| 2016 Bosto   | n Region MP  | O Transportation Improvement Program  |                       |                 |  |                  |          | 0/2015 Endo<br>5/2016 Prop                        |                 | aft Amendme                                       | nt Four  |
|--|--|---|-----------------------|-----------------|--|------------------|----------|---|-----------------|---|--|
| Amendment/<br>Adjustment Type ▼                                      | MassDOT<br>Project ID ▼  | MassDOT<br>Project Description ▼  | MassDOT<br>District ▼ | _               | Total<br>Program<br>Funds ▼                  |                  |          |   | Non-Fe<br>Funds | deral   | Additional<br>Information ▼  |
| ► Section 1A / Feder   | al Aid Target Pr   | ojects  |                       |                 |  |                  |          |   |                 |   |  |
|  | Indicates removindicates a proj<br>Indicates a proj<br>Indicates a new | unge in project cost ved from TIP (cost not reflected in total) ject moved in from another TIP element ject moved out to another TIP element (cost not reflected in v addition to the TIP (action taken as denoted) v funding category  | total)                |                 |  |                  |          |   |                 |   |  |
|  |  |   |                       |                 |  |                  |          |   |                 |   |  |
| ► HSIP - Highway Sa  | 607409   | LEXINGTON- RECONSTRUCTION ON MASSACHUSETTS AVENUE, FROM MARRETT ROAD TO PLEASANT STREET   | 4                     | HSIP            | \$ 2,60                                      | 00,000           | \$       | 2,340,000   | \$              | 260,000   | TAP+HSIP Total Cost = \$5,200,000  |
|  | 601630   | WEYMOUTH- ABINGTON- RECONSTRUCTION & WIDENING ON ROUTE 18 (MAIN STREET) FROM HIGHLAND PLACE TO ROUTE 139 (4.0 MILES) INCLUDES REPLACING W-32-013, ROUTE 18 OVER THE OLD COLONY RAILROAD (MBTA)  | 6                     | HSIP            | \$ 1,00                                      | 00,000           | \$       | 900,000   | \$              | 100,000   | AC Yr 1 of 4; STP+HSIP+TEA-21 Earmark<br>(MA1236) Total Cost = \$60,053,518  |
|  | _  |   |                       | HSIP Subtotal ▶ | \$ 3,60                                      | 00,000           | \$       | 3,240,000   | \$              | 360,000   | ■ 90% Federal + 10% Non-Federal  |
| ►CMAQ - Congestio  | n Mitigation and   | d Air Quality Improvement Program  WEYMOUTH- INTERSECTION IMPROVEMENTS @ MIDDLE STREET, LIBBEY INDUSTRIAL PARKWAY   | 6                     | HSIP Subtotal ► |  | 37,326           |          | 749,861   |                 | 360,000<br>187,465                                | ■ 90% Federal + 10% Non-Federal  |
| ►CMAQ - Congestio  |  | WEYMOUTH- INTERSECTION IMPROVEMENTS @ MIDDLE STREET, LIBBEY INDUSTRIAL PARKWAY AND TARA DRIVE BOSTON - TRAFFIC SIGNAL IMPROVEMENTS AT 10  | 6                     |                 | \$ 93  | 37,326           |          | , ,   |                 | ,   | ■ 90% Federal + 10% Non-Federal  CMAQ+STP Total Cost = \$4,654,920   |
| AMENDMENT:Remove   | 605721   | WEYMOUTH- INTERSECTION IMPROVEMENTS @ MIDDLE STREET, LIBBEY INDUSTRIAL PARKWAY AND TARA DRIVE   |                       | CMAQ            | \$ 93  | 37,326<br>00,000 | \$       | 749,861   | \$              | 187,465   | CMAQ+STP Total Cost = \$4,654,920 removed from TIP; Yr 1 of 6; CMAQ+STP Tota Cost = \$190,100,000 (\$158,000,000   |
| AMENDMENT:Remove<br>Project<br>AMENDMENT:Add                         | 606117   | WEYMOUTH- INTERSECTION IMPROVEMENTS @ MIDDLE STREET, LIBBEY INDUSTRIAL PARKWAY AND TARA DRIVE BOSTON - TRAFFIC SIGNAL IMPROVEMENTS AT 10 LOCATIONS GREEN LINE EXTENSION PROJECT (PHASE 2), COLLEGE AVENUE TO MYSTIC VALLEY  | 6                     | CMAQ CMAQ       | \$ 93  | 37,326<br>00,000 | \$ \$    | 749,861   | \$              | 187,465   | CMAQ+STP Total Cost = \$4,654,920  removed from TIP; Yr 1 of 6; CMAQ+STP Tota Cost = \$190,100,000 (\$158,000,000 programmed within FFYs 2016-20 TIP); was   |
| ► CMAQ - Congestion  AMENDMENT:Remove Project  AMENDMENT:Add Project | 605721<br>606117<br>1569   | WEYMOUTH- INTERSECTION IMPROVEMENTS @ MIDDLE STREET, LIBBEY INDUSTRIAL PARKWAY AND TARA DRIVE BOSTON - TRAFFIC SIGNAL IMPROVEMENTS AT 10 LOCATIONS GREEN LINE EXTENSION PROJECT (PHASE 2), COLLEGE AVENUE TO MYSTIC VALLEY PARKWAY/ROUTE 16  GREEN LINE EXTENSION PROJECT- EXTENSION TO COLLEGE AVENUE WITH THE UNION SQUARE  | 6<br>N/A              | CMAQ CMAQ       | \$ 93  | 00,000           | \$ \$    | 749,861   | \$ \$           | 187,465   | CMAQ+STP Total Cost = \$4,654,920  removed from TIP; Yr 1 of 6; CMAQ+STP Tota     Cost = \$190,100,000 (\$158,000,000     programmed within FFYs 2016-20 TIP); was     \$8,100,000 in FFY 2016  additional funding programmed for GLX in FFY |
| AMENDMENT:Remove<br>Project<br>AMENDMENT:Add                         | 605721<br>606117<br>1569<br>1570<br>604652                             | WEYMOUTH- INTERSECTION IMPROVEMENTS @ MIDDLE STREET, LIBBEY INDUSTRIAL PARKWAY AND TARA DRIVE  BOSTON - TRAFFIC SIGNAL IMPROVEMENTS AT 10 LOCATIONS  GREEN LINE EXTENSION PROJECT (PHASE 2), COLLEGE AVENUE TO MYSTIC VALLEY PARKWAY/ROUTE 16  GREEN LINE EXTENSION PROJECT- EXTENSION TO COLLEGE AVENUE WITH THE UNION SQUARE SPUR  STONEHAM- WINCHESTER- WOBURN- TRICOMMUNITY BIKEWAY INCLUDING NEW BRIDGE, W-43-029, OVER THE ABERJONA RIVER | 6 N/A N/A 4           | CMAQ CMAQ CMAQ  | \$ 93<br>\$ 1,00<br>\$<br>\$ 8,10<br>\$ 5,42 | 00,000           | \$ \$ \$ | 749,861<br>800,000<br>-<br>6,480,000<br>4,343,288 | \$ \$           | 187,465<br>200,000<br>-<br>1,620,000<br>1,085,822 | CMAQ+STP Total Cost = \$4,654,920  removed from TIP; Yr 1 of 6; CMAQ+STP Tota     Cost = \$190,100,000 (\$158,000,000     programmed within FFYs 2016-20 TIP); was     \$8,100,000 in FFY 2016  additional funding programmed for GLX in FFY |

| 2016 Bosto                      | on Region MP            | O Transportation Improvement Program   |                       |                     |                                | 07/30/2015 Endo<br>05/05/2016 Prop | orsed<br>Josed Draft Amendme | ent Four   |
|---------------------------------|-------------------------|--|-----------------------|---------------------|--------------------------------|------------------------------------|------------------------------|--|
| Amendment/<br>Adjustment Type ▼ | MassDOT<br>Project ID ▼ | MassDOT<br>Project Description ▼   | MassDOT<br>District ▼ | Funding<br>Source ▼ | Total<br>Programmed<br>Funds ▼ | Federal Funds<br>▼                 | Non-Federal<br>Funds ▼       | Additional<br>Information ▼  |
| ► Non-CMAQ/HSIP/                | TAP (Other)             |  |                       |                     |                                |                                    |                              |  |
|                                 | 29492                   | BEDFORD- BILLERICA- BURLINGTON- MIDDLESEX<br>TURNPIKE IMPROVEMENTS, FROM CROSBY DRIVE<br>NORTH TO MANNING ROAD, INCLUDES<br>RECONSTRUCTION OF B-04-006 (PHASE III)                             | 4                     | STP                 | \$ 21,691,442                  | \$ 17,353,154                      | \$ 4,338,288                 | AC Yr 1 of 2; STP+Northern Middlesex Counci<br>of Governments contribution (\$1,000,000) Total<br>Cost = \$29,296,348                |
|                                 | 601630                  | WEYMOUTH- ABINGTON- RECONSTRUCTION & WIDENING ON ROUTE 18 (MAIN STREET) FROM HIGHLAND PLACE TO ROUTE 139 (4.0 MILES) INCLUDES REPLACING W-32-013, ROUTE 18 OVER THE OLD COLONY RAILROAD (MBTA) | 6                     | STP                 | \$ 3,800,000                   | \$ 3,040,000                       | \$ 760,000                   | AC Yr 1 of 4; STP+HSIP+TEA-21 Earmark<br>(MA1236) Total Cost = \$60,053,518  |
|                                 | 606117                  | BOSTON - TRAFFIC SIGNAL IMPROVEMENTS AT 10 LOCATIONS   | 6                     | STP                 | \$ 3,654,920                   | \$ 2,923,936                       | \$ 730,984                   | CMAQ+STP Total Cost = \$4,654,920  |
|                                 | 603711                  | NEEDHAM- WELLESLEY- REHAB/REPLACEMENT<br>OF 6 BRIDGES ON I-95/ROUTE 128: N-04-020, N-04-<br>021, N-04-022, N-04-026, N-04-027, N-04-037 & W-13-<br>023 (ADD-A-LANE - CONTRACT V)               | 6                     | NHPP                | \$ 24,197,023                  | \$ 19,357,618                      | \$ 4,839,405                 | AC Yr 3 of 5; NHPP+BR+Statewide<br>Infrastructure Total Cost = \$164,919,140<br>(\$50,725,206 programmed within FFYs 2016-20<br>TIP) |
|                                 |                         | Non-CMAQ   | HSIP/TAP (            | Other) Subtotal >   | \$ 53,343,385                  | \$ 42,674,708                      | \$ 10,668,677                | ■ 80% Federal + 20% Non-Federal  |

### ► Section 1A / Fiscal Constraint Analysis

| Total Federal Aid Target Funds Programmed ▶  | \$<br>75,009,821 | \$ | 75,009,821 | <b>⋖</b> Total Target | \$<br>(0)         | Funds Over Programmed     |
|--|------------------|----|------------|-----------------------|-------------------|---------------------------|
| Total Non-CMAQ/HSIP/TAP (Other) Programmed ▶ | \$<br>53,343,385 | \$ | 52,188,453 | ■ Max. Non-           | \$<br>(1,154,932) | Non-CMAQ/HSIP/TAP (Other) |
|  |                  |    |            | CMAQ/HSIP/TAP         |                   | Exceeds Maximum           |
| Total HSIP Programmed ▶                      | \$<br>3,600,000  | \$ | 4,296,710  | ■ Min. HSIP           | \$<br>696,710     | HSIP Minimum Not Met      |
| Total CMAQ Programmed ▶                      | \$<br>15,466,436 | \$ | 13,427,220 | ■ Min. CMAQ           | \$<br>(2,039,216) | CMAQ Minimum Met          |
| Total TAP Programmed ►                       | \$<br>2,600,000  | 65 | 5,097,438  | ■ Min. TAP            | \$<br>2,497,438   | TAP Minimum Not Met       |

Remaining HSIP, CMAQ, and TAP Funds \$ 1,154,932

### ► Section 1B / Federal Aid Bridge Projects

### ► Statewide Bridge Maintenance Program

| 607498  | QUINCY- BRIDGE MAINTENANCE OF Q-01-051 ON ROUTE 3 | 6 | NHPP | \$ | 1,882,958 | \$ | 1,506,366 | \$<br>376,592 |                                 |
|---|---|---|------|----|-----------|----|-----------|---------------|---------------------------------|
| Statewide Bridge Maintenance Program Subtotal |   |   |      |    |           |    | 1,506,366 | \$<br>376,592 | ■ 80% Federal + 20% Non-Federal |

| 2016 Bost                       | on Region MP            | O Transportation Improvement Program   |                       |                  | <br>-1                 |     | 30/2015 Endo<br>05/2016 Prop |                 | ift Amendme | ent Four                               |
|---------------------------------|-------------------------|--|-----------------------|------------------|------------------------|-----|------------------------------|-----------------|-------------|--|
| Amendment/<br>Adjustment Type ▼ | MassDOT<br>Project ID ▼ | MassDOT<br>Project Description ▼   | MassDOT<br>District ▼ |                  | al<br>grammed<br>ids ▼ | Fed | deral Funds                  | Non-Fe<br>Funds |             | Additional<br>Information ▼            |
| 0 0                             |                         |  |                       |                  |                        |     |                              |                 |             |  |
| On System                       | 603008                  | WOBURN- BRIDGE REPLACEMENT, W-43-003,<br>SALEM STREET OVER MBTA  | 4                     | NHPP             | \$<br>7,089,200        | \$  | 5,671,360                    | \$              | 1,417,840   |  |
|                                 | 607685                  | BRAINTREE- BRIDGE REHABILITATION, B-21-060<br>AND B-21-061, ST 3 (SB) AND ST 3 (nb) OVER RAMP<br>C (QUINCY ADAMS)  | 6                     | NHPP             | \$<br>11,908,000       | \$  | 9,526,400                    | \$              | 2,381,600   |  |
|                                 | 606553                  | HANOVER- NORWELL- SUPERSTRUCTURE<br>REPLACEMENT, H-06-010, ST 3 OVER ST 123<br>(WEBSTER STREET) & N-24-003, ST 3 OVER ST 123<br>(HIGH STREET)  | 6                     | NHPP             | \$<br>29,000,000       | \$  | 23,200,000                   | \$              | 5,800,000   | AC Yr 1 of 2: Total Cost =\$41,955,600 |
|                                 | 600867                  | BOSTON- BRIDGE REHABILITATION, B-16-237,<br>MASSACHUSETTS AVENUE (ROUTE 2A) OVER<br>COMMONWEALTH AVENUE  | 6                     | NHPP             | \$<br>8,549,748        | \$  | 6,839,798                    | \$              | 1,709,950   |  |
| Off-System                      | 607345                  | COHASSET- SUPERSTRUCTURE REPLACEMENT & SUBSTRUCTURE REHABILITATION, C-17-002, ATLANTIC AVENUE OVER LITTLE HARBOR INLET   | 5                     | STP-BR-OFF       | \$<br>4,336,600        | \$  | 3,469,280                    | \$              | 867,320     |  |
|                                 |                         | ALEANTO AVENDE OVER EITTE HANDON INCET   | Off-S                 | ystem Subtotal ▶ | \$<br>4,336,600        | \$  | 3,469,280                    | \$              | 867,320     | ■ 80% Federal + 20% Non-Federal        |
| Statewide Bridge I              | nspection Program       | C <sub>a</sub>   |                       |                  |                        |     |                              |                 |             |  |
|                                 |                         | No Projects Programmed   |                       |                  | \$<br>-                | \$  | -                            | \$              | -           |  |
|                                 |                         | Statewide Bridge In  | spection Pro          | ogram Subtotal ► | \$<br>-                | \$  | -                            | \$              | -           | ■ 80% Federal + 20% Non-Federal        |
| Section 1C / Fede               | ral Aid Non-Targ        | et Projects  |                       |                  |                        |     |                              |                 |             |  |
|                                 |                         |  |                       |                  |                        |     |                              |                 |             |  |
| Other Federal Aid               |                         |  |                       | HPP (1998)       | \$<br>8,600,000        | \$  | 6,880,000                    | \$              | 1,720,000   | AC Yr 1 of 4; STP+HSIP+TEA-21 Earma    |
|                                 | 601630                  | WEYMOUTH- ABINGTON- RECONSTRUCTION & WIDENING ON ROUTE 18 (MAIN STREET) FROM HIGHLAND PLACE TO ROUTE 139 (4.0 MILES) INCLUDES REPLACING W-32-013, ROUTE 18 OVER THE OLD COLONY RAILROAD (MBTA) | 6                     | 1111 (1990)      |                        |     |                              |                 |             | (MA1236) Total Cost = \$60,053,518     |

| 2016 Bost                   | on Region MP            | O Transportation Improvement Program   |                       |                     |                        |     | 30/2015 Endo<br>05/2016 Prop |       | raft Amendme  | nt Four                                   |
|-----------------------------|-------------------------|--|-----------------------|---------------------|------------------------|-----|------------------------------|-------|---------------|---|
| endment/<br>justment Type ▼ | MassDOT<br>Project ID ▼ | MassDOT<br>Project Description ▼   | MassDOT<br>District ▼ | Funding<br>Source ▼ | al<br>grammed<br>nds ▼ | Fed | deral Funds                  | Non-F | ederal<br>s ▼ | Additional<br>Information ▼               |
| Section 1D / Fede           | eral Aid Major & S      | State Category Projects  |                       |                     |                        |     |                              |       |               |   |
| Statewide Infras            | tructure Program        |  |                       |                     |                        |     |                              |       |               |   |
|                             | 603917                  | MEDFORD- STONEHAM- WOBURN- READING-<br>HIGHWAY LIGHTING REHABILITATION ON I-93<br>(PHASE II)   | 4                     | STP                 | \$<br>15,000,000       | \$  | 12,000,000                   | \$    | 3,000,000     | AC Year 1 of 2; Total Cost = \$17,500,000 |
|                             | 605733                  | DISTRICT 6- HIGHWAY LIGHTING SYSTEM REPLACEMENT ON I-93, FROM SOUTHAMPTON STREET TO NEPONSET AVENUE IN BOSTON                                      | 6                     | STP                 | \$<br>2,500,000        | \$  | 2,000,000                    | \$    | 500,000       | AC Year 1 of 3; Total Cost = \$8,250,000  |
|                             |                         | Statewide Infra  | structure Pr          | ogram Subtotal ►    | \$<br>17,500,000       | \$  | 14,000,000                   | \$    | 3,500,000     | ■ 80% Federal + 20% Non-Federal           |
| Statewide HSIP I            | Program                 |  |                       |                     |                        |     |                              |       |               |   |
|                             | 607755                  | WEYMOUTH- INTERSECTION & SIGNAL IMPROVEMENTS AT 2 LOCATIONS: SR 53 (WASHINGTON STREET) AT MUTTON LANE & PLEASANT STREET                            | 6                     | HSIP                | \$<br>1,100,000        | \$  | 990,000                      | \$    | 110,000       |   |
|                             |                         | Statew   | ide HSIP Pr           | ogram Subtotal ►    | \$<br>1,100,000        | \$  | 990,000                      | \$    | 110,000       | ■ 90% Federal + 10% Non-Federal           |
| Statewide Safe F            | Routes to Schools       | s Program  |                       |                     |                        |     |                              |       |               |   |
|                             | 607997                  | SAUGUS - SAFE ROUTES TO SCHOOL (VETERANS MEMORIAL)   | 4                     | TAP                 | \$<br>662,612          | \$  | 530,090                      | \$    | 132,522       | 80% Federal + 20% Non-Federal             |
|                             | 607998                  | EVERETT - SAFE ROUTES TO SCHOOL<br>(MADELAINE ENGLISH)   | 4                     | TAP                 | \$<br>602,608          | \$  | 482,086                      | \$    | 120,522       | 80% Federal + 20% Non-Federal             |
|                             | 607999                  | REVERE - SAFE ROUTES TO SCHOOL (GARFIELD ELEMENTARY & MIDDLE SCHOOL)   | 4                     | TAP                 | \$<br>874,113          | \$  | 699,290                      | \$    | 174,823       | 80% Federal + 20% Non-Federal             |
|                             | 608000                  | BEDFORD - SAFE ROUTES TO SCHOOL (JOHN GLENN MIDDLE)  | 4                     | TAP                 | \$<br>780,000          | \$  | 624,000                      | \$    | 156,000       | 80% Federal + 20% Non-Federal             |
|                             |                         | Statewide Safe Routes to   | Schools Pr            | rogram Subtotal ►   | \$<br>2,919,333        | \$  | 2,335,466                    | \$    | 583,867       | ■ Funding Split Varies by Funding Source  |
| Statewide CMAC              | 1                       |  |                       |                     |                        |     |                              |       |               |   |
|                             | 601579                  | WAYLAND- SIGNAL & INTERSECTION IMPROVEMENTS AT ROUTE 27 (MAIN STREET) AND ROUTE 30 (COMMONWEALTH ROAD)   | 3                     | CMAQ                | \$<br>2,425,710        | \$  | 1,940,568                    | \$    | 485,142       |   |
|                             | 605189                  | CONCORD- BRUCE FREEMAN RAIL TRAIL CONSTRUCTION, FROM COMMONWEALTH AVENUE TO POWDER MILL ROAD, INCLUDES 2 RAILROAD BRIDGES & 1 CULVERT (PHASE II-C) | 4                     | CMAQ                | \$<br>5,532,584        | \$  | 4,426,067                    | \$    | 1,106,517     |   |
|                             | 606316                  | BROOKLINE- PEDESTRIAN BRIDGE<br>REHABILITATION, B-27-016, OVER MBTA OFF<br>CARLTON STREET  | 6                     | CMAQ                | \$<br>2,846,700        | \$  | 2,277,360                    | \$    | 569,340       |   |
|                             |                         |  | St                    | tatewide CMAQ ►     | \$<br>10,804,994       | \$  | 8,643,995                    | \$    | 2,160,999     | ■ 80% Federal + 20% Non-Federal           |
| Statewide Transp            | ortation Enhance        | ements   |                       |                     |                        |     |                              |       |               |   |
|                             |                         | No Projects Programmed   |                       |                     | \$                     | 1   |                              | 1     |               |   |

| 2016 Part           | on Pogion ME     | O Transportation Improvement Program   |   |                     |          |            |      | 30/2015 Endo<br>05/2016 Prope |          | ft Amondmo | ant Four                                 |
|---------------------|------------------|--|---|---------------------|----------|------------|------|-------------------------------|----------|------------|--|
| <b>— U I U</b> BOST | on Region MP     | Transportation improvement Program   | T                                       |                     | Tot      | al         | 05/0 | Joizu to Propi                | osed Dra | it Amendme | ent Four                                 |
| Amendment/          | MassDOT          | MassDOT  | MassDOT                                 | Funding             |          | grammed    | Fed  | leral Funds                   | Non-Fed  | deral      | Additional                               |
| Adjustment Type ▼   | Project ID ▼     | Project Description ▼  |   | Source ▼            |          | nds ▼      | ▼    |                               | Funds 1  |            | Information ▼                            |
|                     |                  | 7,111  |   |                     |          |            |      |                               |          |            |  |
| Statewide ITS       |                  |  |   |                     |          |            |      |                               |          |            |  |
|                     |                  | No Projects Programmed   |   |                     | \$       | -          |      | -                             |          | -          |  |
|                     |                  |  | Statewi                                 | de ITS Subtotal ▶   | \$       | -          | \$   | -                             | \$       | -          | ■ 80% Federal + 20% Non-Federal          |
| . 04-4              | -4               | B  |   |                     |          |            |      |                               |          |            |  |
| Statewide Interst   | ate Maintenance  |  |   | 1                   | <u>-</u> |            | 1    |                               | 1        |            |  |
|                     |                  | No Projects Programmed   |   |                     | \$       | -          |      | -                             |          | -          |  |
|                     |                  | Statewide Interstate Ma  | intenance Pr                            | ogram Subtotal ▶    | \$       | -          | \$   | -                             | \$       | -          | ■ 90% Federal + 10% Non-Federal          |
|                     |                  |  |   |                     |          |            |      |                               |          |            |  |
| Ctataida NUC D      |                  |  |   |                     |          |            |      |                               |          |            |  |
| Statewide NHS P     | 608180           |  | 6                                       | NHPP                | ۱.       | 7 227 222  | ۱.   | F 000 040                     | •        | 1 105 500  |  |
|                     | 608180           | WELLESLEY- RESURFACING ON ROUTE 9, FROM LIMIT OF ADD-A-LANE TO EAST OF OVERBROOK | 0                                       | NHPP                | \$       | 7,327,800  | \$   | 5,862,240                     | Þ        | 1,465,560  |  |
|                     |                  | INTERSECTION   |   |                     |          |            |      |                               |          |            |  |
|                     | 607488           | SOUTHBOROUGH- RESURFACING & RELATED  | 3                                       | NHPP                | \$       | 3,791,340  | s    | 3,033,072                     | \$       | 758,268    |  |
|                     | 007 400          | WORK ON ROUTE 9, FROM THE FRAMINGHAM T.L.  |   | 131111              | Ψ        | 0,701,040  | Ψ    | 0,000,072                     | Ψ        | 750,200    |  |
|                     |                  | TO WHITE BAGLEY ROAD   |   |                     |          |            |      |                               |          |            |  |
|                     |                  | Statewide NHS Pre  | servation Pr                            | ogram Subtotal ►    | \$       | 11 119 140 | s    | 8,895,312                     | s        | 2 223 828  | ■ 80% Federal + 20% Non-Federal          |
|                     |                  |  | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | ogram oubtotal r    | Ψ.       | , ,        | Ψ.   | 0,000,012                     | ,        | 2,220,020  | 20,011011110111                          |
| Statewide RR Gra    | ade Crossings    |  |   |                     |          |            |      |                               |          |            |  |
|                     |                  | No Projects Programmed   |   |                     | \$       | -          |      | -                             |          | -          |  |
|                     |                  | Statewide R  | R Grade Cro                             | ssings Subtotal >   | \$       | -          | \$   | -                             | \$       | -          | ■ 80% Federal + 20% Non-Federal          |
|                     |                  |  |   |                     |          |            |      |                               |          |            |  |
| Statewide Storm     |                  |  | 1 .                                     | T                   |          |            | 1 -  |                               |          |            | 1  |
|                     | 608059           | SALEM - STORMWATER IMPROVEMENTS ALONG  | 4                                       | STP-TE              | \$       | 125,000    | \$   | 100,000                       | \$       | 25,000     |  |
|                     |                  | ROUTE 107 (SALEM BYPASS ROAD)  | ta D                                    | atrafita Cubtatal N | •        | 425.000    | •    | 100,000                       | •        | 25.000     | ■ 80% Federal + 20% Non-Federal          |
|                     |                  | Statewide S  | torriwater Ri                           | etrofits Subtotal ► | Ф        | 125,000    | ф    | 100,000                       | Þ        | 25,000     | ■ 80% Federal + 20% Non-Federal          |
| Statewide ADA In    | nnlementation Pl | an   |   |                     |          |            |      |                               |          |            |  |
|                     |                  | No Projects Programmed   |   |                     | \$       | _          | 1    | _                             |          | -          |  |
|                     |                  |  | nplementatio                            | n Plan Subtotal ▶   |          | _          | \$   | _                             | \$       | -          | ■ 80% Federal + 20% Non-Federal          |
|                     |                  |  |   |                     |          |            |      |                               |          |            |  |
| Other Statewide I   | tems             |  |   |                     |          |            |      |                               |          |            |  |
|                     |                  | ABP GANS Repayment   |   |                     | \$       | -          |      | -                             |          | -          |  |
|                     |                  | Award Adjustments, Change Orders, Project Value                                  |   |                     | \$       | -          |      | -                             |          | -          |  |
|                     |                  | Changes, Etc.  |   |                     |          |            |      |                               |          |            |  |
|                     |                  | DBEs, FAPO, Pavement Lab Retrofits, and Misc.                                    |   |                     | \$       | -          |      | -                             |          | -          |  |
|                     |                  | Programs   |   |                     |          |            |      |                               |          |            |  |
|                     |                  | Planning   |   |                     | \$       | -          | 1    | -                             |          | -          |  |
|                     |                  | Statewide Design and Right of Way  |   |                     | \$       | -          | 1    | -                             |          | -          |  |
|                     |                  | Statewide Recreational Trails  | 1                                       | 1                   | \$       | -          | 1    | -                             | 1        | -          |  |
|                     |                  |  |   | e Items Subtotal ▶  |          | _          | \$   | _                             | \$       | _          | ■ Funding Split Varies by Funding Source |

| 2016 Bosto                      | on Region MP            | O Transportation Improvement Program       |                       |                          |                                      | 07/30/2015 Endo    | orsed<br>losed Draft Amendme | ent Four  |
|---------------------------------|-------------------------|--|-----------------------|--------------------------|--------------------------------------|--------------------|------------------------------|---|
| Amendment/<br>Adjustment Type ▼ | MassDOT<br>Project ID ▼ | MassDOT<br>Project Description ▼           | MassDOT<br>District ▼ | Funding<br>Source ▼      | Total<br>Programmed<br>Funds ▼       | Federal Funds<br>▼ | Non-Federal<br>Funds ▼       | Additional<br>Information ▼   |
| Section 2A / Non-               | Federal Projects        |  |                       |                          |                                      |                    |                              |   |
| Non Federal Aid                 |                         |  |                       |                          |                                      |                    |                              |   |
|                                 | 1568                    | FAIRMOUNT IMPROVEMENTS                     | N/A                   | NFA                      | \$ 447,000                           |                    | \$ 447,000                   | Lists cash flows (based on state fiscal year)   |
|                                 | 1572                    | RED LINE-BLUE LINE CONNECTOR DESIGN        | N/A                   | NFA                      | \$ 29,000,000                        |                    | \$ 29,000,000                | MassDOT made a formal request on Aug. 1 2011, to remove this project from the State Implementation Plan regulation. The MPO i continuing to reference this project in the document until the process is complete. |
|                                 | -                       |  | Non-Fede              | eral Aid Subtotal        | \$ 29,447,000                        | _<br>_             | \$ 29,447,000                | ◀100% Non-Federal   |
| Section 2B / Non-               | Federal Bridge P        | roiects                                    |                       |                          |                                      |                    |                              |   |
| Section 2B / Non-               | •                       | •  |                       |                          |                                      |                    |                              |   |
| Section 2B / Non-               | rederal Bridge P        | No Projects Programmed  Section 2B / Non-F | ederal Bridge F       | NFA<br>Projects Subtotal | \$ -<br>\$ -                         | _                  | \$ -<br>\$ -                 | ■100% Non-Federal   |
| 2016 Bost                       | ton Region MF           | O TIP Summary                              |                       |                          | TIP Section 1: ▼                     | TIP Section 2: ▼   | Total of All<br>Projects ▼   |   |
|                                 |                         |  |                       |                          | ► \$ 189,944,794<br>► \$ 152,425,835 | \$ 29,447,000      |                              | <ul><li>▼ Total Spending in Region</li><li>▼ Total Federal Spending in Region</li></ul>   |

