and is a high priority for the City of Woburn. The City requests that the MPO program the project as soon as possible. Program Woburn Magazine Hill Park and Ride in an annual element of the TIP. Program Woburn- New Boston Street Bridge in the earliest TIP year possible.</td>
<td>The Woburn Magazine Hill Park and Ride is not included in the FYs 2007-2010 TIP. The Woburn-New Boston Street Bridge is not included in the FYs 2007-2010 TIP.</td>
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<td>8/15/2006</td>
<td>Chair of the Regional Transportation Advisory Committee, Steven Olanoff</td>
<td>The Regional Transportation Advisory Council understands the funding constraints placed upon the MPO this fiscal year and appreciates the difficult decision making needed in formulating these documents. The Advisory Council urges the MPO to aggressively pursue additional funding from the State Legislature to adequately meet the transportation needs of the region. They are interested in developing a mechanism for providing more dependable project cost estimates and wonder if at all future cost estimates should be adjusted for inflation to the date of expected bidding. They suggest that the Transportation Planning and Programming Committee conduct a policy discussion on the issue in the near future. The Advisory Council is concerned about the lack of progress in proposed transit expansion in general and with SIP commitments in particular. Examples include the Green Line Extension to Somerville and Medford; Blue Line/Red Line connection; Extension of the Blue Line; and the Urban Ring. The MPO should take initiative to promote the appropriate and timely expansion of the transit system.</td>
<td>Route 128 is included in all elements of the FYs 2007-2010 TIP. Foxborough/Norfolk/Wrentham is included in FY 2010 element of the FYs 2007-2010 TIP. Concord &amp; Lincoln- Route 2 Crosby’s Corner is included in the FY 2009 and FY 2010 elements of the FYs 2007-2010 TIP. Everett- Route 99 is included in the FY 2010 in the FYs 2007-2010 TIP. Salem- Route 1A and Boston- Massachusetts Avenue are included in the FY 2008 element of the FYs 2007-2010 TIP.</td>
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<td>8/15/2006</td>
<td>Union Square Main Streets Executive Director, Mimi Graney</td>
<td>The letter requests that the Union Square Green Line Extension project is part of the mission of the Union Square Main Streets non-profit group. It would be partial compensation for heavy regional transportation burden that Union Square and East Somerville bears. The TIP included funding for the Lechmere Station Relocation and Intermodal Expansion totaling $10 million. There is no indication that the Lechmere Relocation project is planning on accommodating a Green Line Extension. The group is concerned that the lack of coordination would make the Green Line Extension infeasible.</td>
<td>The Green Line Extension project is not included in the FYs 2007-2010 TIP.</td>
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<td>8/15/2006</td>
<td>Chair of the MetroWest Transportation Task Force, John Stasik</td>
<td>The MetroWest Growth Management Committee’s Transportation Task Force determined that four transportation improvement projects are of the highest priority to the MetroWest subregion: Natick/Wellesley- Route 9/Oak Street; Hudson/Marlborough- I-490/I-290 Interchange; Southborough/Westborough- I-495 Route 9 Intersection Improvements; and Marlborough- Farm Road. They urge the members of the Boston MPO to recognize these projects deserve immediate attention and hope they stay on schedule. Program the following projects: Natick/Wellesley- Route 9/Oak Street; Hudson/Marlborough- I-490/I-290 Interchange; Southborough/Westborough- I-495 Route 9 Intersection Improvements; and Marlborough- Farm Road in the FYs 2007-2010 TIP</td>
<td>Natick/Wellesley- Route 9/Oak Street; Hudson/Marlborough- I-490/I-290 Interchange; Southborough/Westborough- I-495/Routes 9 Intersection Improvement; and Marlborough- Farm Road projects are not included in the FYs 2007-2010 TIP</td>
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<td>8/15/2006</td>
<td>Somerville Resident, Wig Zamore</td>
<td>Wig Zamore stated that in the last four years of Boston MPO TIPs many Somerville projects have been listed but few have yet to begin construction. Regional transportation projects that are most important to Somerville include: Orange Line Station at Assembly Square; Green Line Branch through Somerville to Medford; and Green Line Branch to Union Square. All of these projects serve eastern Somerville where environmental justice populations are most concentrated and where large economic development opportunities are unrivaled. They would give extensive rail transit coverage to a community which has a huge carless population and which has been the single municipality in the Boston MPO region that has been most overrun by commuter highways and railways over the last generation, to great local health detriment. Thank you for your continued support of the Somerville Community Path extension to Cedar Street and the Belmont/Cambridge/Somerville Bicycle Facility. The eventual connection of this network from inland Massachusetts communities to Boston through North Point in Cambridge has potential to transform non-vehicular urban transportation in the urban core. Supports programming of the Cambridge/Belmont/Somerville Bicycle Facility in and Somerville-Community Path, Phase 1. Program the following projects: Orange Line Station at Assembly Square; Green Line Branch through Somerville to Medford; and Green Line Branch to Union Square.</td>
