

**Endorsed by the Boston Region
Metropolitan Planning Organization
on June 28, 2012**

Transportation
Improvement Program and
Air Quality Conformity
Determination:
Federal Fiscal Years
2013–16

Boston Region Metropolitan Planning Organization Staff

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

*MassDOT Office of Planning and Programming
Massachusetts Bay Transportation Authority
Massachusetts Bay Transportation Authority Advisory Board
MassDOT Highway Department
Massachusetts Port Authority
Metropolitan Area Planning Council
Regional Transportation Advisory Council
City of Boston
City of Beverly (North Shore Task Force)
City of Everett (At-Large City)
City of Newton (At-Large City)*

*City of Somerville (Inner Core Committee)
City of Woburn (North Suburban Planning Council)
Town of Arlington (At-Large Town)
Town of Bedford
(Minuteman Advisory Group on Interlocal Coordination)
Town of Braintree (South Shore Coalition)
Town of Framingham (MetroWest Regional Collaborative)
Town of Lexington (At-Large Town)
Town of Medway (South West Advisory Planning Committee)
Town of Norwood (Three Rivers Interlocal Council)
Federal Highway Administration (nonvoting)
Federal Transit Administration (nonvoting)*



Boston Region Metropolitan Planning Organization Municipalities

The MPO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. The MPO does not discriminate on the basis of race, color, national origin, English proficiency, income, religious creed, ancestry, disability, age, gender, sexual orientation, or military service. Any person who believes herself/himself or any specific class of persons to have been subjected to discrimination prohibited by Title VI or related statutes or regulations may, herself/himself or via a representative, file a written complaint with the MPO. A complaint must be filed no later than 30 calendar days after the date on which the person believes the discrimination occurred.

For additional copies of this document or to request it in an accessible format, contact:

By mail Boston Region Metropolitan Planning Organization
 Certification Activities Group
 10 Park Plaza, Suite 2150
 Boston, MA 02116

By telephone (617) 973-7107 (voice)
 (617) 973-7089 (TTY)

By fax (617) 973-8855

By e-mail spfalzer@ctps.org

Or download it at www.ctps.org/tip

This document was funded in part through grants from the Federal Highway Administration and Federal Transit Administration of the U.S. Department of Transportation. Its contents do not necessarily reflect the official views or policy of the U.S. DOT.



Certification of the Boston Region MPO Transportation Planning Process

The Boston Region Metropolitan Planning Organization certifies that its conduct of the metropolitan transportation planning process complies with all applicable requirements, which are listed below, and that this process includes activities to support the development and implementation of the Regional Long-Range Transportation Plan and Air Quality Conformity Determination, the Transportation Improvement Program and Air Quality Conformity Determination, and the Unified Planning Work Program.

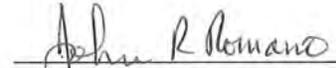
1. 23 USC 134, 49 USC 5303, and this subpart.
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d) and 40 CFR Part 93.
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR Part 21.
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.
5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT-funded projects.
6. The provisions of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR Parts 27, 37, and 38.
7. The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance.
8. Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender.
9. Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.
10. Anti-lobbying restrictions found in 49 USC Part 20. No appropriated funds may be expended by a recipient to influence or attempt to influence an officer or employee of any agency, or a member of Congress, in connection with the awarding of any federal contract.

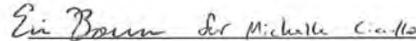
June 28, 2012

Richard A. Davey, Secretary and Chief Executive Officer
Massachusetts Department of Transportation
Chair, Boston Region MPO

The signatures of the other MPO members may be found on page 2.


Massachusetts Department of Transportation


Massachusetts Department of Transportation - Highway Division


Metropolitan Area Planning Council

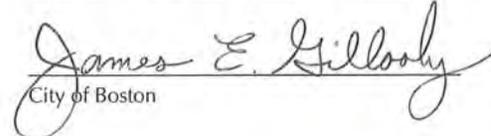

Advisory Board to the MBTA

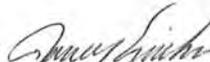

Massachusetts Bay Transportation Authority

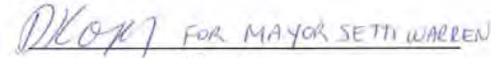
Massachusetts Port Authority

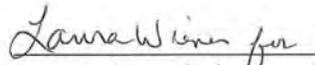

Regional Transportation Advisory Council

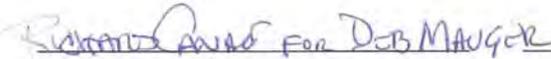

City of Boston

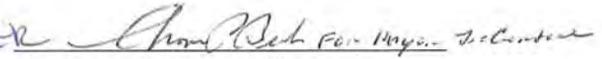

City of Boston

 FOR MAYOR CARLO DE MARIA JR.
At-Large - City of Everett

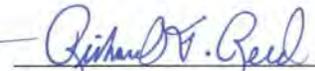
 FOR MAYOR SETTI WARREN
At-Large - City of Newton

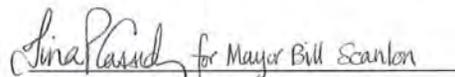
 FOR KEVIN GREELY,
Chair, Bd. of Selectmen
At-Large - Town of Arlington

 FOR DEB MAUGER
At-Large - Town of Lexington

 FOR [Name]
Inner Core - City of Somerville


MetroWest Growth Management Committee - Town of Framingham


Minuteman Advisory Group on Interlocal Coordination - Town of Bedford

 FOR Mayor Bill Scanlon
North Shore Task Force - Town of Beverly

North Suburban Planning Council - City of Woburn

South Shore Coalition - Town of Braintree

SouthWest Advisory Planning Committee - Town of Medway

 FOR MICHAEL LYNN
Three Rivers Interlocal Council - Town of Norwood

TABLE OF CONTENTS

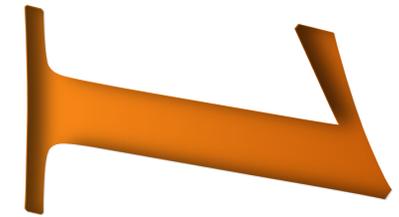
CHAPTER ONE – THE 3C PROCESS	1-1
CHAPTER TWO – THE TIP PROCESS	2-1
CHAPTER THREE – PROJECT INFORMATION	3-1
<i>PROJECT TABLES FFYs 2013 – 2016</i>	<i>3-2</i>
<i>HIGHWAY ELEMENT</i>	<i>3-32</i>
<i>TRANSIT ELEMENT</i>	<i>3-77</i>
CHAPTER FOUR – DETERMINATION OF AIR QUALITY CONFORMITY	4-1
CHAPTER FIVE – FINANCIAL CONSTRAINT	5-1
CHAPTER SIX – OPERATIONS AND MAINTENANCE	6-1
APPENDICES	
A <i>UNIVERSE OF PROJECTS</i>	<i>A-1</i>
B <i>PROJECT INFORMATION FORMS AND EVALUATIONS</i>	<i>B-1</i>
C <i>GREENHOUSE GAS MONITORING AND EVALUATION</i>	<i>C-1</i>
D <i>FFY 2012 HIGHWAY PROJECTS STATUS</i>	<i>D-1</i>
E <i>FFY 2012 TRANSIT PROJECTS STATUS</i>	<i>E-1</i>
F <i>PUBLIC COMMENTS ON THE DRAFT FFYs 2013 – 2016</i>	<i>F-1</i>

Decisions about how to spend transportation funds in a metropolitan area are guided by information and ideas from a broad group of people including elected officials, municipal planners and engineers, transportation advocates, other advocates, and other interested persons. Metropolitan planning organizations (MPOs) are the bodies responsible for providing a forum for this process. Each metropolitan area in the United States with a population of 50,000 or more has an MPO that decides how to spend federal transportation funds for capital projects and planning studies.

In order to be eligible for federal funds, metropolitan areas are required to maintain a continuing, cooperative, and comprehensive (3C) transportation planning process that results in plans and programs consistent with the planning objectives of the metropolitan area.¹ The 3C transportation planning process in the Boston region is the responsibility of the Boston Region Metropolitan Planning Organization (MPO), which has established the following objectives for the process:

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

¹ Section 134 of the Federal-Aid Highway Act and Section 5303 of the Federal Transit Act, as amended.



THE 3C PROCESS

THE BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

The Boston Region MPO is a 22-member board consisting of state agencies, regional organizations, and municipalities; its jurisdiction extends from Boston to Ipswich on the north, Duxbury on the south, and approximately Interstate 495 on the west. The 101 cities and towns comprised by this area are shown on the map that follows the title page of this document.

This Transportation Improvement Program (TIP) was developed and approved by the MPO members listed below. The permanent MPO voting members are the Massachusetts Department of Transportation (MassDOT); Metropolitan Area Planning Council (MAPC); MBTA Advisory Board; Massachusetts Bay Transportation Authority (MBTA); Massachusetts Port Authority (Massport); City of Boston, and Regional Transportation Advisory Council. The elected MPO voting members and their respective seats are:

City of Beverly – North Shore Task Force

City of Everett – At-Large City

City of Newton – At-Large City

City of Somerville – Inner Core Committee

City of Woburn – North Suburban Planning Council

Town of Arlington – At-Large Town

Town of Bedford – Minuteman Advisory Group on Interlocal Coordination

Town of Braintree – South Shore Coalition

Town of Framingham – MetroWest Regional Collaborative

Town of Lexington – At-Large Town

Town of Medway – South West Advisory Planning Committee

Town of Norwood – Three Rivers Interlocal Council

In addition, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) participate in the MPO as advisory (nonvoting) members. The chart on the following page also shows the MPO membership and the organization of the MPO's staff, the Central Transportation Planning Staff.

- The *Massachusetts Department of Transportation (MassDOT)* was established on November 1, 2009 under Chapter 25 (“An Act Modernizing the Transportation Systems of the Commonwealth of Massachusetts”) of the Acts of 2009, which was signed by Governor Deval Patrick in June 2009. Accordingly, MassDOT is a merger of the former Executive Office of Transportation and Public Works (EOT) and its divisions with the former Massachusetts Turnpike Authority, the Massachusetts Highway Department, the Registry of Motor Vehicles, and the Massachusetts Aeronautics Commission. The legislation also established MassDOT oversight of the Massachusetts Bay Transportation Authority (MBTA) and the Commonwealth’s regional transit authorities (RTAs). In addition, it authorized the transfer of ownership of the Tobin Bridge from the Massachusetts Port Authority to MassDOT and the assumption of responsibility by MassDOT for many of the bridges and parkways formerly operated by the Department of Conservation and Recreation (DCR).
- The *MassDOT Highway Division* has jurisdiction over the roadways, bridges, and tunnels of the former Massachusetts Highway Department and the Massachusetts Turnpike Authority, and over the Tobin Bridge. The Division also has jurisdiction over the former DCR bridges and parkways, mentioned above. The Highway Division is responsible for the design, construction, and maintenance of the commonwealth’s state highways and bridges. The Division is responsible for overseeing traffic safety and engineering activities, including the Highway Operations Control Center, to ensure safe road and travel conditions.
- The *Massachusetts Bay Transportation Authority (MBTA)* has the statutory responsibility within its district, under the provisions of Chapter 161A of the Massachusetts General Laws (MGL), of preparing the engineering and architectural designs for transit development projects, constructing and operating transit development projects, and operating the public transportation system. The MBTA district comprises 175 communities, including all of the 101 cities and towns of the Boston Region MPO area. The MBTA board of directors consists of a chairman and eight other directors, appointed by the governor.
- The *Massachusetts Bay Transportation Authority Advisory Board* was created by the Legislature in 1964 through the same legislation that created the MBTA; this legislation was updated as part of Chapter 127 of the Acts of 1999. The Advisory Board consists of representatives of the 175 cities and towns that compose the MBTA district. Cities are represented by either the city manager or mayor, and towns by the chairperson of the board of selectmen. Specific responsibilities of the Advisory Board include review of and comment on the Program for Mass Transportation (PMT), proposed fare increases,

and the annual MBTA Capital Investment Program; review of the MBTA's documentation of its net operating investment per passenger; and review of the MBTA's operating budget.

- The *Massachusetts Port Authority (Massport)* has the statutory responsibility under Chapter 465 of the Acts of 1956, as amended, of planning, constructing, owning, and operating such transportation and related facilities as may be necessary for the development and improvement of commerce in Boston and the surrounding metropolitan area. Massport owns and operates the seaport, Logan International Airport, and Hanscom Field.
- The *Metropolitan Area Planning Council (MAPC)* is the regional planning agency for the 101 cities and towns in the MAPC/MPO district. It is composed of the chief executive (or her/his designee) of each of the 101 cities and towns in the MAPC district, 21 gubernatorial appointees, and 12 ex officio members. It has statutory responsibility for comprehensive regional planning in the district under Chapter 40B of the MGL. It is the Boston Metropolitan Clearinghouse under Section 204 of the Demonstration Cities and Metropolitan Development Act of 1966 and Title VI of the Intergovernmental Cooperation Act of 1968. Also, its district has been designated an economic development district under Title IV of the Public Works and Economic Development Act of 1965, as amended. MAPC's responsibilities for comprehensive planning include responsibilities in the areas of technical assistance to communities, transportation planning, and the development of zoning, land use, demographic, and environmental studies.
- The *City of Boston, six elected cities (currently Beverly, Braintree, Everett, Newton, Somerville, and Woburn), and six elected towns (currently Arlington, Bedford, Framingham, Lexington, Medway, and Norwood)* represent the region's 101 municipalities in the Boston Region MPO. The City of Boston is a permanent MPO member (with two seats); there is one elected municipal seat for each of the eight MAPC subregions; and four at-large elected municipalities (two cities and two towns). The elected at-large municipalities serve staggered three-year terms, as do the eight municipalities representing the MAPC subregions.
- The *Regional Transportation Advisory Council*, the MPO's citizen advisory group, provides the opportunity for transportation-related organizations, agencies, and municipal representatives to become actively involved in the decision-making processes of the MPO in the planning and programming of transportation services in the region. The Advisory Council reviews, comments on, and makes recommendations regarding certification documents. It also serves as a forum for providing information on transportation topics in

the region, identifying issues, advocating for ways to address the region's transportation needs, and generating interest among members of the general public in the work of the MPO.

Two members participate in the Boston Region MPO in an advisory (nonvoting) capacity, reviewing the Long-Range Regional Transportation Plan (LRTP), the Transportation Improvement Program (TIP), and the Unified Planning Work Program (UPWP) to ensure compliance with federal planning and programming requirements:

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

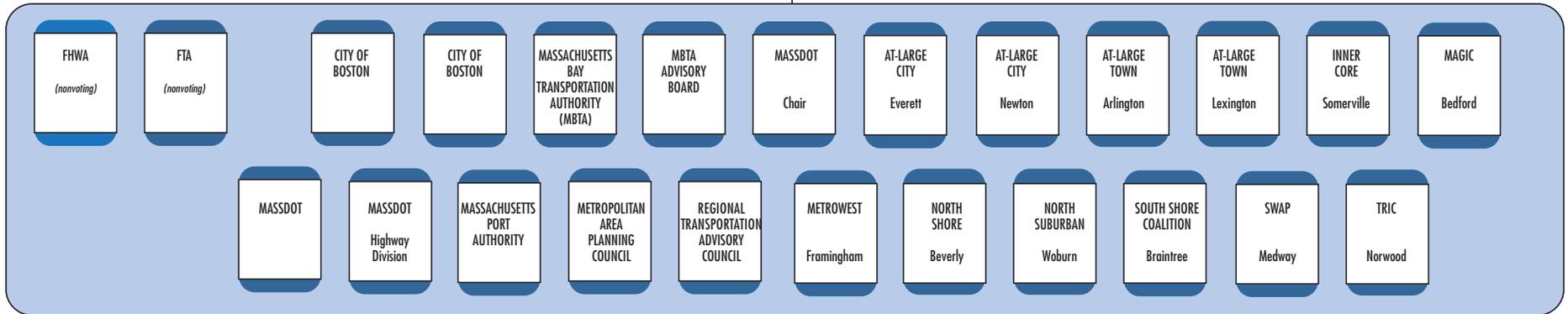
Two other entities assist MPO members in carrying out the responsibilities of the MPO's 3C planning process through policy implementation, technical support, and public participation:

- The *Central Transportation Planning Staff (CTPS)* was created by the MPO to carry out general and 3C transportation-planning activities behalf of the MPO and to provide agencies with analyses required for their decision making.
- The *MAPC subregional groups (SRGs)* bring together representatives (usually appointed or elected officials or their staff) of the communities within a subregion of the MAPC district to address shared concerns regarding transportation and land use. MAPC has promoted and supported the formation of SRGs in order to foster better communication and cooperation among communities. They have played an important role in the MPO's participatory process, including the development of TIP and UPWP project priorities.

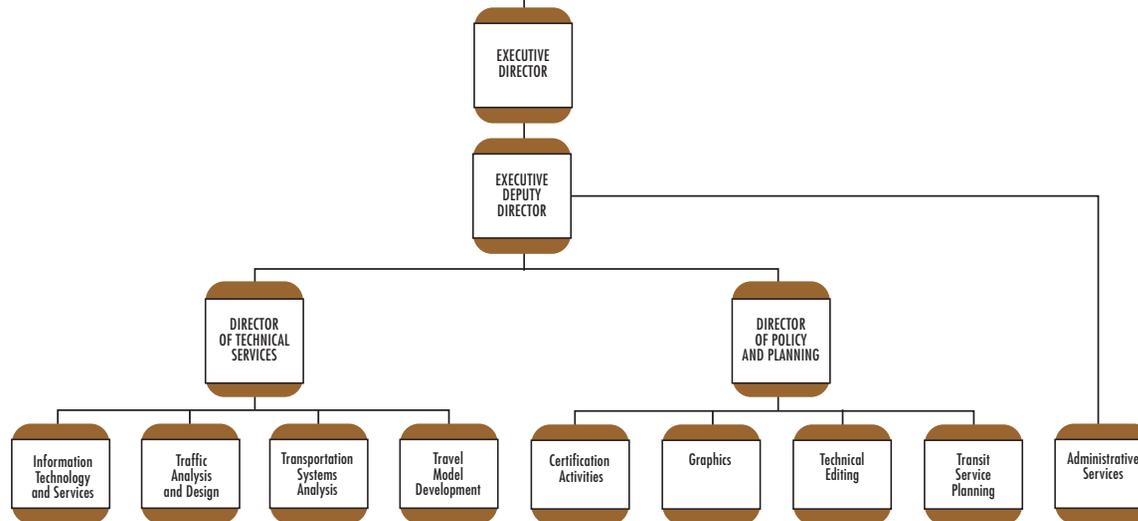
CERTIFICATION DOCUMENTS

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

MEMBERSHIP OF THE BOSTON REGION METROPOLITAN PLANNING ORGANIZATION



CENTRAL TRANSPORTATION PLANNING STAFF



- The *Long-Range Transportation Plan and Air Quality Conformity Determination (LRTP)* states the MPO's transportation goals and policies, describes the public participation process for transportation planning, assesses the current state of the region's transportation system, estimates future needs and resources, and lays out a program for preserving and expanding the system for the upcoming 20-year period. In the Boston Region MPO, the LRTP is produced every four years.
- The *Transportation Improvement Program and Air Quality Conformity Determination (TIP)* is a staged, multiyear, intermodal program of transportation improvements that is consistent with the Long-Range Transportation Plan. It describes and prioritizes transportation projects expected to be implemented during a four-year period. The types of transportation projects funded include major highway reconstruction and maintenance, arterial and intersection improvements, public transit expansion and maintenance, bicycle paths and facilities, and improvements for pedestrians. The TIP contains a financial plan showing the revenue source or sources, current or proposed, for each project. One function of the TIP is to serve as a tool for monitoring progress in implementing the Long-Range Transportation Plan. The Boston Region MPO produces a TIP annually. An MPO-endorsed TIP is incorporated into the State Transportation Improvement Program (STIP) for its submission to FHWA, FTA, and the Environmental Protection Agency (EPA) for approval.
- The *Unified Planning Work Program (UPWP)* describes a fiscal year's transportation-related planning activities and sets forth budgets for projects using Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) planning funds. The UPWP identifies the funding used to carry out each component of the transportation planning process in the region, including production of the Long-Range Transportation Plan, the Transportation Improvement Program, and their Air Quality Conformity Determinations. The UPWP has a one-year scope and is produced annually.

CONSISTENCY WITH FEDERAL PLANNING REGULATIONS

THE SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS (SAFETEA-LU)

This legislation requires all MPOs to carry out the 3C process (see page 1-1). Activities the MPOs must perform to meet this requirement are:

- Production of the LRTP, the TIP, and the UPWP

- Establishment and oversight of the public participation process
- Maintenance of transportation models and data resources to support air quality conformity determinations as well as long-range and short-range planning work

CONSISTENCY WITH OTHER FEDERAL LEGISLATIVE REQUIREMENTS

TITLE VI OF THE 1964 CIVIL RIGHTS ACT, EXECUTIVE ORDER 12898, EXECUTIVE ORDER 13166, AND EXECUTIVE ORDER 13330

Title VI of the 1964 Civil Rights Act forbids federal agencies to discriminate on the basis of race, color, national origin, age, sex, disability, or religion. This act and subsequent legislation and implementing regulations provide that persons may not be excluded, denied benefits, or discriminated against on these bases. This applies to all U.S. Department of Transportation programs, policies, and activities. It is the foundation of current environmental-justice policies and regulations.

Executive Order 12898, dated February 11, 1994, expands upon Title VI, requiring each federal agency to achieve environmental justice by identifying and addressing any disproportionately high adverse human health or environmental effects, including interrelated social and economic effects, of its programs, policies, and activities on minority or low-income populations.

On April 15, 1997, the U.S. Department of Transportation issued its Final Order to Address Environmental Justice in Minority Populations and Low-Income Populations. Among other provisions, this order requires programming and planning activities to:

- Explicitly consider the effects of transportation decisions on minority and low-income populations
- Provide meaningful opportunities for public involvement by members of minority and low-income populations
- Gather (where relevant, appropriate, and practical) demographic information such as the race, color, national origin, and income level of the populations affected by transportation decisions
- Minimize or mitigate any adverse impact on minority or low-income populations

Executive Order 13166, of August 11, 2000, is intended to ensure compliance with Title VI of the Civil Rights Act of 1964 by specifically calling for improved access to federally conducted and federally assisted programs and activities for persons who, as a result of national origin, have limited English proficiency (LEP). To comply with the order, MPOs are required to develop and implement a system by which LEP persons can meaningfully participate in the transportation planning process.

Executive Order 13330, of February 26, 2004, calls for the establishment of the Interagency Transportation Coordinating Council on Access and Mobility (the Council) under the aegis of the Secretary of Transportation. This order charges the Council with developing policies and methods for improving access for persons with disabilities, low-income persons, and older adults.

THE 1990 CLEAN AIR ACT

Conformity determinations must be performed for capital improvement projects that receive federal funding and for those that are considered regionally significant, regardless of the funding source. These determinations must show that the MPO's LRTP and TIP will not cause or contribute to any new air quality violations, will not increase the frequency or severity of any existing air quality violations in any area, and will not delay the timely attainment of the air quality standards in any area.

Transportation control measures (TCMs) identified in the State Implementation Plan (SIP) for the attainment of air quality standards are federally enforceable and must be given first priority when using federal funds. Such projects include parking freeze programs in Boston and Cambridge, statewide rideshare regulations, rapid transit and commuter rail extension programs, park-and-ride facilities, residential parking sticker programs, and the operation of high-occupancy-vehicle lanes.

THE AMERICANS WITH DISABILITIES ACT

Title III of the Americans with Disabilities Act requires all transportation projects, plans, and programs to be accessible to people with disabilities. At the MPO level, this means that public meetings must be held in accessible buildings and MPO materials must be made available in accessible formats.

CONSISTENCY WITH STATE REQUIREMENTS

GLOBAL WARMING SOLUTIONS ACT

The Global Warming Solutions Act (GWSA), which Governor Deval Patrick signed into law in August 2008, makes Massachusetts a leader in setting aggressive and enforceable greenhouse gas (GHG) reduction targets and implementing policies and initiatives to achieve these targets. In keeping with this law, the Massachusetts Executive Office of Energy and Environmental Affairs (EOEEA), in consultation with other state agencies and the public, developed the Massachusetts *Clean Energy and Climate Plan for 2020*. This implementation plan, released on December 29, 2010, establishes targets for overall, statewide GHG emissions:

- By 2020: 25 percent reduction below statewide 1990 GHG emission levels
- By 2050: 80 percent reduction below statewide 1990 GHG emission levels

GREENDOT POLICY

The transportation sector is the single largest emitter of greenhouse gases, accounting for over a third of GHG emissions, and is therefore a key focus of the *Clean Energy and Climate Plan for 2020*. MassDOT's approach to supporting the implementation of the plan is set forth in its GreenDOT Policy Directive, a comprehensive sustainability initiative that sets three principal objectives:

- **Reduce greenhouse gas (GHG) emissions.** MassDOT will achieve this by taking GHG emissions into account in all of its responsibilities, from strategic planning to project design and construction and system operations.
- **Promote the healthy transportation modes of walking, bicycling, and public transit.** MassDOT will achieve this by pursuing multimodal, "complete streets" design standards, providing choice in transportation services, and working with MPOs and other partners to prioritize and program a balance among projects that serve drivers, pedestrians, bicyclists, and public transit riders.
- **To support smart-growth development.** MassDOT will achieve this by working with MPOs and other partners to make transportation investments that make possible denser, smart-growth development patterns, which support reduced GHG emissions.

The Commonwealth's 13 MPOs are integrally involved in helping to achieve the GreenDOT objectives and supporting the GHG reductions mandated under the GWSA.

The MPOs are most directly involved in helping to achieve the second and third objectives. They do this through the transportation goals and policies included in the Long-Range Transportation Plans (LRTPs), the major projects planned in the LRTPs, and the mix of new transportation projects that are programmed and implemented through the TIPs. Tracking and evaluating GHG emissions by project will enable the MPOs to identify the anticipated GHG impacts of the planned and programmed projects and also to use GHG impacts as a criterion in prioritizing transportation investments.

COORDINATION WITH OTHER PLANNING ACTIVITIES

LONG-RANGE TRANSPORTATION PLAN (LRTP)

The MPO considered the degree to which a proposed TIP project would forward the policies that guided the development of its LRTP. The MPO also reviewed TIP projects within the context of the recommended projects included in the LRTP.

CONGESTION MANAGEMENT PROCESS (CMP)

The purpose of the CMP is to monitor transit, roadway, and park-and-ride facilities in the MPO region and identify “problem” locations. Projects that help address problems identified in the most recent CMP monitoring were considered for inclusion in this TIP.

THE MBTA PROGRAM FOR MASS TRANSPORTATION (PMT)

In 2009, the MBTA adopted its current PMT, which is the MBTA’s long-range capital plan. The PMT was developed with extensive public involvement and approved by the MBTA Advisory Board. The PMT includes projects currently under design for inclusion in the TIP.

YOU MOVE MASSACHUSETTS

youMove Massachusetts, a statewide initiative designed as a bottom-up approach to transportation planning, developed 10 core themes derived from a broad-based public participation process that articulated the expressed concerns, needs, and aspirations of Massachusetts residents related to their transportation network. These themes formed the basis for the youMove Massachusetts Interim Report, and were considered in the development of this TIP.

HEALTHY TRANSPORTATION COMPACT

The Healthy Transportation Compact (HTC) is a key requirement of the Massachusetts landmark transportation reform legislation that took effect on November 1, 2009. It is an

interagency initiative that will help ensure that the transportation decisions the Commonwealth makes balance the needs of all transportation users, expand mobility, improve public health, support a cleaner environment, and create stronger communities.

The agencies work together to achieve positive health outcomes through the coordination of land use, transportation, and public health policy. HTC membership is made up of the Secretary of Transportation or designee (co-chair), the Secretary of Health and Human Services or designee (co-chair), the Secretary of Energy and Environmental Affairs or designee, the Administrator of Transportation for Highways or designee, the Administrator of Transportation for Mass Transit or designee, and the Commissioner of Public Health or designee.

The HTC also promotes improved coordination among the public sector, private sector, and advocacy groups, as well as among transportation, land use, and public health stakeholders. As part of the framework for the HTC, MassDOT established a Healthy Transportation Advisory Group comprising advocates and leaders in the fields of land use, transportation, and public health policy.

ACCELERATED BRIDGE PROGRAM

The \$3 billion Patrick-Murray Accelerated Bridge Program represents a monumental investment in Massachusetts bridges. This program will greatly reduce the number of structurally deficient bridges in the state system, while creating thousands of construction jobs on bridge projects.

To complete this program, MassDOT and the Department of Conservation and Recreation (DCR) have relied on the use of innovative and accelerated project development and construction techniques. As a result, projects have been completed on time, on budget, and with minimum disruption to people and to commerce.

Since 2008, the number of former structurally deficient bridges has dropped, from 543 to 439, a decline of 19.2%. As of June 1, 2012, the ABP Program has completed 90 bridge projects, with another 72 bridge projects currently in construction, and an additional 25 bridge projects scheduled to start construction within the next year. Over the course of the eight-year ABP program, it is expected that more than 200 bridges will be replaced or repaired.

CONSISTENCY WITH MPO POLICIES

In choosing projects for inclusion in the TIP, the Boston Region MPO considers the degree to which a project forwards the following MPO policies, which were adopted in April 2010, and are the basis for the TIP evaluation process:

MAINTENANCE, MODERNIZATION, AND EFFICIENCY

Maximizing efficiency, reliability, mobility, and accessibility with our existing infrastructure and within current and ongoing fiscal constraints will require following a program of strategic, needs-based investments. To accomplish this, the MPO will put a priority on programs, services, and projects that:

- Develop low-cost strategies; pursue alternative funding sources and mechanisms
- Use ITS, new technologies, transportation systems management, and management and operations; turn to technology before expansion
- Bring the transportation network – particularly the transit, bicycle, and pedestrian systems – into a state of good repair and maintain them at that level; set funding levels to make this possible
- Maintain bridges and roads
- Support the increase of Chapter 90 (the grant program to fund municipalities’ highway capital improvements) funding so that local road maintenance can remain focused on that program

LIVABILITY

To make livability a hallmark of communities in the MPO region and to achieve mobility, foster sustainable communities, and expand economic opportunities and prosperity, the MPO will put a priority on programs, services, and projects that:

- Are consistent with MetroFuture land use planning; this means supporting transportation projects serving: already-developed locations of residential or commercial/industrial activity; locations with adequate sewer and water infrastructure; areas identified for economic development by state, regional, and local planning; and areas with a relatively high density of development

- Support health-promoting transportation options, such as bicycle and pedestrian modes, and activities that reduce single-occupant-vehicle use and overall vehicle-miles traveled
- Expand, and close gaps in, the bicycle and pedestrian network; promote a “complete streets” philosophy
- Support transportation design and reasonably priced enhancements that protect community cohesiveness, identity, and quality of life

MOBILITY

To improve mobility for people and freight, the MPO will put a priority on programs, services, and projects that:

- Strengthen existing connections and create new connections within and between modes
- Improve access to transit by all persons and the accessibility of transit for persons with disabilities
- Improve the frequency, span, and reliability of transit services
- Expand the transit, bicycle, and pedestrian networks while focusing bicycle investments (lanes and paths) on moving people between activity centers and linking with transit
- Integrate payment methods for fares and parking across modes
- Support transportation demand management, Transportation Management Associations, shuttles, and carpooling
- Address capacity constraints and bottlenecks in the existing roadway system using low-cost approaches (transportation system management strategies, management and operations strategies, ITS, and new technologies) before expansion

ENVIRONMENT

To protect the environment and minimize impacts from transportation, the MPO will put a priority on programs, services, and projects that:

- Improve transportation in areas of existing development, which will reduce pressure to develop greenfields and possibly support development that will clean up brownfields for productive use
- Promote energy conservation, fleet management and modernization, and high-occupancy travel options to reduce fuel consumption and emissions of pollutants
- Protect community character and cultural resources
- Protect natural resources by planning early to avoid or mitigate impacts on storm water or groundwater and on other resources
- Protect public health by reducing air pollutants, including fine particulates; avoid funding projects that increase exposure of at-risk populations to ultrafine particulates
- Lower the lifecycle costs from construction to operation
- Increase mode share for transit and nonmotorized modes
- Promote energy conservation and use of alternative energy sources
- Promote a context-sensitive design philosophy, consistent with the MassDOT Highway Division design guidelines

TRANSPORTATION EQUITY

To provide for the equitable sharing of the benefits and burdens of transportation investments among all residents of the region, the MPO will put a priority on programs, services, and projects that:

- Continue outreach to low-income and minority residents and expand data collection and analysis that include the elderly, youth, and English-language learner (ELL) populations in order to identify these residents' transportation needs
- Continue to monitor system performance
- Address identified transportation equity issues and needs related to service and to removing or minimizing burdens (air pollution, unsafe conditions, community impacts)
- Track implementing agencies' actions responding to transportation needs identified in MPO outreach and analysis that are related to transportation equity; encourage action to address needs

- Strengthen avenues for involvement of low-income and minority persons in decision making
- Reduce trip times for low-income and minority neighborhood residents and increase transit service capacity
- Give priority to heavily used transit services over new, yet-to-be-proven services

CLIMATE CHANGE

To meet the targets for reducing GHG emissions, the MPO will put a priority on programs, services, and projects that:

- Implement action to meet defined targets for reducing vehicle-miles traveled (VMT); tie transportation funding to VMT reduction
- Support stronger land use and smart growth strategies
- Increase transit, bicycle, and pedestrian options
- Invest in adaptations that protect critical infrastructure from the effects of climate change
- Encourage strategies that utilize transportation demand management
- Promote fleet management and modernization, idling reduction, and alternative fuel use
- Contribute to reduced energy use in the region; energy use will be part of the environmental impact analysis of all projects

SAFETY AND SECURITY

To provide for maximum transportation safety and to support security in the region, the MPO will put a priority on programs, services, and projects that:

- Implement actions stemming from all-hazards planning
- Maintain the transportation system in a state of good repair

- Use state-of-the-practice safety elements; address roadway safety deficiencies (after safety audits) in order to reduce crashes; and address transit safety (this will include following federal mandates)
- Support incident management programs and ITS
- Protect critical transportation infrastructure from both natural hazards and human threats; address transit security vulnerabilities; upgrade key transportation infrastructure to a “hardened” design standard
- Improve safety for pedestrians and cyclists; ensure that safety provisions are incorporated into shared-use corridors
- Reduce the severity of crashes, especially via measures that improve safety for all
- Promote safety through supporting the reduction of base speed limits (in municipalities) to 25 miles per hour and through education about and enforcement of rules of the road, for all modes that use the roadways
- Improve the transportation infrastructure to better support emergency response and evacuations

The Transportation Improvement Program (TIP) is an agreed-upon scheduled list of specific, prioritized transportation projects in the Boston region.