701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Projects / 701 CMR 7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public works Project that is performed within the limits of, or that impact traffic on, any Public Road. The Municipal Limitation referenced in this Regulation is applicable only to projects where the Municipality is the Awarding Authority. For all projects contained in the TIP, the Commonwealth is the Awarding Authority. Therefore, all projects must be considered and implemented in accordance with 701 CMR 7.00, and the Road Flagger and Police Detail Guidelines. By placing a project on the TIP, the Municipality acknowledges that 701 CMR 7.00 is applicable to its project and design and construction will be fully compliant with this Regulation. This information, and additional information relative to guidance and implementation of the Regulation can be found at the following link on the MassDOT Highway Division website: http://www.massdot.state.ma.us/Highway/flaggers/main.aspx

Non-Federal Funds ► \$ 37,518,959 \$ 29,447,000 \$ 66,965,959 < Total Non-Federal Spending in Region

# 2016 Boston Region MPO Transportation Improvement Program Carryover or

| FTA<br>Program ▼ | Regional Transit<br>Authority ▼ | -   | Earmark           |                    |      |            |     |   |       |   |       |   |     |         |                  |                 |  |
|------------------|---------------------------------|---|-------------------|--------------------|------|------------|-----|---|-------|---|-------|---|-----|---------|------------------|-----------------|--|
|                  |                                 | Description ▼   | Details ▼         | Federal<br>Funds ▼ | ı    | RTACAP ▼   | MAP | ▼ | ICB ▼ |   | TDC ▼ |   | SCA | . ▼     | Local<br>Funds ▼ | Total<br>Cost ▼ | Additional Information ▼   |
|                  | Indicates a cha                 | nge in project cost   |                   |                    |      |            |     |   |       |   |       |   |     |         |                  |                 |  |
|                  |                                 | ved from TIP (cost not ref  | flected in total) |                    |      |            |     |   |       |   |       |   |     |         |                  |                 |  |
|                  |                                 | ect moved in from another   |                   |                    |      |            |     |   |       |   |       |   |     |         |                  |                 |  |
|                  |                                 | ect moved out to another  |                   | ost not refle      | cted | in total)  |     |   |       |   |       |   |     |         |                  |                 |  |
|                  |                                 | addition to the TIP (action   |                   |                    |      | ,          |     |   |       |   |       |   |     |         |                  |                 |  |
|                  |                                 | funding category  |                   | ĺ                  |      |            |     |   |       |   |       |   |     |         |                  |                 |  |
|                  |                                 | PREVENTIVE  |                   |                    |      |            |     |   |       |   |       |   |     |         |                  |                 |  |
| 5307             | MBTA                            | MAINTENANCE   |                   | \$ 12,000,0        | 000  | \$ -       | \$  | - | \$    | - | \$    | _ | \$  | -       | \$ 3,000,000     | \$ 15,000,000   |  |
| 5307             | MBTA                            | Systems Upgrades  |                   | \$ 58,685,5        | 516  | \$ -       | \$  | - | \$    | - | \$    | - | \$  | -       | \$ 14,671,379    | \$ 73,356,895   |  |
|                  |                                 | ACQUISITION OF BUS SUPPORT  |                   |                    |      |            |     |   |       |   |       |   |     |         |                  |                 |  |
| 5307             | MWRTA                           | EQUIP/FACILITIES  |                   | \$ 283,0           | )56  | \$ 70,765  | \$  | - | \$    | - | \$    | - | \$  | -       | \$ -             | \$ 353,821      |  |
| 5307             | MWRTA                           | NON FIXED ROUTE ADA<br>PARA SERV  |                   | \$ 1,300,0         | 000  | \$ -       | \$  | - | \$    | - | \$    | - | \$  | 325,000 | \$ -             | \$ 1,625,000    |  |
| 5307             | MWRTA                           | TERMINAL,<br>INTERMODAL (TRANSIT)   |                   | \$ 150,0           | 000  | \$ 37,500  | \$  | _ | \$    | - | \$    | _ | \$  | -       | \$ -             | \$ 187,500      |  |
| 5307             | MWRTA                           | Mobility Management   |                   | \$ 25,0            | 000  | \$ 6,250   | \$  | - | \$    | - | \$    | - | \$  | -       | \$ -             | \$ 31,250       |  |
|                  |                                 |   | 5307 Subtotal ▶   | \$ 72,443,5        | 72   | \$ 114,515 | \$  | - | \$    | - | \$    | - | \$  | 325,000 | \$ 17,671,379    | \$ 90,554,466   |  |
| 5337             | MBTA                            | Bridge & Tunnel Program   |                   | \$ 85,000,0        | 000  | \$ -       | \$  | _ | \$    | - | \$    | - | \$  | -       | \$ 21,250,000    | \$106,250,000   |  |
| 5337             | MBTA                            | Stations - T-GAPS   |                   | \$ 16,000,0        | 000  | \$ -       | \$  | - | \$    | - | \$    | - | \$  | -       | \$ 4,000,000     | \$ 20,000,000   |  |
| 5337             | MBTA                            | Systems Upgrades  |                   | \$ 20,190,5        | 546  | \$ -       | \$  | - | \$    | - | \$    | - | \$  | -       | \$ 5,047,637     | \$ 25,238,183   |  |
|                  |                                 |   | 5337 Subtotal ▶   | \$121,190,5        | 646  | \$ -       | \$  | - | \$    | - | \$    | - | \$  | -       | \$ 30,297,637    | \$151,488,183   |  |
| 5339             | MBTA                            | Systems Upgrades  |                   | \$ 5,287,0         | 27   | \$ -       | \$  | - | \$    | - | \$    | - | \$  | -       | \$ 1,321,757     | \$ 6,608,784    |  |
|                  |                                 |   | 5339 Subtotal ▶   | \$ 5,287,0         | 27   | \$ -       | \$  | - | \$    | - | \$    | - | \$  | -       | \$ 1,321,757     | \$ 6,608,784    |  |
| 5310             |                                 | No Projects Programmed  | N/A               | \$ -               | -    | \$ -       | \$  | - | \$    | - | \$    | _ | \$  | -       | \$ -             | \$ -            |  |
|                  |                                 |   | 5310 Subtotal ▶   | \$ -               | -    | \$ -       | \$  | - | \$    | - | \$    | - | \$  | -       | \$ -             | \$ -            |  |
|                  |                                 |   |                   |                    |      |            |     |   |       |   |       |   |     |         |                  |                 | The Green Line Extension   |
|                  |                                 | GREEN LINE  |                   |                    |      |            |     |   |       |   |       |   |     |         |                  |                 | project cash flows began<br>programming New Starts<br>funding in FFY 2015.<br>\$1,270,262,000 of the<br>\$1,992,243,000 project<br>cost is programmed in |
| 5309             | MBTA                            | EXTENSION PROJECT-<br>EXTENSION TO<br>COLLEGE AVENUE<br>WITH THE UNION<br>SQUARE SPUR | N/A               | \$150,000,0        | 000  | \$ -       | \$  | _ | \$    | _ | \$    | _ | \$  | _       | \$ 217,838,000   | \$367,838,000   | FFYs 2016-19, and the remaining funding will be included in future years of the TIP.   |
|                  |                                 |   | 5309 Subtotal ▶   |                    |      | \$ -       | \$  | - | \$    | - | \$    | - | \$  | -       |                  | \$367,838,000   |  |

|                  |                                |  | Carryover or         |                    |      |            |            | — s | tate Ma | tch So | urces - |   |     |            |                |        |     |            |                          |
|------------------|--------------------------------|--|----------------------|--------------------|------|------------|------------|-----|---------|--------|---------|---|-----|------------|----------------|--------|-----|------------|--------------------------|
| FTA<br>Program ▼ | Regional Transi<br>Authority ▼ | t Project<br>Description ▼                 | Earmark<br>Details ▼ | Federal<br>Funds ▼ |      | RTACAP 1   | <b>MAP</b> | • ▼ | ICB ▼   | ,      | TDC ▼   | 7 | sc  | <b>A</b> ▼ | Local<br>Funds |        | Tot |            | Additional Information ▼ |
| SoGR             |                                | No Projects Programmed                     | N/A                  | \$                 | _    | \$ -       | \$         |     | \$      |        | \$      |   | \$  |            | \$             |        | \$  |            |                          |
| Livability       |                                |  | N/A                  | \$                 | -    | \$ -       | \$         |     | \$      | -      | Φ       |   | \$  |            | \$             |        | \$  |            |                          |
| TIGER            |                                |  | N/A                  | \$                 | -    | \$ -       | \$         |     | \$      |        | Φ       |   | \$  |            | \$             |        | \$  |            |                          |
| TIOLIX           |                                | ·  | rants Subtotal ▶     | Ψ                  | -    | \$ -       | -          |     | \$      | -      | \$      |   | \$  |            | \$             | -      | \$  |            |                          |
|                  |                                | 0.   | anto Gubtotui F      | •                  |      | •          | 1 🕶        |     | 1 +     |        | 1 4     |   | Ι Ψ |            | 1 *            |        | Ι Ψ |            |                          |
| Other            | CATA                           | BUY REPLACEMENT 30-<br>FT BUS (4)          | N/A                  | \$                 | _    | \$ 800,00  | 0 \$       | _   | \$      | _      | \$      | _ | \$  | _          | \$             | _      | \$  | 800,000    |                          |
| Other            | CATA                           | SHOP EQ/SOFTWARE<br>MAINT - Match for FY15 | N/A                  | \$                 | _    | \$ 10,00   |            | _   | \$      | _      | \$      | _ | \$  | _          | \$             | _      | s   | 10,000     |                          |
| Other            | CATA                           | FACILITY - Match for FY15                  | N/A                  | \$                 | _    | \$ 15,60   |            | _   | \$      | _      | \$      | _ | \$  | _          | \$             | _      | \$  | 15,600     |                          |
| Other            | CATA                           | SUPPORT EQUIP - Match for FY15             | N/A                  | \$                 | _    | \$ 4,17    | 6 \$       | -   | \$      | _      | \$      | _ | \$  | _          | \$             | -      | \$  | 4,176      |                          |
| Other            | MWRTA                          | REHAB/RENOVATE -<br>BUS TERMINAL           | N/A                  | \$                 | _    | \$ 970,00  | 0 \$       | -   | \$      | -      | \$      | - | \$  | _          | \$             | -      | \$  | 970,000    |                          |
| 1                |                                | (  | Other Subtotal >     | \$                 | -    | \$1,799,77 | 6 \$       | -   | \$      | -      | \$      | - | \$  | -          | \$             | -      | \$  | 1,799,776  | ,                        |
|                  |                                |  | Total▶               | \$348,921          | ,145 | \$1,914,29 | 1 \$       | -   | \$      | -      | \$      | - | \$  | 325,000    | \$ 267,1       | 28,773 | \$6 | 18,289,209 |                          |

| Fiscal Constra<br>Federal |      | •           |             |             |                  |           | State    |     |           |              |      |           |           |
|---------------------------|------|-------------|-------------|-------------|------------------|-----------|----------|-----|-----------|--------------|------|-----------|-----------|
| Funding                   |      |             |             |             |                  |           | Funding  | Pro | ogrammed  |              |      |           |           |
| Source ▼                  | Prog | grammed ▼   | Available ▼ |             | (+/-             | ) ▼       | Source ▼ | ▼   |           | Available ▼  |      | (+/       | -) ▼      |
| FFY 16 / 5307             | \$   | 72,443,572  | \$          | 136,927,264 | \$<br>64,483,692 | Available | RTACAF   | \$  | 1,914,291 | \$ 1,999,792 | 2 \$ | 85,501    | Available |
| FY 16 / 5337              | \$   | 121,190,546 | \$          | 121,190,546 | \$<br>-          | Available | MAF      | \$  | -         | \$ -         | \$   | -         | Available |
| FFY 16 / 5339             | \$   | 5,287,027   | \$          | 5,287,027   | \$<br>-          | Available | ITCCAP   | \$  | -         | \$ -         | \$   | -         | Available |
| FFY 16 / 5310             | \$   | _           | \$          | -           | \$<br>-          | Available | SCA      | \$  | 325,000   | \$ 3,234,526 | \$   | 2,909,526 | Available |
| FFY 16 / 5309             | \$   | 150,000,000 | \$          | 150,000,000 | \$<br>-          | Available | TDC      | \$  | -         |              |      |           |           |

| 2017 Bosto        | on Region MP0 | O Transportation Improvement Program |                     |            | 07/30/2015 Endo<br>05/05/2016 Prop | orsed<br>osed Draft Amendm | nent Four     |  |
|-------------------|---------------|--------------------------------------|---------------------|------------|------------------------------------|----------------------------|---------------|--|
|                   |               |                                      |                     | Total      |                                    |                            |               |  |
| Amendment/        | MassDOT       | MassDOT                              | MassDOT Funding     | Programmed | Federal Funds                      | Non-Federal                | Additional    |  |
| Adjustment Type ▼ | Project ID ▼  | Project Description ▼                | District ▼ Source ▼ | Funds ▼    | ▼                                  | Funds ▼                    | Information ▼ |  |

### ► Section 1A / Federal Aid Target Projects

Indicates a change in project cost

Indicates removed from TIP (cost not reflected in total)

Indicates a project moved in from another TIP element

Indicates a project moved out to another TIP element (cost not reflected in total)

Indicates a new addition to the TIP (action taken as denoted)

Indicates a new funding category

| ► HSIP - Highway | Safety | Improvement | Program |
|------------------|--------|-------------|---------|
|------------------|--------|-------------|---------|

| r non ingnive | ay calcty interiorent | nit i rogium  |   |               |    |           |    |           |    |         |  |
|---------------|-----------------------|---|---|---------------|----|-----------|----|-----------|----|---------|--|
|               | 604810                | MARLBOROUGH- RECONSTRUCTION OF ROUTE 85 (MAPLE STREET)  | 3 | HSIP          | \$ | 3,397,727 | \$ | 3,057,954 | \$ | 339,773 | HSIP+CMAQ+STP Total Cost = \$5,613,636 |
|               | 604935                | WOBURN- RECONSTRUCTION OF MONTVALE<br>AVENUE, FROM I-93 INTERCHANGE TO CENTRAL<br>STREET (APPROX. 1,850 FT) | 4 | HSIP          | \$ | 3,564,629 | \$ | 3,208,166 | \$ | 356,463 | STP+HSIP Total Cost = \$4,752,838      |
|               | 607309                | HINGHAM- RECONSTRUCTION & RELATED WORK<br>ON DERBY STREET, FROM POND PARK ROAD TO<br>CUSHING STREET         | 5 | HSIP          | \$ | 798,857   | \$ | 718,972   | \$ | 79,886  | HSIP+CMAQ Total Cost = \$3,994,287     |
|               |                       |   |   | HSID Subtotal | Φ. | 7 761 213 | 4  | 6 085 002 | •  | 776 121 | ■ 00% Federal + 10% Non Federal        |

HSIP Subtotal ▶ \$ 7,761,213 \$ 6,985,092 \$ 776,121 ◀ 90% Federal + 10% Non-Federal

▶ CMAQ - Congestion Mitigation and Air Quality Improvement Program

| r omrag oongoono            | ii miidgadon ana | All Quality improvement rogiam  |     |                 |                  |                  |                 |  |
|-----------------------------|------------------|---|-----|-----------------|------------------|------------------|-----------------|--|
|                             | 604810           | MARLBOROUGH- RECONSTRUCTION OF ROUTE 85 (MAPLE STREET)  | 3   | CMAQ            | \$<br>2,000,000  | \$<br>1,600,000  | \$<br>400,000   | HSIP+CMAQ+STP Total Cost = \$5,613,636   |
|                             |                  | SOUTHBOROUGH- RECONSTRUCTION OF MAIN<br>STREET (ROUTE 30), FROM SEARS ROAD TO PARK<br>STREET  | 3   | CMAQ            | \$<br>1,038,370  | \$<br>830,696    | \$<br>207,674   | STP+CMAQ+TAP Total Cost = \$6,862,752  |
|                             | 605110           | BROOKLINE- INTERSECTION & SIGNAL<br>IMPROVEMENTS @ ROUTE 9 & VILLAGE SQUARE<br>(GATEWAY EAST) | 6   | CMAQ            | \$<br>471,811    | \$<br>377,449    | \$<br>94,362    | STP+TAP+CMAQ+Private Sector Contribution<br>(\$1,000,000) Total Cost = \$5,818,649   |
| AMENDMENT:Remove<br>Project |                  | GREEN LINE EXTENSION PROJECT (PHASE 2), COLLEGE AVENUE TO MYSTIC VALLEY PARKWAY/ROUTE 16      | N/A | CMAQ            | \$<br>-          | \$<br>-          | \$<br>-         | removed from TIP; Yr 2 of 6; CMAQ+STP Total<br>Cost = \$190,100,000 (\$158,000,000<br>programmed within FFYs 2016-20 TIP); was<br>\$13,427,220 in FFY 2017 |
| AMENDMENT:Add<br>Project    | 1570             | GREEN LINE EXTENSION PROJECT- EXTENSION<br>TO COLLEGE AVENUE WITH THE UNION SQUARE<br>SPUR    | N/A | CMAQ            | \$<br>13,427,220 | \$<br>10,741,776 | \$<br>2,685,444 | additional funding programmed for GLX in FFY 2017 (other funds under Transit - Section 5309)   |
|                             |                  |   | (   | CMAQ Subtotal ▶ | \$<br>16,937,401 | \$<br>13,549,921 | \$<br>3,387,480 | ■ 80% Federal + 20% Non-Federal  |

►TAP - Transportation Alternatives Program

| 604989 | SOUTHBOROUGH- RECONSTRUCTION OF MAIN<br>STREET (ROUTE 30), FROM SEARS ROAD TO PARK<br>STREET | 3 | TAP            | \$<br>2,824,382 | \$<br>2,259,506 | \$<br>564,876   | STP+CMAQ+TAP Total Cost = \$6,862,752  |
|--------|--|---|----------------|-----------------|-----------------|-----------------|--|
| 605110 | BROOKLINE- INTERSECTION & SIGNAL IMPROVEMENTS @ ROUTE 9 & VILLAGE SQUARE (GATEWAY EAST)      | 6 | TAP            | \$<br>2,346,838 | \$<br>1,877,470 | \$<br>469,368   | STP+TAP+CMAQ+Private Sector Contribution<br>(\$1,000,000) Total Cost = \$5,818,649 |
|        | · · · · · · · · · · · · · · · · · · ·  |   | TAP Subtotal ▶ | \$<br>5,171,220 | \$<br>4,136,976 | \$<br>1,034,244 | ■ 80% Federal + 20% Non-Federal  |

| 2017 Boston                     | n Region MP             | O Transportation Improvement Program   |                       |      |                        |            | 30/2015 Endo<br>05/2016 Prop | aft Amendme     | nt Four  |
|---------------------------------|-------------------------|--|-----------------------|------|------------------------|------------|------------------------------|-----------------|--|
| Amendment/<br>Adjustment Type ▼ | MassDOT<br>Project ID ▼ | MassDOT Project Description ▼  | MassDOT<br>District ▼ |      | Total<br>Progr<br>Fund | rammed     | leral Funds                  | deral           | Additional<br>Information ▼  |
| ► Non-CMAQ/HSIP/T/              | AP (Other)              |  |                       |      |                        |            |                              |                 |  |
|                                 | 603711                  | NEEDHAM- WELLESLEY- REHAB/REPLACEMENT<br>OF 6 BRIDGES ON I-95/ROUTE 128: N-04-020, N-04-<br>021, N-04-022, N-04-026, N-04-027, N-04-037 & W-13-<br>023 (ADD-A-LANE - CONTRACT V)               | 6                     | NHPP | \$ 1                   | 13,360,000 | \$<br>10,688,000             | \$<br>2,672,000 | AC Yr 4 of 5; NHPP+BR+Statewide<br>Infrastructure Total Cost = \$164,919,140<br>(\$50,725,206 programmed within FFYs 2016-20<br>TIP)                       |
| AMENDMENT:Remove<br>Project     | 1569                    | GREEN LINE EXTENSION PROJECT (PHASE 2),<br>COLLEGE AVENUE TO MYSTIC VALLEY<br>PARKWAY/ROUTE 16   | N/A                   | STP  | \$                     | -          | \$<br>-                      | \$<br>-         | removed from TIP; Yr 2 of 6; CMAQ+STP Total<br>Cost = \$190,100,000 (\$158,000,000<br>programmed within FFYs 2016-20 TIP); was<br>\$16,472,780 in FFY 2017 |
| AMENDMENT:Add<br>Project        | 1570                    | GREEN LINE EXTENSION PROJECT- EXTENSION<br>TO COLLEGE AVENUE WITH THE UNION SQUARE<br>SPUR   | N/A                   | STP  | \$ 1                   | 16,472,780 | \$<br>13,178,224             | \$<br>3,294,556 | additional funding programmed for GLX in FFY 2017 (other funds under Transit - Section 5309)   |
|                                 | 29492                   | BEDFORD- BILLERICA- BURLINGTON- MIDDLESEX<br>TURNPIKE IMPROVEMENTS, FROM CROSBY DRIVE<br>NORTH TO MANNING ROAD, INCLUDES<br>RECONSTRUCTION OF B-04-006 (PHASE III)                             | 4                     | STP  | \$                     | 6,604,906  | \$<br>5,283,925              | \$<br>1,320,981 | AC Yr 2 of 2; STP+Northern Middlesex Council of Governments contribution (\$1,000,000) Total Cost = \$29,296,348   |
|                                 | 601630                  | WEYMOUTH- ABINGTON- RECONSTRUCTION & WIDENING ON ROUTE 18 (MAIN STREET) FROM HIGHLAND PLACE TO ROUTE 139 (4.0 MILES) INCLUDES REPLACING W-32-013, ROUTE 18 OVER THE OLD COLONY RAILROAD (MBTA) | 6                     | STP  | \$ 1                   | 12,850,000 | \$<br>10,280,000             | \$<br>2,570,000 | AC Yr 2 of 4; STP+HSIP+TEA-21 Earmark<br>(MA1236) Total Cost = \$60,053,518  |
|                                 | 607309                  | HINGHAM- RECONSTRUCTION & RELATED WORK<br>ON DERBY STREET, FROM POND PARK ROAD TO<br>CUSHING STREET  | 5                     | STP  | \$                     | 3,195,430  | \$<br>2,556,344              | \$<br>639,086   | HSIP+STP Total Cost = \$3,994,287  |
|                                 | 605110                  | BROOKLINE- INTERSECTION & SIGNAL IMPROVEMENTS @ ROUTE 9 & VILLAGE SQUARE (GATEWAY EAST)  | 6                     | STP  | \$                     | 2,000,000  | \$<br>1,600,000              | \$<br>400,000   | STP+TAP+CMAQ+Private Sector Contribution<br>(\$1,000,000) Total Cost = \$5,818,649   |
|                                 | 604989                  | SOUTHBOROUGH- RECONSTRUCTION OF MAIN STREET (ROUTE 30), FROM SEARS ROAD TO PARK STREET   | 3                     | STP  | \$                     | 3,000,000  | \$<br>2,400,000              | \$<br>600,000   | STP+CMAQ+TAP Total Cost = \$6,862,752  |
|                                 | 604810                  | MARLBOROUGH- RECONSTRUCTION OF ROUTE 85 (MAPLE STREET)   | 3                     | STP  | \$                     | 215,909    | \$<br>172,727                | \$<br>43,182    | HSIP+CMAQ+STP Total Cost = \$5,613,636   |
|                                 | 604935                  | WOBURN- RECONSTRUCTION OF MONTVALE<br>AVENUE, FROM I-93 INTERCHANGE TO CENTRAL<br>STREET (APPROX. 1,850 FT)  | 4                     | STP  | \$                     | 1,188,210  | \$<br>950,568                | \$<br>237,642   | STP+HSIP Total Cost = \$4,752,838  |