<td>Belmont/Cambridge/Somerville Bicycle Facility is included in the FY 2007 element of the FYs 2007-2010 TIP. Somerville Community Path is included in the FY 2008 of the FYs 2007-2010 TIP. Orange Line Station at Assembly Square is included in the FY 2010 element of the FYs 2007-2010 TIP. Green Line Branch through Somerville to Medford; Green Line Branch to Union Square projects are not included in the FYs 2007-2010 TIP.</td>
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Fiscal Years 2007-2010 TIP
and Air Quality Conformity Determination

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<td>8/15/2006</td>
<td>Chair of the Town of Hanover Board of Selectmen, R. Alan Rugman</td>
<td>This letter states Hanover-Route 53, Phase 1B is the number one priority of the Town of Hanover. The principal objective of the project is to improve mobility within and through the limits of the project area and to change a stretch into a destination area as well as a commuter route. Construction of the proposed 5-lane section coupled with the signalization at the Old Washington Street intersection will upgrade the level of service. Emergency vehicles will be able to clear this intersection with opticom signal controls. This project also addresses the need for redirected drainage so important for protection of wells. The number two priority is Hanover Route 53 phase 4B. This is a 2500 linear foot project designed to alleviate congestion for the portion of Rte 53 between Rte 123 and Rte 3. Supports the programming of Hanover- Route 53, Phase 1B in FY 2006 of the FYs 2007-2010 TIP. Program Hanover-Route 53, Phase 4B in the FYs 2007-2010 TIP.</td>
<td>Hanover 53, Phase 1B is included in FY 2006 element of the FYs 2006-2010 TIP. Hanover-Route 53, Phase 4B is not included in the FYs 2007-2010 TIP.</td>
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<td>8/15/2006</td>
<td>Chairman of the Board of Selectmen for the Town of Bellingham, Jerald A. Mayhew</td>
<td>The Town of Bellingham is disappointed that the Pulaski Boulevard project was not included in the TIP. They had several public information sessions as well as the 25% hearing and appropriated over $3 million dollars. Articles for the Right-of-Way and stormwater facilities acquisition are on the warrant for an October town meeting. They have paid the costly plan revision to get the project plans in line with District 3 Office's recommendations. If the project does not get placed on the TIP soon the Town will need to consider expending upwards of $150,000 to do band-aid repairs to this heavily utilized regional arterial roadway. They desperately need these funds for other town roadways. The town urgently requests that the committee program this project for no later than FY 2008.</td>
<td>The Bellingham- Pulaski Boulevard Project is not included in the FYs 2007-2010 TIP.</td>
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<td>8/16/2006</td>
<td>City of Salem, Mayor Kimberley Driscoll</td>
<td>The Mayor of Salem supports the programming of Salem- Route 1A Birdge Street in the FY 2008 element of the FYs 2007-2010 TIP.</td>
<td>The Salem- Route 1A Bridge Street project is included in the FY 2008 element of the FYs 2007-2010 TIP.</td>
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<td>8/16/2006</td>
<td>Metropolitan Area Planning Council, Executive Director</td>
<td>The Executive Director of the Metropolitan Area Planning Council requests that the following SAFETEA-LU earmarks be programmed in the FYs 2007-2010 TIP: design and construction funds for the Arlington- Massachsuetts Avenue project; design funds for the Danvers &amp; Peabody &quot;Border to Boston&quot; Bikeway project; funds for the design and study of the I-93 Mystic Avenue Interchange project; funds for the design and construction of Assembly Square project; funds for the Local Intra-Framingham Transit System; funds for the Local Intra-Framingham; funds for the Woburn-Magazine Hill Park &amp; Ride; and the Assembly Square-Orange Line Station project.</td>
<td>Design funds for the Arlington- Massachusetts Avenue project in the amount of $348,000 are included in the FY 2007 element of the FYs 2007-2010 TIP. Design Funds for the Danvers &amp; Peabody &quot;Border to Boston&quot; Bikeway project are included in FY 2007, FY 2008, and FY 2009 elements of the FYs 2007-2010 TIP. Funds for the design and study of the I-93 Mystic Avenue Interchange are included in FY 2007, FY 2008, and FY 2009 elements of the FYs 2007-2010 TIP. Funds for the design and construction of Assembly Square are included in the FY 2007, FY 2008, and FY 2009 elements of the FYs 2007-2010 TIP. Funds for the Local Intra-Framingham Transit System are included in the FY 2007, FY 2008, and FY 2009 elements of the FYs 2007-2010 TIP. Funds for the Local Intra-Framingham Woburn-Magazine Hill Park &amp; Ride is not included in the FYs 2007-2010 TIP. The Assembly Square-Orange Line Station project is included in the FY 2010 element of the FYs 2007-2010 TIP.</td>
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<td>Marc D. Draisen</td>
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