INTRODUCTION TO THE PROGRAM

FISCAL CONSTRAINT

The Massachusetts Department of Transportation (MassDOT) consults with the Federal Highway Administration (FHWA) about the amount of expected Obligation Authority (OA) to be made available to Massachusetts. MassDOT then provides to the MPOs via the Massachusetts Association of Regional Planning Agencies (MARPA) a listing of the federal aid sufficient for funding the needs of the Central Artery/Tunnel Project and statewide transportation programs. The remaining federal aid is allocated to the 13 Massachusetts MPOs based on population.

DRAFT TRANSPORTATION IMPROVEMENT PROGRAM DEVELOPMENT

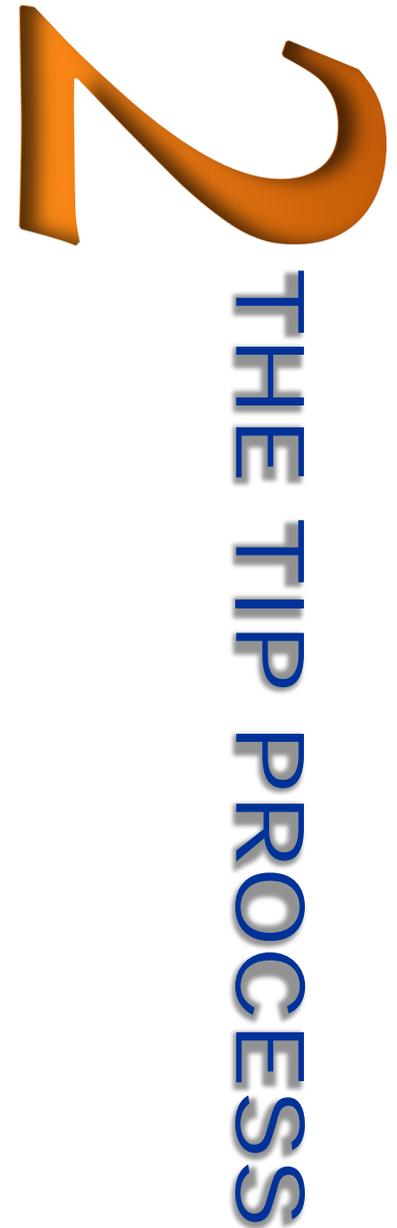
Significant public outreach is conducted in order to develop the draft TIP. The Boston Region MPO solicits local communities for projects to be considered for programming with federal highway funds in the TIP. The MPO conducts seminars, workshops, and public meetings on the TIP and its development process. MAPC subregional groups are asked for their priorities. The regional transit authorities, the MBTA, the MetroWest Regional Transit Authority, and the Cape Ann Transportation Authority submit projects to be funded with federal transit funds.

PROJECT EVALUATION

The MPO works closely with the municipal TIP contacts to gather data on their priority projects. MPO staff provide information from ongoing studies and analysis, and from various databases. The MPO then evaluates the projects. A detailed description of these evaluations is included in Appendix B of this document.

DRAFT TRANSPORTATION IMPROVEMENT PROGRAM REVIEW

Taking into consideration all of this information, the MPO develops a financially constrained draft TIP that conforms to air quality requirements. The MPO circulates the draft document for public review and comment.



TRANSPORTATION IMPROVEMENT PROGRAM APPROVAL

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

MODIFICATIONS AND AMENDMENTS

Because project schedules and costs and the financial constraints of the TIP may change during the course of the fiscal year, the TIP may be modified after it has been adopted. The details of these actions are discussed below.

DETAILS ON THE PROGRAM

FEDERAL FRAMEWORK

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

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

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

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

particular funding category in a given FFY, it cannot be used to increase the total amount of the state’s highway apportionment.

IN MASSACHUSETTS

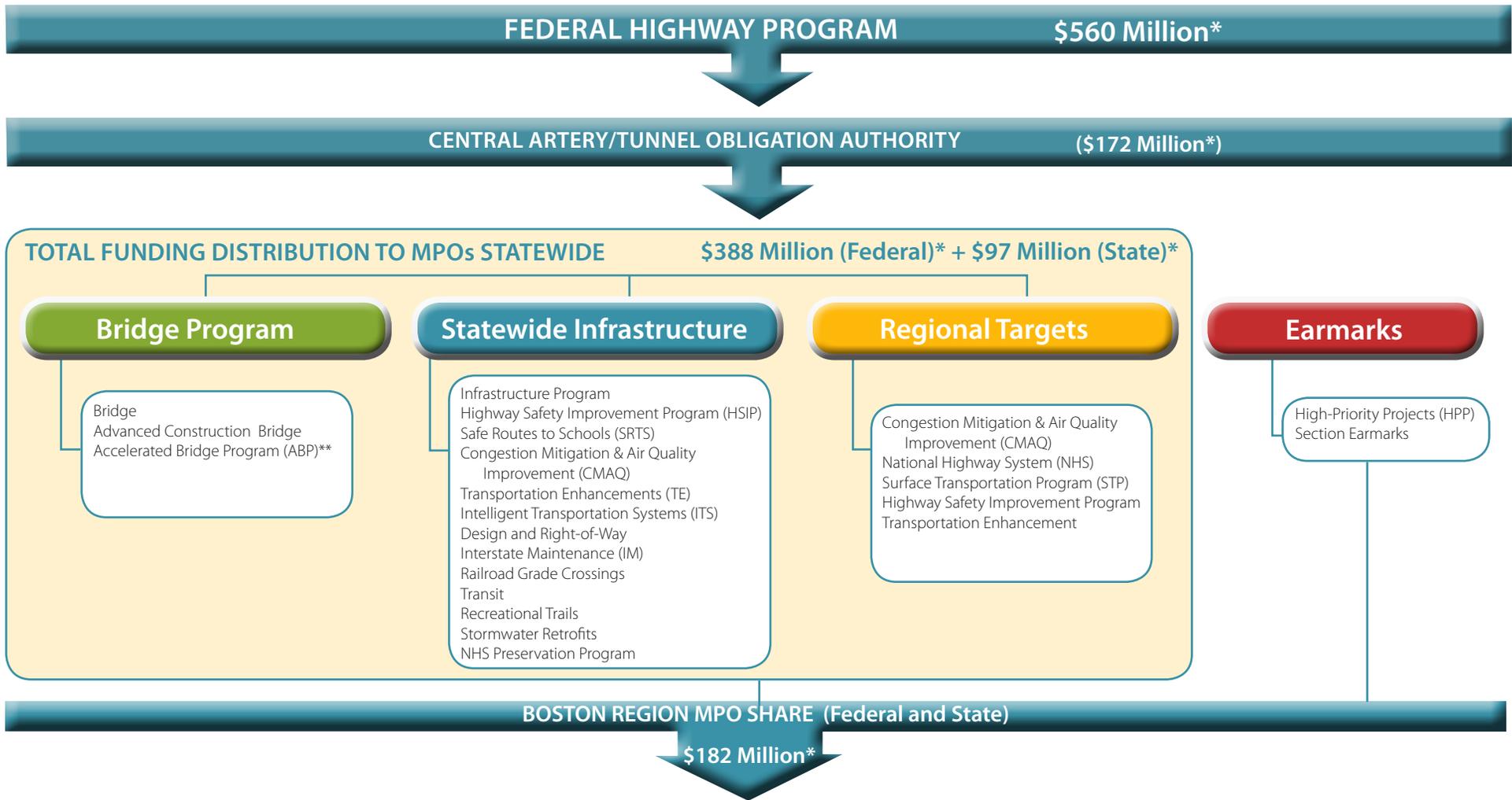
Federal regulations require states to “provide MPOs with estimates of Federal and State funds which the MPOs shall utilize in developing financial plans” for TIPs.¹ In Massachusetts, several allocations, such as Grant Anticipation Notes (GANs) payments, Statewide Infrastructure items, the Bridge Program, and change orders for existing contracts, occur prior to the establishment of regional programming targets for federal highway funds. The graphic on page 2-4 provides an overview of how funds in the federal highway program are distributed annually across the main funding categories. The Bridge Program funds the replacement or rehabilitation of public bridges. The Statewide Infrastructure category consists of multiple funding programs to address interstate highway maintenance, intelligent transportation systems, safe routes to schools, and other infrastructure needs. The Bridge Program and Statewide Infrastructure programs are both developed by MassDOT.

The project selection criteria for the Bridge Program are based upon a continuous, ongoing prioritization effort by MassDOT. The underlying basis for these criteria is the condition of the bridges based largely on information gathered through the Bridge Inspection Management System.

After these needs are satisfied, the remaining federal apportionment is allocated for programming among the state’s MPOs based on formulas used to determine “target” amounts. These targets are developed in consultation with the Massachusetts Association of Regional Planning Agencies. This Regional Target funding is under the discretion of each MPO. To decide how to spend its Regional Target, the Boston Region MPO engages its 101 cities and towns in an annual project selection process.

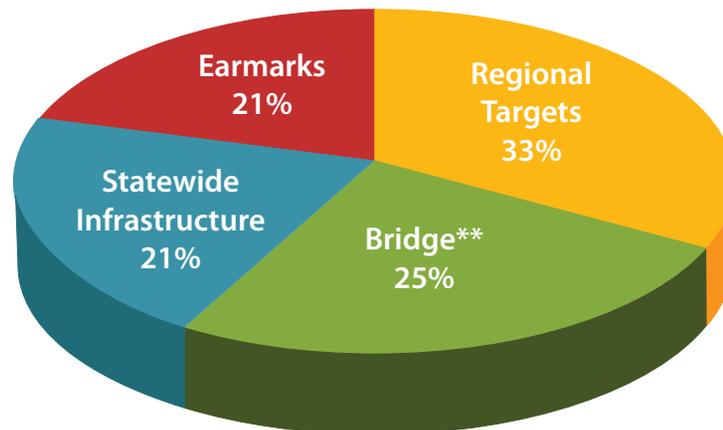
Over the four years of this TIP, approximately \$263.8 million of the Highway Program is dedicated to GANs payments for the Central Artery/Tunnel Project and \$300 million in federal aid is dedicated to GANs payments for the Accelerated Bridge Program. The total amount of non-GANs highway funds, both federal and state, programmed in the four years of the FFYs 2013–16 Boston Region MPO TIP is approximately \$659.4 million, including approximately \$60.9 million in funds earmarked for specific projects by the U.S. Congress.

¹ From the 23 Code of Federal Regulations (CFR) 450.324(e).



Annual Boston Region MPO Highway Program Funding

(Based on Average of FFYs 2008–11)



* Amounts based on average of FFYs 2008–11 funding. Does not include redistribution or stimulus funds.
 ** Accelerated Bridge Program (Federal Aid GANs project) is not included in MPO Bridge share. GANs payments will begin in FFY 2015.

There are three RTAs in the Boston region: the Massachusetts Bay Transportation Authority (MBTA), the MetroWest Regional Transit Authority (MWRTA), and the Cape Ann Transportation Authority (CATA). The MBTA, with its extensive transit program and infrastructure, is the recipient of the preponderance of federal transit funds in the region. The MBTA receives funding annually under two transit formula programs, Section 5307 (transit capital) and Section 5309 (rail modernization and bus discretionary funding). The TIP programs transit formula funds in each federal fiscal year based upon the MBTA’s best estimate of funding availability.

In addition, the MBTA qualifies for discretionary funding under the Section 5309 New Starts program. Unlike formula funding, Section 5309 discretionary funding is generally prohibited by federal regulations from being included in the first year of a TIP, unless and until such funding is actually committed.

FUNDING PROGRAMS

Many federal-aid transportation programs support transportation activities in metropolitan areas, each having different requirements and program characteristics. Non-federal aid (state funds) for the Statewide Road and Bridge Program and the Central Artery/Tunnel Project, is derived from various sources, including the Commonwealth’s Transportation Bond Bill. Federal programs that fund projects in the FFYs 2013–16 TIP are listed in the following two tables.

**TABLE 2-1
Federal Transit Administration Programs**

Program Designation		Eligible Uses	Examples
Section 5309	Capital Investment	New starts or extensions to existing fixed-guideway systems, fixed-guideway modernization, and bus and related facilities.	Government Center (MBTA Stations Accessibility Program) – FFY 2013
Section 5307	Urbanized Areas	Capital and preventive maintenance; 1% must go to transit enhancements.	State Street (MBTA Stations Accessibility Program) – FFY 2013
Section 5316	Job Access and Reverse Commute (JARC)	Capital and operating costs of employment-related transportation services.	Technology Grant (MetroWest Regional Transit Authority) – FFY 2013
Section 5317	New Freedom	Capital and operating costs for new public transportation services and alternatives that are designed to assist individuals with disabilities.	Mobility Management and Employment Express Service (North Shore Career Center) – FFY 2013
Various	Discretionary Funding	Specific projects in annual appropriations funded through grant programs such as TIGER, TIGGER, New Starts, and Bus and Bus Facilities.	Merrimack River Bridge (TIGER III Award) – FFY 2013

**TABLE 2-2
Federal-Aid Highway Programs**

Abbreviation	Program	Eligible Uses	Examples
Bridge	Bridge Replacement and Rehabilitation	Replacement or rehabilitation of any public bridge.	Route 99 (Alford Street) over the Mystic River (Boston) – FFYs 2013–14
CMAQ	Congestion Mitigation and Air Quality Improvement	A wide range of projects in air quality nonattainment and maintenance areas for ozone, carbon monoxide, and small particulate matter that reduce transportation-related emissions.	South Bay Harbor Trail (Boston) – FFY 2014
HSIP	Highway Safety Improvement Program	Implementation of infrastructure-related highway safety improvements	Route 2/Crosby’s Corner (Concord & Lincoln) – FFYs 2013–14
IM	Interstate Maintenance	Resurfacing, restoring, and rehabilitating routes on the interstate highway system.	Interstate 95 (Wakefield to Lynnfield) – FFY 2013
NHS	National Highway System	Improvements to interstate routes, major urban and rural arterials, connectors to major intermodal facilities, and the national defense network.	Route 128 Improvement Program (Needham & Wellesley) – FFYs 2013–16
SRTS	Safe Routes to School	Construction of infrastructure-related projects (i.e. sidewalk, crossing, and on-road bicycle facility improvements) that will improve the ability of students to walk and bicycle to school.	Ross Elementary School (Braintree) – FFY 2013
STP	Surface Transportation Program	A broad range of surface transportation capital needs, including many roads; transit, sea, and airport access; and vanpool, bicycle, and pedestrian facilities.	Rantoul Street/Route 1A (Beverly) – FFY 2014
HPP	High-Priority (Demonstration) Projects	Named projects for which funds are specifically identified.	Adams Green Transportation Improvements (Quincy) – FFY 2013
Various	Discretionary Funding	Specific projects in annual appropriations funded through grant programs such as Transportation, Community and System Preservation Program, Value Pricing Pilot Program, and TIFIA.	Massachusetts Avenue (Arlington) – FFY 2013

HIGHWAY DISCRETIONARY (“TARGET”) FUNDING PROJECT SELECTION PROCESS

OVERVIEW

The MPO’s project selection process for its highway discretionary (“target”) funding uses evaluation criteria to make the process of selecting projects for programming in the TIP both more logical and more transparent. The criteria are based on the MPO’s visions and policies that were adopted for its Long-Range Transportation Plan, *Paths to a Sustainable Region*.

All projects are required to show consistency with the Long-Range Transportation Plan and other statewide and regional plans (for example, the Program for Mass Transportation and the Massachusetts Statewide Bicycle Transportation Plan).

MPO staff evaluate each project that is considered for inclusion in the TIP based upon the specific criteria that have been developed by the MPO. Other inputs include project readiness and municipal support. Additional background information on the TIP project evaluation process is provided in Appendix B of this document and on the MPO’s website, www.bostonmpo.org/tip. The MPO reviews the effectiveness of this evaluation method and makes alterations to the process as appropriate.

OUTREACH ON PROJECTS AND CONTACTS (DECEMBER 2011)

In December 2011, the MPO issued its annual notification to municipalities of the start of the TIP development process. Municipal chief elected officials were asked to appoint (or reappoint) their TIP Contact, identify the projects the MPO should consider for the federal fiscal years 2013–16 TIP, and review and update their projects in the TIP project universe.

DATA COLLECTION (DECEMBER 2011–MARCH 2012)

Municipal TIP Contacts provide updated information on their municipalities’ projects through the Project Information Form available on the MPO’s Interactive TIP Database. If a municipality identified a new project, it was added to the database. Information on projects and/or requests for funding are received by MPO staff and compiled into the Universe of Projects list. The Universe of Projects list consists of projects being considered for federal funds in the FFYs 2013–16 TIP. Most of these projects are at the “pre-TIP” stage, meaning that the project has been initiated through the MassDOT Highway Division. There are some projects at the conceptual stage that have not yet been initiated through the

MassDOT Highway Division. Overall, this year's Universe of Projects list consists of over 135 projects, totaling more than \$775 million.

Information sought by the MPO in the Project Information Forms includes background, infrastructure condition and needs, project development status, and how well each project addresses the following policies (discussed in more detail in Chapter 1):

- Maintenance, Modernization, and Efficiency
- Livability and Economic Benefit
- Mobility
- Environment and Climate Change
- Environmental Justice
- Safety and Security

The MPO has begun to monitor the anticipated greenhouse gas (GHG) emission impacts of planned and programmed projects. This tracking will enable the MPO to consider these anticipated impacts when prioritizing transportation investments. More information on the GHG emission monitoring and evaluation can be found in Appendix C of this document.

The cost-effectiveness of projects is not rated, but is noted. More information on the Project Information Forms can be found in Appendix B of this document.

EVALUATION OF PROJECTS (FEBRUARY–MARCH 2012)

The MPO's evaluation system accounts for all of the information gathered and distills it into ratings in transportation categories that reflect the MPO's policies.

Each category includes criteria related to that topic, with varying points available for each criterion and each category. Then a project's scores for each category are totaled, yielding the score for each category. A graphic that shows the project rating by policy category is located on the next page (page 2-9).

For more details on the rating method, including each project's evaluation rating, see Appendix B or visit the TIP Evaluation Interactive Table at www.bostonmpo.org/tip.

A project with an incomplete evaluation or no evaluation may be in the conceptual stage of development. MPO staff require a Functional Design Report (FDR) to conduct a complete evaluation. This year, staff were able to increase the number of projects that have complete

SUBCATEGORY

CATEGORY

- Improves substandard pavement
- Improves substandard signal equipment condition
- Improves traffic signal operations
- In an area identified by Congestion Management Process
- Improves intermodal accommodations/connections to transit
- Implements ITS strategies other than traffic signal operations



**Maintenance,
Modernization, and
Efficiency**



36

- Design is consistent with complete-streets policies
- Provides multimodal access to an activity center
- Reduces auto dependency
- Serves a targeted redevelopment site
- Provides for development consistent with the goals of MetroFuture
- Improves the quality of life



**Livability and
Economic Benefit**



28

- Existing peak-hour level of service (LOS)
- Improves an MPO- or state-identified freight movement issue
- Improves proponent-identified primary mobility issue
- Improves MPO-identified mobility issue
- Project reduces congestion
- Improves transit reliability



Mobility



25

- Air quality (improves/degrades)
- CO₂ reduction
- Project is in an EOEEA-certified Green Community
- Project reduces VMT/VHT
- Improves identified environmental impact



**Environment and
Climate Change**



25

- Improves transit for an EJ population
- Design is consistent with complete-streets policies in an EJ area
- Improves an MPO-identified EJ transportation issue



Environmental Justice



10

- Improves emergency response
- Improves ability to respond to extreme conditions
- EPDO injury value
- Improves proponent-identified primary safety need
- Improves MPO-identified primary safety issue
- Improves freight related safety issue
- Improves bicycle safety
- Improves pedestrian safety
- Improves safety or removes an at-grade railroad crossing



Safety and Security



29

Project Rating

evaluations to more than 40 projects. The project evaluations are available on the MPO website so that municipalities and members of the public can view them and submit comments or requests for revisions they think are needed. Some scores can be adjusted by MPO staff, accordingly; however, scores based on information in state-maintained databases are not adjusted.

MPO staff use the project information and evaluation rating to prepare a First Tier List of projects that rated highly in the evaluation process and could be made ready for advertising within the time frame of the TIP. MPO staff then conduct a detailed review of the projects in the First Tier list, looking at the construction readiness of each project, the estimated project cost, community priority, geographic equity (to ensure needs are addressed throughout the region), and consistency with the MPO's Long-Range Transportation Plan (LRTP). Based on this review, the staff recommends a set of projects to receive the MPO's Regional Target funding over the next four years. The staff recommendation for the 2013–16 TIP was submitted to the MPO and discussed in April 2012. The projects on the First Tier list are specified in the Universe of Projects, provided as Appendix A.

SUMMARY AND APPLICATION OF RESULTS (MARCH–APRIL 2012)

The members of the MPO considered the evaluation results, First Tier List of projects, and staff recommendation in the development of the draft TIP. They also considered public input, regional importance, and other factors. Before the document was released for public review, projects funded through the Bridge Program, Statewide Infrastructure, and Transit Program were incorporated.

TRANSIT PROJECT SELECTION PROCESS

The selection process of transit projects for the TIP draws primarily from the Massachusetts Bay Transportation Authority (MBTA) Capital Investment Program (CIP). The CIP is a rolling five-year plan that outlines the transit system's infrastructure needs and planned investments within that short-range time frame. The MBTA updates the CIP annually. Prioritization of projects for inclusion in the CIP is based on their impacts on the following, as defined in the MBTA's enabling legislation: the effectiveness of the commonwealth's transportation system; service quality; the environment, health, and safety; the state of good repair of MBTA infrastructure; and the Authority's operating costs and debt service.

Projects that receive the highest priority are those with the greatest benefit and the least cost, as prioritized by the following criteria:

- *Health and the Environment.* To qualify for points in this area, proposed projects must correct an existing deficiency for passengers and/or employees in health and/or the environment.
- *State of Good Repair.* This criterion measures the degree to which proposed projects improve the condition of the Authority's existing infrastructure.
- *Cost/Benefit.* Projects receive scores based on the numbers of passengers they benefit, their net operating costs, and the debt service necessary to support their capital costs.
- *Operational Impact.* This measures the extent to which proposed projects are deemed operationally critical, as well as projects' ability to improve the effectiveness of the commonwealth's transportation network in general.
- *Legal Commitments.* To qualify for points in this area, projects must contribute to fulfilling a legal obligation of the MBTA, such as the Authority's Key Station Plan.

The transit element of the TIP also includes the federal aid programs of the other two transit authorities in the region; Cape Ann Transportation Authority (CATA) and MetroWest Regional Transit Authority (MWRTA). CATA and MWRTA work with the MassDOT Rail and Transit Division to develop their capital programs.

DRAFT TRANSPORTATION IMPROVEMENT PROGRAM REVIEW

On April 19, 2012, the MPO voted to release the draft federal fiscal years 2013–16 TIP for a 30-day public review period. The MPO invited members of the public and officials from the Boston region to review the proposed program. Several TIP outreach sessions were held during the public comment period to solicit comments on the draft FFYs 2013–16 TIP. Summaries of comments received on the draft TIP are provided in Appendix F.

TRANSPORTATION IMPROVEMENT PROGRAM APPROVAL

The MPO voted to approve the draft FFYs 2013–2016 TIP on June 28, 2012. The final version of the TIP is incorporated into the State Transportation Improvement Program (STIP) and sent to the federal government for approval.

MODIFICATIONS AND AMENDMENTS

The TIP is a dynamic program that is amended and adjusted throughout the year. Administrative modifications and amendments often must be introduced due to changes in project status, project cost, or available revenues.

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

Affected municipalities and constituencies are notified of pending amendments. Legal notices of amendments are placed in the region's major newspaper, in its most widely read minority newspaper and Spanish-speaking newspaper, and on the MPO's website. Also, a notice of a pending amendment is distributed to the MPO's email listserv, MPOinfo, and, along with the actual amendment, is posted on its website. These notices include information on a 30-day public comment period preceding MPO action on the amendment. The Regional Transportation Advisory Council is notified and briefed during this period and provides its comments. Municipal representatives and members of the public may attend the MPO meetings at which amendments are discussed and may submit written or oral testimony.

Because the print version of the TIP is prepared prior to the start of each federal fiscal year, it may not reflect all of the changes to the program and projects that occur during the course of the year. The MPO's website, www.bostonmpo.org/tip, is the best place to find current information about the TIP.

TIP INFORMATION ON THE WEB

All actions on the draft TIP and the approved actions on the TIP are available on the TIP webpage on the MPO's website, www.bostonmpo.org/tip. Comments or questions on draft materials may be submitted directly through the website.

PROJECT INFORMATION KEY

This chapter begins with tables listing, by year, the projects and programs funded in FFYs 2013–16. Following the tables, information for each project is presented by municipality in the following format:

ID Number		Municipality(ies)		
Project Name				
Project Description				
Project Type Evaluation Rating		Air Quality Status		CO ₂ Impact
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Funding Program #1	\$	\$	\$
2013	Funding Program #2	\$	\$	\$
Total Funding Programmed		\$	\$	\$

ID Number: Projects in MassDOT’s project-tracking system are given a number; those projects not in the Project-tracking system have no number. Transit projects are identified by regional transit agency.

Municipality(ies): The municipality (or municipalities) in which a project is located.

Project Name: The location or name of the project.

Project Description: The description of the project, if available.

Project Type: The category of the project (e.g., Major Highway, Arterial and Intersection, Bicycle and Pedestrian).

Evaluation Rating: The number of points scored by the project, if it has been evaluated.

Air Quality Status: The air quality status of the project in the MPO’s regional travel demand model.

CO₂ Impact: The quantified or assumed annual tons of carbon dioxide reduced by the project. See Appendix C for more details on GHG emission monitoring and evaluation.

Year: The programming year(s) of the project.

Funding Program: The funding program(s) of the project. See Chapter 2 for more details on funding programs.

Total Funding Programmed: The total funding programmed for the project based on the year of expenditure.

Information regarding TIP projects changes periodically. For more information on all projects please visit the Interactive TIP Database at www.bostonmpo.org/tip.

2013

Boston MPO Transportation Improvement Program

FFYs 2013-2016 TIP

MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
► STP - Surface Transportation Program							
607209	SOMERVILLE- RECONSTRUCTION OF BEACON STREET, FROM OXFORD STREET TO CAMBRIDGE C.L.	4	STP	\$ 1,571,252	\$ 1,257,002	\$ 314,250	STP+SAFETEA-LU Earmark Total Cost = \$4,158,466
602984	CONCORD- LINCOLN- LIMITED ACCESS HIGHWAY IMPROVEMENTS AT ROUTE 2 & 2A, BETWEEN CROSBY'S CORNER & BEDFORD ROAD, INCLUDES C-19-024	4	STP-AC	\$ 11,775,130	\$ 9,420,104	\$ 2,355,026	AC Yr 3 of 4; STP+HSIP+CMAQ Total Cost = \$61,723,980 (\$22,471,587 programmed within FFYs 2013-16 TIP)
601825	DANVERS- RECONSTRUCTION OF LIBERTY STREET, FROM ROUTE 128 TO WATER/HIGH STREET INTERSECTION, INCLUDES D-03-004 & D-03-014	4	STP	\$ 7,128,052	\$ 5,702,442	\$ 1,425,610	
601630	WEYMOUTH- ABINGTON- RECONSTRUCTION & WIDENING ON ROUTE 18 (MAIN STREET) FROM HIGHLAND PLACE TO ROUTE 139 (4.0 MILES) INCLUDES REHAB OF W-32-013, ROUTE 18 OVER THE OLD COLONY RAILROAD (MBTA)	6	STP-AC	\$ 3,340,620	\$ 2,672,496	\$ 668,124	AC Yr 1 of 3; STP+ TEA-21 Earmark Total Cost = \$38,340,000
605188	CAMBRIDGE- COMMON IMPROVEMENTS AT WATERHOUSE STREET, MASS AVE & GARDEN STREET	6	TE	\$ 1,093,334	\$ 874,667	\$ 218,667	Construction; TE+Statewide TE+SAFETEA-LU Earmark Total Cost = \$2,764,874
604687	ARLINGTON- RECONSTRUCTION OF MASSACHUSETTS AVENUE, FROM POND LANE TO THE CAMBRIDGE C.L.	4	TE	\$ 474,668	\$ 379,734	\$ 94,934	CMAQ+TE+Statewide TE+SAFETEA-LU Earmark+Section 129 Earmark Total Cost = \$5,880,740
STP Subtotal ►				\$ 25,383,056	\$ 20,306,445	\$ 5,076,611	◀ 80% Federal + 20% Non-Federal
► NHS - National Highway System							
603711	NEEDHAM- WELLESLEY- REHAB/REPLACEMENT OF 6 BRIDGES ON I-95/ROUTE 128: N-04-020, N-04-021, N-04-022, N-04-026, N-04-027 & W-13-023 (ADD-A-LANE - CONTRACT V)	6	NHS-AC	\$ 26,000,000	\$ 20,800,000	\$ 5,200,000	AC Yr 1 of 5; NHS+BR Total Cost = \$127,500,000 (\$120,000,000 programmed within FFYs 2013-16 TIP, AC Yr 5 of 5 will be programmed in FFY 2017)
NHS Subtotal ►				\$ 26,000,000	\$ 20,800,000	\$ 5,200,000	◀ 80% Federal + 20% Non-Federal
► HSIP - Highway Safety Improvement Program							
602984	CONCORD- LINCOLN- LIMITED ACCESS HIGHWAY IMPROVEMENTS AT ROUTE 2 & 2A, BETWEEN CROSBY'S CORNER & BEDFORD ROAD, INCLUDES C-19-024	4	HSIP-AC	\$ 5,296,710	\$ 4,767,039	\$ 529,671	AC Yr 3 of 4; STP+HSIP+CMAQ Total Cost = \$61,723,980 (\$22,471,587 programmed within FFYs 2013-16 TIP)
HSIP Subtotal ►				\$ 5,296,710	\$ 4,767,039	\$ 529,671	◀ Funding Split Varies by Project Specifications

2013

Boston MPO Transportation Improvement Program

FFYs 2013-2016 TIP

MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
► CMAQ - Congestion Mitigation and Air Quality Improvement Program							
604687	ARLINGTON- RECONSTRUCTION OF MASSACHUSETTS AVENUE, FROM POND LANE TO THE CAMBRIDGE C.L.	4	CMAQ	\$ 2,978,340	\$ 2,382,672	\$ 595,668	CMAQ+TE+Statewide TE+SAFETEA-LU Earmark+Section 129 Earmark Total Cost = \$5,880,740
602094	LYNN- RECONSTRUCTION OF ROUTE 129 (BROADWAY), FROM WYOMA SQUARE TO BOSTON STREET	4	CMAQ	\$ 5,273,913	\$ 4,219,130	\$ 1,054,783	
456661	CLEAN AIR AND MOBILITY	N/A	CMAQ	\$ 823,010	\$ 658,408	\$ 164,602	
606885	Arlington- Bikeway Connection at Intersection Route 3 and Route 60	4	CMAQ	\$ 570,000	\$ 456,000	\$ 114,000	
456661	Brookline- Bike Share, Year 3		CMAQ	\$ 95,732	\$ 76,586	\$ 19,146	
456661	Cambridge- Bike Share, Year 3		CMAQ	\$ 157,278	\$ 125,822	\$ 31,456	
CMAQ Subtotal ►				\$ 9,075,263	\$ 7,260,210	\$ 1,815,053	◀ 80% Federal + 20% Non-Federal

► Section 1A / Fiscal Constraint Analysis

Total Federal Aid Target Funds Programmed ►	\$ 65,755,029	\$ 65,755,029	◀ Total Target	\$ -	Target Funds Available
Total STP Programmed ►	\$ 25,383,056	\$ 52,864,898	◀ Max. STP	\$ 27,481,842	STP Available
Total NHS Programmed ►	\$ 26,000,000	\$ -	◀ Min. NHS	\$ (26,000,000)	NHS funds are from STP targets
Total HSIP Programmed ►	\$ 5,296,710	\$ 4,296,710	◀ Min. HSIP	\$ (1,000,000)	HSIP Minimum Met
Total CMAQ Programmed ►	\$ 9,075,263	\$ 8,593,421	◀ Min. CMAQ	\$ (481,842)	CMAQ Minimum Met

► Section 1B / Federal Aid Bridge Projects

607110	BEDFORD- BRIDGE PRESERVATION, SR 4 (GREAT ROAD) OVER THE SHAWSHEEN RIVER	4	BR-Off	\$ 586,250	\$ 469,000	\$ 117,250	
606448	BOSTON- DECK PATCHING & SUPERSTRUCTURE REPAIRS ON B-16-365 (BOWKER OVERPASS)	6	BR-On	\$ 10,800,110	\$ 8,640,088	\$ 2,160,022	
607111	CONCORD- BRIDGE PRESERVATION, OLD STOW ROAD OVER MBTA & BM RAILROAD	4	BR-Off	\$ 825,000	\$ 660,000	\$ 165,000	
605774	HOPKINTON- BRIDGE BETTERMENT, H-23-012, I-90 RAMP OVER I-495	3	BR-On	\$ 5,341,960	\$ 4,273,568	\$ 1,068,392	
603711	NEEDHAM- WELLESLEY- REHAB/REPLACEMENT OF 6 BRIDGES ON I-95/ROUTE 128: N-04-020, N-04-021, N-04-022, N-04-026, N-04-027 & W-13-023 (ADD-A-LANE - CONTRACT V)	6	BR-AC	\$ 2,000,000	\$ 1,600,000	\$ 400,000	AC Yr 1 of 5; NHS+BR Total Cost = \$127,500,000 (\$120,000,000 programmed within FFYs 2013-16 TIP, AC Yr 5 of 5 will be programmed in FFY 2017)