### ► Section 1A / Fiscal Constraint Analysis

| Total Federal Aid Target Funds Programmed ▶  | \$<br>88,757,069 | \$<br>88,759,294 | <b>◀</b> Total Target | \$<br>2,225       | Target Funds Available    |
|--|------------------|------------------|-----------------------|-------------------|---------------------------|
| Total Non-CMAQ/HSIP/TAP (Other) Programmed ▶ | \$<br>58,887,235 | \$<br>67,723,275 | ■ Max. Non-           | \$<br>2,225       | Non-CMAQ/HSIP/TAP (Other) |
|  |                  |                  | CMAQ/HSIP/TAP         |                   | Available                 |
| Total HSIP Programmed ▶                      | \$<br>7,761,213  | \$<br>4,296,710  | ■ Min. HSIP           | \$<br>(3,464,503) | HSIP Minimum Met          |
| Total CMAQ Programmed ►                      | \$<br>16,937,401 | \$<br>13,427,220 | ■ Min. CMAQ           | \$<br>(3,510,181) | CMAQ Minimum Met          |
| Total TAP Programmed ▶                       | \$<br>5,171,220  | \$<br>3,312,089  | ■ Min. TAP            | \$<br>(1,859,131) | TAP Requirement Exceeded! |

HSIP, CMAQ, TAP Overprogrammed \$ (8,833,815)

| <b>201/</b> Bost              | on Region MP            | O Transportation Improvement Program  |                       |                     |    |                        |     | 30/2015 Endo<br>05/2016 Prop |      | Draft Amendme    | nt Four   |
|-------------------------------|-------------------------|---|-----------------------|---------------------|----|------------------------|-----|------------------------------|------|------------------|---|
| mendment/<br>djustment Type ▼ | MassDOT<br>Project ID ▼ | MassDOT Project Description ▼   | MassDOT<br>District ▼ | Funding<br>Source ▼ |    | al<br>grammed<br>ids ▼ | Fec | deral Funds                  | Non- | -Federal<br>ds ▼ | Additional<br>Information ▼   |
| Section 1B / Fede             | eral Aid Bridge Pr      | rojects   |                       |                     |    |                        |     |                              |      |                  |   |
| Statewide Bridge              | Maintonanco Br          | ogram   |                       |                     |    |                        |     |                              |      |                  |   |
| Statewide Bridge              | Wallitellance Fit       | No Projects Programmed  |                       |                     | Ι  |                        |     |                              | 1    |                  |   |
|                               |                         | Statewide Bridge Mai  | ntenance Pr           | ogram Subtotal ►    | \$ |                        | \$  |                              | \$   |                  | ■ 80% Federal + 20% Non-Federal   |
|                               |                         | otatewide Bridge Mai  | riteriariee i i       | ogram oubtotal P    | Ψ  |                        | Ψ   |                              | Ψ    |                  | 1 4 00% Federal - 20% Notificacial  |
| On System                     |                         | BOSTON- BRIDGE REHABILITATION, B-16-016,  |                       | NHPP                |    |                        |     |                              |      |                  |   |
|                               | 604173                  | NORTH WASHINGTON STREET OVER THE CHARLES RIVER  | 6                     | NHFF                | \$ | 12,984,000             | \$  | 10,387,200                   | \$   | 2,596,800        | AC Yr 1 of 4; Total Cost = \$112,700,00                                   |
|                               | 607954                  | DANVERS - BRIDGE REPLACEMENT, D-03-018,<br>ROUTE 128 OVER WATERS RIVER  | 4                     | NHPP                | \$ | 10,513,973             | \$  | 8,411,178                    | \$   | 2,102,795        |   |
|                               | 606553                  | HANOVER- NORWELL- SUPERSTRUCTURE<br>REPLACEMENT, H-06-010, ST 3 OVER ST 123<br>(WEBSTER STREET) & N-24-003, ST 3 OVER ST 123<br>(HIGH STREET) | 6                     | NHPP                | \$ | 12,955,600             | \$  | 10,364,480                   | \$   | 2,591,120        | AC Yr 2 of 2; Total Cost = \$41,955,60                                    |
|                               | 604952                  | LYNN- SAUGUS- BRIDGE REPLACEMENT, L-18-<br>016=S-05-008, ROUTE 107 OVER THE SAUGUS<br>RIVER (AKA - BELDEN G. BLY BRIDGE)                      | 4                     | NHPP                | \$ | 6,800,000              | \$  | 5,440,000                    | \$   | 1,360,000        | AC Yr 1 of 4; Total Cost = \$45,000,00                                    |
|                               |                         |   | On S                  | System Subtotal ▶   | \$ | 43,253,573             | \$  | 34,602,858                   | \$   | 8,650,715        | ■ 80% Federal + 20% Non-Federal   |
| Off-System                    |                         |   |                       |                     |    |                        |     |                              |      |                  |   |
| -                             |                         | No Projects Programmed  |                       |                     | \$ | -                      | \$  | -                            | \$   | -                |   |
|                               |                         |   | Off-S                 | System Subtotal ▶   | \$ | -                      | \$  | -                            | \$   | -                | ■ 80% Federal + 20% Non-Federal   |
| Statewide Bridge I            | nspection Program       |   |                       |                     |    |                        |     |                              |      |                  |   |
|                               |                         | No Projects Programmed  |                       |                     | \$ | -                      | \$  | -                            | \$   | -                |   |
|                               |                         | Statewide Bridge In   | nspection Pr          | ogram Subtotal ►    | \$ | -                      | \$  | -                            | \$   | -                | ■ 80% Federal + 20% Non-Federal   |
| Section 1C / Fede             | eral Aid Non-Targ       | et Projects   |                       |                     |    |                        |     |                              |      |                  |   |
| Other Federal Aid             | ı                       |   |                       |                     |    |                        |     |                              |      |                  |   |
|                               | 601630                  | WEYMOUTH- ABINGTON- RECONSTRUCTION & WIDENING ON ROUTE 18 (MAIN STREET) FROM HIGHLAND PLACE TO ROUTE 139 (4.0 MILES)                          | 6                     | HPP (1998)          | \$ | 6,171,760              | \$  | 4,937,408                    | \$   | 1,234,352        | AC Yr 2 of 4; STP+HSIP+TEA-21 Earma<br>(MA1236) Total Cost = \$60,053,518 |
|                               |                         | INCLUDES REPLACING W-32-013, ROUTE 18 OVER<br>THE OLD COLONY RAILROAD (MBTA)  |                       |                     |    |                        |     |                              |      |                  |   |

| 2017 Bost                     | on Region MP            | O Transportation Improvement Program  |                       |                     |    |                        |     | 30/2015 Endo<br>05/2016 Prope |                       | mendme  | nt Four                                  |
|-------------------------------|-------------------------|---|-----------------------|---------------------|----|------------------------|-----|-------------------------------|-----------------------|---------|--|
| mendment/<br>djustment Type ▼ | MassDOT<br>Project ID ▼ | MassDOT<br>Project Description ▼  | MassDOT<br>District ▼ | Funding<br>Source ▼ |    | al<br>grammed<br>nds ▼ | Fed | deral Funds                   | Non-Federa<br>Funds ▼ | al      | Additional<br>Information ▼              |
| Section 1D / Fede             | eral Aid Major & S      | State Category Projects   |                       |                     |    |                        |     |                               |                       |         |  |
| Statewide Infrae              | trustura Brassam        |   |                       |                     |    |                        |     |                               |                       |         |  |
| Statewide Infras              | 603917                  | MEDFORD- STONEHAM- WOBURN- READING-<br>HIGHWAY LIGHTING REHABILITATION ON I-93<br>(PHASE II)                  | 4                     | STP                 | \$ | 2,500,000              | \$  | 2,000,000                     | \$ 5                  | 500,000 | AC Year 2 of 2; Total Cost = \$17,500,0  |
|                               | 605733                  | DISTRICT 6- HIGHWAY LIGHTING SYSTEM REPLACEMENT ON I-93, FROM SOUTHAMPTON STREET TO NEPONSET AVENUE IN BOSTON | 6                     | STP                 | \$ | 4,500,000              | \$  | 3,600,000                     | \$ 9                  | 900,000 | AC Year 2 of 3; Total Cost = \$8,250,00  |
|                               |                         | Statewide In  | frastructure Pr       | ogram Subtotal ►    | \$ | 7,000,000              | \$  | 5,600,000                     | \$ 1,4                | 100,000 | ■ 80% Federal + 20% Non-Federal          |
| Statewide HSIP I              | Program                 |   |                       |                     |    |                        |     |                               |                       |         |  |
|                               | 607754                  | MILTON- INTERSECTION & SIGNAL IMPROVEMENTS AT GRANITE AVENUE & SQUANTUM STREET                                | 6                     | HSIP                | \$ | 350,000                | \$  | 315,000                       | \$                    | 35,000  |  |
|                               |                         | State   | ewide HSIP Pr         | ogram Subtotal ►    | \$ | 350,000                | \$  | 315,000                       | \$                    | 35,000  | ■ 90% Federal + 10% Non-Federal          |
| Statewide Safe F              | Routes to Schools       | s Program   |                       |                     |    |                        |     |                               |                       |         |  |
|                               | 608003                  | WEYMOUTH - SAFE ROUTES TO SCHOOL<br>(PINGREE ELEMENTARY)  | 6                     | TAP                 | \$ | 754,000                | \$  | 603,200                       | \$                    | 150,800 |  |
|                               | 608004                  | WATERTOWN - SAFE ROUTES TO SCHOOL (HOSMER ELEMENTARY)   | 6                     | TAP                 | \$ | 903,500                | \$  | 722,800                       | \$                    | 180,700 |  |
| Statemide CMAG                |                         | Statewide Safe Routes   | to Schools Pr         | rogram Subtotal ▶   | \$ | 1,657,500              | \$  | 1,326,000                     | \$ 3                  | 331,500 | ■ Funding Split Varies by Funding Source |
| Statewide CMAC                | 602165                  | STONEHAM- SIGNAL & INTERSECTION IMPROVEMENTS AT ROUTE 28/NORTH STREET   | 4                     | CMAQ                | \$ | 1,532,550              | \$  | 1,226,040                     | \$ 3                  | 306,510 |  |
|                               |                         |   | St                    | tatewide CMAQ ►     | \$ | 1,532,550              | \$  | 1,226,040                     | \$ 3                  | 306,510 | ■ 80% Federal + 20% Non-Federal          |
| Statewide Transp              | ortation Enhance        | ements  |                       |                     |    |                        |     |                               |                       |         |  |
|                               |                         | No Projects Programmed  |                       |                     | \$ | -                      |     | -                             | _                     | -       |  |
|                               |                         | Statewide Transport   | tation Enhance        | ements Subtotal ►   | \$ | -                      | \$  | -                             | \$                    | -       | ■ 80% Federal + 20% Non-Federal          |
| Statewide ITS                 |                         |   |                       |                     |    |                        |     |                               | 1                     |         |  |
|                               |                         | No Projects Programmed  | Statowie              | de ITS Subtotal ▶   | \$ | -                      | \$  | <u>-</u>                      | \$                    | -       | ■ 80% Federal + 20% Non-Federal          |
|                               |                         |   | Statewn               | de 113 Subtotal     | Ψ  |                        | Ψ   |                               | Ψ                     |         | 3 00 % Federal 1 20 % Non-Federal        |
| Statewide Interst             |                         | <u> </u>  | - 1 -                 | 1                   |    |                        |     |                               | 1 -                   |         |  |
|                               | 607481                  | RANDOLPH- QUINCY- BRAINTREE- RESURFACING<br>& RELATED WORK ON I-93 (SB)                                       | G 6                   | NHPP                | \$ | 4,693,450              | \$  | 4,224,105                     | \$ 2                  | 169,345 |  |
|                               |                         | Statewide Interstate N  | laintenance Pr        | ogram Subtotal ▶    | \$ | 4,693,450              | \$  | 4,224,105                     | \$ 4                  | 169,345 | ■ 90% Federal + 10% Non-Federal          |
| Statewide NHS P               | reservation Prog        | ram+  |                       |                     |    |                        |     |                               |                       |         |  |
|                               | 607477                  | LYNNFIELD- PEABODY- RESURFACING & RELATE WORK ON ROUTE 1  |                       | NHPP                | \$ | 7,721,542              | \$  | 6,177,234                     | . ,                   | 544,308 |  |
|                               |                         | Statewide NHS P   | reservation Pr        | ogram Subtotal >    | \$ | 7,721,542              | \$  | 6,177,234                     | \$ 1,5                | 544,308 | ■ 80% Federal + 20% Non-Federal          |

| 2017 Bosto                      | on Region MP            | O Transportation Improvement Program                          |                                     |                                |      | 7/30/2015 Endo | orsed<br>osed Draft Amendm | ent Four   |
|---------------------------------|-------------------------|---|-------------------------------------|--------------------------------|------|----------------|----------------------------|--|
| Amendment/<br>Adjustment Type ▼ | MassDOT<br>Project ID ▼ | MassDOT<br>Project Description ▼                              | MassDOT Funding District ▼ Source ▼ | Total<br>Programmed<br>Funds ▼ |      | ederal Funds   | Non-Federal<br>Funds ▼     | Additional<br>Information ▼  |
| Statewide RR Gra                | de Crossinas            |   |                                     |                                |      |                |                            |  |
|                                 |                         | No Projects Programmed  |                                     | \$                             | -    | _              | -                          |  |
|                                 |                         |   | R Grade Crossings Subtotal >        |                                | - \$ | -              | \$ -                       | ◀ 80% Federal + 20% Non-Federal  |
| Statewide Stormy                | vater Retrofits         |   |                                     |                                |      |                |                            |  |
|                                 |                         | No Projects Programmed  |                                     | \$                             | -    | -              | -                          |  |
|                                 |                         | Statewide S   | tormwater Retrofits Subtotal ►      | \$                             | - \$ | -              | \$ -                       | ■ 80% Federal + 20% Non-Federal  |
| Statewide ADA In                | plementation Pla        | an<br>No Projects Programmed                                  |                                     | \$                             | -    |                |                            |  |
|                                 |                         |   | nplementation Plan Subtotal >       | \$                             | - \$ | <b>5</b> -     | \$ -                       | ■ 80% Federal + 20% Non-Federal  |
|                                 |                         |   |                                     |                                | •    |                |                            | _  |
| Other Statewide I               | tems                    | 1   |                                     | 1-                             |      |                |                            |  |
|                                 | _                       | ABP GANS Repayment  |                                     | Ψ                              | -    | -              | -                          |  |
|                                 |                         | Award Adjustments, Change Orders, Project Value Changes, Etc. |                                     | \$                             | -    | -              | -                          |  |
|                                 |                         | DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs        |                                     | \$                             | -    | -              | -                          |  |
|                                 |                         | Planning  |                                     | \$                             | -    | -              | -                          |  |
|                                 |                         | Statewide Design and Right of Way                             |                                     | \$                             | -    | -              | -                          |  |
|                                 |                         | Statewide Recreational Trails                                 |                                     | T                              | -    | -              | -                          |  |
|                                 |                         | Oth   | er Statewide Items Subtotal >       | \$                             | - \$ | -              | \$ -                       | ■ Funding Split Varies by Funding Source   |
|                                 |                         |   |                                     |                                |      |                |                            |  |
| Section 2A / Non-               | Federal Projects        |   |                                     |                                |      |                |                            |  |
| Non Federal Aid                 |                         |   |                                     |                                |      |                |                            |  |
|                                 | 1568                    | FAIRMOUNT IMPROVEMENTS  | N/A NFA                             | \$ 11,574,8                    | 00   |                | \$ 11,574,800              | Lists cash flows (based on state fiscal year   |
|                                 | 1572                    | RED LINE-BLUE LINE CONNECTOR DESIGN                           | NFA<br>N/A                          | \$ 10,000,0                    | 00   |                | \$ 10,000,000              | MassDOT made a formal request on Aug. 2011, to remove this project from the Stat Implementation Plan regulation. The MPO continuing to reference this project in the document until the process is complete. |
|                                 |                         |   | Non Fodoral Aid Cubtatala           | £ 24.574.0                     |      |                |                            | 44000/ New Federal   |

Non-Federal Aid Subtotal ► \$ 21,574,800

21,574,800 **◀**100% Non-Federal

| 2017                |                   |                         | . <u>-</u>                                   | 07/30/2015 Endorsed<br>05/05/2016 Proposed Draft Amendmer |                     |                 |                    |                                    |
|---------------------|-------------------|-------------------------|--|---|---------------------|-----------------|--------------------|------------------------------------|
| <b>ZUII</b> Bosto   | on Region MP0     | O Transportation Improv | ement Program                                |   |                     | 05/05/2016 Prop | osed Draft Amendme | nt Four                            |
| Amendment/          | MassDOT           | MassDOT                 | MassDOT Funding                              |   | Total<br>Programmed | Federal Funds   | Non-Federal        | Additional                         |
| Adjustment Type ▼   | Project ID ▼      | Project Description ▼   | District ▼ Source ▼                          |   | Funds ▼             | ▼               | Funds ▼            | Information ▼                      |
| - Castian 2B / Non  | Fodoral Bridge D  | roin ata                |  |   |                     |                 |                    |                                    |
| ► Section 2B / Non- | rederai Bridge Pi | rojects                 |  |   |                     |                 |                    |                                    |
| ► Section 2B / Non- | Federal Bridge Pi | rojects                 |  |   |                     |                 |                    |                                    |
|                     |                   | No Projects Programmed  | NFA  |   | \$ -                |                 | \$ -               |                                    |
|                     |                   |                         | Section 2B / Non-Federal Bridge Projects Sub | total►  | \$ -                |                 | \$ -               | ■100% Non-Federal                  |
| 004=                |                   |                         |  |   | TIP Section 1:      | TIP Section 2:  | Total of All       |                                    |
| 2017 Bost           | on Region MP      | O TIP Summary           |  |   | ▼                   | ▼               | Projects ▼         |                                    |
|                     |                   |                         | To   | otal ►  | \$ 161,137,444      | \$ 21,574,800   | \$ 182,712,244     | ■ Total Spending in Region         |
|                     |                   |                         | Federal Fu                                   | nds ▶   | \$ 130,190,422      |                 | \$ 130,190,422     | ■ Total Federal Spending in Region |

701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Projects / 701 CMR 7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public works Project that is performed within the limits of, or that impact traffic on, any Public Road. The Municipal Limitation referenced in this Regulation is applicable only to projects where the Municipality is the Awarding Authority. For all projects contained in the TIP, the Commonwealth is the Awarding Authority. Therefore, all projects must be considered and implemented in accordance with 701 CMR 7.00 is applicable to its project and design and construction will be fully compliant with this Regulation. This information, and additional information relative to guidance and implementation of the Regulation can be found at the following link on the MassDOT Highway Division website: http://www.massdot.state.ma.us/Highway/flaggers/main.aspx

Non-Federal Funds ► \$ 30,947,023 \$ 21,574,800 \$

52,521,823 ◀ Total Non-Federal Spending in Region

|           | Regional    |               | Carryover or     |         |          | Sta   | ate Match Sour | ces ——— |       |             |        |               |  |
|-----------|-------------|---------------|------------------|---------|----------|-------|----------------|---------|-------|-------------|--------|---------------|--|
| FTA       | Transit     | Project       | Earmark          | Federal |          |       |                |         |       | Local Funds | Total  | Additional    |  |
| Program ▼ | Authority ▼ | Description ▼ | Details <b>▼</b> | Funds ▼ | RTACAP ▼ | MAP ▼ | ICB ▼          | TDC ▼   | SCA ▼ | ▼           | Cost ▼ | Information ▼ |  |

Indicates a change in project cost

Indicates removed from TIP (cost not reflected in total)

Indicates a project moved in from another TIP element

Indicates a project moved out to another TIP element (cost not reflected in total)

Indicates a new addition to the TIP (action taken as denoted)

Indicates a new funding category

|      |       | PREVENTIVE                       |    |             |    |         |           |   |    |   |    |   | Π  |         |    |            |    |             |  |
|------|-------|----------------------------------|----|-------------|----|---------|-----------|---|----|---|----|---|----|---------|----|------------|----|-------------|--|
| 5307 | MBTA  | MAINTENANCE                      | \$ | 12,000,000  | \$ | _       | \$        | _ | \$ | _ | \$ | _ | \$ | _       | \$ | 3,000,000  | \$ | 15.000.000  |  |
| 5307 | MBTA  | Systems Upgrades                 | \$ | 58,685,516  |    | _       | \$        | _ | \$ | _ | \$ | _ | \$ | _       | -  | 14,671,379 | -  | 73,356,895  |  |
|      |       | PREVENTIVE                       | _  | 00,000,010  | _  |         | _         |   | Ť  |   | Ť  |   | 1  |         | _  | ,          | _  | . 0,000,000 |  |
| 5307 | CATA  | MAINTENANCE 2016                 | \$ | 400,000     | \$ | -       | \$        | - | \$ | - | \$ | - | \$ | -       | \$ | 100,000    | \$ | 500,000     |  |
|      |       | ACQUIRE - MISC                   |    |             |    |         |           |   |    |   |    |   |    |         |    |            |    |             |  |
| 5307 | CATA  | SUPPORT EQUIPMENT 2016           | \$ | 19,390      | \$ | 4,848   | \$        | - | \$ | - | \$ | - | \$ | -       | \$ | -          | \$ | 24,238      |  |
|      |       | ACQUIRE - SUPPORT                |    |             |    |         |           |   |    |   |    |   |    |         |    |            |    |             |  |
| 5307 | CATA  | VEHICLES 2016                    | \$ | 88,000      | \$ | 22,000  | \$        | - | \$ | - | \$ | - | \$ | -       | \$ | -          | \$ | 110,000     |  |
|      |       | ACQUIRE - SHOP                   |    |             |    |         |           |   |    |   |    |   |    |         |    |            |    |             |  |
|      |       | EQ/SOFTWARE                      |    |             |    |         |           |   |    |   |    |   |    |         |    |            |    |             |  |
| 5307 | CATA  | MAINTENANCE 2016                 | \$ | 28,000      | \$ | 7,000   | \$        | - | \$ | - | \$ | - | \$ | -       | \$ | -          | \$ | 35,000      |  |
|      |       | INTERMODAL                       |    |             |    |         |           |   |    |   |    |   |    |         |    |            |    |             |  |
|      |       | (TRANSIT): Facil.                |    |             |    |         |           |   |    |   |    |   |    |         |    |            |    |             |  |
| 5307 | MWRTA | Improvements                     | \$ | 150,000     | \$ | 37,500  | \$        | - | \$ | - | \$ | - | \$ | -       | \$ | -          | \$ | 187,500     |  |
|      |       | ACQUISITION OF BUS               |    |             |    |         |           |   |    |   |    |   |    |         |    |            |    |             |  |
|      |       | SUPPORT                          | _  |             | _  |         | _         |   | _  |   |    |   |    |         |    |            | _  |             |  |
| 5307 | MWRTA | EQUIP/FACILITIES                 | \$ | 248,415     | \$ | 62,104  | \$        | - | \$ | - | \$ | - | \$ | -       | \$ | -          | \$ | 310,519     |  |
| 5307 | MWRTA | NON FIXED ROUTE ADA<br>PARA SERV | •  | 1,300,000   |    |         |           |   | •  |   | •  |   |    | 325,000 |    | _          |    | 4 605 000   |  |
|      |       | Mobility Management              | \$ |             |    | - 0.050 | \$        | - | \$ | - | \$ | - | \$ | 325,000 | \$ | -          | \$ | 1,625,000   |  |
| 5307 | MWRTA | , ,                              | -  | 25,000      |    | 6,250   |           | - | \$ | - | \$ | - | \$ | -       | -  | -          | -  | 31,250      |  |
|      |       | 5307 Subtotal ►                  | 3  | 72,944,321  | \$ | 139,702 | <b>\$</b> | - | \$ | - | \$ | - | \$ | 325,000 | \$ | 17,771,379 | \$ | 91,180,402  |  |
| 5337 | MBTA  | Bridge & Tunnel Program          | \$ | 100,000,000 | \$ | -       | \$        | - | \$ | - | \$ | - | \$ | -       | \$ | 25,000,000 | \$ | 125,000,000 |  |
| 5337 | MBTA  | Systems Upgrades                 | \$ | 21,190,546  | \$ | -       | \$        | - | \$ | - | \$ | _ | \$ | -       | \$ | 5,297,637  | \$ | 26,488,183  |  |
|      |       | 5337 Subtotal ►                  | \$ | 121,190,546 | \$ | -       | \$        | - | \$ | - | \$ | - | \$ | -       | \$ | 30,297,637 | \$ | 151,488,183 |  |
|      |       |                                  |    |             |    |         |           |   |    |   |    |   |    |         |    |            |    |             |  |
| 5339 | MBTA  | Systems Upgrades                 | \$ | 5,287,027   | \$ | -       | \$        | - | \$ | - | \$ | - | \$ | -       | \$ | 1,321,757  | \$ | 6,608,784   |  |
|      |       | 5339 Subtotal ▶                  | \$ | 5,287,027   | \$ | -       | \$        | - | \$ | - | \$ | - | \$ | -       | \$ | 1,321,757  | \$ | 6,608,784   |  |
| 5310 |       | No Projects Programmed N/A       | \$ |             | \$ | _       | \$        |   | \$ |   | \$ |   | \$ | _       | \$ | _          | \$ | _           |  |
| 5510 |       | 5310 Subtotal ►                  |    |             | \$ | -       | \$        | - | \$ | - | \$ | - | \$ |         | \$ |            | \$ | -           |  |
|      |       | 55 TO SUBTOTAL F                 | ıΨ | -           | Þ  | -       | Þ         | - | Þ  | - | Þ  | - | Þ  | -       | Þ  | -          | Þ  | -           |  |

|               | Regional       |  | Carryover or             |                |         |           |          |          | – St | ate Match | Source | ces -       |          |     |            |           |        |       |             |   |
|---------------|----------------|--|--------------------------|----------------|---------|-----------|----------|----------|------|-----------|--------|-------------|----------|-----|------------|-----------|--------|-------|-------------|---|
| FTA           | Transit        | Project  | Earmark                  | Federal        |         | DT404D    | _        | MAD =    |      |           |        | <b>TD</b> 0 | _        |     | _          | Local Fu  | ınds   | Tota  |             | Additional  |
| Program ▼     | Authority ▼    | Description ▼  | <b>Details</b> ▼         | Funds ▼        |         | RTACAP    | <b>V</b> | MAP ▼    |      | ICB ▼     |        | TDC         | ▼        | SCA | <b>. V</b> | ▼         |        | Cost  | ·           | Information <b>▼</b>  |
|               |                | GREEN LINE EXTENSION PROJECT- EXTENSION TO COLLEGE AVENUE WITH THE UNION |                          |                |         |           |          |          |      |           |        |             |          |     |            |           |        |       |             | The Green Line Extension project cash flows began programming New Starts funding in FFY 2015. \$1,270,262,000 of the \$1,992,243,000 project cost is programmed in FFYs 2016-19, and the remaining funding will be included in future years of the TIP. |
| 5309          | MBTA           | SQUARE SPUR  | N/A<br>309 Subtotal ►    |                | 000,000 |           |          | \$<br>\$ | -    | \$        | -      | \$<br>\$    | -        | \$  | -          | \$230,67  |        |       | 380,670,000 |   |
|               |                | 5.   | 309 Subtotal 🕨           | <b>\$</b> 150, | 000,000 | Ф         | -        | Þ        | -    | Þ         | •      | Þ           | -        | Þ   | -          | \$230,67  | 0,000  | Þ     | 380,670,000 |   |
| SoGR          |                | No Projects Programmed   | N/A                      | \$             | -       | \$        | -        | \$       | -    | \$        | -      | \$          | -        | \$  | -          | \$        | _      | \$    | -           |   |
| Livability    |                | No Projects Programmed   | N/A                      | \$             | -       | \$        | -        | \$       | -    | \$        | -      | \$          | -        | \$  | -          | \$        | -      | \$    | -           |   |
| TIGER         |                | No Projects Programmed   | N/A                      | \$             | -       | \$        | -        | \$       | -    | \$        | -      | \$          | -        | \$  | -          | \$        | -      | \$    | -           |   |
|               |                | Gra  | nts Subtotal ▶           | \$             | -       | \$        | -        | \$       | -    | \$        | -      | \$          | -        | \$  | -          | \$        | -      | \$    | -           |   |
|               |                | BUY REPLACEMENT 30-  |                          |                |         |           |          |          |      |           |        |             |          |     |            |           |        |       |             |   |
| Other         | CATA           | FT BUS (3)   |                          | \$             | -       | \$ 1,275, | 000      | \$       | -    | \$        | -      | \$          | -        | \$  | -          | \$        | -      | \$    | 1,275,000   |   |
|               |                | Ot   | her Subtotal <b>&gt;</b> | \$             | -       | \$ 1,275, | 000      | \$       | -    | \$        | -      | \$          | -        | \$  | -          | \$        | -      | \$    | 1,275,000   |   |
|               |                |  | Total▶                   | ¢ 240          | 121 001 | \$ 1,414, | 702      | ¢        |      | \$        |        | \$          |          | \$  | 325,000    | ¢ 200 00  | 20 772 | e     | 631,222,369 |   |
|               |                |  | IOtal                    | φ 349,         | 421,054 | Ψ 1,414,  | 102      | Ψ        | -    | Ψ         | -      | φ           | -        | φ   | 325,000    | \$ 200,00 | 0,113  | φ     | 031,222,309 | l l   |
| Fiscal Consti | aint Analysis  |  |                          |                |         |           |          |          |      |           |        |             |          |     |            |           |        |       |             |   |
| Federal       |                |  |                          |                |         |           |          |          |      | State     |        |             |          |     |            |           |        |       |             |   |
| Funding       |                |  |                          |                |         |           |          |          |      | Funding   |        | -           | rammed   |     |            |           | ,      | . , , |             |   |
| Source ▼      | Programmed ▼   |  |                          | <b>+/-) ▼</b>  |         | _         |          |          |      | Source '  | •      | ▼           |          |     | lable ▼    |           |        | +/-)  |             |   |
| FFY 17 / 5307 |                |  | \$63,988,297             |                |         |           |          |          |      | RT        | ACAP   |             | ,414,702 |     | 1,414,702  |           |        | Avail |             |   |
| FFY 17 / 5337 |                |  |                          | Available      |         |           |          |          |      |           | MAP    |             | -        | \$  | -          | \$        |        | Avail |             |   |
| FFY 17 / 5339 |                |  |                          | Available      |         |           |          |          |      | IT        | CCAP   |             | -        | \$  | -          | \$        | -      | Avail |             |   |
| FFY 17 / 5310 | ·              | \$ -   | \$ -                     | Available      |         |           |          |          |      |           | SCA    |             | 325,000  | \$  | 3,234,526  | \$ 2,90   | 9,526  | Avail | lable       |   |
| FFY 17 / 5309 | \$ 150,000,000 | 150,000,000  | \$ -                     | Available      |         |           |          |          |      |           | TDC    | \$          | -        |     |            |           |        |       |             |   |

| 2018 Bosto                      | n Region MPC            | Transportation Improvement Program |                       |         |                                | 07/30/2015 Endo<br>05/05/2016 Propo | rsed<br>osed Draft Amendme | nt Four                  |
|---------------------------------|-------------------------|------------------------------------|-----------------------|---------|--------------------------------|-------------------------------------|----------------------------|--------------------------|
| Amendment/<br>Adjustment Type ▼ | MassDOT<br>Project ID ▼ | MassDOT Project Description ▼      | MassDOT<br>District ▼ | Funding | Total<br>Programmed<br>Funds ▼ | Federal Funds<br>▼                  |                            | Additional Information ▼ |

### ► Section 1A / Federal Aid Target Projects

Indicates a change in project cost

Indicates removed from TIP (cost not reflected in total)

Indicates a project moved in from another TIP element

Indicates a project moved out to another TIP element (cost not reflected in total)

Indicates a new addition to the TIP (action taken as denoted)

Indicates a new funding category

| ► HSIP - Highwa | y Safety | Improvement | Program |
|-----------------|----------|-------------|---------|
|-----------------|----------|-------------|---------|

| r iiei ingiina, caict, iiipicioni |  |   |                 |                 |                 |               |  |
|-----------------------------------|--|---|-----------------|-----------------|-----------------|---------------|--|
| 600518                            | HINGHAM- INTERSECTION IMPROVEMENTS AT<br>DERBY STREET, WHITING STREET (ROUTE 53)<br>AND GARDNER STREET   | 5 | HSIP            | \$<br>611,547   | \$<br>550,392   | \$<br>61,155  | STP+HSIP Total Cost = \$3,057,735            |
| 606635                            | NEEDHAM- NEWTON- RECONSTRUCTION OF HIGHLAND AVENUE, NEEDHAM STREET & CHARLES RIVER BRIDGE, N-04-002, FROM WEBSTER STREET (NEEDHAM) TO ROUTE 9 (NEWTON) | 6 | HSIP            | \$<br>2,319,644 | \$<br>2,087,679 | \$<br>231,964 | CMAQ+HSIP+TAP+STP Total Cost =<br>15,464,292 |
|                                   |  |   | HSIP Subtotal ▶ | \$<br>2.931.191 | \$<br>2.638.072 | \$<br>293.119 | ■ 90% Federal + 10% Non-Federal              |

### ► CMAQ - Congestion Mitigation and Air Quality Improvement Program

| AMENDMENT:Remove<br>Project | 1569          | GREEN LINE EXTENSION PROJECT (PHASE 2),<br>COLLEGE AVENUE TO MYSTIC VALLEY<br>PARKWAY/ROUTE 16   | N/A | CMAQ | \$<br>-          | \$<br>-          | \$<br>-         | removed from TIP; Yr 3 of 6; CMAQ+STP Total<br>Cost = \$190,100,000 (\$158,000,000<br>programmed within FFYs 2016-20 TIP); was<br>\$13,427,220 in FFY 2018 |
|-----------------------------|---------------|--|-----|------|------------------|------------------|-----------------|--|
| AMENDMENT:Add<br>Project    | 1570          | GREEN LINE EXTENSION PROJECT- EXTENSION<br>TO COLLEGE AVENUE WITH THE UNION SQUARE<br>SPUR   | N/A | CMAQ | \$<br>13,427,220 | \$<br>10,741,776 | \$<br>2,685,444 | additional funding programmed for GLX in FFY 2018 (other funds under Transit - Section 5309)   |
|                             |               | NEEDHAM- NEWTON- RECONSTRUCTION OF HIGHLAND AVENUE, NEEDHAM STREET & CHARLES RIVER BRIDGE, N-04-002, FROM WEBSTER STREET (NEEDHAM) TO ROUTE 9 (NEWTON) | 6   | CMAQ | \$<br>3,687,911  | \$<br>2,950,329  | \$<br>737,582   | CMAQ+HSIP+TAP+STP Total Cost =<br>15,464,292   |
|                             | CMAQ Subtotal |  |     |      | \$<br>17,115,131 | \$<br>13,692,105 | \$<br>3,423,026 | ■ 80% Federal + 20% Non-Federal  |
|                             | <b>•</b>      |  |     |      |                  |                  |                 |  |

### ►TAP - Transportation Alternatives Program

| 606635 | NEEDHAM- NEWTON- RECONSTRUCTION OF<br>HIGHLAND AVENUE, NEEDHAM STREET &<br>CHARLES RIVER BRIDGE, N-04-002, FROM<br>WEBSTER STREET (NEEDHAM) TO ROUTE 9<br>(NEWTON) | 6 | TAP            | \$<br>3,312,089 | <del>69</del> | 2,649,671 | \$<br>662,418 | CMAQ+HSIP+TAP+STP Total Cost = 15,464,292 |
|--------|--|---|----------------|-----------------|---------------|-----------|---------------|---|
|        |  |   | TAP Subtotal ▶ | \$<br>3,312,089 | \$            | 2,649,671 | \$<br>662,418 | ■ 80% Federal + 20% Non-Federal           |

| 2018 Bosto                      | n Region MP             | O Transportation Improvement Program   |                       |                     |                                | 07/30/2015 Endo<br>05/05/2016 Prop | orsed<br>oosed Draft Amendme | ent Four  |
|---------------------------------|-------------------------|--|-----------------------|---------------------|--------------------------------|------------------------------------|------------------------------|---|
| Amendment/<br>Adjustment Type ▼ | MassDOT<br>Project ID ▼ | MassDOT<br>Project Description ▼   | MassDOT<br>District ▼ | Funding<br>Source ▼ | Total<br>Programmed<br>Funds ▼ | Federal Funds<br>▼                 | Non-Federal<br>Funds ▼       | Additional<br>Information ▼   |
| ► Non-CMAQ/HSIP/T               | AP (Other)              |  |                       |                     |                                |                                    |                              |   |
|                                 | 603711                  | NEEDHAM- WELLESLEY- REHAB/REPLACEMENT<br>OF 6 BRIDGES ON I-95/ROUTE 128: N-04-020, N-04-<br>021, N-04-022, N-04-026, N-04-027, N-04-037 & W-13-<br>023 (ADD-A-LANE - CONTRACT V)               | 6                     | NHPP                | \$ 13,168,183                  | \$ 10,534,546                      | \$ 2,633,637                 | AC Yr 5 of 5; NHPP+BR+Statewide<br>Infrastructure Total Cost = \$164,919,140<br>(\$50,725,206 programmed within FFYs 2016-2<br>TIP)                       |
| AMENDMENT:Remove<br>Project     | 1569                    | GREEN LINE EXTENSION PROJECT (PHASE 2),<br>COLLEGE AVENUE TO MYSTIC VALLEY<br>PARKWAY/ROUTE 16   | N/A                   | STP                 | \$ -                           | \$ -                               | \$ -                         | removed from TIP; Yr 3 of 6; CMAQ+STP Tota<br>Cost = \$190,100,000 (\$158,000,000<br>programmed within FFYs 2016-20 TIP); was<br>\$26,572,780 in FFY 2018 |
| AMENDMENT:Add<br>Project        | 1570                    | GREEN LINE EXTENSION PROJECT- EXTENSION<br>TO COLLEGE AVENUE WITH THE UNION SQUARE<br>SPUR   | N/A                   | STP                 | \$ 26,572,780                  | \$ 21,258,224                      | \$ 5,314,556                 | additional funding programmed for GLX in FFY 2018 (other funds under Transit - Section 5309   |
|                                 | 601630                  | WEYMOUTH- ABINGTON- RECONSTRUCTION & WIDENING ON ROUTE 18 (MAIN STREET) FROM HIGHLAND PLACE TO ROUTE 139 (4.0 MILES) INCLUDES REPLACING W-32-013, ROUTE 18 OVER THE OLD COLONY RAILROAD (MBTA) | 6                     | STP                 | \$ 21,031,758                  | \$ 16,825,406                      | \$ 4,206,352                 | AC Yr 3 of 4; STP+HSIP+TEA-21 Earmark Tota<br>Cost = \$60,053,518   |
|                                 | 606635                  | NEEDHAM- NEWTON- RECONSTRUCTION OF<br>HIGHLAND AVENUE, NEEDHAM STREET &<br>CHARLES RIVER BRIDGE, N-04-002, FROM<br>WEBSTER STREET (NEEDHAM) TO ROUTE 9<br>(NEWTON)                             | 6                     | STP                 | \$ 6,144,648                   | \$ 4,915,718                       | \$ 1,228,930                 | CMAQ+HSIP+TAP+STP Total Cost =<br>15,464,292  |
|                                 | 600518                  | HINGHAM- INTERSECTION IMPROVEMENTS AT<br>DERBY STREET, WHITING STREET (ROUTE 53)<br>AND GARDNER STREET   | 5                     | STP                 | \$ 2,446,188                   | \$ 1,956,950                       | \$ 489,238                   | STP+HSIP Total Cost = \$3,057,735   |

### ► Section 1A / Fiscal Constraint Analysis

| Total Federal Aid Target Funds Programmed ▶  | \$<br>92,721,968 | \$<br>92,626,333 | ◆Total Target | \$<br>(95,635)    | Funds Over Programmed     |
|--|------------------|------------------|---------------|-------------------|---------------------------|
| Total Non-CMAQ/HSIP/TAP (Other) Programmed ▶ | \$<br>69,363,557 | \$<br>71,590,314 | ■ Max. Non-   | \$<br>(95,635)    | Non-CMAQ/HSIP/TAP (Other) |
|  |                  |                  | CMAQ/HSIP/TAP |                   | Exceeds Maximum           |
| Total HSIP Programmed ▶                      | \$<br>2,931,191  | \$<br>4,296,710  | ■ Min. HSIP   | \$<br>1,365,519   | HSIP Minimum Not Met      |
| Total CMAQ Programmed ▶                      | \$<br>17,115,131 | \$<br>13,427,220 | ■ Min. CMAQ   | \$<br>(3,687,911) | CMAQ Minimum Met          |
| Total TAP Programmed ►                       | \$<br>3,312,089  | \$<br>3,312,089  | ■ Min. TAP    | \$<br>-           | TAP Minimum Met           |

|                      |                  | HSIP,                                    | , CMAQ, TAF | Overprogrammed   | \$   | (2,322,392) |                  |                  |  |
|----------------------|------------------|--|-------------|------------------|------|-------------|------------------|------------------|--|
| ► Section 1B / Feder | ral Aid Bridge I | Projects                                 |             |                  |      |             |                  |                  |  |
|                      |                  |  |             |                  |      |             |                  |                  |  |
| ► Statewide Bridge   | Maintenance P    | rogram                                   |             |                  |      |             |                  |                  |  |
|                      |                  | No Projects Programmed                   |             |                  | \$   | -           | \$<br>-          | \$<br>-          |  |
|                      |                  | Statewide Bridge Main                    | tenance Pro | ogram Subtotal > | \$   | -           | \$<br>-          | \$<br>-          | ■ 80% Federal + 20% Non-Federal          |
|                      |                  |  |             |                  |      |             |                  |                  |  |
| ►On System           |                  |  |             |                  |      |             |                  |                  |  |
|                      |                  | BOSTON- BRIDGE REHABILITATION, B-16-016, |             | NHPP             |      |             |                  |                  |  |
|                      | 604173           | NORTH WASHINGTON STREET OVER THE         | 6           |                  | \$ 3 | 36,000,000  | \$<br>28,800,000 | \$<br>7,200,000  | AC Yr 2 of 4; Total Cost = \$112,700,000 |
|                      |                  | CHARLES RIVER                            |             |                  |      |             |                  |                  |  |
|                      |                  | LYNN- SAUGUS- BRIDGE REPLACEMENT, L-18-  |             | NHPP             |      |             |                  |                  |  |
|                      | 604952           | 016=S-05-008, ROUTE 107 OVER THE SAUGUS  | 4           |                  | \$   | 18,800,000  | \$<br>15,040,000 | \$<br>3,760,000  | AC Yr 2 of 4; Total Cost = \$45,000,000  |
|                      |                  | RIVER (AKA - BELDEN G. BLY BRIDGE)       |             |                  |      |             |                  |                  |  |
|                      |                  |  | On S        | ystem Subtotal ▶ | \$ ! | 54,800,000  | \$<br>43,840,000 | \$<br>10,960,000 | ■ 80% Federal + 20% Non-Federal          |

| <b>ZUTÖ</b> Bosto             | n Region MP             | O Transportation Improvement Program  |                       |                       |    |                        |     | 30/2015 Endo<br>05/2016 Prop | osed Draft Am          | endme  | ent Four   |
|-------------------------------|-------------------------|---|-----------------------|-----------------------|----|------------------------|-----|------------------------------|------------------------|--------|--|
| mendment/<br>djustment Type ▼ | MassDOT<br>Project ID ▼ | MassDOT<br>Project Description▼   | MassDOT<br>District ▼ | Funding<br>Source ▼   |    | al<br>grammed<br>ıds ▼ | Fec | deral Funds                  | Non-Federal<br>Funds ▼ |        | Additional<br>Information ▼  |
| Off-System                    |                         |   |                       |                       |    |                        |     |                              |                        |        |  |
| on cystem                     | 606632                  | HOPKINTON- WESTBOROUGH- BRIDGE<br>REPLACEMENT, H-23-006=W-24-016, FRUIT STREET<br>OVER CSX & SUDBURY RIVER          | 3                     | STP-BR-OFF            | \$ | 11,727,339             | \$  | 9,381,871                    | \$ 2,34                | 5,468  |  |
|                               | 607133                  | QUINCY- BRIDGE REPLACEMENT, ROBERTSON<br>STREET OVER I-93/US 1/SR 3   | 6                     | STP-BR-OFF            | \$ | 6,435,763              | \$  | 5,148,610                    | \$ 1,28                | 37,153 |  |
|                               | 604655                  | MARSHFIELD- BRIDGE REPLACEMENT, M-07-007,<br>BEACH STREET OVER THE CUT RIVER  | 5                     | STP-BR-OFF            | \$ | 4,822,854              | \$  | 3,858,283                    | \$ 96                  | 64,571 |  |
|                               | 607533                  | WALTHAM- WOERD AVENUE OVER THE CHARLES RIVER  | 4                     | STP-BR-OFF            | \$ | 3,873,360              | \$  | 3,098,688                    | \$ 77                  | 4,672  |  |
|                               |                         |   | Off-S                 | System Subtotal ►     | \$ | 26,859,316             | \$  | 21,487,453                   | \$ 5,37                | 1,863  | ■ 80% Federal + 20% Non-Federal  |
| Statewide Bridge Ir           | spection Program        |   | 1                     | 1                     | 1  |                        | 1   |                              | 1                      |        |  |
|                               | 607915                  | NEWTON- WELLESLEY- WESTON- BRIDGE<br>MAINTENANCE OF N-12-063, N-12-054, N-12-055 & N<br>12-056 ON I-95/ROUTE 128    | - 6                   | NHPP                  | \$ | 1,724,400              | \$  | 1,379,520                    | \$ 34                  | 4,880  |  |
|                               |                         | Statewide Bridge In   | nspection Pr          | rogram Subtotal ►     | \$ | 1,724,400              | \$  | 1,379,520                    | \$ 34                  | 4,880  | ■ 80% Federal + 20% Non-Federal  |
|                               |                         |   |                       |                       |    |                        |     |                              |                        |        |  |
| Section 1C / Fede             | ral Aid Non-Targ        | et Projects   |                       |                       |    |                        |     |                              |                        |        |  |
| Other Federal Aid             |                         |   |                       |                       |    |                        |     |                              |                        |        |  |
|                               | 606134                  | BOSTON- TRAFFIC SIGNAL IMPROVEMENTS ON BLUE HILL AVENUE AND WARREN STREET   | 6                     | HPP (2005)            | \$ | 2,377,900              | \$  | 1,902,320                    | \$ 47                  | 5,580  | Construction; HPP 2129 (MA155)   |
|                               | 605789                  | BOSTON- RECONSTRUCTION OF MELNEA CASS<br>BOULEVARD  | 6                     | HPP (2005)            | \$ | 2,429,730              | \$  | 1,943,784                    | \$ 48                  | 35,946 | Construction; HPP 4284 (MA203); SAFETEA<br>Earmark (HPP 756)+ SAFETEA-LU Earma<br>(HPP 4284) =Total Cost \$7,437,105 |
|                               | 605789                  | BOSTON- RECONSTRUCTION OF MELNEA CASS<br>BOULEVARD  | 6                     | HPP (2005)            | \$ | 5,007,375              | \$  | 4,005,900                    | \$ 1,00                | )1,475 | Construction; HPP 4284 (MA203); SAFETEA<br>Earmark (HPP 756)+ SAFETEA-LU Earma<br>(HPP 4284) =Total Cost \$7,437,105 |
|                               |                         |   | Other Fede            | ral Aid Subtotal ►    | \$ | 9,815,005              | \$  | 7,852,004                    | \$ 1,96                | 3,001  | ■ Funding Split Varies by Funding Source   |
| Section 1D / Fede             | ral Aid Major & S       | State Category Projects   |                       |                       |    |                        |     |                              |                        |        |  |
| Statewide Infrast             | ructure Program         |   |                       |                       |    |                        |     |                              |                        |        |  |
|                               | 605733                  | DISTRICT 6- HIGHWAY LIGHTING SYSTEM REPLACEMENT ON I-93, FROM SOUTHAMPTON STREET TO NEPONSET AVENUE IN BOSTON       | 6                     | STP                   | \$ | 1,250,000              | \$  | 1,000,000                    | \$ 25                  | 50,000 | AC Year 3 of 3; Total Cost = \$8,250,000   |
|                               | 606381                  | ARLINGTON- BELMONT- HIGHWAY LIGHTING REPAIR & MAINTENANCE ON ROUTE 2  | 4                     | STP                   | \$ | 5,750,000              | \$  | 4,600,000                    | \$ 1,15                | 50,000 | AC Year 1 of 2; Total Cost = \$9,450,000   |
|                               |                         | Statewide Infra   | structure Pr          | rogram Subtotal >     | \$ | 7,000,000              | \$  | 5,600,000                    | \$ 1,40                | 00,000 | ■ 80% Federal + 20% Non-Federal  |
| Statewide HSIP P              | rogram                  |   |                       |                       |    |                        |     |                              |                        |        |  |
|                               | 607748                  | ACTON- INTERSECTION & SIGNAL IMPROVEMENTS<br>ON SR 2 & SR 111 (MASSACHUSETTS AVENUE) AT<br>PIPER ROAD & TAYLOR ROAD | 3                     | HSIP                  | \$ | 1,500,000              | \$  | 1,350,000                    | \$ 15                  | 50,000 |  |
|                               | 607761                  | SWAMPSCOTT- INTERSECTION & SIGNAL<br>IMPROVEMENTS AT SR 1A (PARADISE ROAD) AT<br>SWAMPSCOTT MALL                    | 4                     | HSIP                  | \$ | 550,000                | \$  | 495,000                      | \$ 5                   | 55,000 |  |
|                               |                         |   | ı<br>ide HSIP Pr      | <br>rogram Subtotal ▶ | \$ | 2,050,000              | \$  | 1,845,000                    | \$ 20                  | 5,000  | ■ 90% Federal + 10% Non-Federal  |