2013**Boston MPO Transportation Improvement Program**

FFYs 2013-2016 TIP

MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
603370	BOSTON- BRIDGE REHABILITATION, B-16-029, ROUTE 99 (ALFORD STREET) OVER MYSTIC RIVER	6	BR-AC	\$ 7,700,000	\$ 6,160,000	\$ 1,540,000	AC Yr 3 of 4
600703	LEXINGTON- BRIDGE REPLACEMENT, L-10-009, ROUTE 2 (EB & WB) OVER ROUTE I-95 (ROUTE 128)	4	BR-AC	\$ 1,800,000	\$ 1,440,000	\$ 360,000	AC Yr 1 of 3; Total Cost = \$31,800,000
BR Subtotal ▶				\$ 29,053,320	\$ 23,242,656	\$ 5,810,664	◀ 80% Federal + 20% Non-Federal

▶ Section 1C / Federal Aid Non-Target Projects**▶ Earmarks**

606209	FRAMINGHAM- RECONSTRUCTION OF ROUTE 126 (CONCORD STREET)	3	HPP (1998)	\$ 3,983,545	\$ 3,186,836	\$ 796,709	Construction; HPP 684; TEA-21 Earmark+Section 129 Earmark+Local Funds Total Cost = \$8,347,738; TEA-21
601630	WEYMOUTH- ABINGTON- RECONSTRUCTION & WIDENING ON ROUTE 18 (MAIN STREET) FROM HIGHLAND PLACE TO ROUTE 139 (4.0 MILES) INCLUDES REHAB OF W-32-013, ROUTE 18 OVER THE OLD COLONY RAILROAD (MBTA)	6	HPP (1998)	\$ 7,999,380	\$ 6,399,504	\$ 1,599,876	Construction; HPP 1236; AC Yr 1 of 3; STP+TEA-21 Earmark Total Cost = \$38,340,000
604687	ARLINGTON- RECONSTRUCTION OF MASSACHUSETTS AVENUE, FROM POND LANE TO THE CAMBRIDGE C.L.	4	HPP (2005)	\$ 1,455,400	\$ 1,164,320	\$ 291,080	Construction; CMAQ+TE+Statewide TE+SAFETEA-LU Earmark+Section 129 Earmark Total Cost = \$5,880,740
606889	BOSTON- IMPROVEMENTS TO GAINSBOROUGH AND ST. BOTOLPH STS.	6	HPP (2005)	\$ 500,000	\$ 400,000	\$ 100,000	Design; HPP 2012; Local Match
606226	BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE	6	HPP (2005)	\$ 1,124,874	\$ 899,899	\$ 224,975	Design; HPP 3568; Local Match
605188	CAMBRIDGE- COMMON IMPROVEMENTS AT WATERHOUSE STREET, MASS AVE & GARDEN STREET	6	HPP (2005)	\$ 1,124,874	\$ 899,899	\$ 224,975	Construction; TE+Statewide TE+SAFETEA-LU Earmark Total Cost = \$2,764,874; Total Cost was \$2,164,874
604988	FRANKLIN- RECONSTRUCTION OF ROUTE 140, MAIN STREET & EMMONS STREET (DOWNTOWN ENHANCEMENTS)	3	HPP (2005)	\$ 5,754,819	\$ 4,603,855	\$ 1,150,964	Construction; HPP 4279
606235	QUINCY- ADAMS GREEN TRANSPORTATION IMPROVEMENTS	6	HPP (2005)	\$ 6,711,062	\$ 5,368,850	\$ 1,342,212	Construction; HPP 4272
607209	SOMERVILLE- RECONSTRUCTION OF BEACON STREET, FROM OXFORD STREET TO CAMBRIDGE C.L.	4	HPP (2005)	\$ 2,587,214	\$ 2,069,771	\$ 517,443	Construction; HPP 431; STP+SAFETEA-LU Earmark Total Cost = \$4,158,466
604687	ARLINGTON- RECONSTRUCTION OF MASSACHUSETTS AVENUE, FROM POND LANE TO THE CAMBRIDGE C.L.	4	\$ 129 (2008)	\$ 735,000	\$ 735,000	\$ -	Construction; CMAQ+TE+Statewide TE+SAFETEA-LU Earmark+Section 129 Earmark Total Cost = \$5,880,740

2013**Boston MPO Transportation Improvement Program**

FFYs 2013-2016 TIP

MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
606209	FRAMINGHAM- RECONSTRUCTION OF ROUTE 126 (CONCORD STREET)	3	\$ 129 (2008)	\$ 490,000	\$ 490,000	\$ -	Construction; TEA-21 Earmark+Section 129 Earmark+Local Funds Total Cost = \$8,347,738
606226	BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE	6	TI (2005)	\$ 3,000,000	\$ 2,400,000	\$ 600,000	Design; HPP TI 174; Local Match
Earmarks Subtotal ►				\$ 35,466,167	\$ 28,617,934	\$ 6,848,233	◀ Funding Split Varies by Earmark

► Other

604687	ARLINGTON- RECONSTRUCTION OF MASSACHUSETTS AVENUE, FROM POND LANE TO THE CAMBRIDGE C.L.	4	Statewide TE	\$ 237,332	\$ 189,866	\$ 47,466	CMAQ+TE+Statewide TE+SAFETEA-LU Earmark+Section 129 Earmark Total Cost = \$5,880,740
605188	CAMBRIDGE- COMMON IMPROVEMENTS AT WATERHOUSE STREET, MASS AVE & GARDEN STREET	6	Statewide TE	\$ 546,666	\$ 437,333	\$ 109,333	Construction; TE+Statewide TE+SAFETEA-LU Earmark Total Cost = \$2,764,874
Other Subtotal ►				\$ 783,998	\$ 627,198	\$ 156,800	◀ Funding Split Varies by Funding Source

► Section 1D / Federal Aid Major & State Category Projects

► IM - Interstate Maintenance

N/A	FRANKLIN- INTERSTATE MAINTENANCE & RELATED WORK ON I-495	3	IM	\$ 5,154,240	\$ 4,638,816	\$ 515,424	
605596	FOXBOROUGH- INTERSTATE MAINTENANCE & RELATED WORK ON I-95	5	IM	\$ 9,440,000	\$ 8,496,000	\$ 944,000	
606170	LEXINGTON- BURLINGTON- INTERSTATE MAINTENANCE & RELATED WORK ON I-95	4	IM	\$ 33,205,200	\$ 29,884,680	\$ 3,320,520	
605597	LYNNFIELD- WAKEFIELD- INTERSTATE MAINTENANCE & RELATED WORK ON I-95	4	IM	\$ 12,685,000	\$ 11,416,500	\$ 1,268,500	
604879	WILMINGTON- WOBURN- INTERSTATE MAINTENANCE & RELATED WORK ON ROUTE I-93	4	IM	\$ 14,480,960	\$ 13,032,864	\$ 1,448,096	
IM Subtotal ►				\$ 74,965,400	\$ 67,468,860	\$ 7,496,540	◀ 90% Federal + 10% Non-Federal

► NHSP - National Highway System Preservation Program

605602	WEYMOUTH- RESURFACING & RELATED WORK ON ROUTE 3	6	NHS	\$ 3,552,640	\$ 2,842,112	\$ 710,528	
606126	MIDDLETON- RESURFACING & RELATED WORK ON ROUTE 114	4	NHS	\$ 1,769,976	\$ 1,415,981	\$ 353,995	
NHS Subtotal ►				\$ 5,322,616	\$ 4,258,093	\$ 1,064,523	◀ 80% Federal + 20% Non-Federal

2013

Boston MPO Transportation Improvement Program

FFYs 2013-2016 TIP

MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
----------------------	-------------------------------	--------------------	------------------	--------------------------	-----------------	---------------------	--------------------------

► **SRTS - Safe Routes to School Program**

606521	BRAINTREE- SAFE ROUTES TO SCHOOL (ROSS ELEMENTARY SCHOOL)	6	SRTS	\$ 553,000	\$ 553,000	\$ -	
606516	WAKEFIELD- SAFE ROUTES TO SCHOOLS (DOLBEARE SCHOOL)	4	SRTS	\$ 513,000	\$ 513,000	\$ -	
SRTS Subtotal ►				\$ 1,066,000	\$ 1,066,000	\$ -	◀ 100% Federal

► **Statewide Infrastructure Program**

604937	LEXINGTON- NEWTON- WALTHAM- WELLESLEY- WESTON- TRAFFIC SIGN REPLACEMENT ON I-95, FROM WELLESLEY (ROUTE 9) TO LEXINGTON (ROUTES 4/225)	4	Statewide Infrastructure Program	\$ 2,800,000	\$ 2,240,000	\$ 560,000	
Statewide Infrastructure Subtotal ►				\$ 2,800,000	\$ 2,240,000	\$ 560,000	◀ 80% Federal + 20% Non-Federal

► **Statewide ITS - Statewide Intelligent Transportation Systems Program**

606432	BURLINGTON- WOBURN- READING- EXPANSION OF FIBER, CCTV, VMS & TRAFFIC SENSOR NETWORK ON I-95	4	Statewide ITS	\$ 4,000,000	\$ 3,200,000	\$ 800,000	
606283	HOPKINTON TO ANDOVER- INSTALLATION OF CAMERAS, MESSAGE SIGNS & COMMUNICATION INFRASTRUCTURE ON I-495	3	Statewide ITS	\$ 6,000,000	\$ 4,800,000	\$ 1,200,000	
606497	BRAINTREE- QUINCY- MILTON- BOSTON- HOV LANE TOW TRUCK SERVICES	6	Statewide ITS	\$ 550,000	\$ 440,000	\$ 110,000	
606498	BRAINTREE- QUINCY- MILTON- BOSTON- HOV LANE BARRIER TRANSFER VEHICLE (BTV) OPERATOR CONTRACT	6	Statewide ITS	\$ 1,000,000	\$ 800,000	\$ 200,000	
606422	BRAINTREE- QUINCY- MILTON- BOSTON- HOV LANE OPERATING EXPENSES	6	Statewide ITS	\$ 500,000	\$ 400,000	\$ 100,000	
Statewide ITS Subtotal ►				\$ 12,050,000	\$ 9,640,000	\$ 2,410,000	◀ 80% Federal + 20% Non-Federal

2013

Boston MPO Transportation Improvement Program

FFYs 2013-2016 TIP

MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
----------------------	-------------------------------	--------------------	------------------	--------------------------	-----------------	---------------------	--------------------------

► **Statewide TE - Statewide Transportation Enhancement Program**

602514	BEVERLY- CONSTRUCTION OF A WALKWAY ON BEVERLY HARBORFRONT	4	Statewide TE	\$ 570,665	\$ 456,532	\$ 114,133	
606137	FRAMINGHAM- BIKE PATH CONSTRUCTION & IMPROVEMENTS ON COCHITUATE RAIL TRAIL, FROM SCHOOL STREET TO ROUTE 30	3	Statewide TE	\$ 792,731	\$ 634,185	\$ 158,546	
605121	SALEM- CAUSEWAY PARK CONSTRUCTION	4	Statewide TE	\$ 1,441,650	\$ 1,153,320	\$ 288,330	

Statewide TE Subtotal ► \$ 2,805,046 \$ 2,244,037 \$ 561,009 ◀ 80% Federal + 20% Non-Federal

► **Statewide HSIP - Statewide Highway Safety Improvement Program**

	No Projects Programmed			\$ -	\$ -	\$ -	
Statewide HSIP Subtotal ►				\$ -	\$ -	\$ -	◀ Funding Split Varies by Project Specifications

► **Other**

N/A	CENTRAL ARTERY/TUNNEL PROJECT-NATIONAL HIGHWAY SYSTEM	N/A	Other	\$ 50,295,000	\$ -	\$ -	
N/A	CENTRAL ARTERY/TUNNEL PROJECT-STATE TRANSPORTATION PROGRAM/FLEX	N/A	Other	\$ 70,710,000	\$ -	\$ -	
N/A	CENTRAL ARTERY/TUNNEL PROJECT-STATE TRANSPORTATION PROGRAM	N/A	Other	\$ 20,000,000	\$ -	\$ -	

Other Subtotal ► \$141,005,000 \$ - \$ - ◀ Funding Split Varies by Funding Source

► **Section 2A / Non-Federal Projects**

N/A	GREEN LINE EXTENSION PROJECT-EXTENSION TO COLLEGE AVENUE WITH THE UNION SQUARE SPUR	N/A	Other	\$ 79,300,000		\$ 79,300,000	The Green Line Extension project is currently in the New Starts pipeline and the Commonwealth anticipates a decision in a Full Funding Grant Agreement in FFY 2015. The cash flows for the project, therefore, provide 100% bond funding for FFY 2013-14 and begin programming New Starts funding in FFY 2015. The Commonwealth is committed to fully funding this project with bond funds if New Starts is not awarded.
N/A	FAIRMOUNT IMPROVEMENTS	N/A	Other	\$ 24,139,099		\$ 24,139,099	Lists cash flows (based on state fiscal year) for Fairmount Improvements
N/A	RED LINE-BLUE LINE CONNECTOR DESIGN	N/A	Other	\$ -		\$ -	MassDOT made a formal request on Aug. 1, 2011, to remove this project from the State Implementation Plan regulation. The MPO is continuing to reference this project in the document until the process is complete.
Non-Federal Projects Subtotal ►				\$103,439,099		\$103,439,099	◀ 100% Non-Federal

2013 Boston MPO Transportation Improvement Program

FFYs 2013-2016 TIP

MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
----------------------	-------------------------------	--------------------	------------------	--------------------------	-----------------	---------------------	--------------------------

► Section 2B / Non-Federal Bridge Projects

603654	BOSTON- BRIDGE REPLACEMENT, B-16-163, MORTON STREET OVER THE MBTA & CSX RAILROAD	6	ABP-GANS	\$ 10,574,787			Total Construction Cost = \$10,692,912 (\$10,574,787 is identified as GANs funding [federal and state match] and \$118,125 is additional state funding)
604660	EVERETT- MEDFORD- BRIDGE REPLACEMENTS, REVERE BEACH PARKWAY (ROUTE 16), E-12-004=M-12-018 OVER THE MALDEN RIVER (WOODS MEMORIAL BRIDGE) & M-12-017 OVER MBTA AND RIVERS EDGE DRIVE	4	ABP-GANS	\$ 63,898,554		\$ -	Total Construction Cost = \$64,528,554 (\$63,898,554 is identified as GANs funding [federal and state match] and \$630,000 is additional state funding)
Non-Federal Bridge Projects Subtotal ►				\$ 74,473,341		\$ -	◀100% Non-Federal

2013 Boston MPO TIP Summary - Highway

	TIP Section 1: ▼	TIP Section 2: ▼	Total of All Projects ▼	
Total ►	\$230,067,576	\$ 74,473,341	\$304,540,917	◀ Total Spending in Region
Federal Funds ►	\$192,538,472		\$192,538,472	◀ Total Federal Spending in Region
Non-Federal Funds ►	\$ 37,529,104	\$ 74,473,341	\$112,002,445	◀ Total Non-Federal Spending in Region

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

2013 Boston MPO Transportation Improvement Program

FFYs 2013-2016 TIP

Regional Transit Authority ▼	Project Description ▼	Federal Funds Source ▼	Federal Amount ▼	State Funds Source ▼	State Amount ▼	RTA Funds ▼	Total Cost ▼	Carryover and Year? ▼	Additional Information ▼ (if project split among funding categories or over multiple-years please input total project
------------------------------	-----------------------	------------------------	------------------	----------------------	----------------	-------------	--------------	-----------------------	--

► Section 3 / Transit Operating - Section 5307

MBTA	POWER PROGRAM	5307	\$ 47,267,526			\$ 11,816,882	\$ 59,084,408		
MBTA	SYSTEMS UPGRADES	5307	\$ 8,786,066			\$ 2,196,517	\$ 10,982,583		
MBTA	STATIONS (ACCESSIBILITY) - GOVERNMENT CENTER	5307	\$ 32,761,068			\$ 8,190,267	\$ 40,951,335		
MBTA	STATIONS (ACCESSIBILITY) - STATE STREET	5307	\$ 17,197,512			\$ 4,299,378	\$ 21,496,890		
MBTA	FACILITIES (YARDS, SHOPS, PARKING, ETC.) - PARKING SYSTEMS IMPROVEMENTS	5307	\$ 15,000,000			\$ 3,750,000	\$ 18,750,000		
MBTA	PREVENTATIVE MAINTENANCE	5307	\$ 12,000,000			\$ 3,000,000	\$ 15,000,000		
MBTA	REVENUE VEHICLES (193 ECD BUSES - OVERHAUL)	5307	\$ 32,399,405			\$ 8,099,851	\$ 40,499,256	YES, 2012	
MBTA	STATIONS (ACCESSIBILITY) - STATIONS (ELEVATOR/ESCALATOR PROGRAM)	5307	\$ 22,000,000			\$ 5,500,000	\$ 27,500,000	YES, 2012	
MBTA	SYSTEMS UPGRADES	5307	\$ 1,612,767			\$ 403,192	\$ 2,015,959	YES, 2012	
MBTA	REVENUE VEHICLES (75 HYUNDAI ROTEM COACHES -	5307	\$ 95,487,128			\$ 23,871,782	\$ 119,358,910	YES, 2010	
MBTA	POWER PROGRAM	5307	\$ 60,000,000			\$ 15,000,000	\$ 75,000,000	YES, 2011	
MBTA	FACILITIES (YARDS, SHOPS, PARKING, ETC.) - SCIENCE PARK	5307	\$ 17,600,000			\$ 4,400,000	\$ 22,000,000	YES, 2011	
MBTA	STATIONS (ACCESSIBILITY) - STATION IMPROVEMENTS	5307	\$ 26,378,210			\$ 6,594,553	\$ 32,972,763	YES, 2009 & 2010	
MBTA	STATIONS (ACCESSIBILITY) - ORIENT HEIGHTS STATION	5307	\$ 30,763,964			\$ 7,690,991	\$ 38,454,955	YES, 2011	
MBTA	SYSTEMS UPGRADES (SYSTEMS UPGRADES)	5307	\$ 807,254			\$ 201,814	\$ 1,009,068	YES, 2011	

2013 Boston MPO Transportation Improvement Program

FFYs 2013-2016 TIP

Regional Transit Authority ▼	Project Description ▼	Federal Funds Source ▼	Federal Amount ▼	State Funds Source ▼	State Amount ▼	RTA Funds ▼	Total Cost ▼	Carryover and Year? ▼	Additional Information ▼ (if project split among funding categories or over multiple-years please input total project)
CATA	CAPE ANN TRANSPORTATION AUTHORITY	5307	\$ 514,000		\$ 281,000		\$ 795,000		
	Preventative Maintenance	5307	\$ 300,000		\$ 75,000		\$ 375,000		
	29' Bus Rolling Stock (4)	5307	\$ 214,000		\$ 206,000		\$ 420,000		
	Support Equipment		\$ -		\$ -		\$ -		
MWRTA	METROWEST REGIONAL TRANSIT AUTHORITY	5307	\$ 1,668,698		\$ 467,175		\$ 2,135,873		
	Paratransit	5307	\$ 1,300,000		\$ 325,000		\$ 1,625,000		
	Equipment and Facilities	5307	\$ 368,698		\$ 92,175		\$ 460,873		
	Equipment and Facilities - Call Center Study	5307	\$ -		\$ 50,000		\$ 50,000		
Transit Operating Total ►			\$ 422,243,599		\$ 748,175	\$ 105,015,226	\$ 528,007,000		

► Section 4 / Transit Capital - Section 5309

MBTA	STATIONS (ACCESSIBILITY) - GOVERNMENT CENTER	5309	\$ 42,274,867			\$ 10,568,717	\$ 52,843,584		
MBTA	SYSTEMS UPGRADES	5309	\$ 3,707,035			\$ 926,759	\$ 4,633,794		
MBTA	BRIDGES AND TUNNELS	5309	\$ 48,000,000			\$ 12,000,000	\$ 60,000,000		
MBTA	REVENUE VEHICLES (74 KAWASAKI COACHES - OVERHAUL)	5309	\$ 93,739,299			\$ 23,434,825	\$ 117,174,124	YES, 2012	
MBTA	SYSTEM UPGRADES	5309	\$ 242,603			\$ 60,651	\$ 303,254	YES, 2012	
MBTA	SIGNALS (COLUMBIA JUNCTION - SIGNAL IMPROVEMENTS)	5309	\$ 41,600,000			\$ 10,400,000	\$ 52,000,000	YES, 2011	
MBTA	POWER PROGRAM	5309	\$ 60,000,000			\$ 15,000,000	\$ 75,000,000	YES, 2009, 2010 & 2011	
MBTA	FACILITIES (YARDS, SHOPS, PARKING, ETC.) - VARIOUS FACILITIES UPGRADES INCLUDING EVERETT	5309	\$ 14,035,441			\$ 3,508,860	\$ 17,544,301	YES, 2011	
MBTA	SYSTEM UPGRADES	5309	\$ 17,134,892			\$ 4,283,723	\$ 21,418,615	YES, 2011	

2013 Boston MPO Transportation Improvement Program

FFYs 2013-2016 TIP

Regional Transit Authority ▼	Project Description ▼	Federal Funds Source ▼	Federal Amount ▼	State Funds Source ▼	State Amount ▼	RTA Funds ▼	Total Cost ▼	Carryover and Year? ▼	Additional Information ▼ (if project split among funding categories or over multiple-years please input total project)
	BOSTON- COMMONWEALTH AVE/KENMORE SQ. ROADWAY AND PEDESTRIAN IMPROVEMENTS	5309	\$ 2,708,000			\$ 677,000	\$ 3,385,000	YES, 2011	Earmark transferred from FHWA to FTA, was HPP 682
	BEVERLY/SALEM INTERMODAL		\$ 1,100,000				\$ 1,100,000	YES, 2004	Section 115 earmark transferred from FHWA to FTA
	FERRY - MBTA FERRY SYSTEM		\$ 2,500,000			\$ 625,000	\$ 3,125,000	YES, 2011	
	FERRY - MBTA FERRY SYSTEM		\$ 2,500,000			\$ 625,000	\$ 3,125,000	YES, 2012	
MBTA	SYSTEMWIDE- MERRIMACK RIVER BRIDGE	TIGER	\$ 10,000,000			\$ 2,500,000	\$ 12,500,000		
Transit Capital Total ▶			\$ 339,542,137		\$ -	\$ 84,610,535	\$ 424,152,672		

▶ Section 5 / Job Access Reverse Commute (JARC) - Section 5316 and New Freedom (NF) - Section 5317

MWRTA	JARC Technology Grant	5316	\$ 464,000		\$ 66,000		\$ 530,000		previously awarded
MWRTA	Route 9 Extended Service	5316	\$ 300,000			\$ 262,500	\$ 562,500		\$500,000 (Operating), \$62,500 (Capital)
	North Shore Career Center (NSCC) - Mobility Management and Employment Express Service	5316	\$ 263,790			\$ 202,665	\$ 466,455		\$364,580 (Operating), \$101,875 (Capital)
	Acton - LRTA Road Runner	5317	\$ 26,000			\$ 26,000	\$ 52,000		Operating
	Friendship Home - Wheels to Work	5317	\$ 25,500			\$ 25,500	\$ 51,000		Operating
	Greater Lynn Senior Services (GLSS) - Reaching Beyond Borders: GLSS Mobility Links Project	5317	\$ 169,764			\$ 169,764	\$ 339,528		Operating
MBTA	Paratransit Customers Program	5317	\$ 115,429			\$ 28,857	\$ 144,286		Capital
	North Shore Career Center (NSCC) - Mobility Management and Employment Express Service	5317	\$ 263,790			\$ 202,665	\$ 466,455		\$364,580 (Operating), \$101,875 (Capital)
JARC and NF Total ▶			\$ 1,628,273		\$ 66,000	\$ 917,951	\$ 2,612,224		

2013 Boston MPO TIP Summary - Transit

TIP Section 3: ▼ TIP Section 4: ▼ TIP Section 5: ▼ Total of All Projects ▼

\$ 528,007,000	\$ 424,152,672	\$ 2,612,224	\$ 954,771,896	◀ Total Spending in Region
\$ 422,243,599	\$ 339,542,137	\$ 1,628,273	\$ 763,414,009	◀ Total Federal Spending in Region
\$ 105,763,401	\$ 84,610,535	\$ 983,951	\$ 191,357,887	◀ Total Non-Federal Spending in Region

MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
----------------------	-------------------------------	--------------------	------------------	--------------------------	-----------------	---------------------	--------------------------

► Section 1A / Federal Aid Target Projects

► STP - Surface Transportation Program

600220	BEVERLY- RECONSTRUCTION & SIGNAL IMPROVEMENTS ON RANTOUL STREET (ROUTE 1A) FROM CABOT STREET (SOUTH) TO CABOT STREET (NORTH)	4	STP	\$ 3,748,818	\$ 2,999,054	\$ 749,764	STP+CMAQ Total Cost = \$15,748,818
602984	CONCORD- LINCOLN- LIMITED ACCESS HIGHWAY IMPROVEMENTS AT ROUTE 2 & 2A, BETWEEN CROSBY'S CORNER & BEDFORD ROAD, INCLUDES C-19-024	4	STP-AC	\$ 1,103,037	\$ 882,430	\$ 220,607	AC Yr 4 of 4; STP+HSIP+CMAQ Total Cost = \$61,723,980 (\$21,757,641 programmed within FFYs 2013-16 TIP)
602602	HANOVER- RECONSTRUCTION OF WASHINGTON STREET (ROUTE 53) AND RELATED WORK FROM THE ROUTE 3 NORTHBOUND RAMP TO WEBSTER STREET (ROUTE 123)	5	STP	\$ 1,144,000	\$ 915,200	\$ 228,800	
605146	SALEM- RECONSTRUCTION ON CANAL STREET, FROM WASHINGTON STREET & MILL STREET TO LORING AVENUE & JEFFERSON AVENUE	4	STP	\$ 4,301,569	\$ 3,441,255	\$ 860,314	STP+CMAQ Total Cost = \$6,301,569
601630	WEYMOUTH- ABINGTON- RECONSTRUCTION & WIDENING ON ROUTE 18 (MAIN STREET) FROM HIGHLAND PLACE TO ROUTE 139 (4.0 MILES) INCLUDES REHAB OF W-32-013, ROUTE 18 OVER THE OLD COLONY RAILROAD (MBTA)	6	STP-AC	\$ 8,821,534	\$ 7,057,227	\$ 1,764,307	AC Yr 2 of 3; STP+ TEA-21 Earmark Total Cost = \$38,340,000
STP Subtotal ►				\$ 19,118,958	\$ 15,295,166	\$ 3,823,792	◀ 80% Federal + 20% Non-Federal

► NHS - National Highway System

603711	NEEDHAM- WELLESLEY- REHAB/REPLACEMENT OF 6 BRIDGES ON I-95/ROUTE 128: N-04-020, N-04-021, N-04-022, N-04-026, N-04-027 & W-13-023 (ADD-A-LANE - CONTRACT V)	6	NHS-AC	\$ 30,000,000	24,000,000	6,000,000	AC Yr 2 of 5; NHS+BR Total Cost = \$127,500,000 (\$120,000,000 programmed within FFYs 2013-16 TIP, AC Yr 5 of 5 will be programmed in FFY 2017)
NHS Subtotal ►				\$ 30,000,000	\$ 24,000,000	\$ 6,000,000	◀ 80% Federal + 20% Non-Federal

► HSIP - Highway Safety Improvement Program

602984	CONCORD- LINCOLN- LIMITED ACCESS HIGHWAY IMPROVEMENTS AT ROUTE 2 & 2A, BETWEEN CROSBY'S CORNER & BEDFORD ROAD, INCLUDES C-19-024	4	HSIP-AC	\$ 4,296,710	\$ 3,867,039	\$ 429,671	AC Yr 4 of 4; STP+HSIP+CMAQ Total Cost = \$61,723,980 (\$21,757,641 programmed within FFYs 2013-16 TIP)
HSIP Subtotal ►				\$ 4,296,710	\$ 3,867,039	\$ 429,671	◀ Funding Split Varies by Project Specifications

MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
----------------------	-------------------------------	--------------------	------------------	--------------------------	-----------------	---------------------	--------------------------

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

600220	BEVERLY- RECONSTRUCTION & SIGNAL IMPROVEMENTS ON RANTOUL STREET (ROUTE 1A) FROM CABOT STREET (SOUTH) TO CABOT STREET (NORTH)	4	CMAQ	\$ 12,000,000	\$ 9,600,000	\$ 2,400,000	STP+CMAQ Total Cost = \$15,748,818
604761	BOSTON- MULTI-USE TRAIL CONSTRUCTION (SOUTH BAY HARBOR) FROM RUGGLES STATION TO FAN PIER	6	CMAQ	\$ 4,146,746	\$ 3,317,397	\$ 829,349	Construction
601553	MELROSE- INTERSECTION & SIGNAL IMPROVEMENT TO LEBANON STREET, FROM LYNDE STREET TO MAIN STREET	4	CMAQ	\$ 3,799,858	\$ 3,039,886	\$ 759,972	CMAQ+SAFETEA-LU Earmark Total Cost = \$4,429,788
605729	QUINCY- INTERSECTION & SIGNAL IMPROVEMENTS AT HANCOCK STREET & EAST/WEST SQUANTUM STREETS	6	CMAQ	\$ 3,371,722	\$ 2,697,378	\$ 674,344	
605146	SALEM- RECONSTRUCTION ON CANAL STREET, FROM WASHINGTON STREET & MILL STREET TO LORING AVENUE & JEFFERSON AVENUE	4	CMAQ	\$ 2,000,000	\$ 1,600,000	\$ 400,000	STP+CMAQ Total Cost = \$6,301,569
N/A	INTERSECTION IMPROVEMENT PROGRAM	N/A	CMAQ	\$ 350,000	\$ 280,000	\$ 70,000	
456661	CLEAN AIR AND MOBILITY		CMAQ	\$ -	\$ -	\$ -	
CMAQ Subtotal ►				\$ 25,668,326	\$ 20,534,661	\$ 5,133,665	◀ 80% Federal + 20% Non-Federal

► **Section 1A / Fiscal Constraint Analysis**

Total Federal Aid Target Funds Programmed ►	\$ 79,083,994	\$ 79,091,696	◀ Total Target	\$ 7,702	Target Funds Available
Total STP Programmed ►	\$ 19,118,958	\$ 66,201,565	◀ Max. STP	\$ 47,082,607	STP Available
Total NHS Programmed ►	\$ 30,000,000	\$ -	◀ Min. NHS	\$ (30,000,000)	NHS funds are from STP targets
Total HSIP Programmed ►	\$ 4,296,710	\$ 4,296,710	◀ Min. HSIP	\$ -	HSIP Minimum Met
Total CMAQ Programmed ►	\$ 25,668,326	\$ 8,593,421	◀ Min. CMAQ	\$ (17,074,905)	CMAQ Minimum Met

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

605895	BELLINGHAM- BRIDGE DEMOLITION, B-06-011, ROUTE 126 OVER CSX RAILROAD (ABANDONED) & INSTALLATION OF BIKE PATH CULVERT	3	BR-On	\$ 1,248,000	\$ 998,400	\$ 249,600	
604462	BOSTON- BRIDGE REPLACEMENT, B-16-209, WEST SECOND STREET OVER HAUL ROAD & CSX RR	6	BR-On	\$ 1,316,640	\$ 1,053,312	\$ 263,328	
606449	CAMBRIDGE- BRIDGE PRESERVATION, C-01-008, FIRST STREET BRIDGE & C-01-040, LAND BOULEVARD/BROAD CANAL	6	BR-On	\$ 3,744,000	\$ 2,995,200	\$ 748,800	
42603	WILMINGTON- BRIDGE REPLACEMENT, W-38-002, ROUTE 38 (MAIN STREET) OVER THE B&M RAILROAD	4	BR-On	\$ 4,492,800	\$ 3,594,240	\$ 898,560	

MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
603370	BOSTON- BRIDGE REHABILITATION, B-16-029, ROUTE 99 (ALFORD STREET) OVER MYSTIC RIVER	6	BR-AC	\$ 3,000,000	\$ 2,400,000	\$ 600,000	AC Yr 4 of 4
600703	LEXINGTON- BRIDGE REPLACEMENT, L-10-009, ROUTE 2 (EB & WB) OVER ROUTE I-95 (ROUTE 128)	4	BR-AC	\$ 15,000,000	\$ 12,000,000	\$ 3,000,000	AC Yr 2 of 3; Total Cost = \$31,800,000
603711	NEEDHAM- WELLESLEY- REHAB/REPLACEMENT OF 6 BRIDGES ON I-95/ROUTE 128: N-04-020, N-04-021, N-04-022, N-04-026, N-04-027 & W-13-023 (ADD-A-LANE - CONTRACT V)	6	BR-AC	\$ 8,500,000	\$ 6,800,000	\$ 1,700,000	AC Yr 2 of 5; NHS+BR Total Cost = \$127,500,000 (\$120,000,000 programmed within FFYs 2013-16 TIP, AC Yr 5 of 5 will be programmed in FFY 2017)
BR Subtotal ►				\$ 37,301,440	\$ 29,841,152	\$ 7,460,288	◀ 80% Federal + 20% Non-Federal