|                                      | on Region MP  | O Transportation Improvement Program   |  |   |  |  |                            | 30/2015 Endo<br>05/2016 Prop  |  | raft Amendme  | nt Four  |
|--------------------------------------|---|--|--|---|--|--|----------------------------|---|--|---|--|
|                                      |   |  |  |   | Tota                                   |  |                            | •   |  |   |  |
| mendment/<br>djustment Type ▼        | MassDOT<br>Proiect ID ▼   | MassDOT  | MassDOT  | Funding<br>Source ▼   | _                                      | grammed<br>ds ▼  | Fed                        | leral Funds   | Non-F  | ederal  | Additional Information ▼   |
| ajustment Type V                     | Project ID V  | Project Description ▼  | DISTRICT ¥   | Source ▼  | Fune                                   | as ▼   | •                          |   | runas  | 5 <b>V</b>  | Information ▼  |
| Statewide Safe R                     | outes to School   | s Program  |  |   |  |  |                            |   |  |   |  |
|                                      |   | No Projects Programmed   |  |   | \$                                     | -  | \$                         | -   | \$   | -   | Funding Split Varies by Funding Source   |
|                                      |   | Statewide Safe Routes  | to Schools Pi  | rogram Subtotal ▶   | \$                                     | -  | \$                         | -   | \$   | -   | ■ Funding Split Varies by Funding Source   |
| 04-4                                 |   |  |  |   |  |  |                            |   |  |   |  |
| Statewide CMAQ                       | 607329  | WAKEFIELD- LYNNFIELD- RAIL TRAIL EXTENSION   | . 4  | CMAQ  | \$                                     | 7,662,854  | \$                         | 6,130,283   | s  | 1,532,571   |  |
|                                      | 007.020   | FROM THE GALVIN MIDDLE SCHOOL TO   | '   '  | J 1Q  | Ψ.                                     | .,002,00   | *                          | 0,100,200   | •  | .,002,0   |  |
|                                      |   | LYNNFIELD/PEABODY T.L.   |  |   |  |  |                            |   |  |   |  |
|                                      | 606223  | ACTON- CONCORD- BRUCE FREEMAN RAIL TRAIL   | . 3  | CMAQ  | \$                                     | 6,230,016  | \$                         | 4,984,013   | \$   | 1,246,003   |  |
|                                      |   | CONSTRUCTION (PHASE II-B)  |  |   |  |  |                            |   |  |   |  |
|                                      | 607732  | FRAMINGHAM- NATICK- COCHITUATE RAIL TRAIL  | 3  | CMAQ  | \$                                     | 5,859,926  | \$                         | 4,687,941   | \$   | 1,171,985   |  |
|                                      |   | CONSTRUCTION INCLUDING PEDESTRIAN BRIDG N-03-014, OVER ROUTE 9 & BRIDGE OVER ROUTE   | ,  |   |  |  |                            |   |  |   |  |
|                                      |   | 30   | •  |   |  |  |                            |   |  |   |  |
|                                      | -   | 1.5 -  | S  | tatewide CMAQ >   | \$                                     | 19,752,796   | \$                         | 15,802,237  | \$   | 3,950,559   | ■ 80% Federal + 20% Non-Federal  |
|                                      |   |  |  |   |  |  |                            |   |  |   |  |
| Statewide Transpo                    | ortation Enhanc   |  |  | 1   | l e                                    |  | 1                          |   | ı  |   | I  |
|                                      |   | No Projects Programmed Statewide Transport   | ation Enhance  | ments Subtotal ►  | \$                                     | -  | \$                         | <u>-</u>  | \$   | <u> </u>  | ■ 80% Federal + 20% Non-Federal  |
|                                      |   | Glatewide Transport  |  | ments oubtotal P  | Ψ                                      |  | Ψ                          |   | Ψ  |   | 4 00 /01 cdclai · 20 /0 Noil-i cdclai  |
| Statewide ITS                        |   |  |  |   |  |  |                            |   |  |   |  |
|                                      |   |  |  |   |  |  |                            |   |  |   |  |
|                                      |   | No Projects Programmed   |  |   | \$                                     | -  |                            | -   |  | -   |  |
|                                      |   | No Projects Programmed   | Statewi  | de ITS Subtotal ▶   |  | -  | \$                         | -   | \$   | -   | ■ 80% Federal + 20% Non-Federal  |
|                                      | to Maintanana   |  | Statewi  | de ITS Subtotal ▶   |  |  | \$                         |   | \$   |   | ■ 80% Federal + 20% Non-Federal  |
|                                      |   | Program  |  |   | \$                                     | -  |                            | -   |  | -   | ■ 80% Federal + 20% Non-Federal  |
|                                      | ate Maintenance   | Program   READING-WAKEFIELD- INTERSTATE  | Statewi<br>4   | de ITS Subtotal ►   |  |  | \$                         |   |  |   | ■ 80% Federal + 20% Non-Federal  |
|                                      |   | Program  READING-WAKEFIELD- INTERSTATE  MAINTENANCE RESURFACING AND RELATED  WORK ON I-95  | 4  | NHPP  | \$                                     | 4,037,488  | \$                         | 3,633,739   | \$   | 403,749   |  |
|                                      |   | Program  READING-WAKEFIELD- INTERSTATE  MAINTENANCE RESURFACING AND RELATED  | 4  | NHPP  | \$                                     | -  | \$                         | -   | \$   | 403,749   | ■ 80% Federal + 20% Non-Federal ■ 90% Federal + 10% Non-Federal  |
|                                      |   | Program  READING-WAKEFIELD- INTERSTATE  MAINTENANCE RESURFACING AND RELATED  WORK ON I-95  | 4  | NHPP  | \$                                     | 4,037,488  | \$                         | 3,633,739   | \$   | 403,749   |  |
| Statewide Intersta                   | 608219  | Program  READING-WAKEFIELD- INTERSTATE  MAINTENANCE RESURFACING AND RELATED  WORK ON I-95  Statewide Interstate M  | 4  | NHPP  | \$                                     | 4,037,488  | \$                         | 3,633,739   | \$   | 403,749   |  |
| Statewide Intersta                   | 608219  | Program  READING-WAKEFIELD- INTERSTATE  MAINTENANCE RESURFACING AND RELATED  WORK ON I-95  Statewide Interstate M  | 4  | NHPP  | \$                                     | 4,037,488<br>4,037,488   | \$                         | 3,633,739   | \$   | 403,749   |  |
| - Statewide Intersta                 | 608219  | Program  READING-WAKEFIELD- INTERSTATE  MAINTENANCE RESURFACING AND RELATED  WORK ON I-95  Statewide Interstate M  | 4<br>aintenance Pr   | NHPP ogram Subtotal ▶                                       | \$                                     | 4,037,488<br>4,037,488   | \$                         | 3,633,739   | \$   | 403,749   |  |
| - Statewide Intersta                 | 608219  | Program  READING-WAKEFIELD- INTERSTATE MAINTENANCE RESURFACING AND RELATED WORK ON I-95  Statewide Interstate M  TAMPER OF THE TRANSPORT OF TH | 4<br>aintenance Pr   | NHPP ogram Subtotal ▶                                       | \$                                     | 4,037,488<br>4,037,488   | \$                         | 3,633,739   | \$   | 403,749   | ■ 90% Federal + 10% Non-Federal  |
| - Statewide Intersta                 | eservation Prog<br>608069<br>605608                                     | Program  READING-WAKEFIELD- INTERSTATE MAINTENANCE RESURFACING AND RELATED WORK ON I-95  Statewide Interstate M  MARSHFIELD PEMBROKE NORWELL HANOVER ROCKLAND HINGHAM RESURFACING ON RT 3  DEDHAM - RESURFACING AND RELATED WORK ON ROUTE 109  | aintenance Pr  | NHPP  ogram Subtotal ▶  NHPP                                | \$ \$                                  | 4,037,488<br>4,037,488<br>17,586,720<br>2,523,312  | \$ \$                      | 3,633,739<br>3,633,739<br>14,069,376<br>2,018,650   | \$ \$  | 403,749<br>403,749<br>3,517,344<br>504,662                                      | ■ 90% Federal + 10% Non-Federal  |
| Statewide Intersta                   | eservation Prog   | Program  READING-WAKEFIELD- INTERSTATE MAINTENANCE RESURFACING AND RELATED WORK ON I-95  Statewide Interstate M  MARSHFIELD PEMBROKE NORWELL HANOVER ROCKLAND HINGHAM RESURFACING ON RT 3  DEDHAM - RESURFACING AND RELATED WORK ON ROUTE 109  SAUGUS-RESURFACING AND RELATED WORK OF  | aintenance Pr  | NHPP ogram Subtotal ▶                                       | \$ \$                                  | 4,037,488<br>4,037,488<br>17,586,720   | \$                         | 3,633,739<br>3,633,739<br>14,069,376  | \$ \$  | 403,749   | ■ 90% Federal + 10% Non-Federal  |
| - Statewide Intersta                 | eservation Prog<br>608069<br>605608<br>608008                           | Program  READING-WAKEFIELD- INTERSTATE MAINTENANCE RESURFACING AND RELATED WORK ON I-95  Statewide Interstate M  Fram+  MARSHFIELD PEMBROKE NORWELL HANOVER ROCKLAND HINGHAM RESURFACING ON RT 3  DEDHAM - RESURFACING AND RELATED WORK ON ROUTE 109  SAUGUS-RESURFACING AND RELATED WORK ON ROUTE 1   | aintenance Pi  | NHPP  NHPP  NHPP  | \$ \$                                  | 4,037,488<br>4,037,488<br>17,586,720<br>2,523,312<br>10,597,910                            | \$ \$                      | 3,633,739<br>3,633,739<br>14,069,376<br>2,018,650<br>8,478,328                            | \$ \$  | 403,749<br>403,749<br>3,517,344<br>504,662<br>2,119,582                         | ■ 90% Federal + 10% Non-Federal  |
| - Statewide Intersta                 | eservation Prog<br>608069<br>605608                                     | Program  READING-WAKEFIELD- INTERSTATE MAINTENANCE RESURFACING AND RELATED WORK ON I-95  Statewide Interstate M  MARSHFIELD PEMBROKE NORWELL HANOVER ROCKLAND HINGHAM RESURFACING ON RT 3  DEDHAM - RESURFACING AND RELATED WORK ON ROUTE 109  SAUGUS-RESURFACING AND RELATED WORK ON ROUTE 1  CONCORD - RESURFACING AND RELATED WORK  | aintenance Pi  | NHPP  ogram Subtotal ▶  NHPP                                | \$ \$                                  | 4,037,488<br>4,037,488<br>17,586,720<br>2,523,312  | \$ \$                      | 3,633,739<br>3,633,739<br>14,069,376<br>2,018,650   | \$ \$  | 403,749<br>403,749<br>3,517,344<br>504,662                                      | ■ 90% Federal + 10% Non-Federal  |
| Statewide Intersta                   | eservation Prog<br>608069<br>605608<br>608008                           | Program  READING-WAKEFIELD- INTERSTATE MAINTENANCE RESURFACING AND RELATED WORK ON I-95  Statewide Interstate M  MARSHFIELD PEMBROKE NORWELL HANOVER ROCKLAND HINGHAM RESURFACING ON RT 3  DEDHAM - RESURFACING AND RELATED WORK ON ROUTE 109  SAUGUS-RESURFACING AND RELATED WORK ON ROUTE 1  CONCORD - RESURFACING AND RELATED WORK ON ROUTE 2   | aintenance Pr  | NHPP  NHPP  NHPP  | \$ \$ \$ \$ \$ \$ \$ \$                | -<br>4,037,488<br>4,037,488<br>17,586,720<br>2,523,312<br>10,597,910<br>1,784,160          | \$ \$ \$                   | 3,633,739<br>3,633,739<br>14,069,376<br>2,018,650<br>8,478,328<br>1,427,328               | \$ \$ \$   | 403,749<br>403,749<br>3,517,344<br>504,662<br>2,119,582<br>356,832              | ■ 90% Federal + 10% Non-Federal  |
| - Statewide Intersta                 | eservation Prog<br>608069<br>605608<br>608008                           | Program  READING-WAKEFIELD- INTERSTATE MAINTENANCE RESURFACING AND RELATED WORK ON I-95  Statewide Interstate M  MARSHFIELD PEMBROKE NORWELL HANOVER ROCKLAND HINGHAM RESURFACING ON RT 3  DEDHAM - RESURFACING AND RELATED WORK ON ROUTE 109  SAUGUS-RESURFACING AND RELATED WORK ON ROUTE 1  CONCORD - RESURFACING AND RELATED WORK ON ROUTE 2   | aintenance Pr  | NHPP  NHPP  NHPP  NHPP                                      | \$ \$ \$ \$ \$ \$ \$ \$                | -<br>4,037,488<br>4,037,488<br>17,586,720<br>2,523,312<br>10,597,910<br>1,784,160          | \$ \$ \$                   | 3,633,739<br>3,633,739<br>14,069,376<br>2,018,650<br>8,478,328<br>1,427,328               | \$ \$ \$   | 403,749<br>403,749<br>3,517,344<br>504,662<br>2,119,582<br>356,832              | ■ 90% Federal + 10% Non-Federal  NHSPP+Stormwater Total Cost = \$2,739,3                                   |
| Statewide Intersta                   | eservation Prog<br>608069<br>605608<br>608008                           | Program  READING-WAKEFIELD- INTERSTATE MAINTENANCE RESURFACING AND RELATED WORK ON I-95  Statewide Interstate M  MARSHFIELD PEMBROKE NORWELL HANOVER ROCKLAND HINGHAM RESURFACING ON RT 3  DEDHAM - RESURFACING AND RELATED WORK ON ROUTE 109  SAUGUS-RESURFACING AND RELATED WORK ON ROUTE 1  CONCORD - RESURFACING AND RELATED WORK ON ROUTE 2  Statewide NHS P  | aintenance Pr  | NHPP  NHPP  NHPP  NHPP                                      | \$<br>\$<br>\$<br>\$<br>\$             | -<br>4,037,488<br>4,037,488<br>17,586,720<br>2,523,312<br>10,597,910<br>1,784,160          | \$ \$ \$                   | 3,633,739<br>3,633,739<br>14,069,376<br>2,018,650<br>8,478,328<br>1,427,328               | \$ \$ \$   | 403,749<br>403,749<br>3,517,344<br>504,662<br>2,119,582<br>356,832              | ■ 90% Federal + 10% Non-Federal  NHSPP+Stormwater Total Cost = \$2,739,3                                   |
| Statewide Intersta                   | eservation Prog<br>608069<br>605608<br>608008                           | Program  READING-WAKEFIELD- INTERSTATE MAINTENANCE RESURFACING AND RELATED WORK ON I-95  Statewide Interstate M  ram+  MARSHFIELD PEMBROKE NORWELL HANOVER ROCKLAND HINGHAM RESURFACING ON RT 3  DEDHAM - RESURFACING AND RELATED WORK ON ROUTE 109  SAUGUS-RESURFACING AND RELATED WORK ON ROUTE 1  CONCORD - RESURFACING AND RELATED WORK ON ROUTE 2  Statewide NHS P  | aintenance Property of the second sec | NHPP  NHPP  NHPP  NHPP  NHPP  NHPP  Ogram Subtotal ▶        | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$          | 4,037,488<br>4,037,488<br>17,586,720<br>2,523,312<br>10,597,910<br>1,784,160<br>32,492,102 | \$ \$ \$                   | 3,633,739 3,633,739 14,069,376 2,018,650 8,478,328 1,427,328 25,993,682                   | \$ \$ \$ \$ \$ \$ \$ \$ \$                               | 403,749<br>403,749<br>3,517,344<br>504,662<br>2,119,582<br>356,832<br>6,498,420 | ■ 90% Federal + 10% Non-Federal  NHSPP+Stormwater Total Cost = \$2,739,3  ■ 80% Federal + 20% Non-Federal  |
| Statewide Intersta Statewide NHS Pro | eservation Prog<br>608069<br>605608<br>608008                           | Program  READING-WAKEFIELD- INTERSTATE MAINTENANCE RESURFACING AND RELATED WORK ON I-95  Statewide Interstate M  ram+  MARSHFIELD PEMBROKE NORWELL HANOVER ROCKLAND HINGHAM RESURFACING ON RT 3  DEDHAM - RESURFACING AND RELATED WORK ON ROUTE 109  SAUGUS-RESURFACING AND RELATED WORK ON ROUTE 1  CONCORD - RESURFACING AND RELATED WORK ON ROUTE 2  Statewide NHS P  | aintenance Property of the second sec | NHPP  NHPP  NHPP  NHPP                                      | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$          | -<br>4,037,488<br>4,037,488<br>17,586,720<br>2,523,312<br>10,597,910<br>1,784,160          | \$ \$ \$                   | 3,633,739<br>3,633,739<br>14,069,376<br>2,018,650<br>8,478,328<br>1,427,328<br>25,993,682 | \$ \$ \$   | 403,749<br>403,749<br>3,517,344<br>504,662<br>2,119,582<br>356,832              | ■ 90% Federal + 10% Non-Federal  NHSPP+Stormwater Total Cost = \$2,739,3                                   |
| Statewide Intersta                   | eservation Prog<br>608069<br>605608<br>608008<br>608220                 | Program  READING-WAKEFIELD- INTERSTATE MAINTENANCE RESURFACING AND RELATED WORK ON I-95  Statewide Interstate M  ram+  MARSHFIELD PEMBROKE NORWELL HANOVER ROCKLAND HINGHAM RESURFACING ON RT 3  DEDHAM - RESURFACING AND RELATED WORK ON ROUTE 109  SAUGUS-RESURFACING AND RELATED WORK ON ROUTE 1  CONCORD - RESURFACING AND RELATED WORK ON ROUTE 2  Statewide NHS P  | aintenance Property of the second sec | NHPP  NHPP  NHPP  NHPP  NHPP  NHPP  Ogram Subtotal ▶        | \$<br>\$<br>\$<br>\$<br>\$             | 4,037,488<br>4,037,488<br>17,586,720<br>2,523,312<br>10,597,910<br>1,784,160<br>32,492,102 | \$ \$ \$                   | 3,633,739 3,633,739 14,069,376 2,018,650 8,478,328 1,427,328 25,993,682                   | \$ \$ \$ \$ \$ \$ \$ \$ \$                               | 403,749<br>403,749<br>3,517,344<br>504,662<br>2,119,582<br>356,832<br>6,498,420 | ■ 90% Federal + 10% Non-Federal  NHSPP+Stormwater Total Cost = \$2,739,3                                   |
| Statewide Intersta                   | eservation Prog<br>608069<br>605608<br>608008<br>608220                 | Program  READING-WAKEFIELD- INTERSTATE MAINTENANCE RESURFACING AND RELATED WORK ON I-95  Statewide Interstate M  ram+  MARSHFIELD PEMBROKE NORWELL HANOVER ROCKLAND HINGHAM RESURFACING ON RT 3  DEDHAM - RESURFACING AND RELATED WORK ON ROUTE 109  SAUGUS-RESURFACING AND RELATED WORK ON ROUTE 1  CONCORD - RESURFACING AND RELATED WORK ON ROUTE 2  Statewide NHS P  | aintenance Property of the second sec | NHPP  NHPP  NHPP  NHPP  NHPP  NHPP  Ogram Subtotal ▶        | \$<br>\$<br>\$<br>\$<br>\$             | 4,037,488<br>4,037,488<br>17,586,720<br>2,523,312<br>10,597,910<br>1,784,160<br>32,492,102 | \$<br>\$<br>\$<br>\$<br>\$ | 3,633,739  3,633,739  14,069,376  2,018,650  8,478,328  1,427,328  25,993,682             | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$                      | 403,749<br>403,749<br>3,517,344<br>504,662<br>2,119,582<br>356,832<br>6,498,420 | ■ 90% Federal + 10% Non-Federal  NHSPP+Stormwater Total Cost = \$2,739,3                                   |
| ►Statewide Intersta                  | eservation Prog<br>608069<br>605608<br>608008<br>608220<br>de Crossings | Program  READING-WAKEFIELD- INTERSTATE MAINTENANCE RESURFACING AND RELATED WORK ON I-95  Statewide Interstate M  ram+  MARSHFIELD PEMBROKE NORWELL HANOVER ROCKLAND HINGHAM RESURFACING ON RT 3  DEDHAM - RESURFACING AND RELATED WORK ON ROUTE 109  SAUGUS-RESURFACING AND RELATED WORK ON ROUTE 1  CONCORD - RESURFACING AND RELATED WORK ON ROUTE 2  Statewide NHS P  | aintenance Property of the second of the sec | NHPP  NHPP  NHPP  NHPP  Ogram Subtotal ▶  ssings Subtotal ▶ | \$<br>\$<br>\$<br>\$<br>\$<br>\$<br>\$ | 4,037,488<br>4,037,488<br>17,586,720<br>2,523,312<br>10,597,910<br>1,784,160<br>32,492,102 | \$<br>\$<br>\$<br>\$<br>\$ | 3,633,739<br>3,633,739<br>14,069,376<br>2,018,650<br>8,478,328<br>1,427,328<br>25,993,682 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$                      | 403,749<br>403,749<br>3,517,344<br>504,662<br>2,119,582<br>356,832<br>6,498,420 | ■ 90% Federal + 10% Non-Federal  NHSPP+Stormwater Total Cost = \$2,739,3                                   |
| Statewide Intersta                   | eservation Prog<br>608069<br>605608<br>608008<br>608220<br>de Crossings | Program  READING-WAKEFIELD- INTERSTATE MAINTENANCE RESURFACING AND RELATED WORK ON I-95  Statewide Interstate M  ram+  MARSHFIELD PEMBROKE NORWELL HANOVER ROCKLAND HINGHAM RESURFACING ON RT 3  DEDHAM - RESURFACING AND RELATED WORK ON ROUTE 109  SAUGUS-RESURFACING AND RELATED WORK ON ROUTE 1  CONCORD - RESURFACING AND RELATED WORK ON ROUTE 2  Statewide NHS P  No Projects Programmed  Statewide I   | aintenance Property of the second of the sec | NHPP  NHPP  NHPP  NHPP  Ogram Subtotal ▶  ssings Subtotal ▶ | \$<br>\$<br>\$<br>\$<br>\$<br>\$<br>\$ | 4,037,488<br>4,037,488<br>17,586,720<br>2,523,312<br>10,597,910<br>1,784,160<br>32,492,102 | \$<br>\$<br>\$<br>\$<br>\$ | 3,633,739  3,633,739  14,069,376  2,018,650  8,478,328  1,427,328  25,993,682             | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 403,749<br>403,749<br>3,517,344<br>504,662<br>2,119,582<br>356,832<br>6,498,420 | ■ 90% Federal + 10% Non-Federal  NHSPP+Stormwater Total Cost = \$2,739,3°  ■ 80% Federal + 20% Non-Federal |

| 2018 Bost   | on Region MP              | O Transportation Improvement Program   |                       |   |  | 07/30/2015 Endo                 | orsed<br>osed Draft Amendme                  | ent Four  |
|---|---------------------------|--|-----------------------|---|--|---------------------------------|--|---|
| Amendment/  | MassDOT<br>Project ID ▼   | MassDOT Project Description ▼  | MassDOT<br>District ▼ |   | Total<br>Programmed<br>Funds ▼   | Federal Funds ▼                 |  | Additional<br>Information ▼   |
| Statewide ADA In  | anlamentation Bla         | an   |                       |   |  |                                 |  |   |
| Statewide ADA III   | ipiementation Fi          | No Projects Programmed   |                       |   | \$ -   | _                               | _  |   |
|   |                           |  | Implementatio         | ⊥<br>n Plan Subtotal ▶  |  | \$ -                            | \$ -   | ■ 80% Federal + 20% Non-Federal   |
|   |                           |  | ,                     |   | *  | 1 7                             | 1 *  |   |
| Other Statewide   | tems                      |  |                       |   |  |                                 |  |   |
|   |                           | ABP GANS Repayment   |                       |   | - \$   | -                               | -  |   |
|   |                           | Award Adjustments, Change Orders, Project Value                                      |                       |   | \$ -   | _                               | _  |   |
|   |                           | Changes, Etc.  |                       |   |  |                                 |  |   |
|   |                           | DBEs, FAPO, Pavement Lab Retrofits, and Misc.  |                       |   | \$ -   | _                               | _  |   |
|   |                           | Programs   |                       |   |  |                                 |  |   |
|   |                           | Planning   |                       |   | \$ -   | -                               | -  |   |
|   |                           | Statewide Design and Right of Way  |                       |   | \$ -   | -                               | -  |   |
|   |                           | Statewide Recreational Trails  |                       |   | \$ -   | -                               | -  |   |
|   |                           | С  | Other Statewide       | Items Subtotal ▶  | \$ -   | \$ -                            | \$ -   | ■ Funding Split Varies by Funding Source  |
| Section 2A / Non-   | Federal Projects          |  | Other Statewide       | Items Subtotal >  | \$ -   | \$ -                            | \$ -   | ■ Funding Split Varies by Funding Source  |
|   | Federal Projects          |  | Other Statewide       |   |  |                                 | \$ -   |   |
|   | Federal Projects          |  | Other Statewide       | Items Subtotal ▶  | \$ 9,000,000   |                                 | \$ 9,000,000                                 |   |
|   |                           |  | N/A                   |   | \$ 9,000,000   |                                 | \$ 9,000,000                                 |   |
| Non Federal Aid   | 1568                      | FAIRMOUNT IMPROVEMENTS   | N/A                   | NFA   | \$ 9,000,000   |                                 | \$ 9,000,000                                 | Lists cash flows (based on state fiscal year  |
| Non Federal Aid  Section 2B / Non-                                    | 1568<br>-Federal Bridge P | FAIRMOUNT IMPROVEMENTS  Projects   | N/A                   | NFA   | \$ 9,000,000   |                                 | \$ 9,000,000                                 | Lists cash flows (based on state fiscal year  |
| Non Federal Aid  Section 2B / Non-                                    | 1568<br>-Federal Bridge P | FAIRMOUNT IMPROVEMENTS  Projects   | N/A                   | NFA   | \$ 9,000,000   |                                 | \$ 9,000,000                                 | Lists cash flows (based on state fiscal year  |
| Non Federal Aid Section 2B / Non-                                     | 1568<br>-Federal Bridge P | FAIRMOUNT IMPROVEMENTS  Projects  Projects   | N/A<br>Non-Fede       | NFA<br>eral Aid Subtotal▶   | \$ 9,000,000   |                                 | \$ 9,000,000                                 | Lists cash flows (based on state fiscal year  |
| Non Federal Aid  Section 2B / Non- Section 2B / Non-                  | 1568<br>-Federal Bridge P | FAIRMOUNT IMPROVEMENTS  Projects Projects No Projects Programmed Section 2B / Non-Fe | N/A<br>Non-Fede       | NFA<br>eral Aid Subtotal▶   | \$ 9,000,000<br>\$ 9,000,000<br>\$ -<br>\$ -   |                                 | \$ 9,000,000<br>\$ 9,000,000<br>\$ -<br>\$ - | Lists cash flows (based on state fiscal yea  ■100% Non-Federal  |
| Section 2A / Non- Non Federal Aid Section 2B / Non- Section 2B / Non- | 1568<br>-Federal Bridge P | FAIRMOUNT IMPROVEMENTS  Projects  No Projects Programmed                             | N/A<br>Non-Fede       | NFA<br>eral Aid Subtotal▶   | \$ 9,000,000<br>\$ 9,000,000<br>\$ -<br>\$ -   |                                 | \$ 9,000,000                                 | Lists cash flows (based on state fiscal yea  ■100% Non-Federal  |
| Non Federal Aid Section 2B / Non-                                     | 1568<br>-Federal Bridge P | FAIRMOUNT IMPROVEMENTS  Projects Projects No Projects Programmed Section 2B / Non-Fe | N/A<br>Non-Fede       | NFA   NFA    VFA    VF | \$ 9,000,000 \$ 9,000,000  \$ - \$ - \$ - \$ - \$ - \$ - \$ -  | TIP Section 2: ▼ \$ 9,000,000   | \$ 9,000,000 \$ 9,000,000  \$                | Lists cash flows (based on state fiscal ye.  ◀100% Non-Federal  ◀100% Non-Federal  ◀ Total Spending in Region |
| Non Federal Aid  Section 2B / Non- Section 2B / Non-                  | 1568<br>-Federal Bridge P | FAIRMOUNT IMPROVEMENTS  Projects Projects No Projects Programmed Section 2B / Non-Fe | N/A<br>Non-Fede       | NFA  NFA  rojects Subtotal ▶  | \$ 9,000,000<br>\$ 9,000,000<br>\$ -<br>\$ -<br>\$ -<br>\$ -<br>\$ -<br>\$ -<br>\$ 252,140,075<br>\$ 202,613,928 | TIP Section 2:  ▼  \$ 9,000,000 | \$ 9,000,000 \$ 9,000,000  \$                | Lists cash flows (based on state fiscal ye  ■100% Non-Federal  ■100% Non-Federal                              |

701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Projects / 701 CMR 7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public works Project that is performed within the limits of, or that impact traffic on, any Public Road. The Municipal Limitation referenced in this Regulation is applicable only to projects where the Municipality is the Awarding Authority. For all projects contained in the TIP, the Commonwealth is the Awarding Authority. Therefore, all projects must be considered and implemented in accordance with 701 CMR 7.00 is applicable to its project and design and construction will be fully compliant with this Regulation. This information, and additional information relative to guidance and implementation of the Regulation can be found at the following link on the MassDOT Highway Division website: http://www.massdot.state.ma.us/Highway/flaggers/main.aspx

|           | Regional    |               |                  |         |          | ——— Sta | ate Match Sour | rces — |       |             |        |              |
|-----------|-------------|---------------|------------------|---------|----------|---------|----------------|--------|-------|-------------|--------|--------------|
| FTA       | Transit     | Project       | Earmark          | Federal |          |         |                |        |       | Local Funds | Total  | Additional   |
| Program ▼ | Authority ▼ | Description ▼ | Details <b>▼</b> | Funds ▼ | RTACAP ▼ | MAP ▼   | ICB ▼          | TDC ▼  | SCA ▼ | ▼           | Cost ▼ | Information▼ |

Indicates a change in project cost

Indicates removed from TIP (cost not reflected in total)

Indicates a project moved in from another TIP element

Indicates a project moved out to another TIP element (cost not reflected in total)

Indicates a new addition to the TIP (action taken as denoted)