► Section 1C / Federal Aid Non-Target Projects

► Earmarks

601630	WEYMOUTH- ABINGTON- RECONSTRUCTION & WIDENING ON ROUTE 18 (MAIN STREET) FROM HIGHLAND PLACE TO ROUTE 139 (4.0 MILES) INCLUDES REHAB OF W-32-013, ROUTE 18 OVER THE OLD COLONY RAILROAD (MBTA)	6	HPP (1998)	\$ 4,178,466	\$ 3,342,773	\$ 835,693	Construction; HPP 1236; AC Yr 2 of 3; STP+TEA-21 Earmark Total Cost = \$38,340,000
604531	ACTON- MAYNARD- ASSABET RIVER RAIL TRAIL CONSTRUCTION, INCLUDES 4 BRIDGES	3	HPP (2005)	\$ 769,314	\$ 615,451	\$ 153,863	Design; HPP 1761; Local Match
606889	BOSTON- IMPROVEMENTS ALONG GAINSBOROUGH AND ST. BOTOLPH STREETS	6	HPP (2005)	\$ 512,389	\$ 409,911	\$ 102,478	Construction; HPP 2012; SAFETEA-LU Earmark + HPP TI 180 Earmark Total Cost = \$3,018,243
606134	BOSTON- TRAFFIC SIGNAL IMPROVEMENTS ON BLUE HILL AVENUE AND WARREN STREET	6	HPP (2005)	\$ 2,377,900	\$ 1,902,320	\$ 475,580	Construction; HPP 2129
605789	BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD (HPP 756 & 4284)	6	HPP (2005)	\$ 2,429,730	\$ 1,943,784	\$ 485,946	Construction; HPP 756; SAFETEA-LU Earmark (HPP 756)+ SAFETEA-LU Earmark (HPP 4284) =Total Cost \$7,437,105
605789	BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD (HPP 756 & 4284)	6	HPP (2005)	\$ 5,007,375	\$ 4,005,900	\$ 1,001,475	Construction; HPP 4284; SAFETEA-LU Earmark (HPP 756)+ SAFETEA-LU Earmark (HPP 4284) =Total Cost \$7,437,105
601553	MELROSE- INTERSECTION & SIGNAL IMPROVEMENT TO LEBANON STREET, FROM LYNDE STREET TO MAIN STREET	4	HPP (2005)	\$ 629,930	\$ 503,944	\$ 125,986	Construction; HPP 1604; CMAQ+SAFETEA-LU Earmark Total Cost = \$4,429,788
606889	BOSTON- IMPROVEMENTS ALONG GAINSBOROUGH AND ST. BOTOLPH STREETS	6	TI (2005)	\$ 2,505,854	\$ 2,004,683	\$ 501,171	Construction; HPP TI 180; SAFETEA-LU Earmark + HPP TI 180 Earmark Total Cost = \$3,018,243
Earmarks Subtotal ►				\$ 18,410,958	\$ 14,728,766	\$ 3,682,192	◀ Funding Split Varies by Earmark

2014

Boston MPO Transportation Improvement Program

FFYs 2013-2016 TIP

MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
----------------------	-------------------------------	--------------------	------------------	--------------------------	-----------------	---------------------	--------------------------

► Other

	No Projects Programmed			\$ -	\$ -	\$ -	
Other Subtotal ►				\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Section 1D / Federal Aid Major & State Category Projects

► IM - Interstate Maintenance

606171	SHARON- WALPOLE - INTERSTATE MAINTENANCE & RELATED WORK ON I-	5	IM	\$ 10,308,480	\$ 9,277,632	\$ 1,030,848	
IM Subtotal ►				\$ 10,308,480	\$ 9,277,632	\$ 1,030,848	◀ 90% Federal + 10% Non-Federal

► NHSP - National Highway System Preservation Program

N/A	WEYMOUTH- BRAINTREE- QUINCY - RESURFACING & RELATED WORK ON ROUTE 3	6	NHS	\$ 9,817,600	\$ 7,854,080	\$ 1,963,520	
NHS Subtotal ►				\$ 9,817,600	\$ 7,854,080	\$ 1,963,520	◀ 80% Federal + 20% Non-Federal

► SRTS - Safe Routes to School Program

N/A	MALDEN- SAFE ROUTES TO SCHOOL (BEEBE SCHOOL)	4	SRTS	\$ 480,480	\$ 480,480	\$ -	
N/A	MANCHESTER- SAFE ROUTES TO SCHOOL (MEMORIAL ELEMENTARY)	4	SRTS	\$ 505,440	\$ 505,440	\$ -	
N/A	MILTON- SAFE ROUTES TO SCHOOL (GLOVER ELEMENTARY SCHOOL)	4	SRTS	\$ 624,520	\$ 624,520	\$ -	
N/A	WESTWOOD- SAFE ROUTES TO SCHOOL (DOWNEY ELEMENTARY)	6	SRTS	\$ 569,920	\$ 569,920	\$ -	
SRTS Subtotal ►				\$ 2,180,360	\$ 2,180,360	\$ -	◀ 100% Federal

► Statewide Infrastructure Program

603917	STONEHAM- WOBURN- LIGHTING UPGRADES ON I-93	4	Statewide Infrastructure Program	\$ 1,100,000	\$ 880,000	\$ 220,000	
Statewide Infrastructure Subtotal ►				\$ 1,100,000	\$ 880,000	\$ 220,000	◀ 80% Federal + 20% Non-Federal

MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
----------------------	-------------------------------	--------------------	------------------	--------------------------	-----------------	---------------------	--------------------------

► **Statewide CMAQ - Statewide Congestion Mitigation and Air Quality Program**

603462	DUXBURY- INTERSECTION IMPROVEMENTS AT KINGSTOWN WAY (ROUTE 53) & WINTER STREET	5	CMAQ	\$ 1,141,606	\$ 913,285	\$ 228,321	
601019	WINCHESTER- SIGNAL & INTERSECTION IMPROVEMENTS AT 4 LOCATIONS ON CHURCH STREET & ROUTE 3 (CAMBRIDGE ST)	4	CMAQ	\$ 4,145,339	\$ 3,316,271	\$ 829,068	
Statewide CMAQ Subtotal ►				\$ 5,286,945	\$ 4,229,556	\$ 1,057,389	◀ 80% Federal + 20% Non-Federal

► **Statewide TE - Statewide Transportation Enhancement Program**

604532	ACTON- CARLISLE- WESTFORD- BRUCE FREEMAN RAIL TRAIL (PHASE II-A)	3	Statewide TE	\$ 8,788,000	\$ 7,030,400	\$ 1,757,600	
Statewide TE Subtotal ►				\$ 8,788,000	\$ 7,030,400	\$ 1,757,600	◀ 80% Federal + 20% Non-Federal

► **Other**

N/A	CENTRAL ARTERY/TUNNEL PROJECT- NATIONAL HIGHWAY SYSTEM	N/A	Other	\$ 44,450,000	\$ -	\$ -	
N/A	CENTRAL ARTERY/TUNNEL PROJECT- STATE TRANSPORTATION	N/A	Other	\$ 58,390,000	\$ -	\$ -	
N/A	CENTRAL ARTERY/TUNNEL PROJECT- STATE TRANSPORTATION PROGRAM	N/A	Other	\$ 20,000,000	\$ -	\$ -	Last year of GANs payments for CA/T
Other Subtotal ►				\$ 122,840,000	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► **Section 2A / Non-Federal Projects**

N/A	GREEN LINE EXTENSION PROJECT- EXTENSION TO COLLEGE AVENUE WITH THE UNION SQUARE SPUR	N/A	Other	\$ 94,900,000		\$ 94,900,000	The Green Line Extension project is currently in the New Starts pipeline and the Commonwealth anticipates a decision in a Full Funding Grant Agreement in FFY 2015. The cash flows for the project, therefore, provide 100% bond funding for FFY 2013-14 and begin programming New Starts funding in FFY 2015. The Commonwealth is committed to fully funding this project with bond funds if New Starts is not awarded.
N/A	FAIRMOUNT IMPROVEMENTS	N/A	Other	\$ 11,155,536		\$ 11,155,536	Lists cash flows (based on state fiscal year) for Fairmount Improvements
N/A	RED LINE-BLUE LINE CONNECTOR DESIGN	N/A	Other	\$ -		\$ -	MassDOT made a formal request on Aug. 1, 2011, to remove this project from the State Implementation Plan regulation. The MPO is continuing to reference this project in the document until the process is complete.
Non-Federal Projects Subtotal ►				\$ 106,055,536		\$ 106,055,536	◀ 100% Non-Federal

2014 Boston MPO Transportation Improvement Program

FFYs 2013-2016 TIP

MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
----------------------	-------------------------------	--------------------	------------------	--------------------------	-----------------	---------------------	--------------------------

► Section 2B / Non-Federal Bridge Projects

No Projects Programmed				\$ -		\$ -	
Non-Federal Bridge Projects Subtotal►				\$ -		\$ -	◀100% Non-Federal

2014 Boston MPO TIP Summary - Highway

TIP Section 1: ▼ TIP Section 2: ▼ Total of All Projects ▼

Total ►	\$ 172,277,777	\$ -	\$ 172,277,777	◀ Total Spending in Region
Federal Funds ►	\$ 139,718,812		\$ 139,718,812	◀ Total Federal Spending in Region
Non-Federal Funds ►	\$ 32,558,965	\$ -	\$ 32,558,965	◀ Total Non-Federal Spending in Region

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

2014 Boston MPO Transportation Improvement Program

FFYs 2013-2016 TIP

Regional Transit Authority ▼	Project Description ▼	Federal Funds Source ▼	Federal Amount ▼	State Funds Source ▼	State Amount ▼	RTA Funds ▼	Total Cost ▼	Carryover and Year? ▼	Additional Information ▼ (if project split among funding categories or over multiple-years please input total project cost here)
------------------------------	-----------------------	------------------------	------------------	----------------------	----------------	-------------	--------------	-----------------------	---

► Section 3 / Transit Operating

MBTA	REVENUE VEHICLES (OTHER VEHICLE PROGRAMS)	5307	\$ 35,000,000			\$ 8,750,000	\$ 43,750,000		
MBTA	SYSTEMS UPGRADES	5307	\$ 6,012,172			\$ 1,503,043	\$ 7,515,215		
MBTA	FACILITIES (YARDS, SHOPS, PARKING, ETC.) - PARKING SYSTEMS IMPROVEMENTS	5307	\$ 20,000,000			\$ 5,000,000	\$ 25,000,000		
MBTA	BRIDGES & TUNNELS	5307	\$ 60,000,000			\$ 15,000,000	\$ 75,000,000		
MBTA	PREVENTATIVE MAINTENANCE	5307	\$ 12,000,000			\$ 3,000,000	\$ 15,000,000		
CATA	CAPE ANN TRANSPORTATION AUTHORITY	5307	\$ 515,114		\$ 281,000		\$ 796,114		
	Preventative Maintenance	5307	\$ 300,000		\$ 75,000		\$ 375,000		
	29' Bus Rolling Stock (4)	5307	\$ 55,114		\$ 166,000		\$ 221,114		
	Gas Storage Tank	5307	\$ 160,000		\$ 40,000		\$ 200,000		
MWRTA	METROWEST REGIONAL TRANSIT AUTHORITY	5307	\$ 1,668,698		\$ 417,175		\$ 2,085,873		
	ADA Paratransit	5307	\$ 1,103,398		\$ 275,850		\$ 1,379,248		
	Equipment and Facilities	5307	\$ 565,300		\$ 141,325		\$ 706,625		
Transit Operating Total ►			\$ 135,195,984		\$ 698,175	\$ 33,253,043	\$ 169,147,202		

► Section 4 / Transit Capital

MBTA	REVENUE VEHICLES (RED AND ORANGE LINE - NEW VEHICLE PROCUREMENT)	5309	\$ 72,000,000			\$ 18,000,000	\$ 90,000,000		
MBTA	SYSTEMS UPGRADES	5309	\$ 21,981,902			\$ 5,495,476	\$ 27,477,378		
Transit Capital Total ►			\$ 93,981,902		\$ -	\$ 23,495,476	\$ 117,477,378		

2014 Boston MPO Transportation Improvement Program

FFYs 2013-2016 TIP

Regional Transit Authority ▼	Project Description ▼	Federal Funds Source ▼	Federal Amount ▼	State Funds Source ▼	State Amount ▼	RTA Funds ▼	Total Cost ▼	Carryover and Year? ▼	Additional Information ▼ (if project split among funding categories or over multiple-years please input total project cost here)
------------------------------	-----------------------	------------------------	------------------	----------------------	----------------	-------------	--------------	-----------------------	---

► Section 5 / Job Access Reverse Commute (JARC) - Section 5316 and New Freedom (NF) - Section 5317

MWRTA	JARC Communications	5316	\$ 258,700		\$ 64,675		\$ 323,375		previously awarded
MWRTA	Route 9 Extended Service	5316	\$ 300,000			\$ 262,500	\$ 562,500		\$500,000 (Operating), \$62,500 (Capital)
	Friendship Home - Wheels to Work	5317	\$ 26,350			\$ 26,350	\$ 52,700		Operating
MBTA	Paratransit Customers Program	5317	\$ 131,942			\$ 32,986	\$ 164,928		Capital
JARC and NF Total ►			\$ 716,992		\$ 64,675	\$ 321,836	\$ 1,103,503		

2014 Boston MPO TIP Summary - Transit

TIP Section 3: ▼ TIP Section 4: ▼ TIP Section 5: ▼ Total of All Projects ▼

\$ 169,147,202	\$117,477,378	\$ 1,103,503	\$ 287,728,083	◀ Total Spending in Region
\$ 135,195,984	\$ 93,981,902	\$ 716,992	\$ 229,894,878	◀ Total Federal Spending in Region
\$ 33,951,218	\$ 23,495,476	\$ 386,511	\$ 57,833,205	◀ Total Non-Federal Spending in Region

MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
----------------------	-------------------------------	--------------------	------------------	--------------------------	-----------------	---------------------	--------------------------

► Section 1A / Federal Aid Target Projects

► STP - Surface Transportation Program

606284	BOSTON- IMPROVEMENTS TO COMMONWEALTH AVENUE, FROM AMORY STREET TO ALCORN STREET	6	STP	\$ 7,446,852	\$ 5,957,482	\$ 1,489,370	STP+CMAQ+Earmarks (SAFETEA-LU, Section 125 and 129, STPP, TCSP) Total Cost = \$16,866,250
601630	WEYMOUTH- ABINGTON- RECONSTRUCTION & WIDENING ON ROUTE 18 (MAIN STREET) FROM HIGHLAND PLACE TO ROUTE 139 (4.0 MILES) INCLUDES REHAB OF W-32-013, ROUTE 18 OVER THE OLD COLONY RAILROAD (MBTA)	6	STP-AC	\$ 11,406,086	\$ 9,124,869	\$ 2,281,217	AC Yr 3 of 3; STP+ TEA-21 Earmark Total Cost = \$38,340,000
STP Subtotal ►				\$ 18,852,938	\$ 15,082,350	\$ 3,770,588	◀ 80% Federal + 20% Non-Federal

► NHS - National Highway System

603711	NEEDHAM- WELLESLEY- REHAB/REPLACEMENT OF 6 BRIDGES ON I-95/ROUTE 128: N-04-020, N-04-021, N-04-022, N-04-026, N-04-027 & W-13-023 (ADD-A-LANE - CONTRACT V)	6	NHS-AC	\$ 30,000,000	\$ 24,000,000	\$ 6,000,000	AC Yr 3 of 5; NHS+BR Total Cost = \$127,500,000 (\$120,000,000 programmed within FFYs 2013-16 TIP, AC Yr 5 of 5 will be programmed in FFY 2017)
NHS Subtotal ►				\$ 30,000,000	\$ 24,000,000	\$ 6,000,000	◀ 80% Federal + 20% Non-Federal

► HSIP - Highway Safety Improvement Program

No Projects Programmed				\$ -	\$ -	\$ -	
HSIP Subtotal ►				\$ -	\$ -	\$ -	◀ Funding Split Varies by Project Specifications

► CMAQ - Congestion Mitigation and Air Quality Improvement Program

606284	BOSTON- IMPROVEMENTS TO COMMONWEALTH AVENUE, FROM AMORY STREET TO ALCORN STREET	6	CMAQ	\$ 5,000,000	\$ 4,000,000	\$ 1,000,000	STP+CMAQ+Earmarks (SAFETEA-LU, Section 125 and 129, STPP, TCSP) Total Cost = \$16,866,250
604652	STONEHAM- WINCHESTER- WOBURN- TRI-COMMUNITY BIKEWAY	4	CMAQ	\$ 5,429,110	\$ 4,343,288	\$ 1,085,822	
456661	CLEAN AIR AND MOBILITY		CMAQ	\$ -	\$ -	\$ -	
CMAQ Subtotal ►				\$ 10,429,110	\$ 8,343,288	\$ 2,085,822	◀ 80% Federal + 20% Non-Federal

► Section 1A / Fiscal Constraint Analysis

Total Federal Aid Target Funds Programmed ►	\$ 59,282,048	\$ 59,316,086	◀ Total Target	\$ 34,038	Target Funds Available
Total STP Programmed ►	\$ 18,852,938	\$ 46,425,955	◀ Max. STP	\$ 27,573,017	STP Available
Total NHS Programmed ►	\$ 30,000,000	\$ -	◀ Min. NHS	\$ (30,000,000)	NHS funds are from STP targets
Total HSIP Programmed ►	\$ -	\$ 4,296,710	◀ Min. HSIP	\$ 4,296,710	HSIP Minimum Not Met
Total CMAQ Programmed ►	\$ 10,429,110	\$ 8,593,421	◀ Min. CMAQ	\$ (1,835,689)	CMAQ Minimum Met

2015

Boston MPO Transportation Improvement Program

FFYs 2013-2016 TIP

MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
----------------------	-------------------------------	--------------------	------------------	--------------------------	-----------------	---------------------	--------------------------

► Section 1B / Federal Aid Bridge Projects

604428	CHELSEA- BRIDGE REPLACEMENT, C-09-001, WASHINGTON AVENUE OVER THE MBTA AND B&M RAILROAD	6	BR-On	\$ 3,862,080	\$ 3,089,664	\$ 772,416	
606632	HOPKINTON- WESTBOROUGH- BRIDGE REPLACEMENT, H-23-006=W-24-016, FRUIT STREET OVER CSX & SUDBURY	3	BR-On	\$ 8,270,478	\$ 6,616,382	\$ 1,654,096	
607119	IPSWICH- BRIDGE REPAIRS, GREEN STREET OVER THE IPSWICH RIVER	4	BR-Off	\$ 1,398,384	\$ 1,118,707	\$ 279,677	
604655	MARSHFIELD- BRIDGE REPLACEMENT, M-07-007, BEACH STREET OVER THE CUT RIVER	5	BR-Off	\$ 2,423,004	\$ 1,938,403	\$ 484,601	
600867	BOSTON- BRIDGE REPLACEMENT, B-16-237, MASSACHUSETTS AVENUE (ROUTE 2A) OVER COMMONWEALTH AVENUE	6	BR-AC	\$ 2,916,000	\$ 2,332,800	\$ 583,200	AC Yr 1 of 4; Total Cost = \$23,117,239 (\$11,916,000 programmed within FFYs 2013-16 TIP)
600703	LEXINGTON- BRIDGE REPLACEMENT, L-10-009, ROUTE 2 (EB & WB) OVER ROUTE I-95 (ROUTE 128)	4	BR-AC	\$ 15,000,000	\$ 12,000,000	\$ 3,000,000	AC Yr 3 of 3; Total Cost = \$31,800,000
603722	LEXINGTON- BRIDGE REPLACEMENT, L-10-010, ROUTE 2A (MARRETT ROAD) OVER I-95/ROUTE 128	4	BR-AC	\$ 1,572,762	\$ 1,258,210	\$ 314,552	AC Yr 1 of 3; Total Cost = \$22,117,239 (\$11,572,762 programmed within FFYs 2013-16 TIP)
BR Subtotal ►				\$ 35,442,708	\$ 28,354,166	\$ 7,088,542	◀ 80% Federal + 20% Non-Federal

► Section 1C / Federal Aid Non-Target Projects

► Earmarks

601630	WEYMOUTH- ABINGTON- RECONSTRUCTION & WIDENING ON ROUTE 18 (MAIN STREET) FROM HIGHLAND PLACE TO ROUTE 139 (4.0 MILES) INCLUDES REHAB OF W-32-013, ROUTE 18 OVER THE OLD COLONY RAILROAD (MBTA)	6	HPP (1998)	\$ 2,593,914	\$ 2,075,131	\$ 518,783	Construction; HPP 1236; AC Yr 3 of 3; STP+TEA-21 Earmark Total Cost = \$38,340,000
606284	BOSTON- IMPROVEMENTS TO COMMONWEALTH AVENUE, FROM AMORY STREET TO ALCORN STREET	6	HPP (2005)	\$ 1,114,501	\$ 891,601	\$ 222,900	Construction; HPP 682; STP+CMAQ+Earmarks (SAFETEA-LU, Section 125 and 129, STPP, TCSP) Total Cost = \$16,866,250
606284	BOSTON- IMPROVEMENTS TO COMMONWEALTH AVENUE, FROM AMORY STREET TO ALCORN STREET	6	§ 129 (2008)	\$ 980,000	\$ 980,000	\$ -	Construction; Section 129; STP+CMAQ+Earmarks (SAFETEA-LU, Section 125 and 129, STPP, TCSP) Total Cost = \$16,866,250
606284	BOSTON- IMPROVEMENTS TO COMMONWEALTH AVENUE, FROM AMORY STREET TO ALCORN STREET	6	§ 125 (2009)	\$ 475,000	\$ 475,000	\$ -	Construction; Section 125; STP+CMAQ+Earmarks (SAFETEA-LU, Section 125 and 129, STPP, TCSP) Total Cost = \$16,866,250

2015

Boston MPO Transportation Improvement Program

FFYs 2013-2016 TIP

MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
606284	BOSTON- IMPROVEMENTS TO COMMONWEALTH AVENUE, FROM AMORY STREET TO ALCORN STREET	6	STPP (2010)	\$ 599,897	\$ 599,897	\$ -	Construction; STPP; STP+CMAQ+Earmarks (SAFETEA-LU, Section 125 and 129, STPP, TCSP) Total Cost = \$16,866,250
606284	BOSTON- IMPROVEMENTS TO COMMONWEALTH AVENUE, FROM AMORY STREET TO ALCORN STREET	6	TCSP	\$ 1,250,000	\$ 1,000,000	\$ 250,000	Construction; TCSP; STP+CMAQ+Earmarks (SAFETEA-LU, Section 125 and 129, STPP, TCSP) Total Cost = \$16,866,250
Earmarks Subtotal ►				\$ 7,013,312	\$ 6,021,629	\$ 991,683	◀ Funding Split Varies by Earmark

► Other

No Projects Programmed				\$ -	\$ -	\$ -	
Other Subtotal ►				\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Section 1D / Federal Aid Major & State Category Projects

► IM - Interstate Maintenance

No Projects Programmed				\$ -	\$ -	\$ -	
IM Subtotal ►				\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal

► NHSP - National Highway System Preservation Program

N/A	CHELSEA- REVERE- RESURFACING & RELATED WORK ON ROUTE 1	6	NHS	\$ 7,455,240	\$ 5,964,192	\$ 1,491,048	
NHS Subtotal ►				\$ 7,455,240	\$ 5,964,192	\$ 1,491,048	◀ 80% Federal + 20% Non-Federal

► SRTS - Safe Routes to School Program

N/A	SAUGUS- SAFE ROUTES TO SCHOOL (VETERANS MEMORIAL)	4	SRTS	\$ 432,000	\$ 432,000	\$ -	
N/A	SOMERVILLE- SAFE ROUTES TO SCHOOL (HEALEY SCHOOL)	4	SRTS	\$ 768,960	\$ 768,960	\$ -	
SRTS Subtotal ►				\$ 1,200,960	\$ 1,200,960	\$ -	◀ 100% Federal

► Statewide Infrastructure Program

603917	STONEHAM- WOBURN- LIGHTING UPGRADES ON I-93	4	Statewide Infrastructure Program	\$ 5,400,000	\$ 4,320,000	\$ 1,080,000	
605733	BOSTON- HIGHWAY LIGHTING SYSTEM REPLACEMENT ON I-93, FROM SOUTHAMPTON STREET TO NEPONSET AVENUE	6	Statewide Infrastructure Program	\$ 600,000	\$ 480,000	\$ 120,000	
Statewide Infrastructure Subtotal ►				\$ 6,000,000	\$ 4,800,000	\$ 1,200,000	◀ 80% Federal + 20% Non-Federal

2015

Boston MPO Transportation Improvement Program

FFYs 2013-2016 TIP

MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
----------------------	-------------------------------	--------------------	------------------	--------------------------	-----------------	---------------------	--------------------------

► Statewide ITS - Statewide Intelligent Transportation Systems Program

606930	BRAINTREE- QUINCY- MILTON- BOSTON- HOV LANE TOW TRUCK SERVICES	6	Statewide ITS	\$ 200,000	\$ 160,000	\$ 40,000	
606931	BRAINTREE- QUINCY- MILTON- BOSTON- HOV LANE BARRIER TRANSFER VEHICLE (BTV) OPERATOR CONTRACT	6	Statewide ITS	\$ 200,000	\$ 160,000	\$ 40,000	
606932	BRAINTREE- QUINCY- MILTON- BOSTON- HOV LANE OPERATING EXPENSES	6	Statewide ITS	\$ 200,000	\$ 160,000	\$ 40,000	
Statewide ITS Subtotal ►				\$ 600,000	\$ 480,000	\$ 120,000	◀ 80% Federal + 20% Non-Federal

► Other

N/A	ACCELERATED BRIDGE PROGRAM- BRIDGE	N/A	Other	\$ 150,000,000	\$ -	\$ -	First year of GANS payments for ABP
Other Subtotal ►				\$ 150,000,000	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Section 2A / Non-Federal Projects

N/A	GREEN LINE EXTENSION PROJECT- EXTENSION TO COLLEGE AVENUE WITH THE UNION SQUARE SPUR	N/A	Other	\$ 235,800,000		\$ 135,800,000	The Green Line Extension project is currently in the New Starts pipeline and the Commonwealth anticipates a decision in a Full Funding Grant Agreement in FFY 2015. The cash flows for the project, therefore, provide 100% bond funding for FFY 2013-14 and begin programming New Starts funding of \$100,000,000 in FFY 2015 and \$100,000,000 in FFY 2016. The Commonwealth is committed to fully funding this project with bond funds if New Starts is not awarded.
N/A	FAIRMOUNT IMPROVEMENTS	N/A	Other	\$ 6,922,845		\$ 6,922,845	Lists cash flows (based on state fiscal year) for Fairmount Improvements
N/A	RED LINE-BLUE LINE CONNECTOR DESIGN	N/A	Other	\$ -		\$ -	MassDOT made a formal request on Aug. 1, 2011, to remove this project from the State Implementation Plan regulation. The MPO is continuing to reference this project in the document until the process is complete.
Non-Federal Projects Subtotal ►				\$ 242,722,845		\$ 142,722,845	◀ 100% Non-Federal

► Section 2B / Non-Federal Bridge Projects

No Projects Programmed				\$ -		\$ -	
Non-Federal Bridge Projects Subtotal ►				\$ -		\$ -	◀ 100% Non-Federal

2015

Boston MPO Transportation Improvement Program

FFYs 2013-2016 TIP

MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
----------------------	-------------------------------	--------------------	------------------	--------------------------	-----------------	---------------------	--------------------------

2015

Boston MPO TIP Summary - Highway

	TIP Section 1: ▼	TIP Section 2: ▼	Total of All Projects ▼	
Total ▶	\$ 116,994,268	\$ -	\$ 116,994,268	◀ Total Spending in Region
Federal Funds ▶	\$ 94,246,586		\$ 94,246,586	◀ Total Federal Spending in Region
Non-Federal Funds ▶	\$ 22,747,682	\$ -	\$ 22,747,682	◀ Total Non-Federal Spending in Region

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

2015 Boston MPO Transportation Improvement Program

FFYs 2013-2016 TIP

Regional Transit Authority ▼	Project Description ▼	Federal Funds Source ▼	Federal Amount ▼	State Funds Source ▼	State Amount ▼	RTA Funds ▼	Total Cost ▼	Carryover and Year? ▼	Additional Information ▼ (if project split among funding categories or over multiple-years please input total project cost)
------------------------------	-----------------------	------------------------	------------------	----------------------	----------------	-------------	--------------	-----------------------	--

► Section 3 / Transit Operating

MBTA	REVENUE VEHICLES (OTHER VEHICLE PROGRAMS)	5307	\$ 55,000,000			\$ 13,750,000	\$ 68,750,000		
MBTA	SYSTEMS UPGRADES	5307	\$ 6,012,172			\$ 1,503,043	\$ 7,515,215		
MBTA	BRIDGES & TUNNELS	5307	\$ 60,000,000			\$ 15,000,000	\$ 75,000,000		
MBTA	PREVENTATIVE MAINTENANCE	5307	\$ 12,000,000			\$ 3,000,000	\$ 15,000,000		
CATA	CAPE ANN TRANSPORTATION AUTHORITY	5307	\$ 515,114		\$ 281,000		\$ 796,114		
	Preventative Maintenance	5307	\$ 300,000		\$ 75,000		\$ 375,000		
	29' Bus Rolling Stock (2)	5307	\$ 55,114		\$ 166,000		\$ 221,114		
	Support Equipment	5307	\$ 80,000		\$ 20,000		\$ 100,000		
	Facility Maintenance	5307	\$ 80,000		\$ 20,000		\$ 100,000		
MWRTA	METROWEST REGIONAL TRANSIT AUTHORITY	5307	\$ 1,668,698		\$ 417,175		\$ 2,085,873		
	ADA Paratransit	5307	\$ 1,300,000		\$ 325,000		\$ 1,625,000		
	Equipment and Facilities	5307	\$ 368,698		\$ 92,175		\$ 460,873		
Transit Operating Total ►			\$ 135,195,984		\$ 698,175	\$ 33,253,043	\$ 169,147,202		

► Section 4 / Transit Capital

MBTA	REVENUE VEHICLES- RED AND ORANGE LINE- NEW VEHICLE PROCUREMENT	5309	\$ 58,000,000			\$ 14,500,000	\$ 72,500,000		
MBTA	SYSTEM UPGRADES	5309	\$ 35,981,902			\$ 8,995,476	\$ 44,977,378		
Transit Capital Total ►			\$ 93,981,902		\$ -	\$ 23,495,476	\$ 117,477,378		

► Section 5 / Job Access Reverse Commute (JARC) - Section 5316 and New Freedom (NF) - Section 5317

	Friendship Home - Wheels to Work	5317	\$ 26,250			\$ 26,250	\$ 52,500		Operating
JARC and NF Total ►			\$ 26,250		\$ -	\$ 26,250	\$ 52,500		

2015 Boston MPO TIP Summary - Transit

TIP Section 3: ▼ TIP Section 4: ▼ TIP Section 5: ▼ Total of All Projects ▼

\$ 169,147,202	\$ 117,477,378	\$ 52,500	\$ 286,677,080	◀ Total Spending in Region
\$ 135,195,984	\$ 93,981,902	\$ 26,250	\$ 229,204,136	◀ Total Federal Spending in Region
\$ 33,951,218	\$ 23,495,476	\$ 26,250	\$ 57,472,944	◀ Total Non-Federal Spending in Region

2016

Boston MPO Transportation Improvement Program

FFYs 2013-2016 TIP

MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
----------------------	-------------------------------	--------------------	------------------	--------------------------	-----------------	---------------------	--------------------------

► Section 1A / Federal Aid Target Projects

► STP - Surface Transportation Program

29492	BEDFORD- BILLERICA- BURLINGTON- MIDDLESEX TURNPIKE IMPROVEMENTS, FROM CROSBY DRIVE NORTH TO MANNING ROAD, INCLUDES RECONSTRUCTION OF B-04-006 (PHASE III)	4	STP	\$ 20,147,443	\$ 16,117,954	\$ 4,029,489	STP+ Northern Middlesex Council of Governments contribution (\$1,000,000) Total Cost = \$21,147,443
604810	MARLBOROUGH- RECONSTRUCTION OF ROUTE 85 (MAPLE STREET)	3	STP	\$ 3,397,727	\$ 2,718,182	\$ 679,545	STP+ CMAQ Total Cost = \$5,397,727
605657	MEDWAY- RECONSTRUCTION ON ROUTE 109, FROM HOLLISTON STREET TO 100 FT. WEST OF HIGHLAND STREET, INCLUDES REHAB OF M-13-012	3	STP	\$ 6,234,839	\$ 4,987,871	\$ 1,246,968	STP+ CMAQ Total Cost = \$11,234,839
STP Subtotal ►				\$ 29,780,009	\$ 23,824,007	\$ 5,956,002	◀ 80% Federal + 20% Non-Federal

► NHS - National Highway System

603711	NEEDHAM- WELLESLEY- REHAB/REPLACEMENT OF 6 BRIDGES ON I-95/ROUTE 128: N-04-020, N-04-021, N-04-022, N-04-026, N-04-027 & W-13-023 (ADD-A-LANE - CONTRACT V)	6	NHS-AC	\$ 23,500,000	18,800,000	4,700,000	AC Yr 4 of 5; NHS+BR Total Cost = \$127,500,000 (\$120,000,000 programmed within FFYs 2013-16 TIP, AC Yr 5 of 5 will be programmed in FFY 2017)
NHS Subtotal ►				\$ 23,500,000	\$ 18,800,000	\$ 4,700,000	◀ 80% Federal + 20% Non-Federal

► HSIP - Highway Safety Improvement Program

No Projects Programmed				\$ -	\$ -	\$ -	
HSIP Subtotal ►				\$ -	\$ -	\$ -	◀ Funding Split Varies by Project Specifications

MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
► CMAQ - Congestion Mitigation and Air Quality Improvement Program							
605110	BROOKLINE- INTERSECTION & SIGNAL IMPROVEMENTS @ ROUTE 9 & VILLAGE SQUARE (GATEWAY EAST)	6	CMAQ	\$ 4,591,009	\$ 3,672,807	\$ 918,202	CMAQ+ Private Sector Contribution (\$1,000,000) Total Cost = \$5,591,009
604810	MARLBOROUGH- RECONSTRUCTION OF ROUTE 85 (MAPLE STREET)	3	CMAQ	\$ 2,000,000	\$ 1,600,000	\$ 400,000	STP+ CMAQ Total Cost = \$5,397,727
605657	MEDWAY- RECONSTRUCTION ON ROUTE 109, FROM HOLLISTON STREET TO 100 FT. WEST OF HIGHLAND STREET, INCLUDES REHAB OF M-13-012	3	CMAQ	\$ 5,000,000	\$ 4,000,000	\$ 1,000,000	STP+ CMAQ Total Cost = \$11,234,839
	GREEN LINE EXTENSION PROJECT (PHASE II), MEDFORD HILLSIDE (COLLEGE AVENUE) TO MYSTIC VALLEY PARKWAY/ROUTE 16		CMAQ	\$ 8,100,000	\$ 6,480,000	\$ 1,620,000	Total Cost = \$190,100,000 (\$8,100,000 programmed with FFYs 2013-16 TIP)
456661	CLEAN AIR AND MOBILITY		CMAQ	\$ 3,000,000	\$ 2,400,000	\$ 600,000	
	No Projects Programmed			\$ -	\$ -	\$ -	
CMAQ Subtotal ►				\$ 22,691,009	\$ 18,152,807	\$ 4,538,202	◀ 80% Federal + 20% Non-Federal

► Section 1A / Fiscal Constraint Analysis

Total Federal Aid Target Funds Programmed ►	\$ 75,971,018	\$ 76,083,999	◀ Total Target	\$ 112,981	Target Funds Available
Total STP Programmed ►	\$ 29,780,009	\$ 63,193,868	◀ Max. STP	\$ 33,413,859	STP Available
Total NHS Programmed ►	\$ 23,500,000	\$ -	◀ Min. NHS	\$ (23,500,000)	NHS funds are from STP targets
Total HSIP Programmed ►	\$ -	\$ 4,296,710	◀ Min. HSIP	\$ 4,296,710	HSIP Minimum Not Met
Total CMAQ Programmed ►	\$ 22,691,009	\$ 8,593,421	◀ Min. CMAQ	\$ (14,097,588)	CMAQ Minimum Met

► Section 1B / Federal Aid Bridge Projects

607132	QUINCY- BRIDGE REPLACEMENT, STEDMAN STREET OVER I-93/US 1/SR 3	6	BR-Off	\$ 3,081,792	\$ 2,465,434	\$ 616,358	
607133	QUINCY- BRIDGE REPLACEMENT, ROBERTSON STREET OVER I-93/US 1/SR	6	BR-Off	\$ 3,454,080	\$ 2,763,264	\$ 690,816	
604173	BOSTON- BRIDGE REHABILITATION, B-16-016, NORTH WASHINGTON STREET OVER THE CHARLES RIVER	6	BR-AC	\$ 2,600,000	\$ 2,080,000	\$ 520,000	AC Yr 1; Total Cost = \$52,999,912 (\$2,600,000 programmed within FFYs 2013-16 TIP)
600867	BOSTON- BRIDGE REPLACEMENT, B-16-237, MASSACHUSETTS AVENUE (ROUTE 2A) OVER COMMONWEALTH AVENUE	6	BR-AC	\$ 9,000,000	\$ 7,200,000	\$ 1,800,000	AC Yr 2 of 4; Total Cost = \$23,117,239 (\$11,916,000 programmed within FFYs 2013-16 TIP)
603722	LEXINGTON- BRIDGE REPLACEMENT, L-10-010, ROUTE 2A (MARRETT ROAD) OVER I-95/ROUTE 128	4	BR-AC	\$ 10,000,000	\$ 8,000,000	\$ 2,000,000	AC Yr 2 of 3; Total Cost = \$22,117,239 (\$11,572,762 programmed within FFYs 2013-16 TIP)
BR Subtotal ►				\$ 28,135,872	\$ 22,508,698	\$ 5,627,174	◀ 80% Federal + 20% Non-Federal

2016

Boston MPO Transportation Improvement Program

FFYs 2013-2016 TIP

MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
----------------------	-------------------------------	--------------------	------------------	--------------------------	-----------------	---------------------	--------------------------

► Section 1C / Federal Aid Non-Target Projects

► Earmarks

No Projects Programmed				\$ -	\$ -	\$ -	
Earmarks Subtotal ►				\$ -	\$ -	\$ -	◀ Funding Split Varies by Earmark

► Other

No Projects Programmed				\$ -	\$ -	\$ -	
Other Subtotal ►				\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Section 1D / Federal Aid Major & State Category Projects

► IM - Interstate Maintenance

606176	FOXBOROUGH- PLAINVILLE- WRENTHAM- INTERSTATE MAINTENANCE & RELATED WORK ON I-	5	IM	\$ 12,475,904	\$ 11,228,314	\$ 1,247,590	
606546	FRANKLIN- INTERSTATE MAINTENANCE & RELATED WORK ON I-495	3	IM	\$ 10,149,888	\$ 9,134,899	\$ 1,014,989	
IM Subtotal ►				\$ 22,625,792	\$ 20,363,213	\$ 2,262,579	◀ 90% Federal + 10% Non-Federal

► NHSP - National Highway System Preservation Program

No Projects Programmed				\$ -	\$ -	\$ -	
NHS Subtotal ►				\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► SRTS - Safe Routes to School Program

No Projects Programmed				\$ -	\$ -	\$ -	
SRTS Subtotal ►				\$ -	\$ -	\$ -	◀ 100% Federal

► Statewide Infrastructure Program

603917	STONEHAM- WOBURN- LIGHTING UPGRADES ON I-93	4	Statewide Infrastructure Program	\$ 3,600,000	\$ 2,880,000	\$ 720,000	
605733	BOSTON- HIGHWAY LIGHTING SYSTEM REPLACEMENT ON I-93, FROM SOUTHAMPTON STREET TO NEPONSET AVENUE	6	Statewide Infrastructure Program	\$ 1,350,000	\$ 1,080,000	\$ 270,000	
Statewide Infrastructure Subtotal ►				\$ 4,950,000	\$ 3,960,000	\$ 990,000	◀ 80% Federal + 20% Non-Federal

2016

Boston MPO Transportation Improvement Program

FFYs 2013-2016 TIP

MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
----------------------	-------------------------------	--------------------	------------------	--------------------------	-----------------	---------------------	--------------------------

► **Statewide CMAQ - Statewide Congestion Mitigation and Air Quality Program**

601579	WAYLAND- SIGNAL & INTERSECTION IMPROVEMENTS AT ROUTE 27 (MAIN STREET) AND ROUTE 30 (COMMONWEALTH ROAD)	3	CMAQ	\$ 2,053,972	\$ 1,643,178	\$ 410,794	
602165	STONEHAM- SIGNAL & INTERSECTION IMPROVEMENTS AT ROUTE 28/NORTH STREET	4	CMAQ	\$ 3,519,779	\$ 2,815,823	\$ 703,956	
602462	HOLLISTON- SIGNAL INSTALLATION AT ROUTE 16/126 AND OAK STREET	3	CMAQ	\$ 1,120,000	\$ 896,000	\$ 224,000	
Statewide CMAQ Subtotal ►				\$ 6,693,751	\$ 5,355,001	\$ 1,338,750	◀ 80% Federal + 20% Non-Federal

► **Statewide ITS - Statewide Intelligent Transportation Systems Program**

606930	BRAINTREE- QUINCY- MILTON- BOSTON- HOV LANE TOW TRUCK SERVICES	6	Statewide ITS	\$ 350,000	\$ 280,000	\$ 70,000	
606931	BRAINTREE- QUINCY- MILTON- BOSTON- HOV LANE BARRIER TRANSFER VEHICLE (BTV) OPERATOR CONTRACT	6	Statewide ITS	\$ 800,000	\$ 640,000	\$ 160,000	
606932	BRAINTREE- QUINCY- MILTON- BOSTON- HOV LANE OPERATING EXPENSES	6	Statewide ITS	\$ 200,000	\$ 160,000	\$ 40,000	
Statewide ITS Subtotal ►				\$ 1,350,000	\$ 1,080,000	\$ 270,000	◀ 80% Federal + 20% Non-Federal

► **Other**

N/A	ACCELERATED BRIDGE PROGRAM- BRIDGE	N/A	Other	\$ 150,000,000	\$ -	\$ -	Year 2 of 8 of GANS payments for ABP
Other Subtotal ►				\$ 150,000,000	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► **Section 2A / Non-Federal Projects**

N/A	GREEN LINE EXTENSION PROJECT- EXTENSION TO COLLEGE AVENUE WITH THE UNION SQUARE SPUR	N/A	Other	\$ 302,000,000		\$ 202,000,000	The Green Line Extension project is currently in the New Starts pipeline and the Commonwealth anticipates a decision in a Full Funding Grant Agreement in FFY 2015. The cash flows for the project, therefore, provide 100% bond funding for FFY 2013-14 and begin programming New Starts funding of \$100,000,000 in FFY 2015 and \$100,000,000 in FFY 2016. The Commonwealth is committed to fully funding this project with bond funds if New Starts is not awarded.
Non-Federal Projects Subtotal ►				\$ 302,000,000		\$ 202,000,000	◀ 100% Non-Federal

2016 Boston MPO Transportation Improvement Program

FFYs 2013-2016 TIP

MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
----------------------	-------------------------------	--------------------	------------------	--------------------------	-----------------	---------------------	--------------------------

► Section 2B / Non-Federal Bridge Projects

No Projects Programmed				\$ -		\$ -	
Non-Federal Bridge Projects Subtotal►				\$ -		\$ -	◀100% Non-Federal

2016 Boston MPO TIP Summary - Highway

TIP Section 1: ▼ TIP Section 2: ▼ Total of All Projects ▼

Total ►	\$ 139,726,433	\$ -	\$ 139,726,433	◀ Total Spending in Region
Federal Funds ►	\$ 114,043,726		\$ 114,043,726	◀ Total Federal Spending in Region
Non-Federal Funds ►	\$ 25,682,707	\$ -	\$ 25,682,707	◀ Total Non-Federal Spending in Region

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

2016 Boston MPO Transportation Improvement Program

FFYs 2013-2016 TIP

Regional Transit Authority ▼	Project Description ▼	Federal Funds Source ▼	Federal Amount ▼	State Funds Source ▼	State Amount ▼	RTA Funds ▼	Total Cost ▼	Carryover and Year? ▼	Additional Information ▼ (if project split among funding categories or over multiple-years please input total project cost here)
------------------------------	-----------------------	------------------------	------------------	----------------------	----------------	-------------	--------------	-----------------------	---

► Section 3 / Transit Operating

MBTA	REVENUE VEHICLES (OTHER VEHICLE PROGRAMS)	5307	\$ 60,000,000			\$ 15,000,000	\$ 75,000,000		
MBTA	SYSTEMS UPGRADES	5307	\$ 11,012,172			\$ 2,753,043	\$ 13,765,215		
MBTA	TRACK/RIGHT-OF-WAY	5307	\$ 25,000,000			\$ 6,250,000	\$ 31,250,000		
MBTA	FACILITIES (YARDS, SHOPS, PARKING, ETC.)	5307	\$ 25,000,000			\$ 6,250,000	\$ 31,250,000		
MBTA	PREVENTATIVE MAINTENANCE	5307	\$ 12,000,000			\$ 3,000,000	\$ 15,000,000		
CATA	CAPE ANN TRANSPORTATION AUTHORITY	5307	\$ 173,000		\$ 301,000		\$ 474,000		
	Preventative Maintenance	5307	\$ 38,000		\$ 95,000		\$ 133,000		
	29' Bus Rolling Stock (2)	5307	\$ 135,000		\$ 95,000		\$ 230,000		
	Security Equipment	5307	\$ -		\$ 111,000		\$ 111,000		
MWRTA	METROWEST REGIONAL TRANSIT AUTHORITY	5307	\$ 1,668,698		\$ 417,175		\$ 2,085,873		
	ADA Paratransit	5307	\$ 1,300,000		\$ 325,000		\$ 1,625,000		
	Equipment and Facilities	5307	\$ 368,698		\$ 92,175		\$ 460,873		
Transit Operating Total ►			\$ 134,853,870		\$ 718,175	\$ 33,253,043	\$ 168,825,088		

► Section 4 / Transit Capital

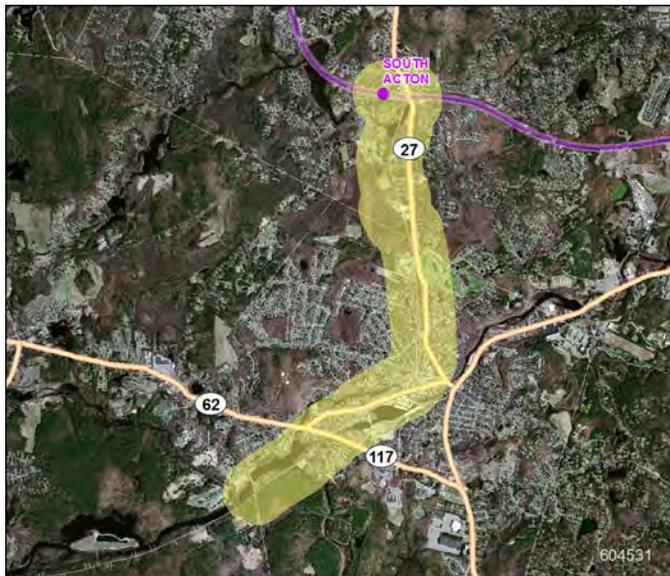
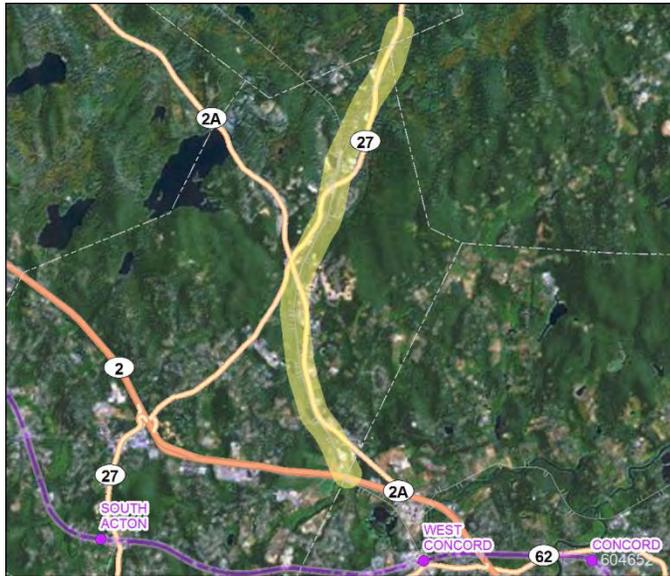
MBTA	REVENUE VEHICLES- RED AND ORANGE LINE- NEW VEHICLE PROCUREMENT	5309	\$ 70,000,000			\$ 17,500,000	\$ 87,500,000		
MBTA	SYSTEM UPGRADES	5309	\$ 23,981,902			\$ 5,995,476	\$ 29,977,378		
Transit Capital Total ►			\$ 93,981,902		\$ -	\$ 23,495,476	\$ 117,477,378		

2016 Boston MPO TIP Summary - Transit

TIP Section 3: ▼ TIP Section 4: ▼ Total of All Projects ▼

\$ 168,825,088	\$ 117,477,378	\$286,302,466	◀ Total Spending in Region
\$ 134,853,870	\$ 93,981,902	\$228,835,772	◀ Total Federal Spending in
\$ 33,971,218	\$ 23,495,476	\$ 57,466,694	◀ Total Non-Federal Spending in

HIGHWAY ELEMENT



604532 | Acton, Carlisle, Westford

Bruce Freeman Rail Trail (Phase II-A)

The proposed project will extend from the end of the BFRT Phase 1 (Westford-Lowell Phase) and continue south through Westford, Carlisle and Acton for a total length of approximately 4.88 miles. The construction will include: a new variable width (ranges from 10 to 12 feet) paved asphalt multi-use rail trail with 2-foot stabilized shoulders, an adjacent 6 foot stone dust trail (provided where feasible), trail pavement markings and signing, passively actuated flashing beacons at trail/roadway crossings, new roadway pavement markings and signing at trail crossings, construction of a pre-fabricated pedestrian bridge structure over Route 2A/119, rehabilitating six existing railroad bridges along the trail, constructing culverts, earthwork, landscaping and other items incidental to the construction of the rail trail.

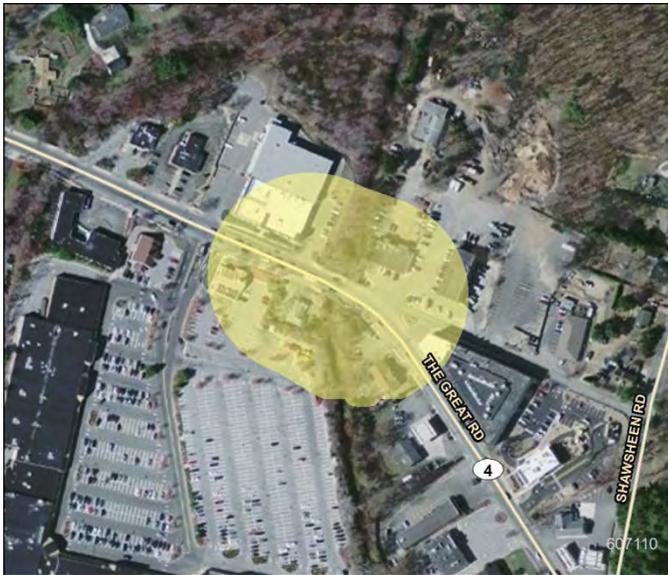
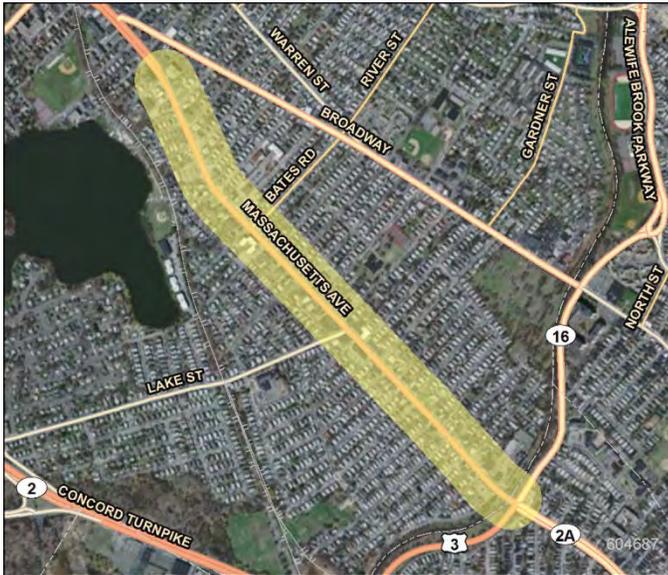
Bicycle & Pedestrian 72 Points		Exempt	CO ₂ Reduction (Tons per Year): 108		
Year	Funding Program	Federal Funds	State Funds	Total Funds	
2014	Statewide TE	\$7,030,400	\$1,757,600	\$8,788,000	
Total Funding Programmed		\$7,030,400	\$1,757,600	\$8,788,000	

604531 | Acton, Maynard

Assabet River Rail Trail Construction, Includes 4 Bridges

Project Need: This Rail Trail project links the Assabet River National Wildlife refuge with the downtown Maynard business district and the South Acton Commuter Rail Station, providing an alternative transportation option. **Project Description:** The scope of work includes the construction of the Assabet River Rail Trail from the Stow/Maynard town line to the MBTA station in Acton, a distance of 3.65 miles. The work will also include the construction of two new bikeway bridges, replacement of an existing pedestrian bridge, and rehabilitation or replacement of a railroad bridge. The Towns are also proposing a 1,100-foot boardwalk through a wetland area.

Bicycle & Pedestrian		Exempt	TBD		
Year	Funding Program	Federal Funds	State Funds	Total Funds	
2014	Earmark - HPP 1761	\$615,451	\$153,863	\$769,314	
Total Funding Programmed		\$615,451	\$153,863	\$769,314	



604687	Arlington
--------	-----------

Reconstruction of Massachusetts Avenue, from Pond Lane to the Cambridge City Line
--

This proposed project will reconstruct Massachusetts Avenue in the Town of Arlington from Pond Lane to the Cambridge City Line. The work includes the reconstruction of existing pavements, lane reconfiguration, and traffic signal and access improvements. The construction will improve the vehicular, bicycle and pedestrian movement, enhance streetscape, and also improve safety within the project area by improving the roadway crossings and thereby creating a more orderly traffic flow.

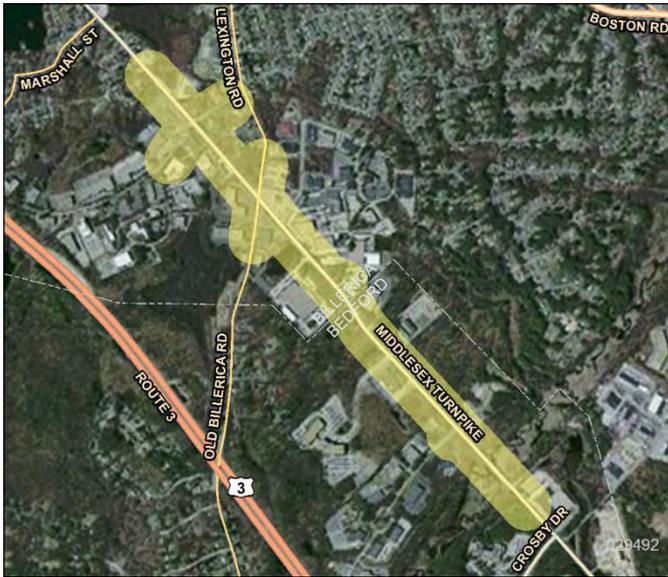
Arterial & Intersection 81 Points		Exempt	CO ₂ Reduction (Tons per Year): 1		
Year	Funding Program	Federal Funds	State Funds	Total Funds	
2013	CMAQ	\$2,382,672	\$595,668	\$2,978,340	
2013	TE	\$379,734	\$94,934	\$474,668	
2013	Statewide TE	\$189,866	\$47,466	\$237,332	
2013	Earmark - HPP 1761 (SAFETEA-LU)	\$1,164,320	\$291,080	\$1,455,400	
2013	Earmark - Section 129	\$735,000	\$0	\$735,000	
Total Funding Programmed		\$4,851,592	\$1,029,148	\$5,880,740	

607110	Bedford
--------	---------

Bridge Preservation, State Route 4 (Great Road) over the Shawsheen River

This project will fund bridge preservation of State Route (Great Road) over the Shawsheen River.

Bridge		Exempt	No CO ₂ Impact		
Year	Funding Program	Federal Funds	State Funds	Total Funds	
2013	Bridge	\$469,000	\$117,250	\$586,250	
Total Funding Programmed		\$469,000	\$117,250	\$586,250	



29492 | **Bedford, Billerica, Burlington**

Middlesex Turnpike Improvements, from Crosby Drive North to Manning Road (Phase III)

The proposed roadway improvements begin 800 feet north of the Plank Street/Middlesex Turnpike/Crosby Drive intersection to approximately 900 feet north of Manning Road. On Lexington Road, approximately 550 feet on each approach to the Middlesex Turnpike. On Manning Road, approximately 550 feet on each approach to Middlesex Turnpike. The intersections that will be improved within this section are the Middlesex Turnpike/Oak Park intersection, the Middlesex Turnpike/900 Middlesex Turnpike drive intersection, the Middlesex Turnpike/Lexington Road intersection and the Middlesex Turnpike/Manning Road intersection. The proposed work includes two travel lanes in each direction with the addition of turning lanes for safety and signalized intersections, a median and landscaping. Reconstruction of the bridge over the Shawsheen River is included with this project.

Arterial & Intersection 77 Points		Model		
Year	Funding Program	Federal Funds	State Funds	Total Funds
2016	STP	\$16,117,954	\$4,029,489	\$20,147,443
2016	Northern Middlesex COG	\$800,000	\$200,000	\$1,000,000
Total Funding Programmed		\$16,917,954	\$4,229,489	\$21,147,443

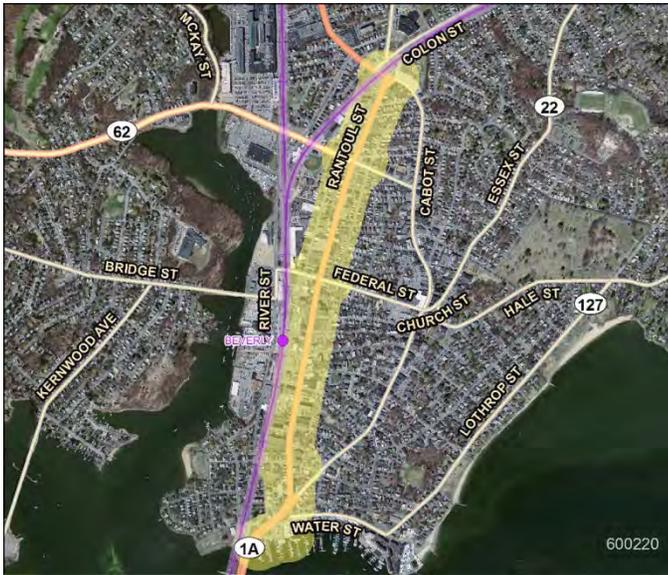


605895 | **Bellingham**

Bridge Demolition, B-06-011, Route 126 over CSX Railroad (Abandoned) & Installation of Bike Path Culvert

The work included in this project includes the demolition of Bridge No B-06-011. The bridge will be replaced with a culvert to accommodate any future bike paths along the abandoned railway bed.

Bridge		Exempt	Assumed nominal reduction in CO ₂ from bicycle infrastructure	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2014	Bridge	\$998,400	\$249,600	\$1,248,000
Total Funding Programmed		\$998,400	\$249,600	\$1,248,000

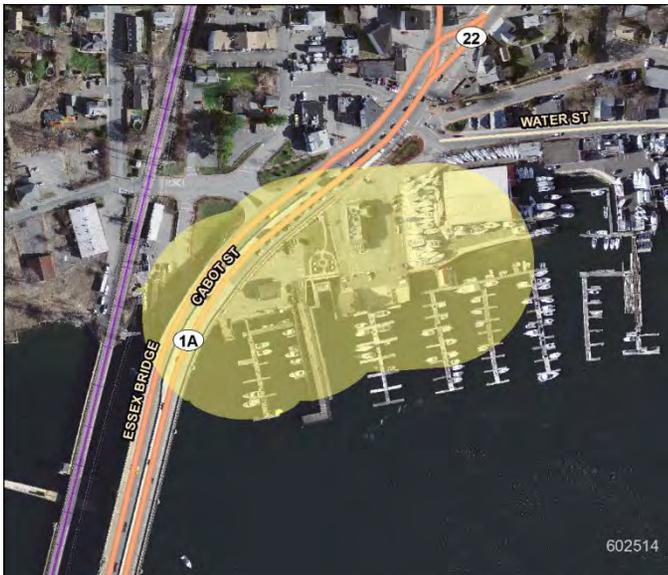


600220 Beverly

Reconstruction & Signal Improvements on Rantoul Street (Route 1A) from Cabot Street (South) to Cabot Street (North)

Approximately 5,750 feet of pavement rehabilitation on Rantoul Street will improve safety, traffic flow, and roadway drainage. The width of the existing roadway will remain approximately the same. Turning lanes will be added at the Elliott Street intersection and the existing traffic signals at School Street, Federal Street and Elliott Street will be upgraded to meet current standards. The 11-foot sidewalks and granite curbing will be refurbished throughout the project and will include wheelchair access ramps at all crossing points.

Arterial & Intersection 81 Points		Exempt	CO ₂ Reduction (Tons per Year): 294	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2014	CMAQ	\$9,600,000	\$2,400,000	\$12,000,000
2014	STP	\$2,999,054	\$749,764	\$3,748,818
Total Funding Programmed		\$12,599,054	\$3,149,764	\$15,748,818

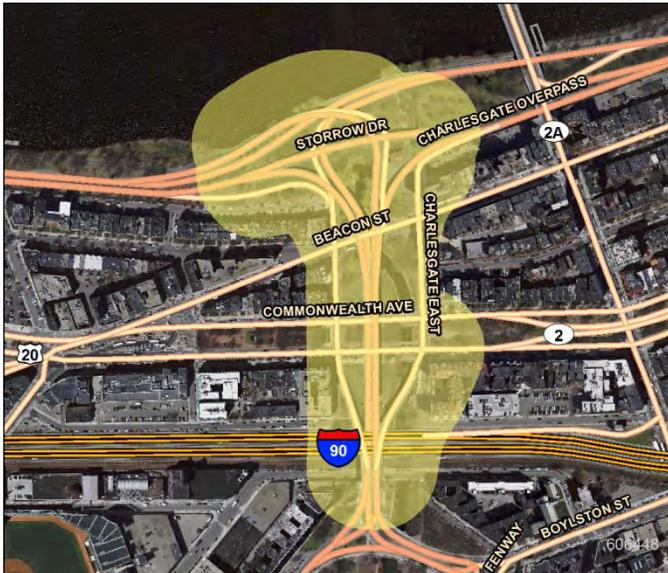
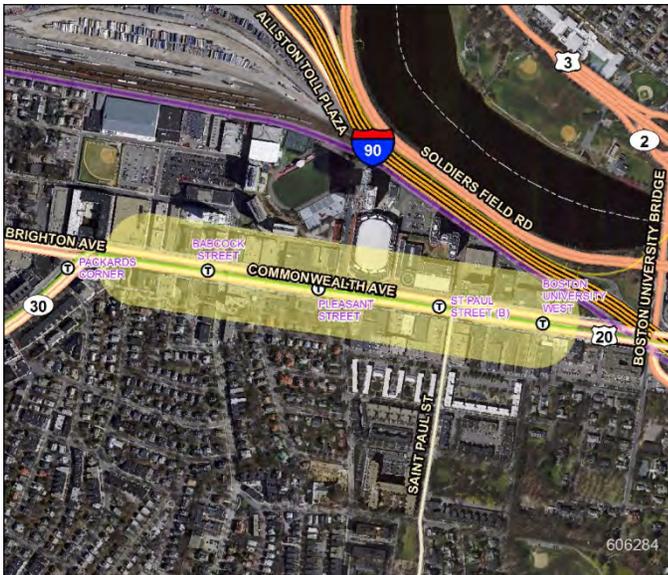


602514 Beverly

Construction of a Walkway on Beverly Harborfront

This project proposes to construct pedestrian improvements to the Beverly Harborfront in the area immediately adjacent to and underneath the new Beverly-Salem Bridge.

Bicycle & Pedestrian		Exempt	Assumed nominal reduction in CO ₂ from pedestrian infrastructure	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Statewide TE	\$456,532	\$114,133	\$570,665
Total Funding Programmed		\$456,532	\$114,133	\$570,665



606284	Boston
--------	--------

Improvements to Commonwealth Avenue, from Amory Street to Alcorn Street
--

This project will improve a principal arterial roadway by upgrading pavement & drainage conditions, improving facilities for bikes and pedestrians, and widening the MBTA reservation. The upgrades will be consistent with Boston's Commonwealth Avenue Phase 1 project.

Arterial & Intersection 93 Points		Exempt	CO ₂ Reduction (Tons per Year): 57	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2015	CMAQ	\$4,000,000	\$1,000,000	\$5,000,000
2015	STP	\$5,957,482	\$1,489,370	\$7,446,852
2015	Earmark – HPP 682	\$891,601	\$222,900	\$1,114,501
2015	Earmark – Section 129	\$980,000	\$0	\$980,000
2015	Earmark – Section 125	\$475,000	\$0	\$475,000
2015	Earmark – STPP	\$599,897	\$0	\$599,897
2015	Earmark – TCSP	\$1,000,000	\$250,000	\$1,250,000
Total Funding Programmed		\$13,903,980	\$2,962,270	\$16,866,250

606448	Boston
--------	--------

Deck Patching & Superstructure Repairs on B-16-365 (Bowker Overpass)

This project consists of deck patching & superstructure repairs on B-16-365 (Bowker Overpass).

Bridge		Exempt	No CO ₂ Impact	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Bridge	\$8,640,088	\$2,160,022	\$10,800,110
Total Funding Programmed		\$8,640,088	\$2,160,022	\$10,800,110

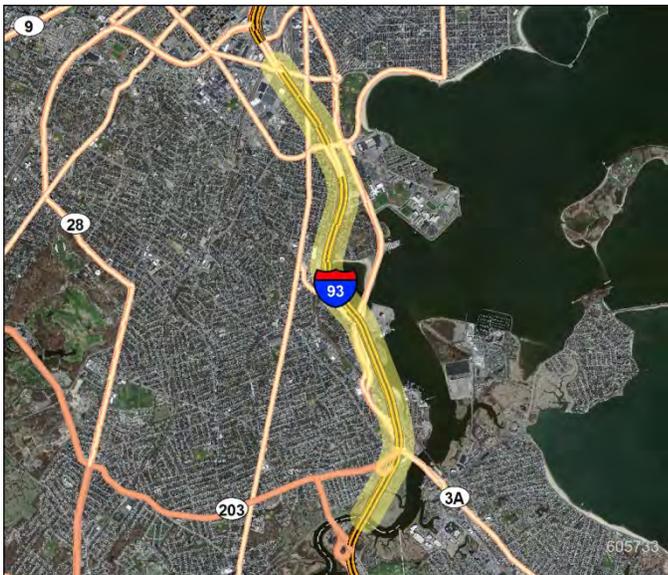


606889	Boston
---------------	---------------

Improvements along Gainsborough and St. Botolph Streets
--

This project will improve the pedestrian and bicycle activity as part of the construction of new buildings for the New England Conservancy. The earmark (HPP 2012) will be used for design in 2013 and construction in 2014.