Indicates a new funding category

|      | 1      |                         |               |    |             |          |         |    |   |    |   |    |   | ,   |         |              |            |    |             |   |
|------|--------|-------------------------|---------------|----|-------------|----------|---------|----|---|----|---|----|---|-----|---------|--------------|------------|----|-------------|---|
|      |        | PREVENTIVE              |               |    |             |          |         |    |   |    |   |    |   |     |         |              |            |    |             | ı |
| 5307 | MBTA   | MAINTENANCE             |               | \$ | 12,000,000  | \$       | -       | \$ | - | \$ | - | \$ | - | \$  | -       | \$           | 3,000,000  | \$ | 15,000,000  | ı |
| 5307 | MBTA   | Systems Upgrades        |               | \$ | 58,685,516  | \$       | -       | \$ | - | \$ | - | \$ | - | \$  | -       | \$           | 14,671,379 | \$ | 73,356,895  | 1 |
|      |        | PREVENTIVE              |               |    |             |          |         |    |   |    |   |    |   |     |         |              |            |    |             |   |
| 5307 | CATA   | MAINTENANCE             | 2017          | \$ | 400,000     | \$       | -       | \$ | - | \$ | - | \$ | - | \$  | -       | \$           | 100,000    | \$ | 500,000     | i |
|      |        | ACQUIRE - SHOP          |               |    |             |          |         |    |   |    |   |    |   |     |         |              |            |    |             |   |
| 5307 | CATA   | EQ/SOFTWARE MAINT       | 2017          | \$ | 28,000      | \$       | 7,000   | \$ | - | \$ | - | \$ | - | \$  | -       | \$           | -          | \$ | 35,000      | 1 |
|      |        | ACQUIRE - MISC          |               |    |             |          |         |    |   |    |   |    |   |     |         |              |            |    |             |   |
| 5307 | CATA   | SUPPORT EQUIPMENT       | 2017          | \$ | 60,744      | \$       | 15,186  | \$ | - | \$ | - | \$ | - | \$  | -       | \$           | -          | \$ | 75,930      | i |
|      |        | ACQUIRE - SHOP          |               |    |             |          |         |    |   |    |   |    |   |     |         |              |            |    |             |   |
| 5307 | CATA   | EQUIPMENT               | 2017          | \$ | 52,000      | \$       | 13,000  | \$ | - | \$ | - | \$ | - | \$  | -       | \$           | -          | \$ | 65,000      | 1 |
|      |        | TERMINAL,               |               |    |             |          |         |    |   |    |   |    |   |     |         |              |            |    |             |   |
| 5307 | MWRTA  | INTERMODAL (TRANSIT)    |               | \$ | 150,000     | \$       | 37,500  | \$ | - | \$ | - | \$ | - | \$  | -       | \$           | -          | \$ | 187,500     | 1 |
|      |        | ACQUISITION OF BUS      |               |    |             |          |         |    |   |    |   |    |   |     |         |              |            |    |             |   |
|      |        | SUPPORT                 |               |    |             |          |         |    |   |    |   |    |   |     |         |              |            |    |             | i |
| 5307 | MWRTA  | EQUIP/FACILITIES        |               | \$ | 248,519     | \$       | 62,104  | \$ | - | \$ | - | \$ | - | \$  | -       | \$           | -          | \$ | 310,623     | 1 |
|      |        | NON FIXED ROUTE ADA     |               |    |             |          |         |    |   |    |   |    |   |     |         |              |            |    |             |   |
| 5307 | MWRTA  | PARA SERV               |               | \$ | 1,300,000   | \$       | -       | \$ | - | \$ | - | \$ | - | \$  | 325,000 | \$           | -          | \$ | 1,625,000   | i |
| 5307 | MWRTA  | Mobility Management     |               | \$ | 25,000      | \$       | 6,250   | \$ | - | \$ | - | \$ | - | \$  | -       | \$           | -          | \$ | 31,250      |   |
|      |        | 53                      | 07 Subtotal ▶ | \$ | 72,949,779  | \$       | 141,040 | \$ | - | \$ |   | \$ |   | \$  | 325,000 | \$           | 17,771,379 | \$ | 91,187,198  |   |
|      |        |                         |               |    |             | 1 -      | ,       |    |   |    |   |    |   | 1 - | ,       | 1 -          | , ,        |    | , ,         | ı |
| 5337 | MBTA   | Bridge & Tunnel Program |               | \$ | 60,000,000  | \$       | _       | \$ | _ | \$ | - | \$ | _ | \$  | _       | \$           | 15,000,000 | \$ | 75.000.000  |   |
| 5337 | MBTA   | Systems Upgrades        |               | \$ | 61,190,546  | <u> </u> | _       | \$ |   | \$ |   | \$ |   | \$  |         | <u> </u>     | 15,297,637 |    | 76,488,183  |   |
|      |        | , 10                    | 37 Subtotal ▶ |    | 121,190,546 | -        |         | \$ | - | \$ |   | \$ | - | \$  | -       | <u> </u>     | 30,297,637 |    | 151,488,183 |   |
|      |        | 00                      | or oubtotui P | Ψ  | 121,130,040 | Ψ        |         | Ψ  |   | Ψ  |   | Ψ  |   | ĮΨ  |         | Ψ            | 00,201,001 | Ψ  | 101,400,100 | ļ |
| 5339 | MBTA   | Systems Upgrades        |               | \$ | 5,287,027   | Ф        |         | \$ |   | \$ |   | \$ |   | \$  |         | \$           | 1,321,757  | ¢  | 6,608,784   |   |
| 5559 | IVIDTA | 1.                      | 00 0          |    | , ,         |          | -       | -  |   |    | - |    | - |     |         | <del>-</del> |            |    |             |   |
|      |        | 53                      | 39 Subtotal ▶ | \$ | 5,287,027   | Þ        | -       | \$ | - | \$ | - | \$ | - | \$  | -       | \$           | 1,321,757  | Þ  | 6,608,784   |   |
|      |        | 11.5 : (5               | T             | _  |             | _        |         | _  |   |    |   |    |   | 1 - |         |              |            |    |             |   |
| 5310 |        | No Projects Programmed  |               | \$ | -           | \$       | -       | \$ | - | \$ | - | \$ | - | \$  | -       | \$           | -          | \$ | -           |   |
|      |        | 53                      | 10 Subtotal ► | \$ | -           | \$       | -       | \$ | - | \$ | - | \$ | - | \$  | -       | \$           | -          | \$ | -           |   |

|                                | Regional                            |                               | Carryover or     |                        |                |      | st       | ate Mat | ch Sour       | ces  |               |      |           |                |        |                 |                  |   |
|--------------------------------|-------------------------------------|-------------------------------|------------------|------------------------|----------------|------|----------|---------|---------------|------|---------------|------|-----------|----------------|--------|-----------------|------------------|---|
| FTA                            | Transit                             | Project                       | Earmark          | Federal                | RTACAP         |      | //AP ▼   | ICB ▼   | ,             | TDO  |               | SCA  | _         | Local F        | unds   | Tot             |                  | Additional<br>Information ▼                 |
| Program ▼                      | Authority ▼                         | Description ▼                 | Details <b>▼</b> | Funds ▼                | RIACAP         | ▼ N  | IAP ▼    | ICB ¥   |               | יטון | <b>→</b> ▼    | SCA  | V         | V              |        | Cos             | ST ▼             | Information ▼                               |
|                                |                                     |                               |                  |                        |                |      |          |         |               |      |               |      |           |                |        |                 |                  | The Green Line                              |
|                                |                                     |                               |                  |                        |                |      |          |         |               |      |               |      |           |                |        |                 |                  | Extension project cash                      |
|                                |                                     |                               |                  |                        |                |      |          |         |               |      |               |      |           |                |        |                 |                  | flows began programming New Starts          |
|                                |                                     |                               |                  |                        |                |      |          |         |               |      |               |      |           |                |        |                 |                  | funding in FFY 2015.                        |
|                                |                                     |                               |                  |                        |                |      |          |         |               |      |               |      |           |                |        |                 |                  | \$1,270,262,000 of the                      |
|                                |                                     | GREEN LINE                    |                  |                        |                |      |          |         |               |      |               |      |           |                |        |                 |                  | \$1,992,243,000 project                     |
|                                |                                     | EXTENSION PROJECT-            |                  |                        |                |      |          |         |               |      |               |      |           |                |        |                 |                  | cost is programmed in FFYs 2016-19, and the |
|                                |                                     | EXTENSION TO                  |                  |                        |                |      |          |         |               |      |               |      |           |                |        |                 |                  | remaining funding will be                   |
|                                |                                     | COLLEGE AVENUE WITH THE UNION |                  |                        |                |      |          |         |               |      |               |      |           |                |        |                 |                  | included in future years                    |
| 5309                           | MBTA                                | SQUARE SPUR                   | N/A              | \$ 150,000,000         | \$             | - :  | \$ -     | \$      | _             | \$   | _             | \$   | _         | \$195.5        | 58 000 | \$              | 345,558,000      | of the TIP.                                 |
|                                | IND 17 C                            |                               | 309 Subtotal ▶   |                        |                |      | \$ -     | \$      | -             | \$   |               | \$   | -         | \$195,5        | ,      |                 | 345,558,000      |   |
|                                |                                     |                               |                  |                        | 1.             | 1    |          | 11 -    |               |      |               | 1 -  |           |                | ,      |                 |                  | ı   |
| SoGR                           |                                     | No Projects Programmed        |                  | \$ -                   | \$             |      | \$ -     | \$      | -             | \$   | -             | \$   | -         | \$             | -      | \$              | -                |   |
| Livability                     |                                     | No Projects Programmed        |                  | \$ -                   | \$             |      | \$ -     | \$      | -             | \$   | -             | \$   | -         | \$             | -      | \$              | -                |   |
| TIGER                          |                                     | No Projects Programmed        |                  | \$ -                   | \$             |      | \$ -     | \$      | -             | \$   | -             | \$   | -         | \$             | -      | \$              | -                |   |
|                                |                                     | Gra                           | nts Subtotal ▶   | \$ -                   | \$             | -  : | \$ -     | \$      | -             | \$   | -             | \$   | -         | \$             | -      | \$              | -                | I   |
|                                |                                     | BUY REPLACEMENT               |                  |                        |                |      |          |         |               |      |               |      |           |                |        |                 |                  |   |
| Other                          | CATA                                | TROLLEY BUS (2)               |                  | \$ -                   | \$ 900         | ,000 | \$ -     | \$      | _             | \$   | _             | \$   | _         | \$             | _      | \$              | 900,000          |   |
|                                |                                     |                               | her Subtotal ▶   | \$ -                   |                | ,000 |          | \$      | -             | \$   | -             | \$   | -         | \$             | -      | \$              | 900,000          |   |
|                                |                                     |                               | Tatalk           | \$ 349,427,352         | £ 4.044        | 040  | •        | \$      |               | \$   |               | \$   | 325,000   | £244.0         | 40 772 | •               | 595,742,165      |   |
|                                |                                     |                               | 10tai 🕨          | \$ 349,421,332         | <b>э 1,041</b> | ,040 | <b>.</b> | Þ       | •             | Ą    | -             | Þ    | 325,000   | <b>\$244,5</b> | 40,773 | Ą               | 595,742,165      | ļ   |
| Fiscal Consti                  | raint Analysis                      |                               |                  |                        |                |      |          |         |               |      |               |      |           |                |        |                 |                  |   |
| Federal                        |                                     |                               |                  |                        |                |      |          | State   |               |      |               |      |           |                |        |                 |                  |   |
| Funding                        | D                                   | A                             | /.               | / N =                  |                |      |          | Fundi   | -             | Pro  | grammed       |      | 1-1-1-    |                |        |                 |                  |   |
| Source ▼                       | Programmed ▼                        |                               |                  | /-) ▼                  | _              |      |          | Sourc   |               |      | 1 0 1 1 0 1 0 |      | lable ▼   | •              |        | <del>-/-)</del> |                  |   |
| FFY 17 / 5307                  | 7 \$ 72,949,779<br>7 \$ 121,190,546 |                               | \$ 63,988,248    | Available<br>Available | -              |      |          | -       | RTACAP<br>MAP |      | 1,041,040     | \$ 1 | ,041,040  | \$             | -      |                 | ilable<br>ilable |   |
| FFY 17 / 5337<br>FFY 17 / 5339 |                                     |                               | · '              | Available              | -              |      |          | -       | ITCCAP        |      | -             | \$   | -         | \$             | -      |                 | ilable           |   |
| FFY 17 / 5310                  |                                     | \$ 3,207,027                  | \$ -             | Available              | -              |      |          | _       | SCA           |      | 325,000       |      | 3,234,526 | \$ 2,90        | 09.526 |                 | ilable           |   |
|                                | \$ 150,000,000                      | *                             |                  | Available              |                |      |          |         | TDC           | 1 -  | -             |      | .,_0.,020 | <u> </u>       | ,      |                 |                  |   |
|                                | 1                                   | 122,200,000                   | 1.               | 1                      |                |      |          |         |               | 1.   |               |      |           |                |        |                 |                  |   |

| 2019 Bosto        | on Region MPC | O Transportation Improvement Program |                     |            | 07/30/2015 Endo<br>05/05/2016 Prop | orsed<br>osed Draft Amendn | nent Four     |  |
|-------------------|---------------|--------------------------------------|---------------------|------------|------------------------------------|----------------------------|---------------|--|
|                   |               |                                      |                     | Total      |                                    |                            |               |  |
| Amendment/        | MassDOT       | MassDOT                              | MassDOT Funding     | Programmed | Federal Funds                      | Non-Federal                | Additional    |  |
| Adjustment Type ▼ | Project ID ▼  | Project Description ▼                | District ▼ Source ▼ | Funds ▼    | ▼                                  | Funds ▼                    | Information ▼ |  |

### ► Section 1A / Federal Aid Target Projects

Indicates a change in project cost

Indicates removed from TIP (cost not reflected in total)

Indicates a project moved in from another TIP element

Indicates a project moved out to another TIP element (cost not reflected in total)

Indicates a new addition to the TIP (action taken as denoted)

Indicates a new funding category

### ► HSIP - Highway Safety Improvement Program

| <br>606043 | HOPKINTON- SIGNAL & INTERSECTION IMPROVEMENTS ON ROUTE 135  | 3 | HSIP            | \$<br>1,220,822 | \$<br>1,098,740 | \$<br>122,082 | CMAQ+HSIP+STP Total Cost = \$8,138,816 |
|------------|---|---|-----------------|-----------------|-----------------|---------------|--|
| 607428     | HOPEDALE- MILFORD- RESURFACING & INTERSECTION IMPROVEMENTS ON ROUTE 16 (MAIN STREET), FROM WATER STREET WEST TO APPROXIMATELY 120 FEET WEST OF THE MILFORD/HOPEDALE T.L AND THE INTERSECTION OF ROUTE 140 | 3 | HSIP            | \$<br>2,362,214 | \$<br>2,125,993 | \$<br>236,221 | CMAQ+HSIP Total Cost = \$3,149,619     |
| 607652     | EVERETT- RECONSTRUCTION OF FERRY STREET,<br>SOUTH FERRY STREET AND A PORTION OF ELM<br>STREET   | 4 | HSIP            | \$<br>2,000,000 | \$<br>1,800,000 | \$<br>200,000 | STP+HSIP Total Cost = \$7,244,124      |
|            |   |   | HSIP Subtotal ▶ | \$<br>5,583,037 | \$<br>5,024,733 | \$<br>558,304 | ■ 90% Federal + 10% Non-Federal        |

► CMAQ - Congestion Mitigation and Air Quality Improvement Program

| AMENDMENT:Remove<br>Project | 1569   | GREEN LINE EXTENSION PROJECT (PHASE 2),<br>COLLEGE AVENUE TO MYSTIC VALLEY<br>PARKWAY/ROUTE 16  | N/A | CMAQ            | \$<br>-          | \$<br>-          | \$<br>-         | removed from TIP; Yr 4 of 6; CMAQ+STP Total<br>Cost = \$190,100,000 (\$158,000,000<br>programmed within FFYs 2016-20 TIP); was<br>\$13,427,220 in FFY 2019 |
|-----------------------------|--------|---|-----|-----------------|------------------|------------------|-----------------|--|
| AMENDMENT:Add<br>Project    | 1570   | GREEN LINE EXTENSION PROJECT- EXTENSION<br>TO COLLEGE AVENUE WITH THE UNION SQUARE<br>SPUR  | N/A | CMAQ            | \$<br>13,427,220 | \$<br>10,741,776 | \$<br>2,685,444 | additional funding programmed for GLX in FFY 2019 (other funds under Transit - Section 5309)   |
|                             | 605034 | NATICK- RECONSTRUCTION OF ROUTE 27 (NORTH MAIN STREET), FROM NORTH AVENUE TO THE WAYLAND T.L.   | 3   | СМАQ            | \$<br>1,000,000  | \$<br>800,000    | \$<br>400,000   | CMAQ+STP Total Cost = \$14,725,286   |
|                             | 606043 | HOPKINTON- SIGNAL & INTERSECTION<br>IMPROVEMENTS ON ROUTE 135   | 3   | CMAQ            | \$<br>1,000,000  | \$<br>800,000    | \$<br>200,000   | CMAQ+HSIP+STP Total Cost = \$8,138,816   |
|                             | 606453 | BOSTON- IMPROVEMENTS ON BOYLSTON STREET,<br>FROM INTERSECTION OF BROOKLINE AVENUE &<br>PARK DRIVE TO IPSWICH STREET   | 6   | CMAQ            | \$<br>1,824,765  | \$<br>1,459,812  | \$<br>364,953   | STP+CMAQ+TAP Total Cost = \$7,373,484  |
|                             | 607428 | HOPEDALE- MILFORD- RESURFACING & INTERSECTION IMPROVEMENTS ON ROUTE 16 (MAIN STREET), FROM WATER STREET WEST TO APPROXIMATELY 120 FEET WEST OF THE MILFORD/HOPEDALE T.L AND THE INTERSECTION OF ROUTE 140 | 3   | CMAQ            | \$<br>787,405    | \$<br>629,924    | \$<br>157,481   | CMAQ+HSIP Total Cost = \$3,149,619   |
|                             |        |   | (   | CMAQ Subtotal ▶ | \$<br>18,039,390 | \$<br>14,431,512 | \$<br>3,807,878 | ■ 80% Federal + 20% Non-Federal  |

| 2019 Bosto                      | n Region MP             | O Transportation Improvement Program   |                       |                |                                | 07/30/2015 Endo<br>05/05/2016 Prop | orsed<br>oosed Draft Amendme | ent Four   |
|---------------------------------|-------------------------|--|-----------------------|----------------|--------------------------------|------------------------------------|------------------------------|--|
| Amendment/<br>Adjustment Type ▼ | MassDOT<br>Project ID ▼ | MassDOT  | MassDOT<br>District ▼ |                | Total<br>Programmed<br>Funds ▼ | Federal Funds<br>▼                 | Non-Federal<br>Funds ▼       | Additional<br>Information ▼  |
| ►TAP - Transportati             | on Alternatives         | Program  |                       |                |                                |                                    |                              |  |
| - TAI - Hallsportali            | 606453                  | BOSTON- IMPROVEMENTS ON BOYLSTON STREET,<br>FROM INTERSECTION OF BROOKLINE AVENUE &<br>PARK DRIVE TO IPSWICH STREET  | 6                     | TAP            | \$ 2,548,719                   | \$ 2,038,975                       | \$ 509,744                   | STP+CMAQ+TAP Total Cost = \$7,373,484  |
|                                 |                         |  |                       | TAP Subtotal ▶ | \$ 2,548,719                   | \$ 2,038,975                       | \$ 509,744                   | ■ 80% Federal + 20% Non-Federal  |
| Non-CMAQ/HSIP/T                 | AP (Other)              |  |                       |                |                                |                                    |                              |  |
| AMENDMENT:Remove<br>Project     | 1569                    | GREEN LINE EXTENSION PROJECT (PHASE 2),<br>COLLEGE AVENUE TO MYSTIC VALLEY<br>PARKWAY/ROUTE 16   | N/A                   | STP            | \$ -                           | \$ -                               | \$ -                         | removed from TIP; Yr 4 of 6; CMAQ+STP To<br>Cost = \$190,100,000 (\$158,000,000<br>programmed within FFYs 2016-20 TIP); wa<br>\$26,572,780 in FFY 2019 |
| MENDMENT:Add<br>roject          | 1570                    | GREEN LINE EXTENSION PROJECT- EXTENSION<br>TO COLLEGE AVENUE WITH THE UNION SQUARE<br>SPUR   | N/A                   | STP            | \$ 26,572,780                  | \$ 21,258,224                      | \$ 5,314,556                 | additional funding programmed for GLX in F<br>2019 (other funds under Transit - Section 53   |
|                                 | 601630                  | WEYMOUTH- ABINGTON- RECONSTRUCTION & WIDENING ON ROUTE 18 (MAIN STREET) FROM HIGHLAND PLACE TO ROUTE 139 (4.0 MILES) INCLUDES REPLACING W-32-013, ROUTE 18 OVER THE OLD COLONY RAILROAD (MBTA) | 6                     | STP            | \$ 6,600,000                   | \$ 5,280,000                       | \$ 1,320,000                 | AC Yr 4 of 4; STP+HSIP+TEA-21 Earmark To<br>Cost = \$60,053,518  |
|                                 | 602077                  | LYNN- RECONSTRUCTION ON ROUTE 129<br>(LYNNFIELD STREET), FROM GREAT WOODS ROAD<br>TO WYOMA SQUARE  | 4                     | STP            | \$ 3,889,305                   | \$ 3,111,444                       | \$ 777,861                   |  |
|                                 | 605034                  | NATICK- RECONSTRUCTION OF ROUTE 27 (NORTH MAIN STREET), FROM NORTH AVENUE TO THE WAYLAND T.L.  | 3                     | STP            | \$ 13,725,286                  | \$ 10,980,229                      | \$ 2,745,057                 | CMAQ+STP Total Cost = \$14,725,286   |
|                                 | 606453                  | BOSTON- IMPROVEMENTS ON BOYLSTON STREET,<br>FROM INTERSECTION OF BROOKLINE AVENUE &<br>PARK DRIVE TO IPSWICH STREET  | 6                     | STP            | \$ 3,000,000                   | \$ 2,400,000                       | \$ 600,000                   | STP+CMAQ+TAP Total Cost = \$7,373,484  |
|                                 | 606043                  | HOPKINTON- SIGNAL & INTERSECTION IMPROVEMENTS ON ROUTE 135   | 3                     | STP            | \$ 5,917,993                   | \$ 4,734,395                       | \$ 1,183,599                 | CMAQ+HSIP+STP Total Cost = \$8,138,81  |
|                                 | 607652                  | EVERETT- RECONSTRUCTION OF FERRY STREET, SOUTH FERRY STREET AND A PORTION OF ELM STREET  | 4                     | STP            | \$ 5,244,124                   | \$ 4,195,299                       | \$ 1,048,825                 | STP+HSIP Total Cost = \$7,244,124  |

### ► Section 1A / Fiscal Constraint Analysis

| Total Federal Aid Target Funds Programmed ▶  | \$<br>91,120,634 | \$<br>92,626,333 | <b>⋖</b> Total Target | \$<br>1,505,699   | Target Funds Available    |
|--|------------------|------------------|-----------------------|-------------------|---------------------------|
| Total Non-CMAQ/HSIP/TAP (Other) Programmed ▶ | \$<br>64,949,489 | \$<br>72,353,684 | ■ Max. Non-           | \$<br>1,505,699   | Non-CMAQ/HSIP/TAP (Other) |
|  |                  |                  | CMAQ/HSIP/TAP         |                   | Available                 |
| Total HSIP Programmed ▶                      | \$<br>5,583,037  | \$<br>4,296,710  | ■ Min. HSIP           | \$<br>(1,286,327) | HSIP Minimum Met          |
| Total CMAQ Programmed ▶                      | \$<br>18,039,390 | \$<br>13,427,220 | ■ Min. CMAQ           | \$<br>(4,612,170) | CMAQ Minimum Met          |
| Total TAP Programmed ►                       | \$<br>2,548,719  | \$<br>2,548,719  | ■ Min. TAP            | \$<br>-           | TAP Minimum Met           |

HSIP, CMAQ, TAP Overprogrammed \$ (5,898,497)

| 2019 Bosto                 | on Region MP            | O Transportation Improvement Program   |                       |                   |      |                       | 30/2015 Endo<br>05/2016 Prop |                     | Amendme   | ent Four                                 |
|----------------------------|-------------------------|--|-----------------------|-------------------|------|-----------------------|------------------------------|---------------------|-----------|--|
| mendment/ djustment Type ▼ | MassDOT<br>Project ID ▼ | MassDOT Project Description ▼  | MassDOT<br>District ▼ |                   |      | al<br>grammed<br>ds ▼ | deral Funds                  | Non-Fede<br>Funds ▼ |           | Additional Information ▼                 |
| Section 1B / Fede          | ral Aid Bridge Pr       | ojects   |                       |                   |      |                       |                              |                     |           |  |
| Statewide Bridge           | Maintenance Pro         | gram   |                       |                   |      |                       |                              |                     |           |  |
|                            | 608234                  | BOSTON- RANDOLPH- BRIDGE PRESERVATION OF<br>3 BRIDGES: B-16-165, R-01-005 & R-01-007                                     | 6                     | NHPP              | \$   | 2,889,600             | \$<br>2,311,680              | \$                  | 577,920   |  |
|                            |                         | Statewide Bridge Mai   | ntenance Pr           | ogram Subtotal ▶  | \$   | 2,889,600             | \$<br>2,311,680              | \$                  | 577,920   | ■ 80% Federal + 20% Non-Federal          |
| On System                  |                         |  |                       |                   |      |                       |                              |                     |           |  |
| On dystem                  | 604173                  | BOSTON- BRIDGE REHABILITATION, B-16-016,<br>NORTH WASHINGTON STREET OVER THE<br>CHARLES RIVER                            | 6                     | NHPP              | \$   | 34,504,000            | \$<br>27,603,200             | \$ 6                | 5,900,800 | AC Yr 3 of 4; Total Cost = \$112,700,00  |
|                            | 604952                  | LYNN- SAUGUS- BRIDGE REPLACEMENT, L-18-<br>016=S-05-008, ROUTE 107 OVER THE SAUGUS<br>RIVER (AKA - BELDEN G. BLY BRIDGE) | 4                     | NHPP              | \$   | 10,800,000            | \$<br>8,640,000              | \$ 2                | 2,160,000 | AC Yr 3 of 4; Total Cost = \$45,000,000  |
|                            | -                       |  | On S                  | ystem Subtotal ▶  | \$   | 45,304,000            | \$<br>36,243,200             | \$ 9                | ,060,800  | ■ 80% Federal + 20% Non-Federal          |
| Off-System                 |                         |  |                       |                   |      |                       |                              |                     |           |  |
|                            | 608079                  | SHARON- BRIDGE REPLACEMENT, S-09-003 (40N),<br>MASKWONICUT STREET OVER AMTRAK/MBTA                                       | 5                     | STP-BR-OFF        | \$   | 4,755,240             | \$<br>3,804,192              | \$                  | 951,048   |  |
|                            | 608255                  | STOW, BRIDGE REPLACEMENT, S-29-11, BOX MILL ROAD OVER ELIZABETH BROOK  | 3                     | STP-BR-OFF        | \$   | 3,612,224             | \$<br>2,889,779              | \$                  | 722,445   |  |
|                            |                         |  | Off-S                 | ystem Subtotal ►  | \$   | 8,367,464             | \$<br>6,693,971              | \$ 1                | ,673,493  | ■ 80% Federal + 20% Non-Federal          |
| Statewide Bridge In        | nspection Program       |  |                       |                   |      |                       |                              |                     |           |  |
|                            |                         | No Projects Programmed   |                       | 0.545451          | \$   | -                     | \$<br>-                      | \$                  | -         | 4 000/ Fadaral v 000/ Nav Fadaral        |
|                            |                         | Statewide Bridge In  | nspection Pr          | ogram Subtotal 🕨  | . \$ | -                     | \$<br>-                      | \$                  | -         | ■ 80% Federal + 20% Non-Federal          |
| Section 1C / Fede          | ral Aid Non-Targe       | et Projects  |                       |                   |      |                       |                              |                     |           |  |
|                            |                         | ·  |                       |                   |      |                       |                              |                     |           |  |
| Other Federal Aid          |                         | No Projects Programmed   |                       |                   | \$   | -                     | \$<br>-                      | \$                  | -         |  |
|                            |                         |  | Other Feder           | al Aid Subtotal ▶ | \$   | -                     | \$<br>-                      | \$                  | -         | ◀ Funding Split Varies by Funding Source |
|                            |                         |  |                       |                   |      |                       |                              |                     |           |  |
| Section 1D / Fede          | ral Aid Major & S       | tate Category Projects   |                       |                   |      |                       |                              |                     |           |  |
| Statewide Infrast          | ructure Program         |  |                       |                   |      |                       |                              |                     |           |  |
| - Calonido ililidat        | 606381                  | ARLINGTON- BELMONT- HIGHWAY LIGHTING REPAIR & MAINTENANCE ON ROUTE 2   | 4                     | STP               | \$   | 3,700,000             | \$<br>2,960,000              | \$                  | 740,000   | AC Year 2 of 2; Total Cost = \$9,450,00  |
|                            | _                       | •  |                       | ogram Subtotal >  |      | 3,700,000             | <br>2,960,000                |                     |           | ■ 80% Federal + 20% Non-Federal          |

| <b>2019</b> Bost              | on Region MP            | O Transportation Improvement Program  |                       |                     |     |                          |                | /30/2015 Endo<br>/05/2016 Prop |     | aft Amendme | ent Four                                 |
|-------------------------------|-------------------------|---|-----------------------|---------------------|-----|--------------------------|----------------|--------------------------------|-----|-------------|--|
| mendment/<br>djustment Type ▼ | MassDOT<br>Project ID ▼ | MassDOT Project Description ▼   | MassDOT<br>District ▼ | Funding<br>Source ▼ |     | tal<br>ogrammed<br>nds ▼ |                | deral Funds                    |     | ederal      | Additional<br>Information ▼              |
| Statewide USID I              | ) no arrows             |   |                       |                     | •   |                          | •              |                                |     |             |  |
| Statewide HSIP I              | 608205                  | READING TO LYNNFIELD - GUIDE AND TRAFFIC  | 4                     | HSIP                | \$  | 3,500,000                | \$             | 3,150,000                      | \$  | 350,000     |  |
|                               | 000200                  | SIGN REPLACEMENT ON A SECTION OF INTERSTATE 95 (STATE ROUTE 128)  | 7                     | Tion                | Ψ   | 0,000,000                | Ψ              | 0,100,000                      | Ψ   | 330,000     |  |
|                               | 608206                  | CHELSEA TO DANVERS - GUIDE AND TRAFFIC SIGN REPLACEMENT ON A SECTION OF US ROUTE 1  | 4                     | HSIP                | \$  | 5,900,000                | \$             | 5,310,000                      | \$  | 590,000     |  |
|                               | 607759                  | BOSTON- INTERSECTION & SIGNAL IMPROVEMENTS AT THE VFW PARKWAY & SPRING STREET   | 6                     | HSIP                | \$  | 550,000                  | \$             | 495,000                        | \$  | 55,000      |  |
|                               | 608052                  | NORWOOD- INTERSECTION & SIGNAL IMPROVEMENTS AT US 1 (PROVIDENCE HIGHWAY) & MORSE STREET   | 5                     | HSIP                | \$  | 550,000                  | \$             | 495,000                        | \$  | 55,000      |  |
|                               | 607763                  | MILTON- INTERSECTION & SIGNAL IMPROVEMENTS AT 2 LOCATIONS: SR 138 (BLUE HILL AVENUE) AT ATHERTON STREET & BRADLEE ROAD AND SR 138 (BLUE HILL AVENUE) AT MILTON STREET & DOLLAR LANE | 6                     | HSIP                | \$  | 1,100,000                | \$             | 990,000                        | \$  | 110,000     |  |
|                               |                         | Statew  | ide HSIP Pr           | ogram Subtotal ►    | \$  | 11,600,000               | \$             | 10,440,000                     | \$  | 1,160,000   | ■ 90% Federal + 10% Non-Federal          |
|                               |                         | _   |                       |                     |     |                          |                |                                |     |             |  |
| Statewide Safe F              | loutes to School        |   |                       | 1                   | 1 6 |                          | I e            |                                | I e |             | Funding Split Varies by Funding Source   |
|                               |                         | No Projects Programmed Statewide Safe Routes to   | Schools Dr            | rogram Subtotal     | \$  | -                        | \$             | <u>-</u>                       | \$  |             | ▼ Funding Split Varies by Funding Source |
| 04-4                          |                         |   |                       | -9                  | -   |                          | , <del>,</del> |                                | ·   |             |  |
| Statewide CMAC                | 607888                  | BOSTON- BROOKLINE- MULTI-USE PATH<br>CONSTRUCTION ON NEW FENWAY   | 6                     | CMAQ                | \$  | 1,915,213                | \$             | 1,532,170                      | \$  | 383,043     |  |
|                               |                         | •   | St                    | atewide CMAQ >      | \$  | 1,915,213                | \$             | 1,532,170                      | \$  | 383,043     | ◀ 80% Federal + 20% Non-Federal          |
| Ot-1                          |                         |   |                       |                     |     |                          |                |                                |     |             |  |
| Statewide Transp              | ortation Ennanc         | No Projects Programmed  |                       | 1                   | \$  |                          | 1              |                                |     |             | 1  |
|                               |                         | Statewide Transportat   | ion Enhance           | ements Subtotal ►   |     |                          | \$             |                                | \$  |             | ■ 80% Federal + 20% Non-Federal          |
|                               |                         |   |                       |                     |     |                          | 1.7            |                                |     |             |  |
| Statewide ITS                 |                         |   |                       |                     |     |                          |                |                                |     |             |  |
|                               |                         | No Projects Programmed  | 0                     | 1 170 0 14 4 15     | \$  | -                        |                | -                              |     | -           | 1000/ 5 1 1 1 200/ 11 5 1 1              |
|                               |                         |   | Statewi               | de ITS Subtotal ▶   | \$  | -                        | \$             | -                              | \$  | -           | ■ 80% Federal + 20% Non-Federal          |
| Statewide Interst             | ate Maintenance         | Program   |                       |                     |     |                          |                |                                |     |             |  |
|                               | 608208                  | QUINCY - MILTON - BOSTON - INTERSTATE MAINTENANCE AND RELATED WORK ON I-93  | 6                     | NHPP                | \$  | 21,491,482               | \$             | 19,342,334                     | \$  | 2,149,148   | IM+Stormwater Total Cost = \$22,051,48   |
|                               | 608210                  | FOXBOROUGH-PLAINVILLE-WRENTHAM-FRANKLIN-<br>INTERSTAE MAINTENANCE AND RELATED WORK  | - 5                   | NHPP                | \$  | 24,468,480               | \$             | 22,021,632                     | \$  | 2,446,848   |  |
|                               |                         |   |                       |                     |     |                          | 1              |                                | 1   |             |  |
|                               |                         | ON I-495  | ntenance Pr           | ogram Subtotal ►    | \$  | 45.959.962               | \$             | 41.363.966                     | \$  | 4.595.996   | ■ 90% Federal + 10% Non-Federal          |
|                               |                         | ON I-495 Statewide Interstate Mai   | ntenance Pr           | ogram Subtotal ▶    | \$  | 45,959,962               | \$             | 41,363,966                     | \$  | 4,595,996   | ■ 90% Federal + 10% Non-Federal          |
| Statewide NHS P               |                         | ON I-495 Statewide Interstate Mai   |                       |                     |     |                          |                |                                |     | , ,         |  |
| Statewide NHS P               | reservation Prog        | ON I-495 Statewide Interstate Mai   |                       | ogram Subtotal ►    | \$  | 45,959,962<br>5,400,000  |                | 41,363,966                     |     | 4,595,996   |  |

| 2019 Rost                       | on Region MP            | O Transportation Improvement Program  |                       |                     |     |                         |         | 0/2015 Endo | orsed<br>osed Draft Amendme | nt Four                                      |
|---------------------------------|-------------------------|---|-----------------------|---------------------|-----|-------------------------|---------|-------------|-----------------------------|--|
| Amendment/<br>Adjustment Type ▼ | MassDOT<br>Project ID ▼ | MassDOT Project Description ▼   | MassDOT<br>District ▼ | Funding<br>Source ▼ |     | al<br>ogrammed<br>nds ▼ |         |             | Non-Federal<br>Funds ▼      | Additional<br>Information ▼                  |
| Statewide RR Gra                | de Crossings            |   |                       |                     |     |                         |         |             |                             |  |
|                                 |                         | No Projects Programmed  |                       |                     | \$  | -                       |         | -           | -                           |  |
|                                 |                         | Statewide R   | R Grade Cro           | ssings Subtotal ►   | \$  | -                       | \$      | -           | -                           | ■ 80% Federal + 20% Non-Federal              |
| Statewide Stormy                | ater Retrofits          |   |                       |                     |     |                         |         |             |                             |  |
|                                 | 608208                  | QUINCY - MILTON - BOSTON - INTERSTATE<br>MAINTENANCE AND RELATED WORK ON I-93 | 6                     | STP-TE              | \$  | 560,000                 | \$      | 448,000     | \$ 112,000                  | IM+Stormwater Total Cost = \$22,051,482      |
|                                 | 608379                  | LEXINGTON- BELMONT- ARLINGTON- CAMBRIDGE-<br>PAVEMENT PRESERVATION ON ROUTE 2 | 4                     | STP-TE              | \$  | 1,200,000               | \$      | 960,000     | \$ 240,000                  | NHSPP+Stormwater Total Cost = \$6,600,00     |
|                                 | 608214                  | WINCHESTER - UPPER MYSTIC RIVER ROUTE 3                                       | 4                     | STP-TE              | \$  | 224,000                 | \$      | 179,200     | \$ 44,800                   |  |
|                                 |                         | Statewide S   | tormwater Re          | etrofits Subtotal ► | \$  | 1,984,000               | \$      | 1,587,200   | \$ 396,800                  | ◀ 80% Federal + 20% Non-Federal              |
|                                 |                         |   |                       |                     |     |                         | •       |             |                             | _  |
| Statewide ADA In                | plementation Pla        |   | 1                     | 1                   | I & |                         | 1       |             | ı                           | I  |
|                                 |                         | No Projects Programmed  |                       | n Plan Subtotal ▶   | \$  | -                       | \$      | <u>-</u>    | - \$ -                      | ■ 80% Federal + 20% Non-Federal              |
| Other Statewide I               | tems                    |   |                       |                     |     |                         | ,       |             |                             |  |
|                                 |                         | ABP GANS Repayment  |                       |                     | \$  | -                       |         | -           | -                           |  |
|                                 |                         | Award Adjustments, Change Orders, Project Value Changes, Etc.                 |                       |                     | \$  | -                       |         | -           | -                           |  |
|                                 |                         | DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs                        |                       |                     | \$  | -                       |         | -           | -                           |  |
|                                 |                         | Planning  |                       |                     | \$  | -                       |         | -           | -                           |  |
|                                 |                         | Statewide Design and Right of Way   |                       |                     | \$  | -                       |         | -           | -                           |  |
|                                 |                         | Statewide Recreational Trails   | 0                     |                     | \$  | -                       | \$      | -           | \$ -                        | 45 " 0 " 4 5 " 0                             |
| Section 2A / Non-               | Federal Projects        |   | er Statewide          | e Items Subtotal ▶  | Ψ   | -                       | Ψ       |             | -                           |  |
|                                 |                         |   |                       |                     |     |                         |         |             |                             |  |
| Non Federal Aid                 | 1568                    | FAIRMOUNT IMPROVEMENTS  | NI/A                  | NFA                 | \$  | 5,328,200               |         |             | \$ 5,328,200                | Lists cash flows (based on state fiscal year |
|                                 |                         |   | N/A                   | aral Aid Cubtotal   | 6   | E 220 200               | _       |             | \$ 5.328.200                | ■100% Non-Federal                            |
|                                 |                         |   | Non-rede              | eral Aid Subtotal▶  | Ф   | 5,328,200               | 1:::::: |             | j Φ 5,328,200               |  |
| Section 2B / Non-               | Federal Bridge P        | Projects  |                       |                     |     |                         |         |             |                             |  |
| Section 2B / Non-               | Federal Bridge P        | Projects  |                       |                     |     |                         |         |             |                             |  |
|                                 |                         | No Projects Programmed  |                       | NFA                 | \$  | -                       |         |             | \$ -                        |  |
|                                 |                         | Section 2B / Non-Fed  |                       |                     |     |                         |         |             |                             |  |

| 2019 Bosto                      | n Region MP             | O Transportation Improvement Program | n                     |                  |                                | 07/30/2015 Endo<br>05/05/2016 Prop | orsed<br>osed Draft Amendme | nt Four                                |
|---------------------------------|-------------------------|--------------------------------------|-----------------------|------------------|--------------------------------|------------------------------------|-----------------------------|--|
| Amendment/<br>Adjustment Type ▼ | MassDOT<br>Project ID ▼ | MassDOT Project Description ▼        | MassDOT<br>District ▼ |                  | Total<br>Programmed<br>Funds ▼ | Federal Funds<br>▼                 | Non-Federal<br>Funds ▼      | Additional<br>Information ▼            |
| 2019 Bost                       | on Region MF            | O TIP Summary                        |                       | TIP Section 1: ▼ | TIP Section 2: ▼               | Total of All<br>Projects ▼         |                             |  |
|                                 |                         |                                      |                       | Total ►          | \$ 218,440,873                 | \$ 5,328,200                       | \$ 223,769,073              | ■ Total Spending in Region             |
| Federal Funds                   |                         |                                      |                       |                  |                                |                                    | \$ 180,906,999              | ■ Total Federal Spending in Region     |
|                                 |                         |                                      | Non-                  | -Federal Funds ▶ | \$ 37,533,875                  | \$ 5,328,200                       | \$ 42,862,075               | ■ Total Non-Federal Spending in Region |

701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Projects / 701 CMR 7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public Road. The Municipal Limitation referenced in this Regulation is applicable only to projects where the Municipality is the Awarding Authority. For all projects contained in the TIP, the Commonwealth is the Awarding Authority. Therefore, all projects must be considered and implemented in accordance with 701 CMR 7.00, and the Road Flagger and Police Detail Guidelines. By placing a project on the TIP, the Municipality acknowledges that 701 CMR 7.00 is applicable to its project and design and construction will be fully compliant with this Regulation. This information, and additional information relative to guidance and implementation of the Regulation can be found at the following link on the MassDOT Highway Division website: http://www.massdot.state.ma.us/Highway/flaggers/main.aspx

|           | Regional    |                                 | Carryover or     |     |             | _   |         |     | — <b></b> | State M | atch Sou | ırce | s          |   |            |    |            |      |             |                      |
|-----------|-------------|---------------------------------|------------------|-----|-------------|-----|---------|-----|-----------|---------|----------|------|------------|---|------------|----|------------|------|-------------|----------------------|
| FTA       | Transit     | Project                         | Earmark          |     | leral       |     |         |     | _         |         | _        |      |            |   |            | Lo | cal Funds  | Tota |             | Additional           |
| Program ▼ | Authority ▼ | Description ▼                   | Details <b>▼</b> | Fun | nds ▼       | KI/ | ACAP ▼  | MAP | V         | ICB     | V        | 1    | DC ▼       | 1 | SCA ▼      | V  |            | Cos  | st ▼        | Information <b>▼</b> |
|           |             |                                 |                  |     |             |     |         |     |           |         |          |      |            |   |            |    |            |      |             |                      |
|           |             | PREVENTIVE                      |                  |     |             |     |         |     |           |         |          |      |            |   |            |    |            |      |             |                      |
| 5307      | MBTA        | MAINTENANCE                     |                  | \$  | 12,000,000  | \$  | -       | \$  | -         | \$      | -        | 5    | \$ -       |   | \$ -       | \$ | 3,000,000  | \$   | 15,000,000  |                      |
| 5307      | MBTA        | Systems Upgrades                |                  | \$  | 58,685,516  | \$  | -       | \$  | -         | \$      | -        | ,    | \$ -       |   | \$ -       | \$ | 14,671,379 | \$   | 73,356,895  |                      |
|           |             | PREVENTIVE                      |                  |     |             |     |         |     |           |         |          |      |            |   |            |    |            |      |             |                      |
| 5307      | CATA        | MAINTENANCE                     | 2018             | \$  | 400,000     | \$  | -       | \$  | -         | \$      | -        | 5    | \$ -       |   | \$ -       | \$ | 100,000    | \$   | 500,000     |                      |
|           |             | ACQUIRE - SHOP                  |                  |     |             |     |         |     |           |         |          |      |            |   |            |    |            |      |             |                      |
| 5307      | CATA        | EQ/COMPUTER/SFTWR               | 2018             | \$  | 44,000      | \$  | 11,000  | \$  | -         | \$      | -        | 5    | -          |   | \$ -       | \$ | -          | \$   | 55,000      |                      |
|           |             | ACQUIRE - MISC                  |                  |     |             |     |         | _   |           |         |          |      | _          |   | _          |    |            |      |             |                      |
| 5307      | CATA        | SUPPORT EQUIPMENT               | 2018             | \$  | 102,152     | \$  | 25,538  | \$  | -         | \$      | -        | ,    | 5 -        |   | \$ -       | \$ | -          | \$   | 127,690     |                      |
|           |             | INTERMODAL<br>(TRANSIT): Facil. |                  |     |             |     |         |     |           |         |          |      |            |   |            |    |            |      |             |                      |
| 5307      | MWRTA       | Improvements                    |                  | \$  | 150,000     | \$  | 37,500  | ¢   | _         | \$      | _        |      | \$ -       |   | \$ -       | \$ | _          | \$   | 187,500     |                      |
| 3301      | IVIVINA     | ACQUISITION OF BUS              |                  | Ψ   | 130,000     | Ψ   | 37,300  | Ψ   |           | Ψ       |          | ,    | ν <u>-</u> |   | Ψ -        | Ψ  | <u> </u>   | Ψ    | 107,300     |                      |
|           |             | SUPPORT                         |                  |     |             |     |         |     |           |         |          |      |            |   |            |    |            |      |             |                      |
| 5307      | MWRTA       | EQUIP/FACILITIES                |                  | \$  | 248,415     | \$  | 62,104  | \$  | _         | \$      | _        | 5    | -          |   | \$ -       | \$ | -          | \$   | 310,519     |                      |
|           |             | NON FIXED ROUTE ADA             |                  |     | ,           |     | ,       |     |           |         |          |      |            |   |            | Ė  |            |      |             |                      |
| 5307      | MWRTA       | PARA SERV                       |                  | \$  | 130,000     | \$  | -       | \$  | -         | \$      | -        | 5    | -          |   | \$ 325,000 | \$ | -          | \$   | 455,000     |                      |
| 5307      | MWRTA       | Mobility Management             |                  | \$  | 25,000      | \$  | 6,250   | \$  | -         | \$      | -        | 9    | \$ -       |   | \$ -       | \$ | -          | \$   | 31,250      |                      |
|           |             | 53                              | 07 Subtotal ▶    | \$  | 71,785,083  | \$  | 142,392 | \$  | -         | \$      | -        | 5    | <b>5</b> - |   | \$ 325,000 | \$ | 17,771,379 | \$   | 90,023,854  |                      |
|           |             |                                 |                  |     |             |     |         |     |           |         |          |      |            |   |            | ·  |            |      |             | •                    |
| 5337      | MBTA        | Bridge & Tunnel Program         |                  | \$  | 60,000,000  | \$  | -       | \$  | -         | \$      | -        | 9    | <b>5</b> - |   | \$ -       | \$ | 15,000,000 | \$   | 75,000,000  |                      |
| 5337      | MBTA        | Systems Upgrades                |                  | \$  | 61,190,546  | \$  | -       | \$  | -         | \$      | -        | 9    | <b>5</b> - |   | \$ -       | \$ | 15,297,637 | \$   | 76,488,183  |                      |
|           |             | 53                              | 37 Subtotal ▶    | \$  | 121,190,546 | \$  |         | \$  | -         | \$      | -        | 5    | <b>5</b> - |   | \$ -       | \$ | 30,297,637 | \$   | 151,488,183 |                      |
|           |             |                                 |                  |     |             |     |         |     |           |         |          |      |            |   |            |    |            |      |             | •                    |
| 5339      | MBTA        | Systems Upgrades                |                  | \$  | 5,287,027   | \$  | -       | \$  | -         | \$      | -        | 5    | <b>5</b> - |   | \$ -       | \$ | 1,321,757  | \$   | 6,608,784   |                      |
|           |             | 53                              | 39 Subtotal ▶    | \$  | 5,287,027   | \$  | -       | \$  | -         | \$      | -        | 5    | <b>5</b> - |   | \$ -       | \$ | 1,321,757  | \$   | 6,608,784   |                      |
|           |             |                                 |                  | -   |             | •   |         |     |           |         |          |      |            |   |            | •  |            | •    |             | ,                    |
| 5310      |             | No Projects Programmed          | N/A              | \$  | -           | \$  | -       | \$  | -         | \$      | -        | 5    | \$ -       |   | \$ -       | \$ | -          | \$   | -           |                      |
|           |             | 53                              | 310 Subtotal ▶   | \$  | -           | \$  |         | \$  | -         | \$      |          | 5    | \$ -       |   | \$ -       | \$ | -          | \$   | -           |                      |

|                                | Regional                        |  | Carryover or         |                  |          | _   |         |     | St | ate Ma | tch Sour      | ces |         |    |            |      |            |      |                      |   |
|--------------------------------|---------------------------------|--|----------------------|------------------|----------|-----|---------|-----|----|--------|---------------|-----|---------|----|------------|------|------------|------|----------------------|---|
| FTA<br>Program ▼               | Transit Authority ▼             | Project Description ▼  | Earmark<br>Details ▼ | Federal<br>Funds |          | RTA | CAP ▼   | MAP | ▼  | ICB V  | ,             | TDO | C ▼     | sc | A <b>▼</b> | Loc  | al Funds   |      |                      | Additional<br>Information ▼   |
|                                |                                 | <b>,</b>   |                      |                  |          |     |         |     |    |        |               |     |         |    |            |      |            |      |                      |   |
|                                |                                 | GREEN LINE EXTENSION PROJECT- EXTENSION TO COLLEGE AVENUE WITH THE UNION |                      |                  |          |     |         |     |    |        |               |     |         |    |            |      |            |      |                      | The Green Line Extension project cash flows began programming New Starts funding in FFY 2015. \$1,270,262,000 of the \$1,992,243,000 project cost is programmed in FFYs 2016-19, and the remaining funding will be included in future years |
| 5309                           | MBTA                            | SQUARE SPUR  | N/A                  | \$ 150,          | 000,000  | \$  | -       | \$  | _  | \$     | -             | \$  | _       | \$ | -          | \$ 2 | 26,196,000 | 0 5  | \$ 176,196,000       | of the TIP.   |
|                                |                                 | 53   | 309 Subtotal ▶       | \$ 150,          | ,000,000 | \$  | -       | \$  | -  | \$     | -             | \$  | -       | \$ | -          | \$ 2 | 26,196,000 | 0 9  | 176,196,000          |   |
| SoGR                           |                                 | No Projects Programmed   | N/A                  | \$               | -        | \$  | -       | \$  | -  | \$     | -             | \$  | -       | \$ | -          | \$   | -          | ,    | -                    |   |
| Livability                     |                                 | No Projects Programmed   |                      | \$               | -        | \$  | -       | \$  | -  | \$     | -             | \$  | -       | \$ | -          | \$   | -          | ,    |                      |   |
| TIGER                          |                                 | No Projects Programmed   | N/A                  | \$               | -        | \$  | -       | \$  | -  | \$     | -             | \$  | -       | \$ | -          | \$   | -          | 5    | •                    |   |
|                                |                                 | Gra  | nts Subtotal ▶       | \$               | -        | \$  | -       | \$  | -  | \$     | -             | \$  | -       | \$ | •          | \$   | -          | \$   | -                    |   |
| Other                          |                                 | No Projects Programmed   | N/A                  | \$               | -        | \$  | -       | \$  | -  | \$     | -             | \$  | -       | \$ | -          | \$   | -          | ,    | \$ -                 |   |
|                                |                                 | Ott  | her Subtotal >       | \$               | -        | \$  | -       | \$  | -  | \$     | -             | \$  | -       | \$ | -          | \$   | -          | ;    | -                    |   |
|                                |                                 |  | Total▶               | \$ 348,          | 262,656  | \$  | 142,392 | \$  | -  | \$     | -             | \$  | -       | \$ | 325,000    | \$ 7 | 5,586,77   | 3 \$ | \$ 424,316,821       |   |
| Fiscal Constr                  | aint Analysis                   |  |                      |                  |          |     |         |     |    |        |               |     |         |    |            |      |            |      |                      |   |
| Federal                        |                                 |  |                      |                  |          |     |         |     |    | State  |               |     |         |    |            |      |            |      |                      |   |
| Funding                        | Due sussessed w                 | Aveilable T  | /_                   | / \ _            |          |     |         |     |    | Fundi  | •             | Pro | grammed | A  | ailable ▼  |      | ,          | 11   | <b>\</b> _           |   |
| Source ▼                       | Programmed ▼                    |  |                      | /-) ▼            | _        |     |         |     |    | Sourc  |               | ٠,  | 140.000 |    |            | •    | (          |      | -) <b>▼</b>          |   |
|                                | \$ 71,785,083<br>\$ 121,190,546 |  | \$ 65,152,944        | Availabl         |          |     |         |     |    | -      | RTACAP<br>MAP |     | 142,392 | \$ | 142,392    | \$   | -          |      | vailable<br>vailable |   |
| FFY 17 / 5337<br>FFY 17 / 5339 |                                 |  | \$ -<br>\$ -         | Availabl         |          |     |         |     |    | -      | ITCCAP        |     | -       | \$ | -          | \$   | -          |      | vailable             |   |
| FFY 17 / 5339                  | 1 ' '                           | \$ 5,267,027   | \$ -                 | Availabl         |          |     |         |     |    | -      | SCA           | 1 ' | 325,000 |    | 3,234,526  | T .  | 2,909,526  |      | vailable             |   |
|                                | \$ 150,000,000                  | 150,000,000  | T                    | Availabl         |          |     |         |     |    |        | TDC           |     | 525,000 | Ψ  | 0,204,020  | Ψ    | 2,303,320  | , ,  | .valiable            |   |
| 11111/3309                     | Ψ 130,000,000                   | 150,000,000  |                      | Availabl         | C        |     |         |     |    |        | 100           | Ψ   | -       |    |            |      |            |      |                      |   |

| <b>2020</b> Bosto | n Region MPC | Transportation Improvement Program |            |          |            | 07/30/2015 Endo<br>05/05/2016 Prop | orsed<br>osed Draft Amendmei | nt Four       |
|-------------------|--------------|------------------------------------|------------|----------|------------|------------------------------------|------------------------------|---------------|
|                   |              |                                    |            |          | Total      |                                    |                              |               |
| Amendment/        | MassDOT      | MassDOT                            | MassDOT    | Funding  | Programmed | Federal Funds                      | Non-Federal                  | Additional    |
| Adjustment Type ▼ | Project ID ▼ | Project Description ▼              | District ▼ | Source ▼ | Funds ▼    | ▼                                  | Funds ▼                      | Information ▼ |

### ► Section 1A / Federal Aid Target Projects

Indicates a change in project cost

Indicates removed from TIP (cost not reflected in total)

Indicates a project moved in from another TIP element

Indicates a project moved out to another TIP element (cost not reflected in total)

Indicates a new addition to the TIP (action taken as denoted)

Indicates a new funding category

#### ► HSIP - Highway Safety Improvement Program

|  | No Projects Programmed |                 | \$<br>- \$ | - | \$ - |                                 |
|--|------------------------|-----------------|------------|---|------|---------------------------------|
|  |                        | HSIP Subtotal ▶ | \$<br>- \$ | - | \$ - | ■ 90% Federal + 10% Non-Federal |

### ► CMAQ - Congestion Mitigation and Air Quality Improvement Program

| AMENDMENT:Remove<br>Project |               | GREEN LINE EXTENSION PROJECT (PHASE 2),<br>COLLEGE AVENUE TO MYSTIC VALLEY<br>PARKWAY/ROUTE 16                                 | N/A | CMAQ | \$<br>-          | \$<br>-          | \$<br>-         | removed from TIP; Yr 5 of 6; CMAQ+STP Total<br>Cost = \$190,100,000 (\$158,000,000<br>programmed within FFYs 2016-20 TIP); was<br>\$13,427,220 in FFY 2020 |
|-----------------------------|---------------|--|-----|------|------------------|------------------|-----------------|--|
| AMENDMENT:Add<br>Project    | 1570          | GREEN LINE EXTENSION PROJECT- EXTENSION<br>TO COLLEGE AVENUE WITH THE UNION SQUARE<br>SPUR                                     | N/A | CMAQ | \$<br>13,427,220 | \$<br>10,741,776 | \$<br>2,685,444 | additional funding programmed for GLX in FFY 2020 (other funds under Transit - Section 5309)   |
|                             | 602261        | WALPOLE- RECONSTRUCTION ON ROUTE 1A (MAIN STREET) FROM THE NORWOOD T.L. TO ROUTE 27, INCLUDES W-03-024 OVER THE NEPONSET RIVER | 5   | CMAQ | \$<br>2,000,000  | \$<br>1,600,000  | \$<br>400,000   | STP+CMAQ Total Cost = \$18,584,373   |
|                             | 604123        | ASHLAND- RECONSTRUCTION ON ROUTE 126 (POND STREET), FROM THE FRAMINGHAM T.L. TO THE HOLLISTON T.L.                             | 3   | CMAQ | \$<br>2,000,000  | \$<br>1,600,000  | \$<br>400,000   | STP+CMAQ+TAP Total Cost = \$15,532,405   |
|                             | CMAQ Subtotal |  |     |      | \$<br>17,427,220 | \$<br>13,941,776 | \$<br>3,485,444 | ■ 80% Federal + 20% Non-Federal  |