Arterial & Intersection		Exempt	Assumed nominal reduction in CO ₂ from bike/ped infrastructure		
Year	Funding Program	Federal Funds	State Funds	Total Funds	
2013	Earmark - HPP 2012 (SAFETEA-LU)	\$400,000	\$100,000	\$500,000	
2014	Earmark - HPP 2012 (SAFETEA-LU)	\$409,911	\$102,478	\$512,389	
2014	Earmark - HPP TI 180 (SAFETEA-LU)	\$2,004,683	\$501,171	\$2,505,854	
Total Funding Programmed		\$2,814,594	\$703,649	\$3,518,243	

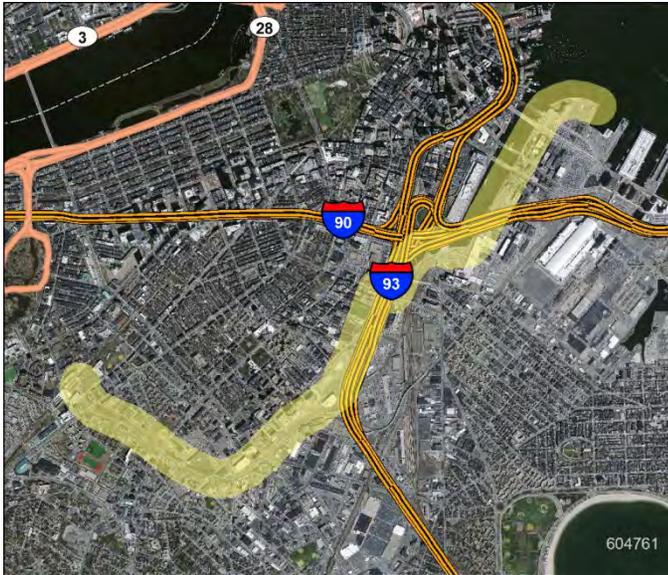


605733	Boston
---------------	---------------

Highway Lighting System Replacement on I-93, from Southamptn Street to Neponset Avenue

This project will replace existing non-functional lighting system. Project will include new lighting poles, luminaires and foundations as well as new conduit runs and load centers.

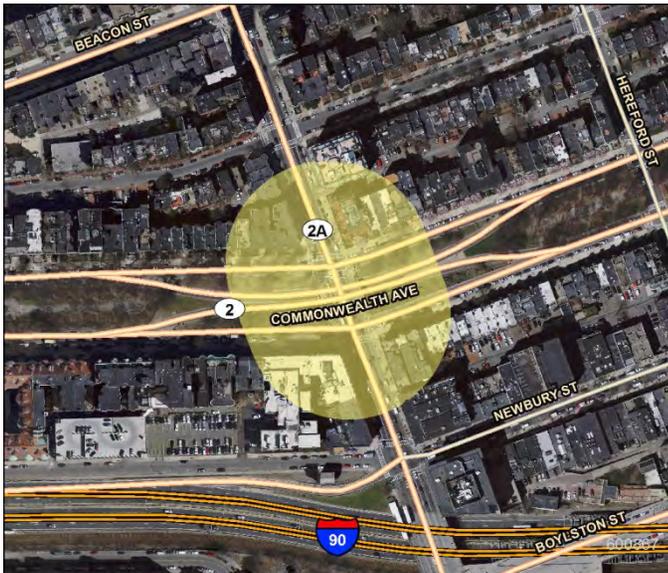
Major Highway		Exempt	No CO ₂ Impact		
Year	Funding Program	Federal Funds	State Funds	Total Funds	
2015	Infrastructure Program	\$480,000	\$120,000	\$600,000	
2016	Infrastructure Program	\$1,080,000	\$270,000	\$1,350,000	
Total Funding Programmed		\$1,560,000	\$390,000	\$1,950,000	



604761 | Boston
Multi-Use Trail Construction (South Bay Harbor) from Ruggles Station to Fort Point Channel

The South Bay Harbor Trail Project provides a trail system including a multi-use trail and a pedestrian trail originating at Ruggles Station and connecting to the Fort Point Channel. In some locations these trails are separated and in some locations they are joined, particularly at roadway intersections and in the more urban stretches of the corridor. The South Bay Harbor Trail can be characterized as a trail system accommodated within public roadway right of way, upon public sidewalks and upon Chapter 91 access corridors across private property. The project proposes to accomplish the following: reconstruct existing trails because of wear and tear of these existing features using appropriate design criteria; improve dimensioning and placement of the trails as allowed within the available ROW to achieve appropriate design criteria for trails; improve accessibility with expanded ramps at roadway intersections and other necessary locations; utilize existing traffic control systems to facilitate safe travel by trail users; improve landscape features; add safety features, including lighting, as needed; add trail equipment to accentuate usage (benches, bike racks, etc.); mark trails with the use of appropriate travel signage, striping and markings.

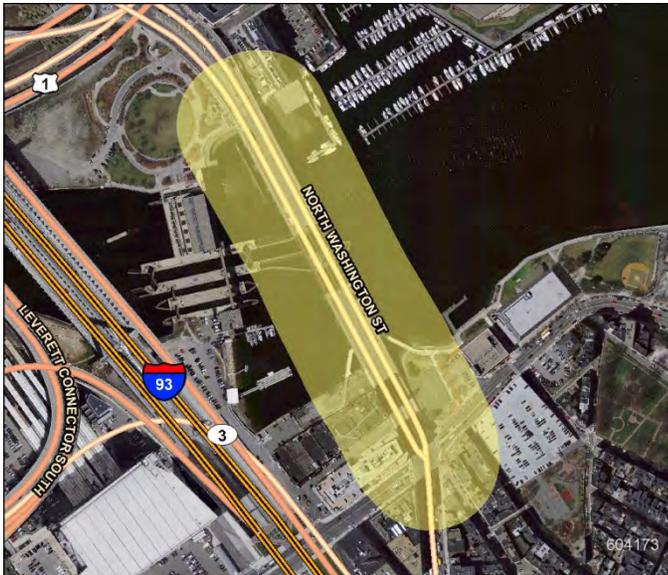
Bicycle & Pedestrian		Exempt	CO ₂ Reduction (Tons per Year): 846		
Year	Funding Program	Federal Funds	State Funds	Total Funds	
2014	CMAQ	\$3,317,397	\$829,349	\$4,146,746	
Total Funding Programmed		\$3,317,397	\$829,349	\$4,146,746	



600867 | Boston
Massachusetts Avenue (Route 2A) over Commonwealth Avenue

This project will replace the Massachusetts Avenue Bridge that spans Commonwealth Avenue with a new bridge.

Bridge		Exempt	No CO ₂ Impact		
Year	Funding Program	Federal Funds	State Funds	Total Funds	
2015	Bridge	\$2,332,800	\$583,200	\$2,916,000	
2016	Bridge	\$7,200,000	\$1,800,000	\$9,000,000	
Total Funding Programmed		\$9,532,800	\$2,383,200	\$11,916,000	



604173 | **Boston**

Bridge Rehabilitation, B-16-016, North Washington Street over the Charles River

The North Washington Street Bridge is a historic structure constructed in 1898. The bridge consists of 10 approach spans and a swing span, which is not operational. The bridge is structurally deficient and is posted for restricted loads. There have been extensive emergency repairs done to the bridge in the past few years. Currently the two center lanes on the swing span are closed due to steel deterioration. The City of Boston proposes to rehabilitate the bridge. On the approach spans this rehabilitation will include replacement of the existing concrete deck slabs and sidewalks with lightweight reinforced concrete and replacement of all deteriorated structural steel, which will amount to approximately 37% of all floor beams and 50% of all stringers. At the swing spans, the rehabilitation will include replacement of all floor beams and stringers and replacement of the open metal grating with an Exodermic deck with lightweight concrete. Also proposed is the complete deleading and repainting of the entire structure.

Bridge		Exempt	No CO ₂ Impact	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2016	Bridge	\$2,080,000	\$520,000	\$2,600,000
Total Funding Programmed		\$2,080,000	\$520,000	\$2,600,000



603370 | **Boston**

Bridge Rehabilitation, B-16-029, Route 99 (Alford Street) over the Mystic River

The work under this project consists of rehabilitation of the structural, mechanical & electrical systems for the moveable span, replacement of the power and communication cables, new bridge signal equipment, pavement markings and signage, approach span structural repairs, approach roadway reconstruction and all incidental work.

Bridge		Exempt	No CO ₂ Impact	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013 (Year 5 of 6)	Bridge	\$6,160,000	\$1,540,000	\$7,700,000
2014 (Year 6 of 6)	Bridge	\$2,400,000	\$600,000	\$3,000,000
Total Funding Programmed		\$8,560,000	\$2,140,000	\$10,700,000

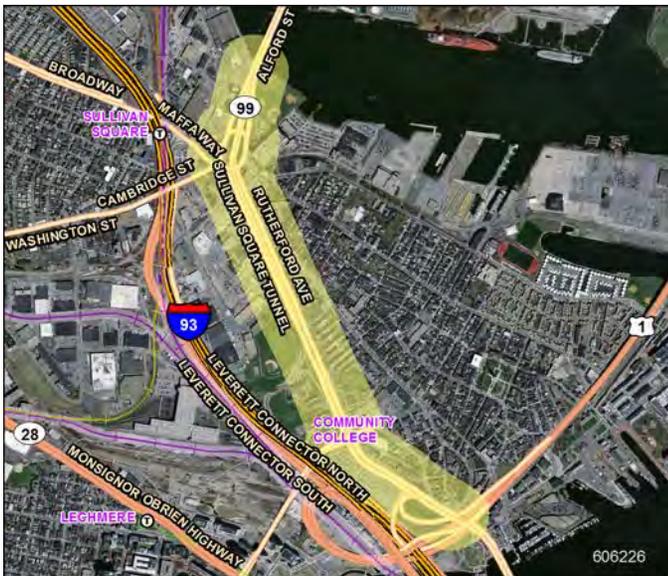


604462 | **Boston**

Bridge Replacement, B-16-209, West Second Street over Haul Road & CSX Railroad

The purpose of this project is to replace the West Second Street Bridge over Haul Road and CSX Railroad in the City of Boston. The existing bridge, which was built in 1918 and reconstructed in 1988, has a curb-to-curb width of 33.5 feet with two 5.9-foot sidewalks. The proposed bridge curb-to-curb width is 34.0 feet with two 6.5-foot sidewalks. The proposed bridge will be raised to accommodate the rail service minimum vertical clearance requirements. West Second Street is a two lane, one way, urban minor arterial. Work on the roadway will include full depth reconstruction of 500 feet beyond the bridge on both approaches. Once beyond the limits of reconstruction, the pavement will be cold planed to match the existing pavement on the two approaches. The bridge will be closed to vehicular and pedestrian traffic during the demolition, removal, and replacement of the existing bridge. A detour will be provided for vehicular and pedestrian traffic.

Bridge		Exempt	Assumed nominal reduction in CO ₂ from freight infrastructure	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2014	Bridge	\$1,053,312	\$263,328	\$1,316,640
Total Funding Programmed		\$1,053,312	\$263,328	\$1,316,640

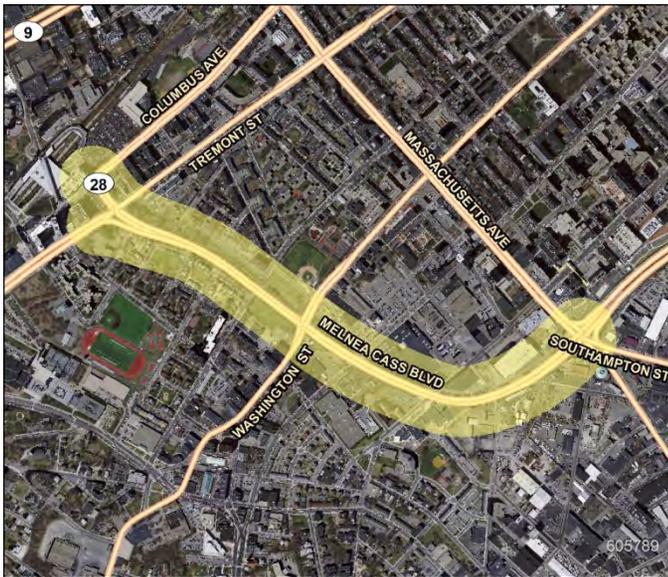


606226 | **Boston**

Reconstruction of Rutherford Avenue, from City Square to Sullivan Square

The project involves reconstructing Rutherford Ave from the N. Washington Street bridge to Sullivan Square. It involves making the roadway narrower and eliminating six (6) bridges & creating (in their places) at-grade crossings. The earmarks (HPP 3568 and HPP TI 174) will be used for design.

Arterial & Intersection		Exempt	TBD	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Earmark - HPP 3568 (SAFETEA-LU)	\$899,899	\$224,975	\$1,124,874
2013	Earmark - HPP TI 174 (SAFETEA-LU)	\$2,400,000	\$600,000	\$3,000,000
Total Funding Programmed		\$3,299,899	\$824,975	\$4,124,874

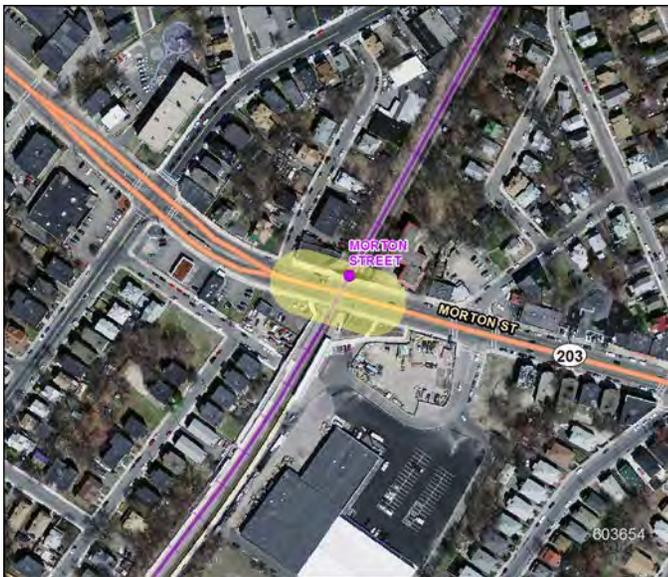


605789	Boston
---------------	---------------

Reconstruction of Melnea Cass Boulevard
--

The project calls for the construction of a Bus Rapid Transit system to be constructed within existing ROW, improved pedestrian facilities, traffic operation enhancements, and improved bicycle accommodations as well ITS measures. The earmarks (HPP 756 and HPP 4284) will be used for reconstruction.

Arterial & Intersection		Exempt	TBD	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2014	Earmark - HPP 756 (SAFETEA-LU)	\$1,943,784	\$485,946	\$2,429,730
2014	Earmark - HPP 4284 (SAFETEA-LU)	\$4,005,900	\$1,001,475	\$5,007,375
Total Funding Programmed		\$5,9449,684	\$1,487,421	\$7,437,105

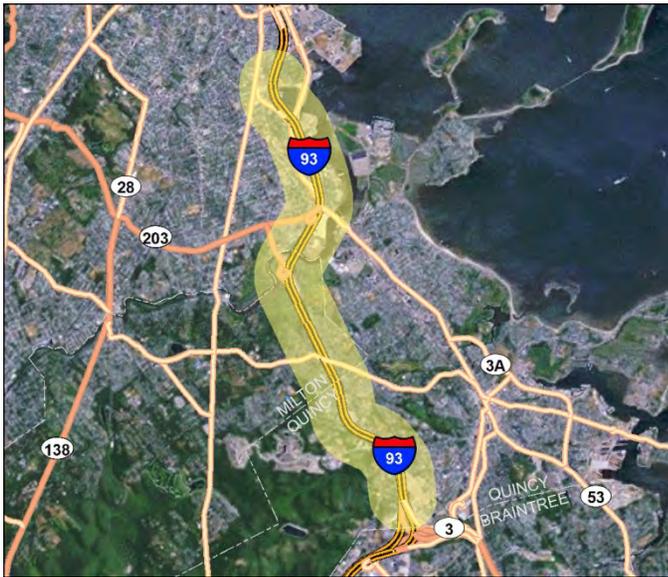


603654	Boston
---------------	---------------

Bridge Replacement, B-16-163, Morton Street over the MBTA & CSX Railroad

The work under this project consists of the replacement of the Morton Street Bridge over the MBTA and CSX Railroad. The work will include complete replacement of the superstructure and construction of new abutments in front of the existing abutments and behind the existing piers. The existing piers will be demolished. The new bridge will be a single span continuous steel stringer superstructure composite with a concrete deck. The substructure will consist of full height abutments with spread footings founded on bedrock. The approach roadways will be reconstructed approximately 200 feet on either side.

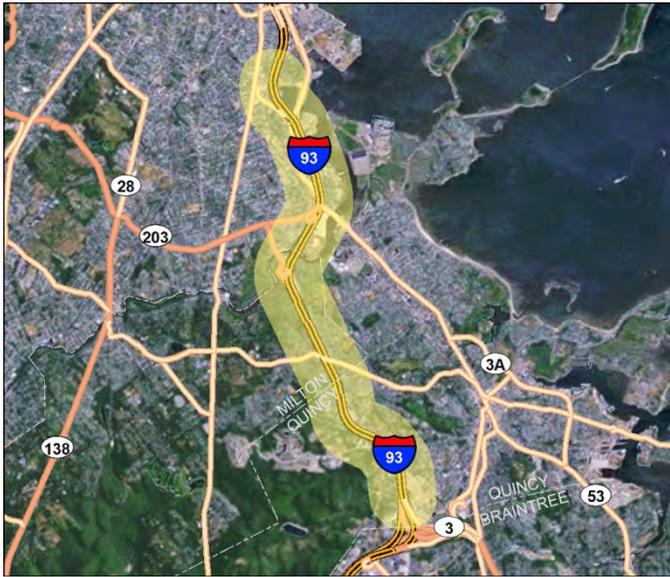
Bridge		Exempt	No CO ₂ Impact	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Accelerated Bridge Program (GANS)	\$0	\$0	\$10,574,787
Total Funding Programmed		\$0	\$0	\$10,574,787



606497		Braintree, Quincy, Milton, Boston		
HOV Lane Tow Truck Services				
This is a 2-year contract to provide tow truck services on the HOV lane on the Southeast Expressway. The contract is managed by District 6, but funded in the TIP by the Statewide ITS category.				
Major Highway		Model		
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Statewide ITS	\$440,000	\$110,000	\$550,000
Total Funding Programmed		\$440,000	\$110,000	\$550,000

606498		Braintree, Quincy, Milton, Boston		
HOV Lane Barrier Transfer Vehicle (BTV) Operator Contract				
This 2-year contract is managed by District 6, but funded in the TIP by Statewide ITS category.				
Major Highway		Model		
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Statewide ITS	\$800,000	\$200,000	\$1,000,000
Total Funding Programmed		\$800,000	\$200,000	\$1,000,000

606422		Braintree, Quincy, Milton, Boston		
HOV Lane Operating Expenses				
This project funds expenses for operating the HOV lane on the Southeast Expressway.				
Major Highway		Model		
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Statewide ITS	\$400,000	\$100,000	\$500,000
Total Funding Programmed		\$400,000	\$100,000	\$500,000



606931 Braintree, Quincy, Milton, Boston

HOV Lane Barrier Transfer Vehicle (BTV) Operator Contract

This project funds the Barrier Transfer Vehicle (BTV) operator on the HOV lane on the Southeast Expressway.

Major Highway		Model		
Year	Funding Program	Federal Funds	State Funds	Total Funds
2015	Statewide ITS	\$160,000	\$40,000	\$200,000
2016	Statewide ITS	\$640,000	\$160,000	\$800,000
Total Funding Programmed		\$800,000	\$200,000	\$1,000,000

606932 Braintree, Quincy, Milton, Boston

HOV Lane Operating Expenses

This project funds expenses for operating the HOV lane on the Southeast Expressway.

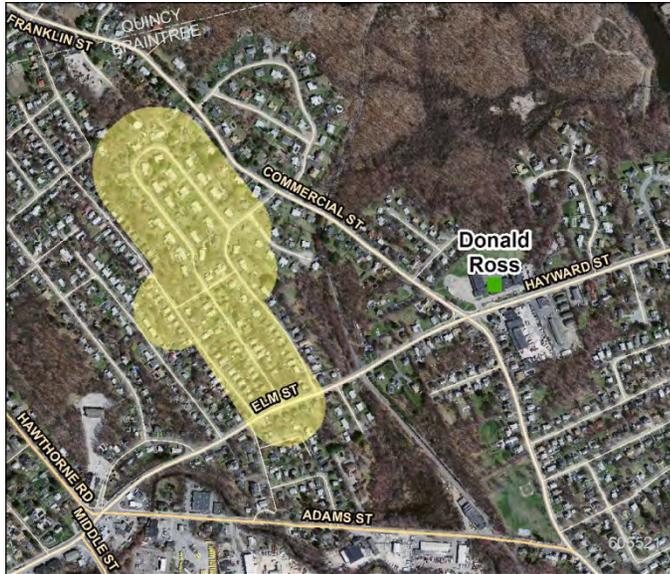
Major Highway		Model		
Year	Funding Program	Federal Funds	State Funds	Total Funds
2015	Statewide ITS	\$160,000	\$40,000	\$200,000
2016	Statewide ITS	\$160,000	\$40,000	\$200,000
Total Funding Programmed		\$320,000	\$80,000	\$400,000

606930 Braintree, Quincy, Milton, Boston

HOV Lane Tow Truck Services

This project funds tow truck services on the HOV lane on the Southeast Expressway.

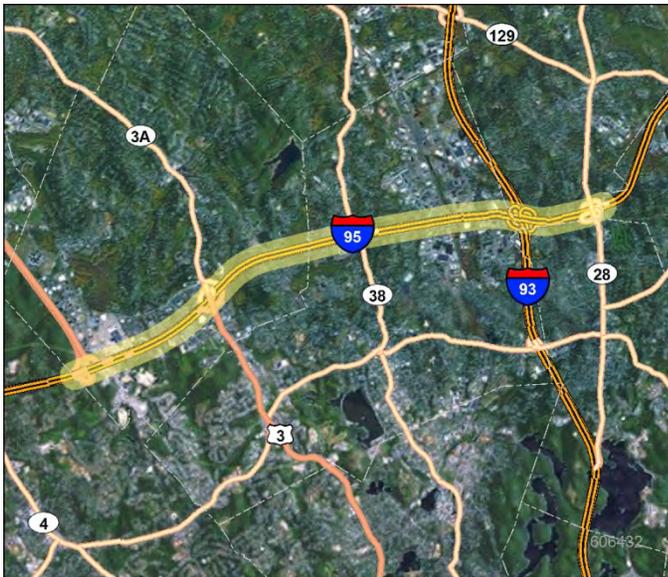
Major Highway		Model		
Year	Funding Program	Federal Funds	State Funds	Total Funds
2015	Statewide ITS	\$160,000	\$40,000	\$200,000
2016	Statewide ITS	\$280,000	\$70,000	\$350,000
Total Funding Programmed		\$440,000	\$110,000	\$550,000



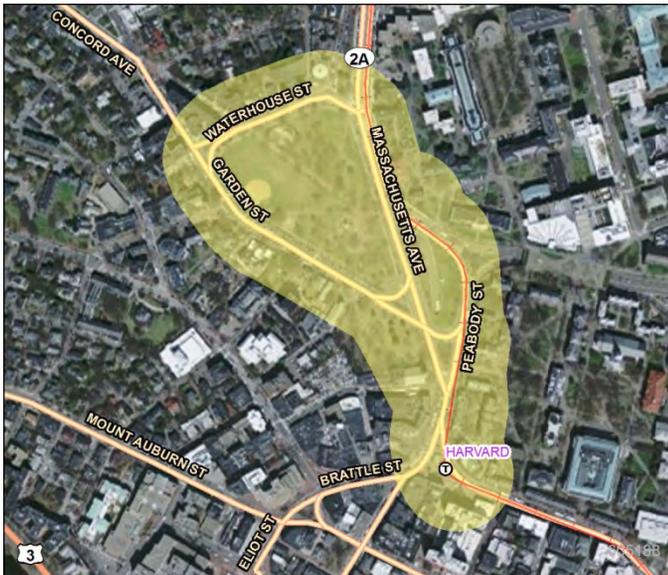
606521		Braintree		
Safe Routes to School (Ross Elementary School)				
As part of the SRTS Program, the town has been selected for sidewalk improvements for the Ross School. Sidewalks are to be constructed along Burroughs Road and Perry Street. Reconstruction of ADA wheelchair ramps. Installation of pedestrian countdown signal.				
Bicycle & Pedestrian		Exempt	Assumed nominal reduction in CO₂ from pedestrian infrastructure	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Safe Routes to School	\$553,000	\$0	\$553,000
Total Funding Programmed		\$553,000	\$0	\$553,000



605110		Brookline		
Intersection & Signal Improvements at Route 9 & Village Square (Gateway East)				
The project is located on Route 9 in the Gateway East or Village Square area of Brookline. The project will revitalize the corridor, improve the livability for residents and businesses, improve regional connections for bicycles and pedestrians and improve the overall streetscape. The project will demolish the pedestrian bridge which is currently closed. Walnut Street will be realigned to intersection Route 9 opposite Pearl Street forming a four way intersection. The signals at Washington Street and at Brookline Avenue will be upgraded and interconnected with new signals at the Walnut/Pearl Street intersection.				
Arterial & Intersection 79 points		Exempt	CO₂ Reduction (Tons per Year): 22	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2016	CMAQ	\$3,672,807	\$918,202	\$4,591,009
2016	Private Sector Contribution	\$800,000	\$200,000	\$1,000,000
Total Funding Programmed		\$4,472,807	\$1,118,202	\$5,591,009



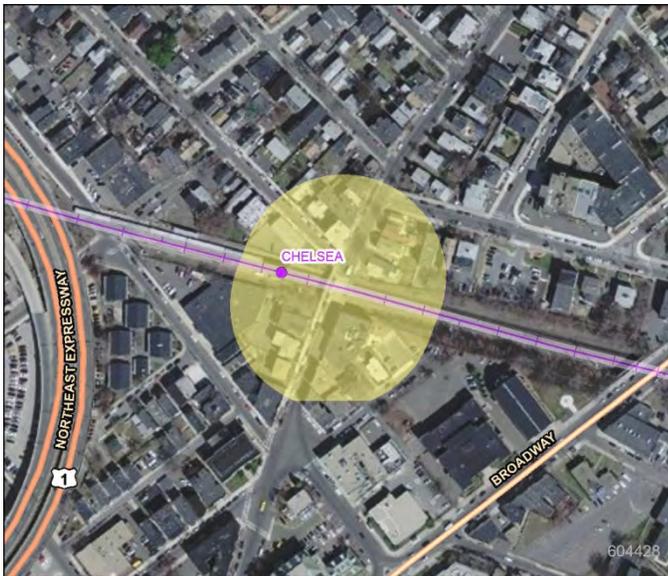
606432		Burlington, Woburn, Reading		
Expansion of Fiber, CCTV, VMS & Traffic Sensor Network on I-95				
Installation of fiber network to complete a redundant ring to the highway operations center in South Boston and expand the camera, VMS and traffic sensor network.				
Major Highway		Exempt	Assumed nominal reduction in CO₂ from ITS infrastructure	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Statewide ITS	\$3,200,000	\$800,000	\$4,000,000
Total Funding Programmed		\$3,200,000	\$800,000	\$4,000,000



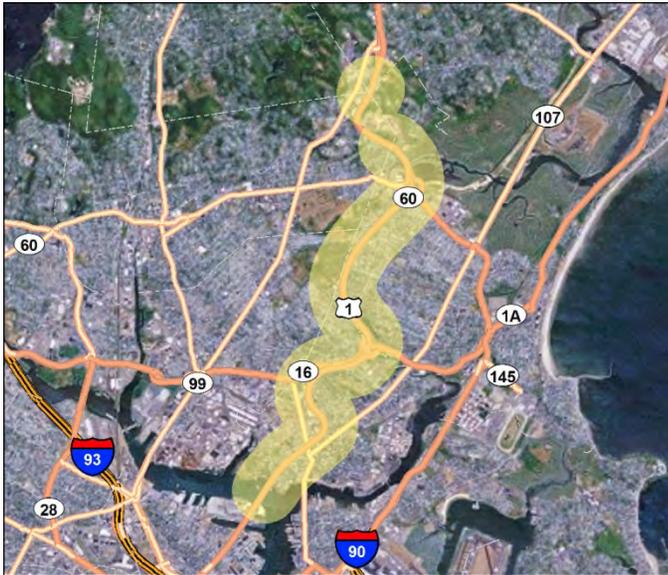
605188		Cambridge		
Common Improvements at Waterhouse Street, Mass Ave & Garden Street				
This project will improve bicycle and pedestrian conditions in and around the Common, reconstruct the pathway system and implement much needed landscape improvements. In addition to reconstructing all pathways in bituminous concrete with brick edging, some pathways will be re-aligned to meet pedestrian desire lines. Pedestrian access to the Common will be improved at entryways. Signage and lighting improvements will be made to aid pedestrians. Landscape work will include removal of excess paving, outdated planters and benches, and unused utility poles. Over 100 new trees will be planted. A new multi-use path will be constructed through Flagstaff Park to make the connection from Harvard Square to Mass. Avenue northbound.				
Bicycle & Pedestrian 66 points		Exempt	Assumed nominal reduction in CO₂ from bike/ped infrastructure	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	TE	\$874,667	\$218,667	\$1,093,334
2013	Statewide TE	437,333	\$109,333	\$546,666
2013	Earmark - HPP 3536 (SAFETEA-LU)	\$899,889	\$224,975	\$1,124,874
Total Funding Programmed		\$2,211,889	\$552,975	\$2,764,874



606449		Cambridge		
Bridge Preservation, C-01-008, First Street Bridge & C-01-040, Land Boulevard/Broad Canal Bridge				
Project involves the bridge substructure repair, superstructure repairs and painting of the following bridges: First Street Bridge and Land Blvd/Broad Canal.				
Bridge		Exempt	No CO₂ Impact	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2014	Bridge	\$2,995,200	\$748,800	\$3,744,000
Total Funding Programmed		\$2,995,200	\$748,800	\$3,744,000



604428		Chelsea		
Bridge Replacement, C-09-001, Washington Avenue over the MBTA and B&M Railroad				
This project will replace the Washington Avenue bridge (C-09-001) over the MBTA and B&M Railroad.				
Bridge		Exempt	No CO₂ Impact	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2015	Bridge	\$3,089,664	\$772,416	\$3,862,080
Total Funding Programmed		\$3,089,664	\$772,416	\$3,862,080



N/A	Chelsea, Revere
-----	-----------------

Resurfacing & Related Work on Route 1
--

This project funds resurfacing and related work on Route 1 in Chelsea and Revere.

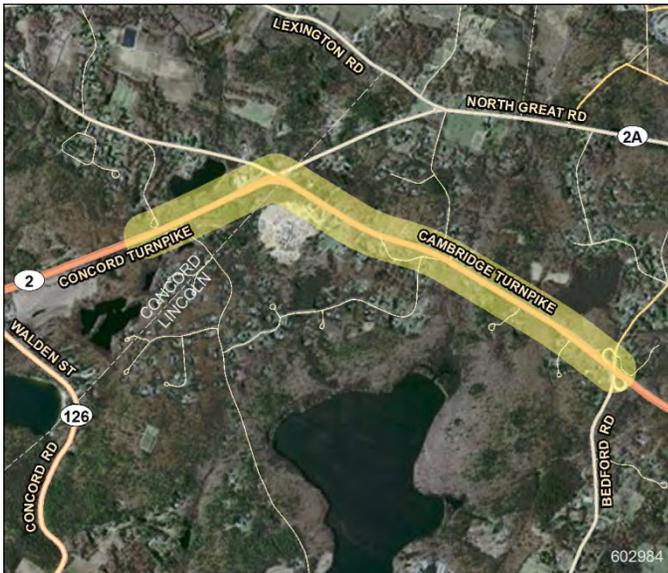
Major Highway		Exempt	No CO ₂ Impact	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2015	NHS Pavement Preservation	\$5,964,192	\$1,491,048	\$7,455,240
Total Funding Programmed		\$5,964,192	\$1,491,048	\$7,455,240

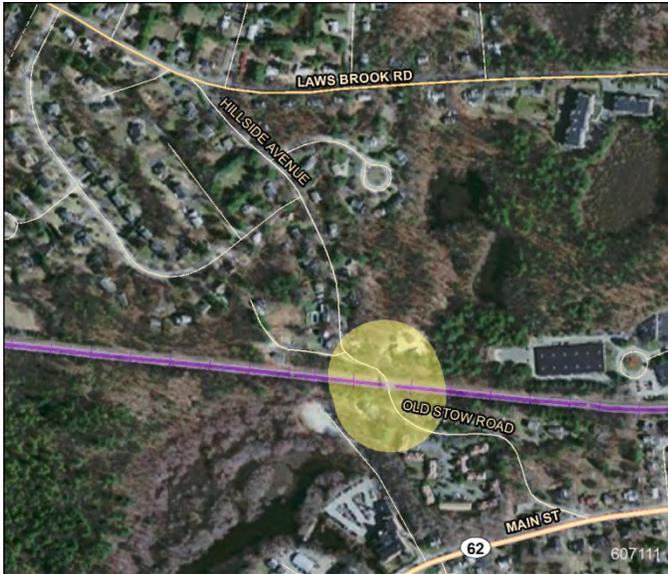
602984	Concord & Lincoln
--------	-------------------

Limited Access Highway Improvements at Route 2 & 2A, Between Crosby's Corner & Bedford Road
--

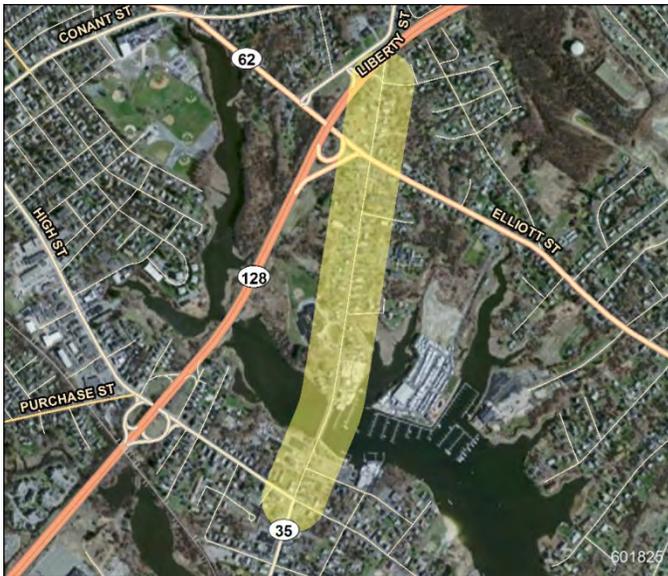
The purpose of this project is to provide safety improvements at Crosby's Corner (intersection of Route 2, Cambridge Turnpike and Route 2A/ the Concord Turnpike). This will be accomplished by constructing neighborhood service roads which will be parallel to Route 2. This will also be accomplished by constructing a bridge to carry Route 2 over the other routes. The benefits of the project include the ability to safely and efficiently accommodate traffic and to provide safe access to the residences and businesses located along the project corridor. The project starts at the Bedford Road intersection in the Town of Lincoln and extends to 300 feet west of Sandy Pond Road in the Town of Concord.

Major Highway		Model		
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	STP	\$9,420,104	\$2,355,026	\$11,775,130
2013	HSIP	\$4,767,039	\$529,671	\$5,296,710
2014	STP	\$882,430	\$220,607	\$1,103,037
2014	HSIP	\$3,867,039	\$429,671	\$4,296,710
Total Funding Programmed		\$18,936,612	\$3,534,975	\$22,471,587

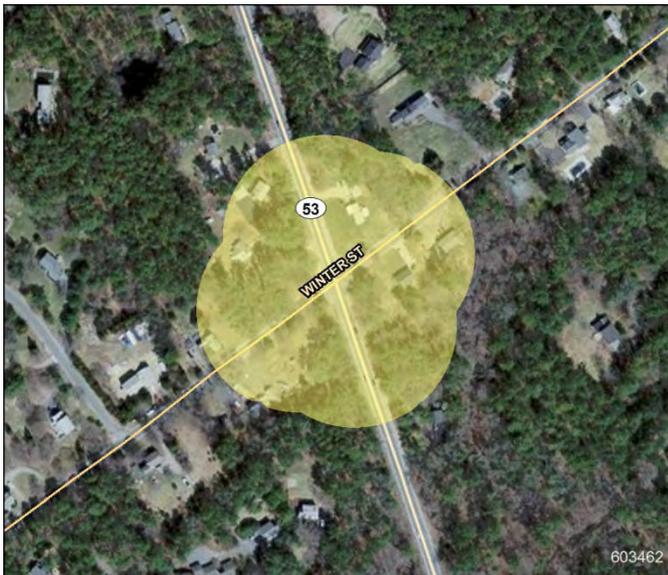




607111		Concord		
Bridge Preservation, Old Stow Road over MBTA and B&M Railroad				
This project funds bridge preservation of Old Stow Road over the MBTA and B&M railroad.				
Bridge		Exempt	No CO₂ Impact	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Bridge	\$660,000	\$165,000	\$825,000
Total Funding Programmed		\$660,000	\$165,000	\$825,000



601825		Danvers		
Reconstruction of Liberty Street, from Route 128 to Water/High Street Intersection				
The proposed improvements consist of pavement reclamation, minor realignment and raising the profile of Liberty Street, reconstruction of a six foot sidewalk on both sides of Liberty Street, addition of a pick-up/drop-off area at Riverside School, parking spaces and reconstructing both culverts at the Porter River.				
Arterial & Intersection 71 Points		Exempt	No CO₂ Impact	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	STP	\$5,702,442	\$1,425,610	\$7,128,052
Total Funding Programmed		\$5,702,442	\$1,425,610	\$7,128,052



603462 | Duxbury

Intersection Improvements at Kingstown Way (Route 53) & Winter Street

This project will enhance safety and improve the efficiency of the traffic flow by installing a roundabout at the intersection of Kingstown Way (Route 53) and Winter Street in the Town of Duxbury.

Arterial & Intersection 38 Points		Exempt	CO ₂ Reduction (Tons per Year): 24	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2014	Statewide CMAQ	\$913,285	\$228,321	\$1,141,606
Total Funding Programmed		\$913,285	\$228,321	\$1,141,606



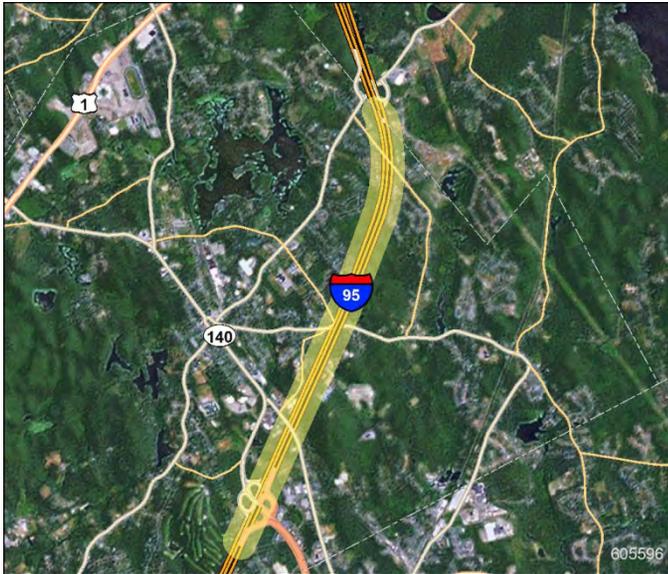
604660 | Everett, Medford

Everett- Medford- Bridge Replacements, Revere Beach Parkway (Route 16), E-12-004=M-12-018 over the Malden River (Woods Memorial Bridge) & M-12-017 over MBTA and Rivers Edge Drive

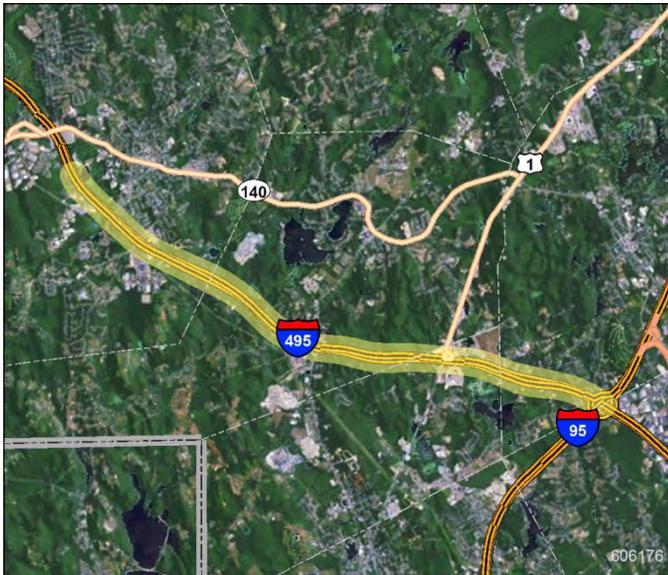
The purpose of this project is to replace the existing non-operating draw bridge with a new fixed bridge.

Project 605510 (Medford- Bridge Reconstruction, Revere Beach Parkway over MBTA and Corporation Way) has been bundled with this project.

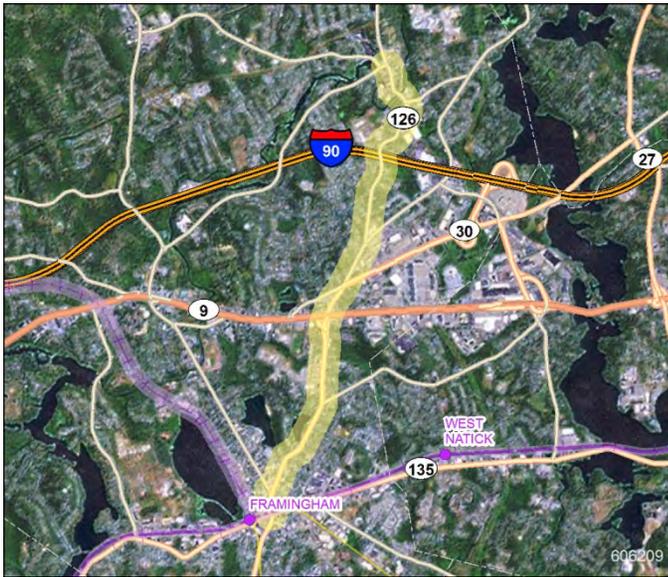
Bridge		Exempt	No CO ₂ Impact	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Accelerated Bridge Program (GANS)	\$0	\$0	\$63,898,554
Total Funding Programmed		\$0	\$0	\$63,898,554



605596		Foxborough		
Interstate Maintenance & Related Work on I-95				
Resurfacing and related work on I-95 in the Towns of Foxborough from milemarker 12.5 to 16.5. Also included in this project will be upgrades to existing guardrail and drainage.				
Major Highway		Exempt	No CO₂ Impact	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Interstate Maintenance	\$8,496,000	\$944,000	\$9,440,000
Total Funding Programmed		\$8,496,000	\$944,000	\$9,440,000



606176		Foxborough, Plainville, Wrentham		
Interstate Maintenance & Related Work on I-495 (NB & SB)				
Interstate maintenance pavement preservation, resurfacing, safety improvements and related work from MM 32.6 to MM 42.4 for a total project length of 9.8 miles.				
Major Highway		Exempt	No CO₂ Impact	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2016	Interstate Maintenance	\$11,228,314	\$1,247,590	\$12,475,904
Total Funding Programmed		\$11,228,314	\$1,247,590	\$12,475,904

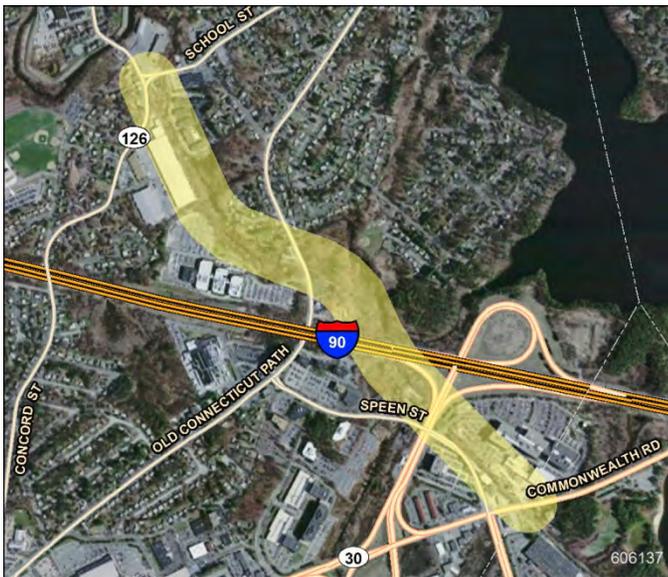


606209 | Framingham

Reconstruction of Route 126 (Concord Street)

The work under this project will rehabilitate Route 126, add turn lanes, improve sidewalks and curbing, upgrade the existing traffic signal system and replace the roundabout at Concord Street at Union Avenue with a new traffic signal. The earmarks (HPP 684) and (Section 129) will both be used for construction.

Arterial & Intersection		Exempt	CO ₂ Reduction (Tons per Year): 384	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Earmark - HPP 684 (TEA-21)	\$3,186,836	\$796,709	\$3,983,545
2013	Earmark - Section 129	\$490,000	\$0	\$490,000
Total Funding Programmed		\$3,676,836	\$796,709	\$4,473,545



606137 | Framingham

Bike Path Construction & Improvements on Cochituate Rail Trail, from School Street to Route 30

The project involves construction of rail trail amenities along the Cochituate Rail Trail, between School Street and Route 30, a distance of 1.4 miles. The work includes sidewalk construction, curbing, fences, bollards, benches, guard rail, pavement markings, landscaping and at-grade crossing equipment, if warranted.

Bicycle & Pedestrian		Exempt	CO ₂ Reduction (Tons per Year): 53	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Statewide TE	\$634,185	\$158,546	\$792,731
Total Funding Programmed		\$634,185	\$158,546	\$792,731

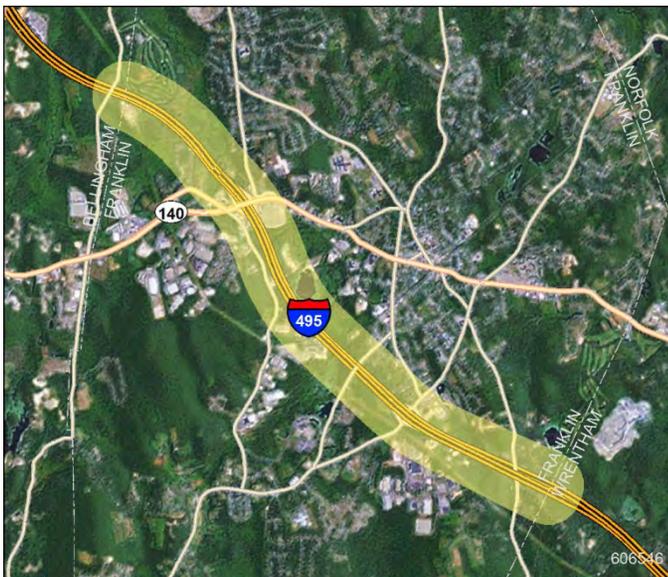


604988	Franklin
--------	----------

Reconstruction of Route 140, Main Street & Emmons Street (Downtown Enhancements)

The project involves resurfacing and related work in Franklin Center on Route 140, Main and Emmons Streets. The work limits extend along Route 140 (West and East Central Streets), from Union Street to Alpine Place, along Main Street, from Route 140 to Pleasant Street, and along Emmons Street, from Route 140 to Ray Street with a total project length of approximately 7,150 linear feet (1.35 miles). The project includes mainly resurfacing, sidewalk reconstruction, lighting systems, installation of interconnected traffic signals, with emergency preemption system, traffic calming devices and streetscape/landscape improvements. The intent of the project is to preserve as much of the existing roadway and sidewalk structure as possible.

Arterial & Intersection		Exempt		CO ₂ Increase (Tons per Year): 64	
Year	Funding Program	Federal Funds	State Funds	Total Funds	
2013	Earmark - HPP 4279 (SAFETEA-LU)	\$4,603,855	\$1,150,964	\$5,754,819	
Total Funding Programmed		\$4,603,855	\$1,150,964	\$5,754,819	



TBD	Franklin
-----	----------

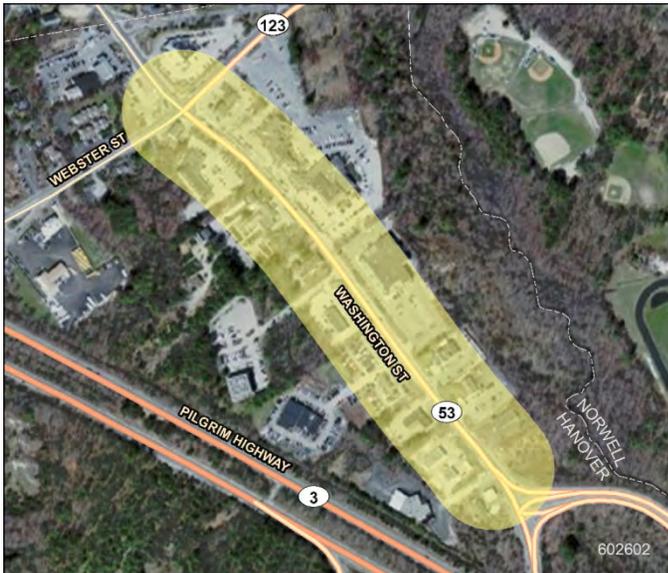
Interstate Maintenance & Related Work on I-495

This project funds interstate maintenance and related work on I-495.

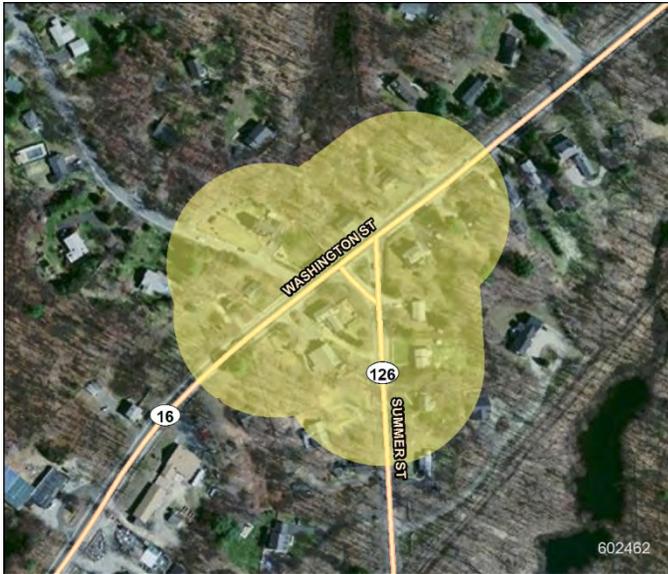
Major Highway		Exempt		No CO ₂ Impact	
Year	Funding Program	Federal Funds	State Funds	Total Funds	
2013	Interstate Maintenance	\$4,638,816	\$515,424	\$5,154,240	
Total Funding Programmed		\$4,638,816	\$515,424	\$5,154,240	



606546		Franklin		
Interstate Maintenance & Related Work on I-495				
Work consists of highway resurfacing, bridge preservation and safety improvements between Mile Markers 38.3 to 42.4 in both directions for a total project length of 4.1 miles.				
Major Highway		Exempt	No CO₂ Impact	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2016	Interstate Maintenance	\$9,134,899	\$1,014,989	\$10,149,888
Total Funding Programmed		\$9,134,899	\$1,014,989	\$10,149,888



602602		Hanover		
Reconstruction of Washington Street (Route 53) and Related Work from the Route 3 Northbound Ramp to Webster Street (Route 123)				
This project constitutes the final phase of the overall Route 53 reconstruction project. Work on this project includes minor widening of Route 53 and signalization of the Route 3 NB ramp to Route 53 NB. Also planned is the installation of a sidewalk from the Route 3 NB ramp to Route 123.				
Arterial & Intersection 54 Points		Model		
Year	Funding Program	Federal Funds	State Funds	Total Funds
2014	STP	\$915,200	\$228,800	\$1,144,000
Total Funding Programmed		\$915,200	\$228,800	\$1,144,000

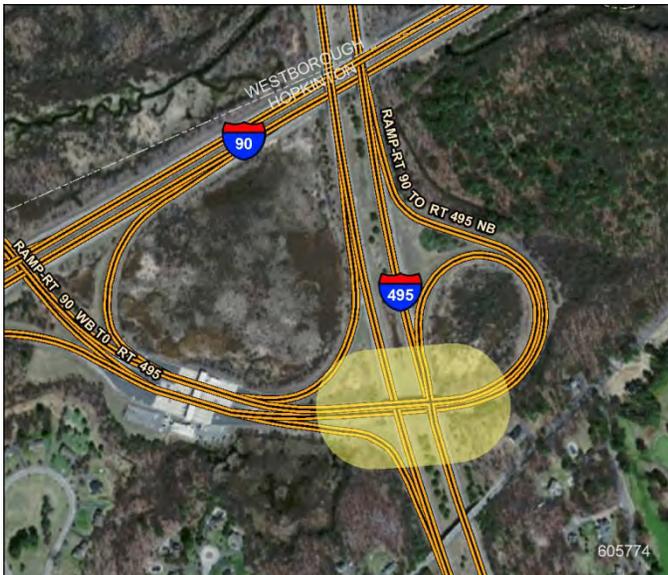


602462 | **Holliston**

Signal Installation at Route 16/126 and Oak Street

The project will enhance safety and improve efficiency by installing a new traffic signal at the intersection of Route 16 at Route 126 and Oak Street in Holliston.

Arterial & Intersection		Exempt	TBD	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2016	Statewide CMAQ	\$896,000	\$224,000	\$1,120,000
Total Funding Programmed		\$896,000	\$224,000	\$1,120,000

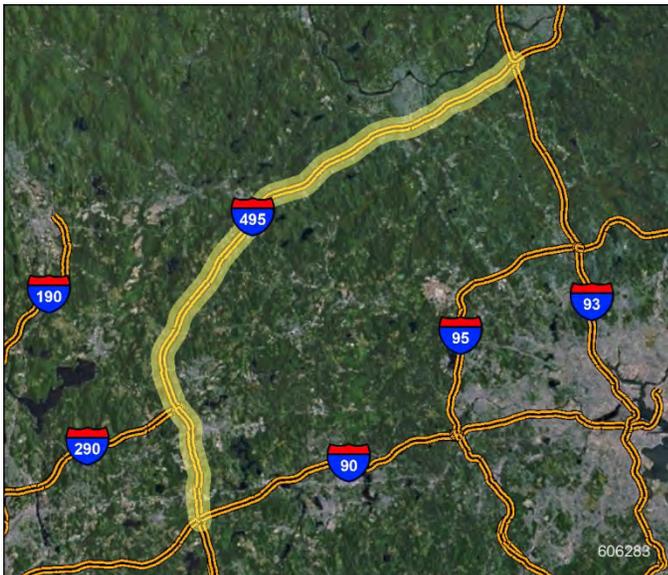


605774 | **Hopkinton**

I-90 Ramp Over I-495

The work shall consist of reconstructing the deck and approach wearing surface; upgrading the bridge rail, bridge transition; upgrading the approach guard rail; replacement of deck joints at the abutments and eliminating/replacing joints over the piers. The work will also include repairing concrete deterioration at existing abutment seats; repairing the deterioration at the piers; cleaning and painting of all structural steel.

Bridge		Exempt	No CO ₂ Impact	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Bridge	\$4,273,568	\$1,068,392	\$5,341,960
Total Funding Programmed		\$4,273,568	\$1,068,392	\$5,341,960



606283 | Hopkinton to Andover

Installation of Cameras, Message Signs & Communication Infrastructure on I-495 (Design/Build ITS)

Design-Build Intelligent Transportation Systems project on I-495 between I-90 and I-93. Install cameras, changeable message signs, vehicle detectors and communications infrastructure. There is existing fiber previously installed by C2C in the median which will be used for this project.

Major Highway		Exempt	Assumed nominal reduction in CO ₂ from ITS infrastructure	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Statewide ITS	\$4,800,000	\$1,200,000	\$6,000,000
Total Funding Programmed		\$4,800,000	\$1,200,000	\$6,000,000



606632 | Hopkinton, Westborough

Bridge Replacement, H-23-006=W-24-016, Fruit Street over CSX & Sudbury River

Bridge H-23-006=W-24-016 is both posted and structurally deficient. It is currently posted for 9-16-26 tons. It is currently rated 6-4-4. This structure has 4 spans and 3 piers. It spans both the CSX Railroad & Sudbury River. It has been recommended for replacement by the District 3 DBIE & DBE.

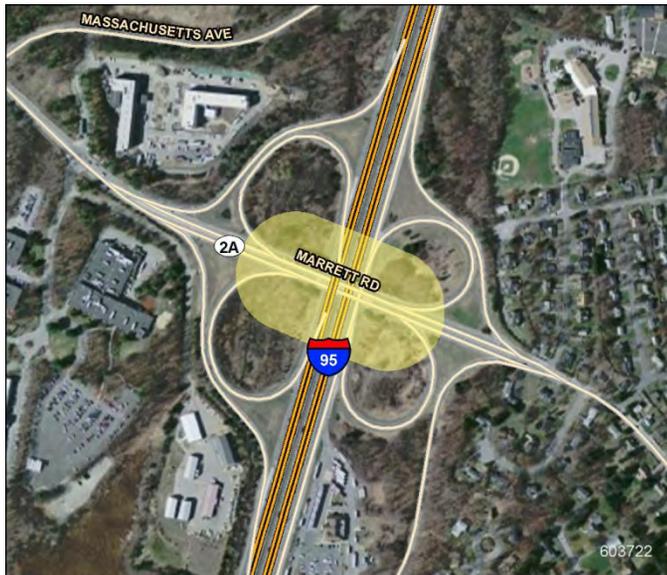
Bridge		Exempt	No CO ₂ Impact	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2015	Bridge	\$6,616,382	\$1,654,096	\$8,270,478
Total Funding Programmed		\$6,616,382	\$1,654,096	\$8,270,478



607119		Ipswich		
Bridge Repairs, Green Street over the Ipswich River				
This project funds bridge repairs on Green Street over the Ipswich River.				
Bridge		Exempt	No CO₂ Impact	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2015	Bridge	\$1,118,707	\$279,677	\$1,398,384
Total Funding Programmed		\$1,118,707	\$279,677	\$1,398,384



600703		Lexington		
Bridge Replacement, L-10-009, Route 2 (EB & WB) Over Route I-95 (Route 128)				
The purpose of this project is to replace the Route 2 Bridges over I-95/Route 128 in both directions. Each bridge deck will accommodate three 12 foot travel lanes, one 12 foot auxiliary lane and offsets to the bridge curbing. Multi-staged construction will be required to maintain existing traffic on Route 2 and I-95/Route 128.				
Bridge		Exempt	No CO₂ Impact	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013 (Year 1 of 3)	Bridge	\$1,440,000	\$360,000	\$1,800,000
2014 (Year 2 of 3)	Bridge	\$12,000,000	\$3,000,000	\$15,000,000
2015 (Year 3 of 3)	Bridge	\$12,000,000	\$3,000,000	\$15,000,000
Total Funding Programmed		\$25,440,000	\$6,360,000	\$31,800,000

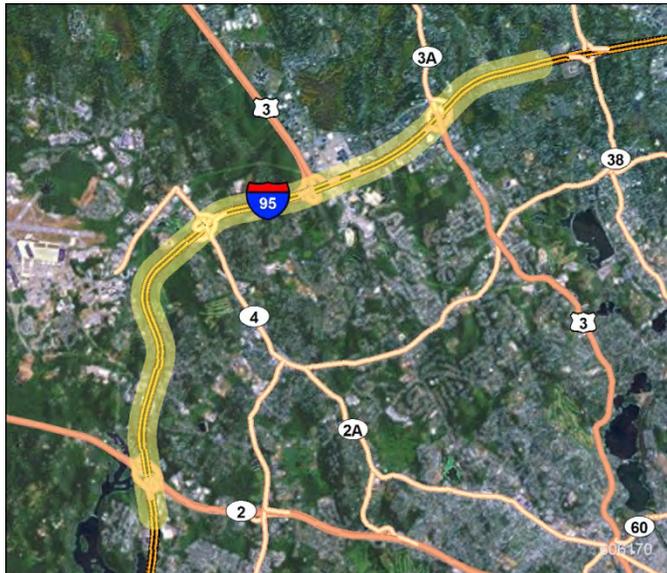


603722	Lexington
---------------	------------------

Bridge Replacement, L-10-010, Route 2A (Marrett Road) Over I-95/Route 128
--

The existing bridge will be replaced in the same alignment with improvements made to the approach roadways and the interchange ramps. The proposed bridge will maintain the 23.8 meter width to include four 3.5 meter travel lanes, two 3.5 meter speed change lanes, a 1.8 meter median and a 1.8 meter northerly sidewalk.

Bridge		Exempt	No CO ₂ Impact	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2015 (Year 1 of 3)	Bridge	\$314,552	\$1,258,210	\$1,572,762
2016 (Year 2 of 3)	Bridge	\$8,000,000	\$2,000,000	\$10,000,000
Total Funding Programmed		\$8,314,552	\$3,258,210	\$11,572,762

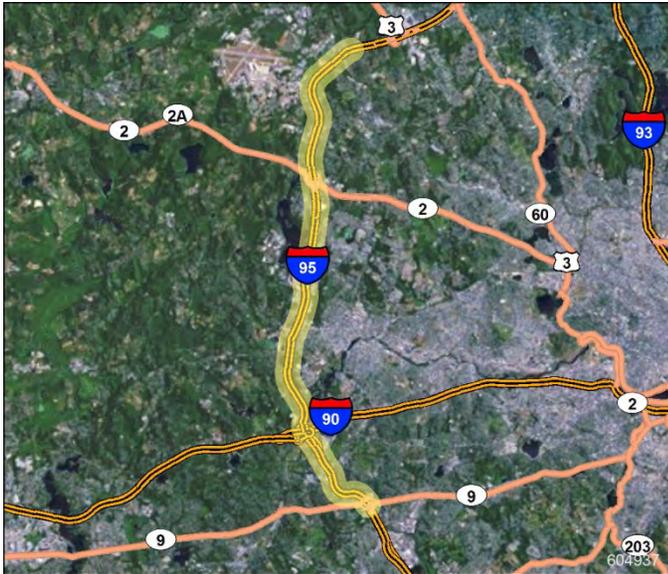


606170	Lexington, Burlington
---------------	------------------------------

Interstate Maintenance & Related Work on I-95
--

The project consists of highway and bridge deck resurfacing, median barrier, safety and environmental improvements. The project limits are from MM 44.9 to MM 51.8 for a total project length of 6.9 miles.

Major Highway		Exempt	No CO ₂ Impact	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Interstate Maintenance	\$29,884,680	\$3,320,520	\$33,205,200
Total Funding Programmed		\$29,884,680	\$3,320,520	\$33,205,200

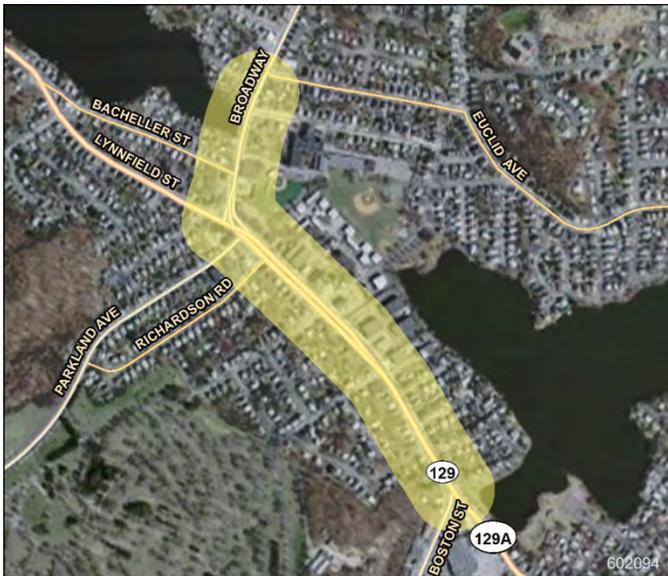


604937 | Lexington, Newton, Waltham, Wellesley, Weston

Traffic Sign Replacement on I-95, from Wellesley (Route 9) to Lexington (Routes 4/225)

This project will replace and update all overhead and ground-mounted guide sign panels, exit gore, warning, regulatory, and route marker panels on the I-95 mainline and intersecting secondary roadways from the State Route 9 interchange in Wellesley northerly to the State Route 4/225 interchange in Lexington.

Major Highway		Exempt	No CO ₂ Impact	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Infrastructure Program	\$2,240,000	\$560,000	\$2,800,000
Total Funding Programmed		\$2,240,000	\$560,000	\$2,800,000

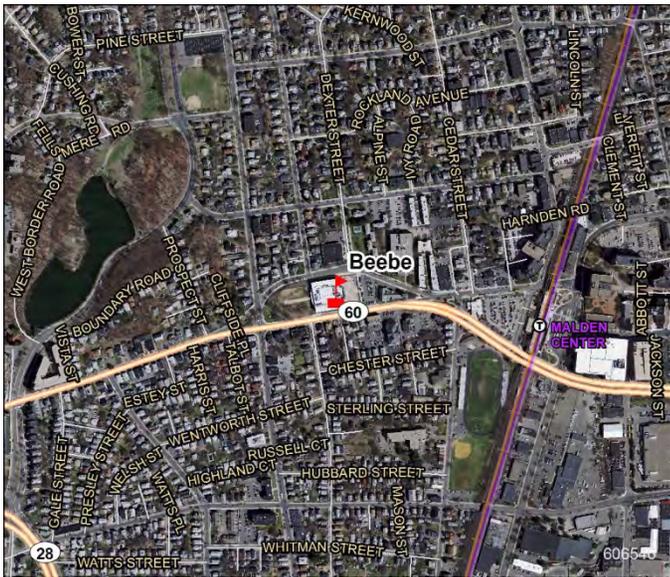


602094 | Lynn

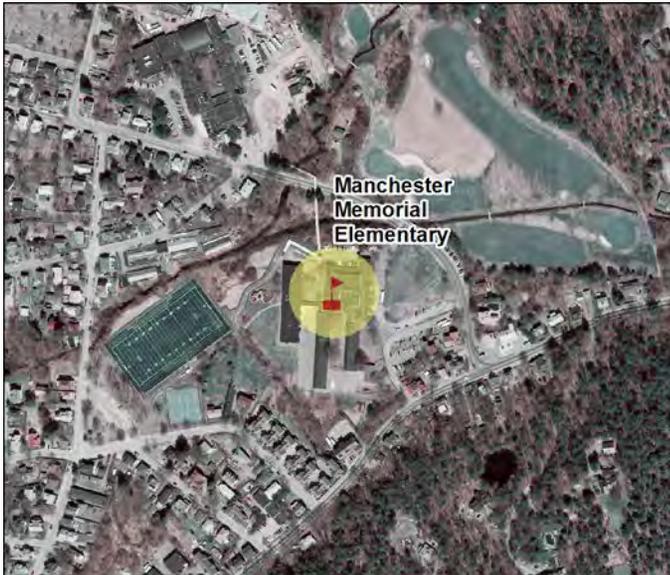
Reconstruction of Route 129 (Broadway), from Lynnfield Street to Chestnut Street

This project will resurface Route 129 and reconstruct sidewalks from Wyoma Square to Boston Street.