#### ► TAP - Transportation Alternatives Program

| 6 | ASHLAND- RECONSTRUCTION ON ROUTE 126<br>(POND STREET), FROM THE FRAMINGHAM T.L. TO<br>THE HOLLISTON T.L. | 3 | TAP            | \$<br>2,548,719 | \$<br>2,038,975 | \$<br>509,744 | STP+CMAQ+TAP Total Cost = \$15,532,405 |
|---|--|---|----------------|-----------------|-----------------|---------------|--|
|   |  |   | TAP Subtotal ▶ | \$<br>2.548.719 | \$<br>2.038.975 | \$<br>509.744 | ■ 80% Federal + 20% Non-Federal        |

|  | TI INCHION MIP          | O Transportation Improvement Program  |  | _  |   | 05/05/2016 Prop   | osed Draft Amendme   | nt Four   |
|--|-------------------------|---|--|--|---|---|--|---|
| Amendment/<br>Adjustment Type ▼          | MassDOT<br>Project ID ▼ | MassDOT Project Description ▼   | MassDOT<br>District ▼                      | Funding<br>Source ▼  | Total<br>Programmed<br>Funds ▼                                      | Federal Funds<br>▼  | Non-Federal<br>Funds ▼   | Additional<br>Information ▼   |
| Non-CMAQ/HSIP/I                          | AP (Other)              |   |  |  |   |   |  |   |
| NON-OWAG/NOW /                           | Ai (Giller)             |   |  |  |   |   |  | removed from TIP; Yr 5 of 6; CMAQ+STP To  |
| MENDMENT:Remove<br>roject                | 1569                    | GREEN LINE EXTENSION PROJECT (PHASE 2),<br>COLLEGE AVENUE TO MYSTIC VALLEY<br>PARKWAY/ROUTE 16  | N/A  | STP  | \$ -  | \$ -  | \$ -   | Cost = \$190,100,000 (\$158,000,000 programmed within FFYs 2016-20 TIP); wa \$26,572,780 in FFY 2020  |
| MENDMENT:Add<br>roject                   | 1570                    | GREEN LINE EXTENSION PROJECT- EXTENSION TO COLLEGE AVENUE WITH THE UNION SQUARE SPUR  | N/A  | STP  | \$ 26,572,780   | \$ 21,258,224   | \$ 5,314,556   | additional funding programmed for GLX in F<br>2020 (other funds under Transit - Section 53  |
|  | 604996                  | WOBURN- BRIDGE REPLACEMENT, W-43-017, NEW BOSTON STREET OVER MBTA   | 4  | STP  | \$ 11,355,289   | \$ 9,084,231  | \$ 2,271,058   |   |
|  | 606226                  | BOSTON- RECONSTRUCTION OF RUTHERFORD<br>AVENUE, FROM CITY SQUARE TO SULLIVAN<br>SQUARE  | 6  | STP  | \$ 7,000,000  | \$ 5,600,000  | \$ 1,400,000   |   |
|  | 604123                  | ASHLAND- RECONSTRUCTION ON ROUTE 126 (POND STREET), FROM THE FRAMINGHAM T.L. TO THE HOLLISTON T.L.                                      | 3  | STP  | \$ 10,983,686   | \$ 8,786,949  | \$ 2,196,737   | STP+CMAQ+TAP Total Cost = \$15,532,40   |
|  | 602261                  | WALPOLE- RECONSTRUCTION ON ROUTE 1A<br>(MAIN STREET) FROM THE NORWOOD T.L. TO<br>ROUTE 27, INCLUDES W-03-024 OVER THE<br>NEPONSET RIVER | 5  | STP  | \$ 16,584,373   | \$ 13,267,498   | \$ 3,316,875   | STP+CMAQ Total Cost = \$18,584,373  |
|  |                         | Non-CMAQ.   | /HSIP/TAP (                                | Other) Subtotal ▶  | \$ 72,496,128   | \$ 57,996,902   | \$ 14,499,226  | ■ 80% Federal + 20% Non-Federal   |
| Section 1A / Fisca                       | l Constraint Ana        | Total Federal Aid T   |  |  |   |   | <b>⋖</b> Total Target  | \$ 154,266 Target Funds Available   |
|  |                         | Total Non-CMAQ/HSI  | P/TAP (Othe                                | r) Programmed >  | \$ 72,496,128   | \$ 72,353,684   | ■ Max. Non-  |   |
|  |                         | I OTAL NON-CMAQ/HSI.  | `  | , 0  |   |   | CMAQ/HSIP/TAP  | \$ (142,444) Non-CMAQ/HSIP/TAP (Oth Exceeds Maximum   |
|  |                         | Total Non-UMAQ/HSI  | Total HSI                                  | P Programmed ►   | \$ -  | \$ 4,296,710  | CMAQ/HSIP/TAP  ■ Min. HSIP                                     | \$ (142,444) Non-CMAQ/HSIP/TAP (Oth<br>Exceeds Maximum<br>\$ 4,296,710 HSIP Minimum Not Met   |
|  |                         | Total Non-UMAQ/HST  | Total HSI<br>Total CMA                     | , 0  | \$ -<br>\$ 17,427,220   | \$ 4,296,710<br>\$ 13,427,220                                 | CMAQ/HSIP/TAP  | \$ (142,444) Non-CMAQ/HSIP/TAP (Oth Exceeds Maximum   |
|  |                         |   | Total HSI<br>Total CMA<br>Total TA         | P Programmed ► Q Programmed ► P Programmed ►                                     | \$ -<br>\$ 17,427,220<br>\$ 2,548,719                               | \$ 4,296,710<br>\$ 13,427,220<br>\$ 2,548,719                 | CMAQ/HSIP/TAP  ■ Min. HSIP  ■ Min. CMAQ                        | \$ (142,444) Non-CMAQ/HSIP/TAP (Oth Exceeds Maximum   \$ 4,296,710 HSIP Minimum Not Met   \$ (4,000,000) CMAQ Minimum Met   |
| Section 1B / Fede                        | ral Aid Bridge Pr       | Remair  | Total HSI<br>Total CMA<br>Total TA         | P Programmed ► Q Programmed ►  | \$ -<br>\$ 17,427,220<br>\$ 2,548,719                               | \$ 4,296,710<br>\$ 13,427,220<br>\$ 2,548,719                 | CMAQ/HSIP/TAP  ■ Min. HSIP  ■ Min. CMAQ                        | \$ (142,444) Non-CMAQ/HSIP/TAP (Oth Exceeds Maximum   \$ 4,296,710 HSIP Minimum Not Met   \$ (4,000,000) CMAQ Minimum Met   |
|  |                         | rojects Remair  | Total HSI<br>Total CMA<br>Total TA         | P Programmed ► Q Programmed ► P Programmed ►                                     | \$ -<br>\$ 17,427,220<br>\$ 2,548,719                               | \$ 4,296,710<br>\$ 13,427,220<br>\$ 2,548,719                 | CMAQ/HSIP/TAP  ■ Min. HSIP  ■ Min. CMAQ                        | \$ (142,444) Non-CMAQ/HSIP/TAP (Oth Exceeds Maximum \$ 4,296,710 HSIP Minimum Not Met \$ (4,000,000) CMAQ Minimum Met   |
|  |                         | Remair<br>rojects<br>ogram  | Total HSI<br>Total CMA<br>Total TA         | P Programmed ► Q Programmed ► P Programmed ►                                     | \$ 17,427,220<br>\$ 2,548,719<br>\$ 296,710                         | \$ 4,296,710<br>\$ 13,427,220<br>\$ 2,548,719                 | CMAQ/HSIP/TAP  ■ Min. HSIP ■ Min. CMAQ ■ Min. TAP              | \$ (142,444) Non-CMAQ/HSIP/TAP (Oth Exceeds Maximum \$ 4,296,710 HSIP Minimum Not Met \$ (4,000,000) CMAQ Minimum Met   |
| -Section 1B / Feder<br>-Statewide Bridge |                         | rojects Remair  | Total HSI Total CMA Total TA               | P Programmed ► Q Programmed ► P Programmed ► IAQ, and TAP Funds                  | \$ -<br>\$ 17,427,220<br>\$ 2,548,719<br>\$ 296,710                 | \$ 4,296,710<br>\$ 13,427,220<br>\$ 2,548,719                 | CMAQ/HSIP/TAP  ■ Min. HSIP  ■ Min. CMAQ                        | \$ (142,444) Non-CMAQ/HSIP/TAP (Oth Exceeds Maximum \$ 4,296,710 HSIP Minimum Not Met \$ (4,000,000) CMAQ Minimum Met   |
| Statewide Bridge                         |                         | Remair<br>rojects<br>ogram<br>No Projects Programmed  | Total HSI Total CMA Total TA               | P Programmed ► Q Programmed ► P Programmed ► IAQ, and TAP Funds                  | \$ -<br>\$ 17,427,220<br>\$ 2,548,719<br>\$ 296,710                 | \$ 4,296,710<br>\$ 13,427,220<br>\$ 2,548,719                 | CMAQ/HSIP/TAP  ■ Min. HSIP ■ Min. CMAQ ■ Min. TAP              | \$ (142,444) Non-CMAQ/HSIP/TAP (Oth Exceeds Maximum \$ 4,296,710 HSIP Minimum Not Met \$ (4,000,000) CMAQ Minimum Met \$ - TAP Minimum Met                                  |
| Statewide Bridge                         |                         | Remair rojects ogram No Projects Programmed Statewide Bridge Mai  | Total HSI Total CMA Total TA               | P Programmed ► Q Programmed ► P Programmed ► IAQ, and TAP Funds                  | \$ -<br>\$ 17,427,220<br>\$ 2,548,719<br>\$ 296,710                 | \$ 4,296,710<br>\$ 13,427,220<br>\$ 2,548,719                 | CMAQ/HSIP/TAP  ■ Min. HSIP ■ Min. CMAQ ■ Min. TAP              | \$ (142,444) Non-CMAQ/HSIP/TAP (Oth Exceeds Maximum \$ 4,296,710 HSIP Minimum Not Met \$ (4,000,000) CMAQ Minimum Met \$ - TAP Minimum Met                                  |
| Statewide Bridge                         |                         | Remair<br>rojects<br>ogram<br>No Projects Programmed  | Total HSI Total CMA Total TA ning HSIP, CM | P Programmed ► Q Programmed ► P Programmed ► IAQ, and TAP Funds                  | \$ 17,427,220<br>\$ 2,548,719<br>\$ 296,710<br>\$ -<br>\$ -         | \$ 4,296,710<br>\$ 13,427,220<br>\$ 2,548,719                 | CMAQ/HSIP/TAP  ■ Min. HSIP ■ Min. CMAQ ■ Min. TAP              | \$ (142,444) Non-CMAQ/HSIP/TAP (Oth Exceeds Maximum \$ 4,296,710 HSIP Minimum Not Met \$ (4,000,000) CMAQ Minimum Met \$ - TAP Minimum Met                                  |
| Statewide Bridge On System               |                         | Remair rojects ogram No Projects Programmed Statewide Bridge Mai  | Total HSI Total CMA Total TA ning HSIP, CM | P Programmed ▶ Q Programmed ▶ P Programmed ▶ IAQ, and TAP Funds ogram Subtotal ▶ | \$ 17,427,220<br>\$ 2,548,719<br>\$ 296,710<br>\$ -<br>\$ -         | \$ 4,296,710<br>\$ 13,427,220<br>\$ 2,548,719<br>\$ -<br>\$ - | CMAQ/HSIP/TAP  ■ Min. HSIP ■ Min. CMAQ ■ Min. TAP  S - S -     | \$ (142,444) Non-CMAQ/HSIP/TAP (Oth Exceeds Maximum \$ 4,296,710 HSIP Minimum Not Met \$ (4,000,000) CMAQ Minimum Met \$ - TAP Minimum Met                                  |
|  |                         | Remair rojects ogram No Projects Programmed Statewide Bridge Mai  | Total HSI Total CMA Total TA ning HSIP, CM | P Programmed ▶ Q Programmed ▶ P Programmed ▶ IAQ, and TAP Funds ogram Subtotal ▶ | \$ 17,427,220<br>\$ 2,548,719<br>\$ 296,710<br>\$ -<br>\$ -         | \$ 4,296,710<br>\$ 13,427,220<br>\$ 2,548,719<br>\$ -<br>\$ - | CMAQ/HSIP/TAP  ■ Min. HSIP ■ Min. CMAQ ■ Min. TAP  S - S -     | \$ (142,444) Non-CMAQ/HSIP/TAP (Oth Exceeds Maximum \$ 4,296,710 HSIP Minimum Not Met \$ (4,000,000) CMAQ Minimum Met \$ - TAP Minimum Met                                  |
| Statewide Bridge On System               |                         | Remair rojects ogram No Projects Programmed Statewide Bridge Mai  | Total HSI Total CMA Total TA ning HSIP, CM | P Programmed ▶ Q Programmed ▶ P Programmed ▶ IAQ, and TAP Funds ogram Subtotal ▶ | \$ -<br>\$ 17,427,220<br>\$ 2,548,719<br>\$ 296,710<br>\$ -<br>\$ - | \$ 4,296,710<br>\$ 13,427,220<br>\$ 2,548,719<br>\$ -<br>\$ - | CMAQ/HSIP/TAP  ■ Min. HSIP ■ Min. CMAQ ■ Min. TAP  S - S -     | \$ (142,444) Non-CMAQ/HSIP/TAP (Oth Exceeds Maximum \$ 4,296,710 HSIP Minimum Not Met \$ (4,000,000) CMAQ Minimum Met \$ - TAP Minimum Met                                  |
| Statewide Bridge On System Off-System    | Maintenance Pro         | Remain rojects  ogram  No Projects Programmed  No Projects Programmed  No Projects Programmed  No Projects Programmed                   | Total HSI Total CMA Total TA ning HSIP, CM | P Programmed ▶ Q Programmed ▶ P Programmed ▶ IAQ, and TAP Funds                  | \$ -<br>\$ 17,427,220<br>\$ 2,548,719<br>\$ 296,710<br>\$ -<br>\$ - | \$ 4,296,710<br>\$ 13,427,220<br>\$ 2,548,719<br>\$ -<br>\$ - | CMAQ/HSIP/TAP  ■ Min. HSIP ■ Min. CMAQ ■ Min. TAP  S - S - S - | \$ (142,444) Non-CMAQ/HSIP/TAP (Oth Exceeds Maximum \$ 4,296,710 HSIP Minimum Not Met \$ (4,000,000) CMAQ Minimum Met \$ - TAP Minimum Met  4 80% Federal + 20% Non-Federal |
| Statewide Bridge On System               | Maintenance Pro         | Remain rojects  ogram  No Projects Programmed  No Projects Programmed  No Projects Programmed  No Projects Programmed                   | Total HSI Total CMA Total TA ning HSIP, CM | P Programmed ▶ Q Programmed ▶ P Programmed ▶ IAQ, and TAP Funds                  | \$ -<br>\$ 17,427,220<br>\$ 2,548,719<br>\$ 296,710<br>\$ -<br>\$ - | \$ 4,296,710<br>\$ 13,427,220<br>\$ 2,548,719<br>\$ -<br>\$ - | CMAQ/HSIP/TAP  ■ Min. HSIP ■ Min. CMAQ ■ Min. TAP  S - S - S - | \$ (142,444) Non-CMAQ/HSIP/TAP (Ot Exceeds Maximum \$ 4,296,710 HSIP Minimum Not Met \$ (4,000,000) CMAQ Minimum Met \$ - TAP Minimum Met  4 80% Federal + 20% Non-Federal  |

| 2020 Bosto                    | on Region MP            | O Transportation Impro           | vement Program              |            |                            |                                | 07/30/2015 End<br>05/05/2016 Prop | orsed<br>oosed Draft Amendm | ent Four                                 |
|-------------------------------|-------------------------|----------------------------------|-----------------------------|------------|----------------------------|--------------------------------|-----------------------------------|-----------------------------|--|
| nendment/<br>ljustment Type ▼ | MassDOT<br>Project ID ▼ | MassDOT<br>Project Description ▼ |                             |            | Funding<br>Source ▼        | Total<br>Programmed<br>Funds ▼ | Federal Funds<br>▼                | Non-Federal<br>Funds ▼      | Additional<br>Information ▼              |
| Section 1C / Fede             | ral Aid Non-Targe       | et Projects                      |                             |            |                            |                                |                                   |                             |  |
| Other Federal Aid             |                         |                                  |                             |            |                            |                                |                                   |                             |  |
|                               |                         | No Projects Programmed           |                             |            |                            | \$ -                           | \$ -                              | \$ -                        |  |
|                               |                         |                                  | 0                           | ther Fede  | ral Aid Subtotal ▶         | \$ -                           | \$ -                              | \$ -                        | ■ Funding Split Varies by Funding Source |
| Section 1D / Fede             | ral Aid Major & S       | tate Category Projects           |                             |            |                            |                                |                                   |                             |  |
| ► Statewide Infrast           | ructure Program         |                                  |                             |            |                            |                                |                                   |                             |  |
| - Clatewide IIII ast          | . acture i rogidili     | No Projects Programmed           |                             |            |                            |                                |                                   |                             |  |
|                               |                         | -                                | Statewide Infrast           | ructure Pr | ogram Subtotal ▶           | \$ -                           | \$ -                              | \$ -                        | ■ 80% Federal + 20% Non-Federal          |
| ► Statewide HSIP P            | Program                 |                                  |                             |            |                            |                                |                                   |                             |  |
| J.M.O.F.Ide HOIF F            | grain                   | No Projects Programmed           |                             |            |                            |                                |                                   |                             |  |
|                               | -                       | _ · · · ·                        | Statewide                   | e HSIP Pr  | ogram Subtotal ▶           | \$ -                           | \$ -                              | \$ -                        | ■ 90% Federal + 10% Non-Federal          |
| Statewide Safe R              | outos to Cabaala        | Duanuam                          |                             |            |                            |                                |                                   |                             |  |
| Statewide Sale K              | outes to schools        | No Projects Programmed           |                             |            |                            | \$ -                           | \$ -                              | \$ -                        | Funding Split Varies by Funding Source   |
|                               |                         | ito i rojocio i rogiammou        | Statewide Safe Routes to S  | Schools Pr | ogram Subtotal ▶           |                                | \$ -                              |                             | ▼ Funding Split Varies by Funding Source |
|                               |                         |                                  |                             |            |                            |                                |                                   |                             | _  |
| ► Statewide CMAQ              |                         | No Projects Programmed           |                             |            |                            | 1                              |                                   |                             |  |
|                               |                         | No Flojecis Flografilileu        |                             | St         | atewide CMAQ ►             | \$ -                           | \$ -                              | \$ -                        | ■ 80% Federal + 20% Non-Federal          |
|                               |                         |                                  |                             |            |                            |                                | - "                               | 1                           |  |
| Statewide Transp              | ortation Enhance        |                                  |                             |            |                            | 1.0                            |                                   | 1                           |  |
|                               |                         | No Projects Programmed           | Statewide Transportation    | n Enhance  | ments Subtotal ►           | \$ -<br>\$ -                   | \$ -                              | \$ -                        | ■ 80% Federal + 20% Non-Federal          |
|                               |                         |                                  | Otatewide Transportation    | Limanoc    | ments oubtotal P           | Ψ                              | - Ψ                               | Ψ                           | 4 00% i cuciai · 20% i von-i cuciai      |
| Statewide ITS                 |                         |                                  |                             |            |                            |                                |                                   |                             |  |
|                               |                         | No Projects Programmed           |                             | Oteterri   | I ITO OUTLAND              | \$ -                           | -                                 | -                           | 1 000/ Fadaral + 000/ New Fadaral        |
|                               |                         |                                  |                             | Statewic   | de ITS Subtotal ▶          | \$ -                           | \$ -                              | \$ -                        | ■ 80% Federal + 20% Non-Federal          |
| Statewide Intersta            | ate Maintenance F       | Program                          |                             |            |                            |                                |                                   |                             |  |
|                               |                         | No Projects Programmed           |                             |            |                            |                                |                                   |                             |  |
|                               |                         |                                  | Statewide Interstate Mainte | enance Pr  | ogram Subtotal <b>&gt;</b> | \$ -                           | \$ -                              | \$ -                        | ■ 90% Federal + 10% Non-Federal          |
|                               |                         |                                  |                             |            |                            |                                |                                   |                             |  |
| Statewide NHS Pr              | eservation Progr        | am+                              |                             |            |                            |                                |                                   |                             |  |
|                               |                         | No Projects Programmed           |                             |            |                            |                                |                                   |                             |  |
|                               |                         |                                  | Statewide NHS Prese         | rvation Pr | ogram Subtotal ▶           | \$ -                           | \$ -                              | \$ -                        | ■ 80% Federal + 20% Non-Federal          |
| ►Statewide RR Gra             | de Crossinas            |                                  |                             |            |                            |                                |                                   |                             |  |
| - Julionido IIII Ola          | Orocomigo               | No Projects Programmed           |                             |            |                            | \$ -                           | -                                 | -                           |  |
|                               | _                       |                                  | Statewide RR 0              | Grade Cro  | ssings Subtotal ►          | \$ -                           | \$ -                              | \$ -                        | ■ 80% Federal + 20% Non-Federal          |
|                               |                         |                                  |                             |            |                            |                                |                                   |                             |  |
| Statewide Stormv              | vater Retrofits         | No Projects Programmed           |                             |            |                            | 1                              |                                   |                             |  |
|                               |                         | ino Frojects Programmed          | Statewide Store             | mwater Re  | etrofits Subtotal ►        | \$ -                           | \$ -                              | \$ -                        | ■ 80% Federal + 20% Non-Federal          |
|                               |                         |                                  | Glatewide Ston              | vaici ixe  | Julionio Gubiolai 🕨        | Ψ -                            | Ψ -                               | ΙΨ -                        | 3 50 /0 1 Cuciai · 20 /0 Non-1 Cuciai    |

|   | ABP GANS Repayment   |  | \$                                  |                                       | -  | -                                 |  |
|---|--|--|-------------------------------------|---------------------------------------|--|-----------------------------------|--|
|   | Award Adjustments, Change Orders, Project Value                  |  | \$                                  |                                       | -  | -                                 |  |
|   | Changes, Etc.  |  |                                     |                                       |  |                                   |  |
|   | DBEs, FAPO, Pavement Lab Retrofits, and Misc.                    |  | \$                                  |                                       | -  | -                                 |  |
|   | Programs   |  |                                     |                                       |  |                                   |  |
|   | Planning   |  | \$                                  | -                                     | -  | -                                 |  |
|   | Statewide Design and Right of Way                                |  | \$                                  | -                                     | -  | -                                 |  |
|   | Statewide Recreational Trails                                    |  | 7                                   |                                       | -  | -                                 |  |
|   | Ot   | ther Statewide Items Subtotal ▶                                      | \$                                  | - \$                                  | - \$   | -                                 | ■ Funding Split Varies by Funding Source |
|   | ·  |  |                                     |                                       |  |                                   |  |
| on Federal Aid                                    |  |  |                                     |                                       |  |                                   |  |
| on Federal Aid                                    | No Projects Programmed   | NFA<br>Non-Federal Aid Subtotal ▶                                    | Ÿ                                   | ·                                     | \$   |                                   | ■100% Non-Federal                        |
| on Federal Aid                                    | No Projects Programmed   | NFA Non-Federal Aid Subtotal▶  |                                     | -                                     | \$<br>\$   |                                   | ■100% Non-Federal                        |
|   | , ,  |  |                                     | <u> </u>                              |  |                                   | ■100% Non-Federal                        |
| ection 2B / Non-Federal                           | Bridge Projects  |  |                                     |                                       |  |                                   | ■100% Non-Federal                        |
| ection 2B / Non-Federal                           | Bridge Projects  Bridge Projects                                 | Non-Federal Aid Subtotal▶  | \$                                  |                                       | \$   |                                   | ■100% Non-Federal                        |
| ection 2B / Non-Federal                           | Bridge Projects  Bridge Projects  No Projects Programmed         | Non-Federal Aid Subtotal▶  | \$                                  | · ·                                   | \$   |                                   |  |
| ection 2B / Non-Federal                           | Bridge Projects  Bridge Projects  No Projects Programmed         | Non-Federal Aid Subtotal▶  | \$                                  | · · · · · · · · · · · · · · · · · · · | \$   |                                   | ■100% Non-Federal ■100% Non-Federal      |
| ection 2B / Non-Federal                           | Bridge Projects    No Projects Programmed   Section 2B / Non-Fer | Non-Federal Aid Subtotal▶  | \$                                  |                                       | \$<br>\$<br>\$   |                                   |  |
| ection 2B / Non-Federal                           | Bridge Projects  Bridge Projects  No Projects Programmed         | Non-Federal Aid Subtotal▶  | \$ \$ \$                            | · _                                   | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | -                                 |  |
| ection 2B / Non-Federal                           | Bridge Projects    No Projects Programmed   Section 2B / Non-Fer | Non-Federal Aid Subtotal▶    NFA     deral Bridge Projects Subtotal▶ | \$ \$ \$                            | : TIP Section 2                       | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | -<br>-<br>I of All<br>ects ▼      |  |
| Section 2B / Non-Federal Section 2B / Non-Federal | Bridge Projects    No Projects Programmed   Section 2B / Non-Fer | Non-Federal Aid Subtotal▶    NFA     deral Bridge Projects Subtotal▶ | \$ \$ \$ TIP Section 1 \$ 92,472,00 | : TIP Section 2                       | \$ \$ \$ Proj  | -<br>-<br>-<br>I of All<br>ects ▼ | ■100% Non-Federal                        |

MassDOT Funding

District ▼ Source ▼

Statewide ADA Implementation Plan Subtotal ▶ \$

07/30/2015 Endorsed

Federal Funds Non-Federal

Total

Funds ▼

Programmed

\$

05/05/2016 Proposed Draft Amendment Four

Funds ▼

Additional

Information ▼

- ■ 80% Federal + 20% Non-Federal

2020 Boston Region MPO Transportation Improvement Program

MassDOT

Project Description ▼

No Projects Programmed

MassDOT

► Statewide ADA Implementation Plan

Project ID ▼

Amendment/

Adjustment Type ▼

701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Project (1701 CMR 7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public works Project that is performed within the limits of, or that impact traffic on, any Public Road. The Municipal Limitation referenced in this Regulation is applicable only to projects where the Municipality is the Awarding Authority. For all projects contained in the TIP, the Commonwealth is the Awarding Authority. Therefore, all projects must be considered and implemented in accordance with 701 CMR 7.00, and the Road Flagger and Police Detail Guidelines. By placing a project on the TIP, the Municipality acknowledges that 701 CMR 7.00 is applicable to its project and design and construction will be fully compliant with this Regulation. This information, and additional information relative to guidance and implementation of the Regulation can be found at the following link on the MassDOT Highway Division website: http://www.massdot.state.ma.us/Highway/flaggers/main.aspx