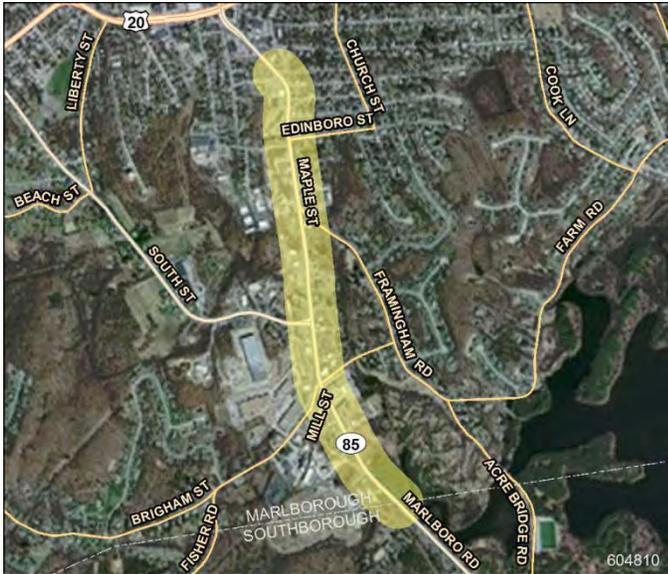
Arterial & Intersection 77 Points		Exempt	CO ₂ Reduction (Tons per Year): 211	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	CMAQ	\$4,219,130	\$1,054,783	\$5,273,913
Total Funding Programmed		\$4,219,130	\$1,054,783	\$5,273,913



N/A		Malden		
Safe Routes to School (Beebe School)				
This project will provide bicycle and pedestrian improvements around Beebe School in Malden.				
Bicycle & Pedestrian		Exempt	Assumed nominal reduction in CO₂ from bike/ped infrastructure	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2014	Safe Routes to School	\$480,480	\$0	\$480,480
Total Funding Programmed		\$480,480	\$0	\$480,480



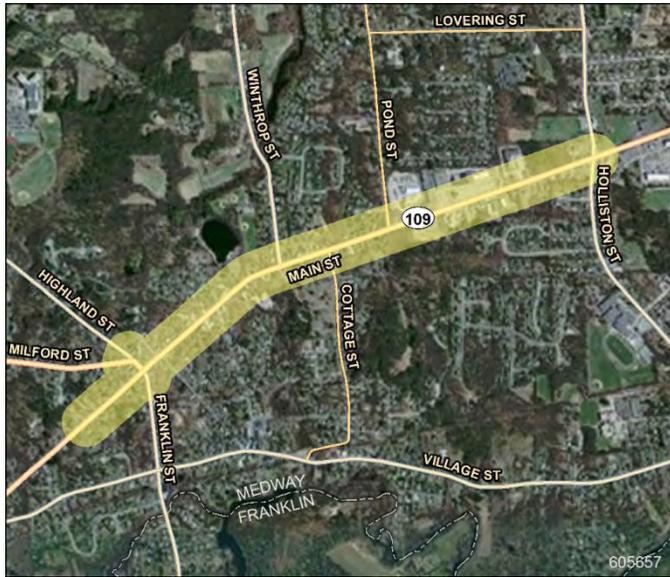
N/A		Manchester		
Safe Routes to School (Memorial Elementary)				
This project will provide bicycle and pedestrian improvements around Memorial Elementary in Manchester.				
Bicycle & Pedestrian		Exempt	Assumed nominal reduction in CO₂ from bike/ped infrastructure	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2014	Safe Routes to School	\$505,440	\$0	\$505,440
Total Funding Programmed		\$505,440	\$0	\$505,440



604810		Marlborough		
Reconstruction of Route 85 (Maple Street)				
The project limits are from John Street southerly to Southborough town line, total of 1.1 miles. The project includes reconstruction and resurfacing and sidewalk reconstruction.				
Arterial & Intersection 66 Points		Exempt	CO ₂ Reduction (Tons per Year): 325	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2016	CMAQ	\$1,600,000	\$400,000	\$2,000,000
2016	STP	\$2,718,182	\$679,545	\$3,397,727
Total Funding Programmed		\$4,318,182	\$1,079,545	\$5,397,727



604655		Marshfield		
Bridge Replacement, M-07-007, Beach Street over the Cut River				
The purpose of this project is to replace a locally owned, structurally deficient bridge carrying Beach Street over the Cut River in Marshfield in the same location with two sidewalks.				
Bridge		Exempt	Assumed nominal reduction in CO ₂ from pedestrian infrastructure	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2015	Bridge	\$1,938,403	\$484,601	\$2,423,004
Total Funding Programmed		\$1,938,403	\$484,601	\$2,423,004

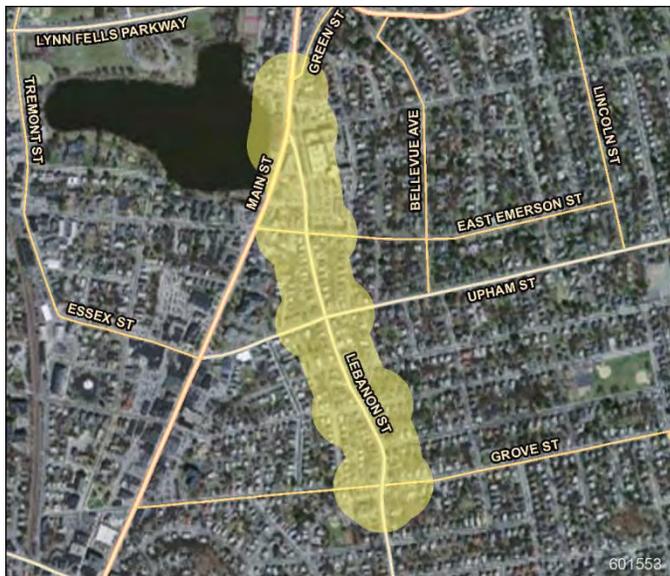


605657 | Medway

Reconstruction on Route 109, from Holliston Street to 100 Ft. West of Highland Street, Includes Rehab of M-13-012

The Route 109 reconstruction project in Medway will focus on roadway improvements in Medway's business district including resurfacing and reconstruction, consolidating curb cuts, sidewalks, signage, street lighting, and aesthetic improvements. Signal upgrade and capacity improvements will be implemented at the intersection of Main, Franklin, Milford, and Highland Streets, including widening for turn lanes in the SB and WB approaches. Work also includes adjusting the grade on Main Street west of Winthrop Street for approximately 700 feet.

Arterial & Intersection 69 Points		Exempt	CO ₂ Reduction (Tons per Year): 352	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2016	CMAQ	\$4,000,000	\$1,000,000	\$5,000,000
2016	STP	\$4,987,871	\$1,246,968	\$6,234,839
Total Funding Programmed		\$8,987,871	\$2,246,968	\$11,234,839

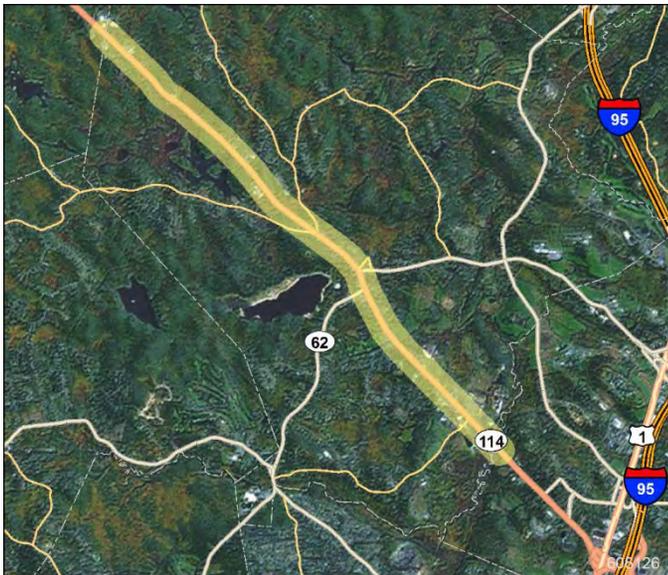
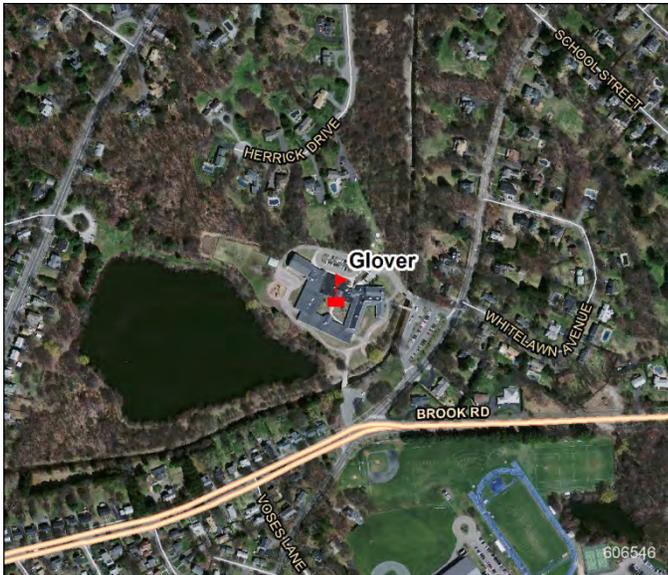


601553 | Melrose

Intersection & Signal Improvements to Lebanon Street, from Lynde Street to Main Street

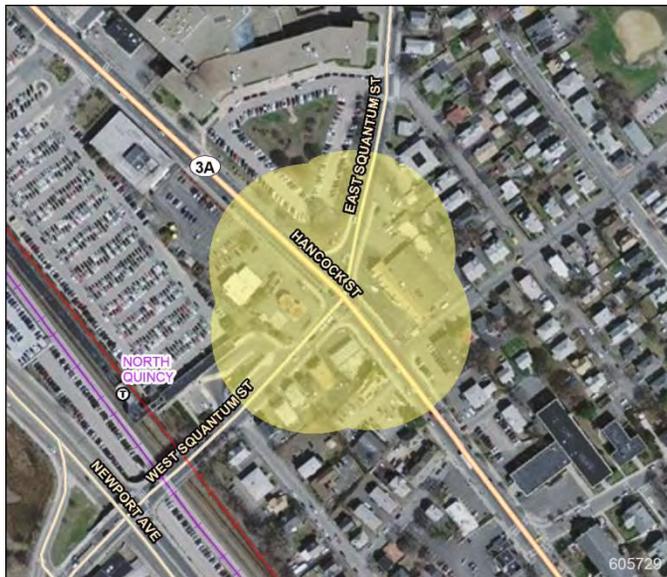
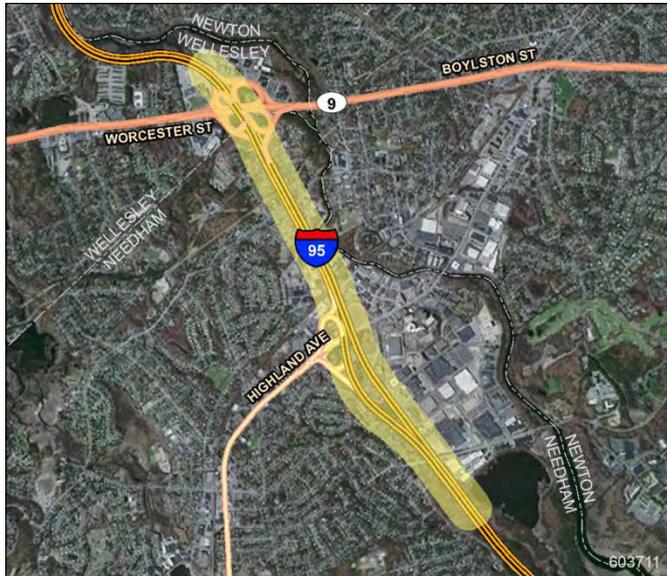
This project involves improvements to Lebanon Street between Lynde Street and just north of Main Street. The work involves resurfacing and minor widening, new curbing, sidewalks, wheelchair ramps, signal modifications and upgrades at 5 intersection locations (Grove Street, East Foster Street, Upham Street, East Emerson Street and Main Street). Pedestrian signal phasing and crosswalk improvements will also be provided at these intersections.

Arterial & Intersection 73 Points		Exempt	CO ₂ Reduction (Tons per Year): 206	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2014	CMAQ	\$3,039,886	\$759,972	\$3,799,858
2014	Earmark - HPP 1604 (SAFETEA-LU)	\$503,944	\$125,986	\$629,930
Total Funding Programmed		\$3,543,830	\$885,958	\$4,429,788



N/A		Milton		
Safe Routes to School (Glover Elementary)				
This project will provide bicycle and pedestrian improvements around Glover Elementary School in Milton.				
Bicycle & Pedestrian		Exempt		Assumed nominal reduction in CO ₂ from bike/ped infrastructure
Year	Funding Program	Federal Funds	State Funds	Total Funds
2014	Safe Routes to School	\$624,520	\$0	\$624,520
Total Funding Programmed		\$624,520	\$0	\$624,520

606126		Middleton		
Resurfacing & Related Work on Route 114				
The work to be done under this Contract shall consist of asphalt resurfacing and general maintenance work on three locations of State Route 114 in the town of Middleton. Project limits are from MM 7.96 to MM 12.15. The length of project is 17,499 feet or 3.31 miles. The entire roadway shall be coldplaned, and in specific areas of severe deterioration the roadway will be reconstructed. All catch basins grates will be replaced with locking structures and all remaining castings will be repaired if necessary and adjusted to the proposed final grade. The final roadway resurfacing will consist of a 1.75" layer of modified top. All guardrails will be retrofitted with composite offset blocks and repairs shall be made where required. All guardrail trailing ends are to be upgraded to current standards where necessary. Eroded shoulders are to be reshaped with dense graded gravel. Pavement markings and traffic loop detectors are to be restored to their existing orientation and specifications. Bridge M-20-10, which carries Rte 114 over Emerson Brook, shall receive maintenance treatment in the way of bridge curb repairs, hot mix asphalt sidewalk resurfacing, deck resurfacing and bridge rail painting.				
Major Highway		Exempt		No CO ₂ Impact
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	NHS Pavement Preservation	\$1,415,981	\$353,995	\$1,769,976
Total Funding Programmed		\$1,415,981	\$353,995	\$1,769,976



603711 | Needham, Wellesley

Rehab/Replacement of 6 Bridges on I-95/Route 128 (Add-a-Lane - Contract V)

This project is the final bridge contract (Bridge V) for the I-95/93 (Route 128) Transportation Improvement Project. The work includes five bridge locations and approximately 3.25 miles of I-95 roadway reconstruction. The roadway work on I-95, from just south of Kendrick Street to just north of Route 9, includes the installation of an additional 12 foot travel lane and 10 foot shoulder in each direction toward the median, along with new collector/distributor roads between Highland Avenue and Kendrick Street. The collector roads will provide safer weaving movements between the interchanges and provide safer traffic movements to and from the adjacent business park. The bridge locations include the following: Kendrick Street over I-95 (Route 128) in Needham; Highland Avenue over I-95 (Route 128) in Needham; MBTA RR (Newton Upper Falls Branch) over I-95 (Route 128) in Needham; I-95 (Route 128) over Central Street in Needham; and I-95 (Route 128) over Route 9 in Wellesley.

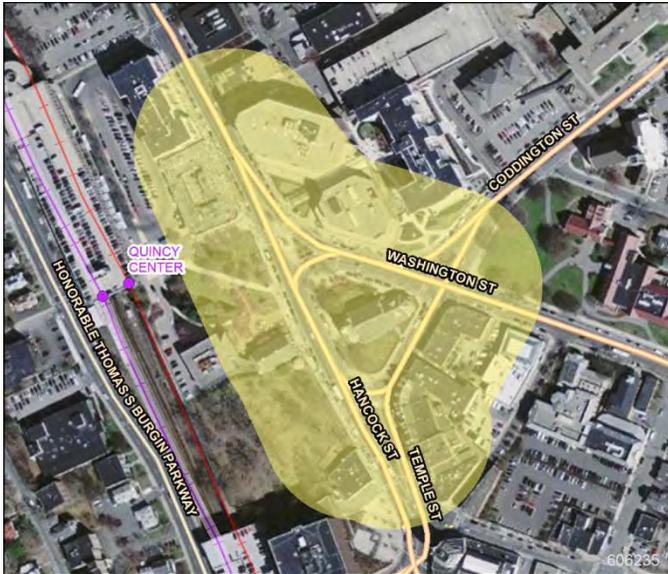
Major Highway		Model		
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013 (Year 1 of 5)	NHS	\$20,800,000	\$5,200,000	\$26,000,000
2013 (Year 1 of 5)	Bridge	\$1,600,000	\$400,000	\$2,000,000
2014 (Year 2 of 5)	NHS	\$24,000,000	\$6,000,000	\$30,000,000
2014 (Year 2 of 5)	Bridge	\$6,800,000	\$1,700,000	\$8,500,000
2015 (Year 3 of 5)	NHS	\$24,000,000	\$6,000,000	\$30,000,000
2016 (Year 3 of 5)	NHS	18,800,000	4,700,000	\$23,500,000
Total Funding Programmed		\$96,000,000	\$24,000,000	\$120,000,000

605729 | Quincy

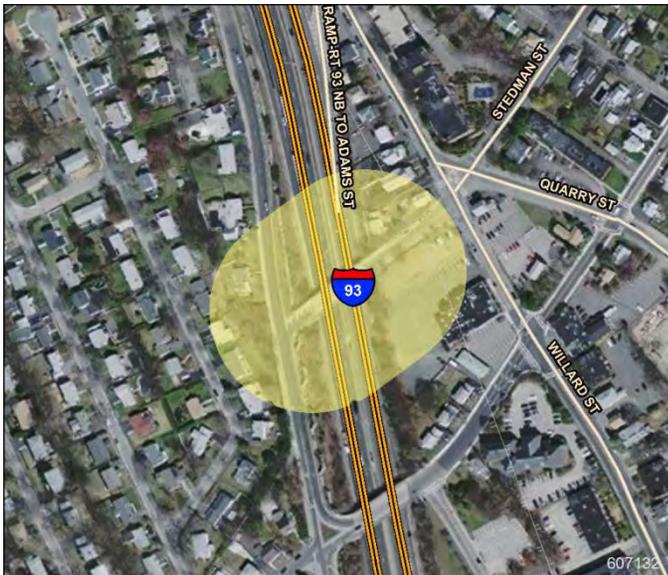
Intersection & Signal Improvements at Hancock Street & East/West Squantum Sts

The project consists of widening and improvements to the intersection of Hancock Street with East and West Squantum Streets. The project will also include improvements along Hancock Street to the MBTA access drive. The existing midblock pedestrian signal will be upgraded.

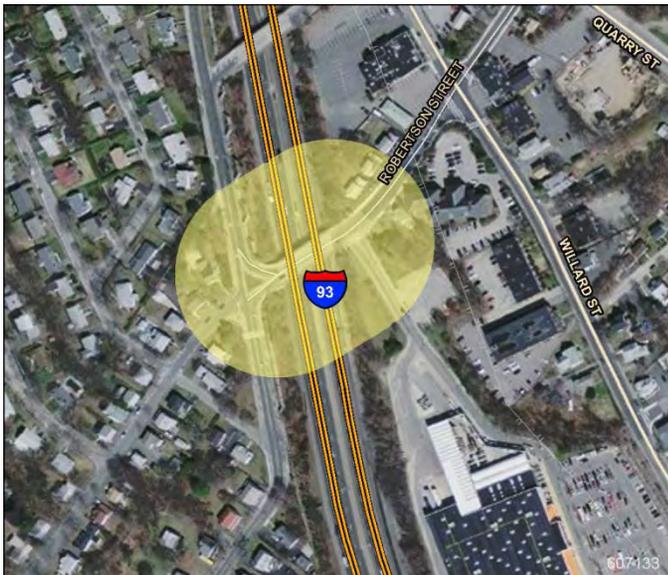
Arterial & Intersection 73 Points		Exempt		CO ₂ Reduction (Tons per Year): 6	
Year	Funding Program	Federal Funds	State Funds	Total Funds	
2014	CMAQ	\$2,697,378	\$674,344	\$3,371,722	
Total Funding Programmed		\$2,697,378	\$674,344	\$3,371,722	



606235		Quincy		
Adams Green Transportation Improvements				
The project involves the creation of a new public space. The design features: (1) discontinuing the southerly portion of Hancock Street, (2) converting Washington Street between Hancock Street and Temple Streets from a one-way to a two-way roadways, and (3) converting Temple Street between Washington Street and Hancock Street from a one-way to a two-way roadway.				
Arterial & Intersection		Exempt		TBD
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Earmark - HPP 4272 (SAFETEA-LU)	\$5,368,850	\$1,342,212	\$6,711,062
Total Funding Programmed		\$5,368,850	\$1,342,212	\$6,711,062



607132		Quincy		
Bridge Replacement, Stedman Street over I-93/US 1/SR 3				
This project funds bridge replacement of Stedman Street over I-93/US 1/SR 3 in Quincy.				
Bridge		Exempt		No CO₂ Impact
Year	Funding Program	Federal Funds	State Funds	Total Funds
2016	Bridge	\$2,465,434	\$616,358	\$3,081,792
Total Funding Programmed		\$2,465,434	\$616,358	\$3,081,792

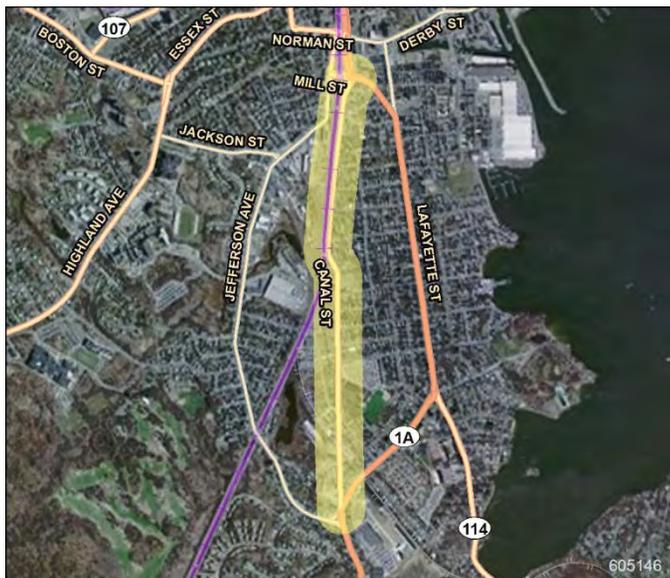


607133		Quincy		
Bridge Replacement, Robertson Street over I-93/US 1/SR 3				
This project funds bridge replacement of Robertson Street over I-93/US 1/SR 3 in Quincy.				
Bridge		Exempt		No CO₂ Impact
Year	Funding Program	Federal Funds	State Funds	Total Funds
2016	Bridge	\$2,763,264	\$690,816	\$3,454,080
Total Funding Programmed		\$2,763,264	\$690,816	\$3,454,080

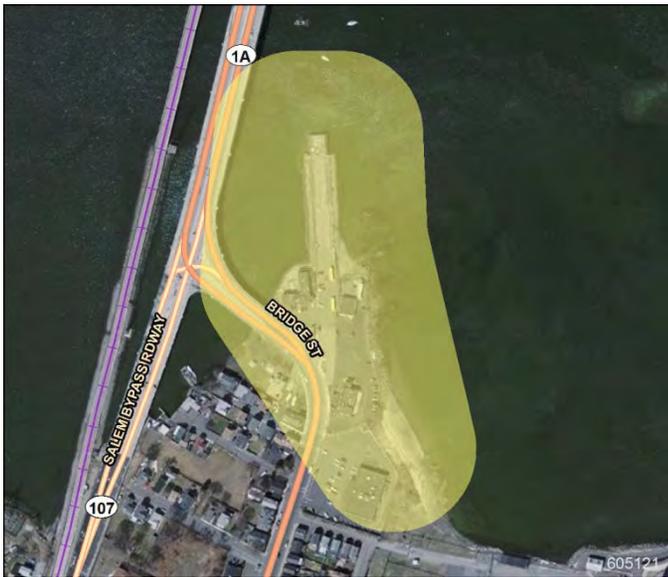


N/A		Regionwide		
Clean Air and Mobility Program				
The MPO's Clean Air and Mobility Program funds a variety of projects that improve air quality and mobility and that reduce congestion in the region. Projects funded in FFY 2013 include: Brookline - Bike Share (Year 3) – \$95,732 Cambridge - Bike Share (Year 3) – \$157,278 Arlington - Bikeway Connection at Intersection Route 3 and Route 60 – \$570,000				
No projects have been selected for funding in FFY 2016.				
Clean Air and Mobility		Exempt		CO₂ Reduction (Tons per Year): 3 (Brookline); 22 (Cambridge); assumed nominal reduction (Arlington)
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	CMAQ	\$658,408	\$164,602	\$823,010
2016	CMAQ	\$2,400,000	\$600,000	\$3,000,000
Total Funding Programmed		\$3,058,408	\$764,602	\$3,823,010

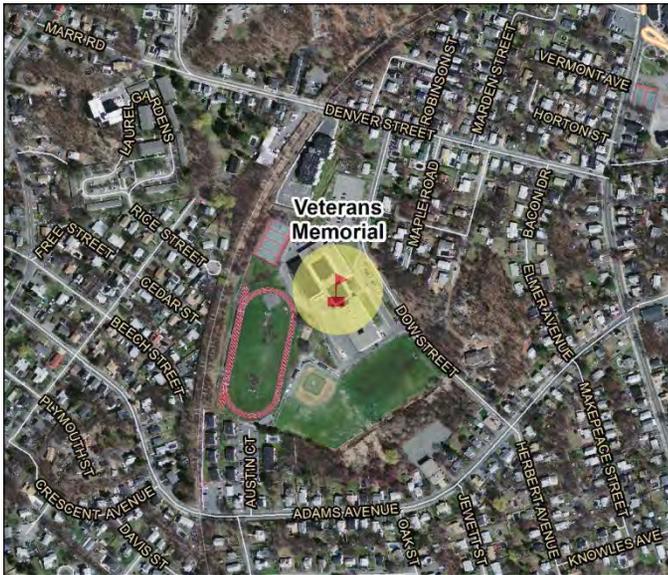
N/A		Regionwide		
Intersection Improvement Program				
The MPO's Intersection Improvement Program is a pilot program that seeks to fund low-cost, high-impact projects to address congestion issues. Projects could include signal retimings and upgrades, restriping pavement, and the implementation of innovative technologies.				
Arterial and Intersection		Exempt	TBD	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2014	CMAQ	\$280,000	\$70,000	\$350,000
Total Funding Programmed		\$280,000	\$70,000	\$350,000



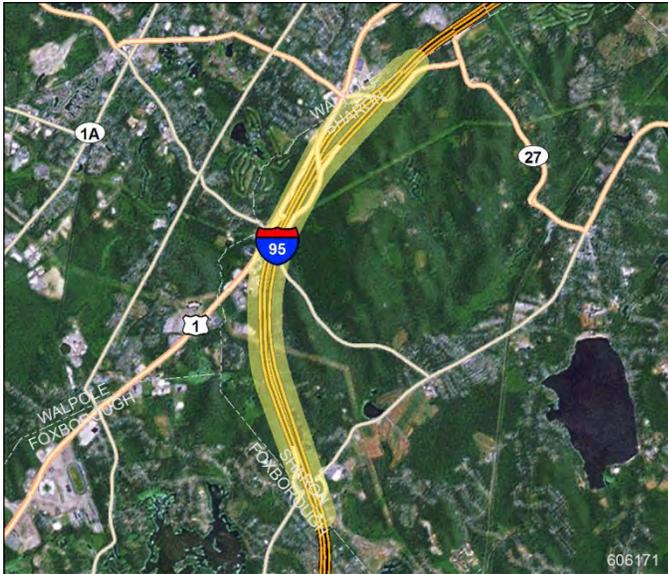
605146		Salem		
Reconstruction on Canal Street, from Washington Street & Mill Street to Loring Avenue & Jefferson Avenue				
The improvements include reconstruction of the roadway pavement, curbing, and sidewalks. Wheelchair ramps and appropriate pedestrian crossings will be added to improve pedestrian safety. Additional improvements such as trees and ornamental lighting, and curb extensions will be incorporated. Pavement markings will be provided to define the parking areas to remain and provide defined shoulder areas for use by bicycles. Drainage improvements will be made, the roadway crown will be adjusted to provide a consistent cross slope, and repair of settled locations will be done. Access issues with area business will be more clearly defined to improve safety for vehicles entering and exiting local businesses. Traffic signals at Mill and Washington and at Loring and Jefferson will be updated.				
Arterial & Intersection 83 points		Exempt	CO₂ Reduction (Tons per Year): 8	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2014	CMAQ	\$1,600,000	\$400,000	\$2,000,000
2014	STP	\$3,441,255	\$860,314	\$4,301,569
Total Funding Programmed		\$5,041,255	\$1,260,314	\$6,301,569



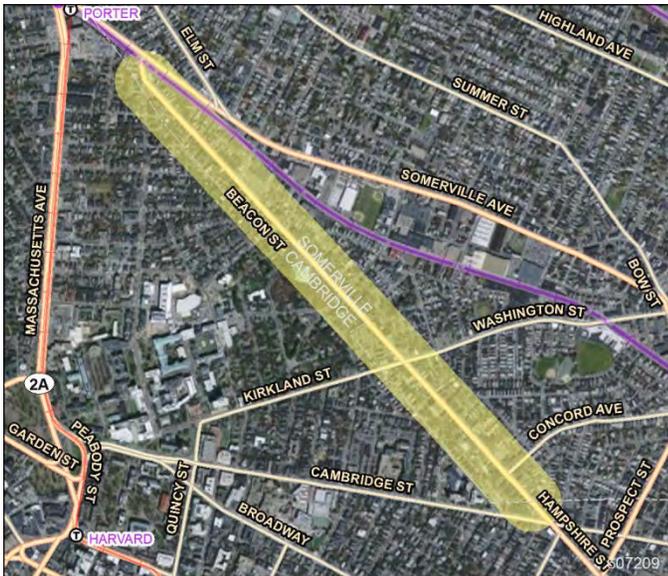
605121		Salem		
Causeway Park Construction				
This project is for the construction of a park along the causeway of the old Beverly-to-Salem bridge abutment in the City of Salem. Work includes the construction of a pedestrian fishing area, walkway, benches, trash receptacles and lighting as necessary.				
Bicycle & Pedestrian		Exempt	No CO₂ Impact	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Statewide TE	\$1,153,320	\$288,330	\$1,441,650
Total Funding Programmed		\$1,153,320	\$288,330	\$1,441,650



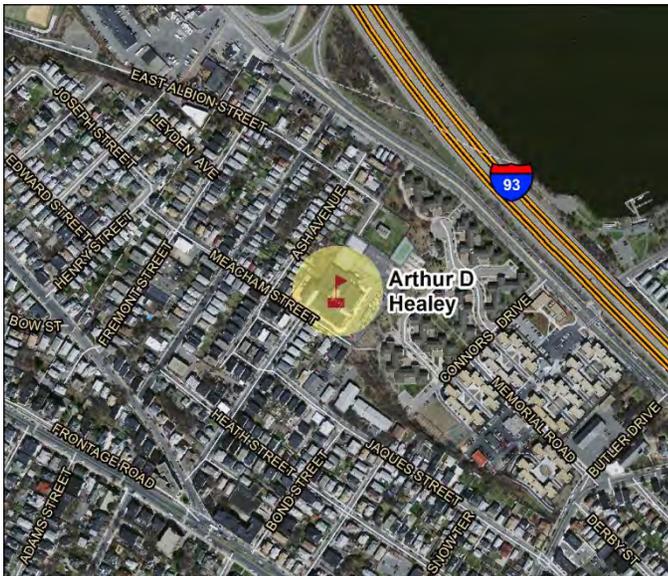
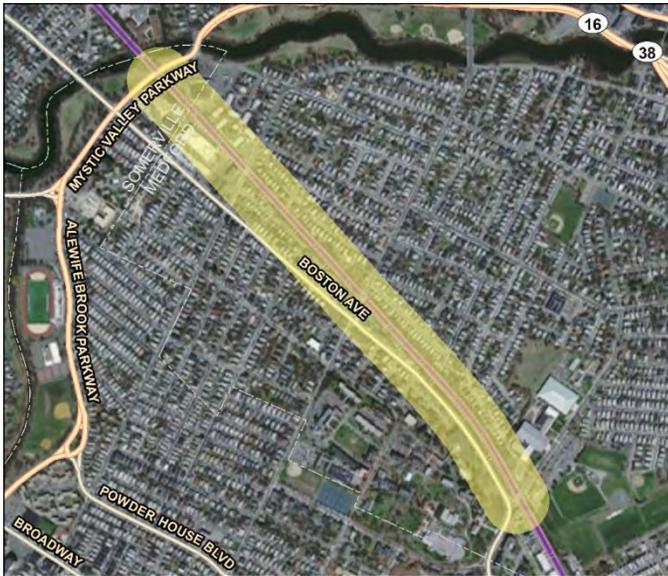
N/A		Saugus		
Safe Routes to School (Veterans Memorial)				
This project will provide bicycle and pedestrian improvements around Veterans Memorial in Saugus.				
Bicycle & Pedestrian		Exempt	Assumed nominal reduction in CO₂ from bike/ped infrastructure	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2015	Safe Routes to School	\$432,000	\$0	\$432,000
Total Funding Programmed		\$432,000	\$0	\$432,000



606171		Sharon, Walpole		
Interstate Maintenance & Related Work on I-95				
Interstate maintenance, pavement preservation, safety and related work from MM 16.5 to MM 20.7 for a total project length of 4.20 miles.				
Major Highway		Exempt	No CO₂ Impact	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2014	Interstate Maintenance	\$9,277,632	\$1,030,848	\$10,308,480
Total Funding Programmed		\$9,277,632	\$1,030,848	\$10,308,480



607209		Somerville		
Reconstruction of Beacon Street, from Oxford Street to Cambridge City Line				
This project consists of reconstructing Beacon Street from the Cambridge city line to Oxford Street. New sidewalks, curbing, drainage and signal improvements are included in the project. The earmark (HPP 431) will be used for construction.				
Arterial & Intersection		Exempt	CO₂ Reduction (Tons per Year): 277	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Surface Transportation Program	\$1,257,002	\$314,250	\$1,571,252
2013	Earmark - HPP 431 (SAFETEA-LU)	\$2,069,771	\$517,443	\$2,587,214
Total Funding Programmed		\$3,326,773	\$831,693	\$4,158,466



N/A | Somerville, Medford

Green Line Extension Project (Phase II), Medford Hillside (College Avenue) to Mystic Valley Parkway/Route 16

This project, the purpose of which is to improve corridor mobility, boost transit ridership, improve regional air quality, ensure equitable distribution of transit services, and support opportunities for sustainable development, will extend the MBTA Green Line in two separate phases. Phase I will extend the Green Line from a relocated Lechmere Station in East Cambridge to Medford Hillside (College Avenue) in Medford, with a branch to Union Square in Somerville. Phase II will further extend the Green Line from Medford Hillside (College Avenue) to Mystic Valley Parkway (Route 16) at the Somerville/Medford municipal boundary.

Phase II of the project is not part of the State Implementation Plan commitment. The Boston Region MPO members think that this is an important project and voted to include this phase in the Recommended Plan by flexing highway funding to this transit project. Funding in 2016 would initiate design of the project.

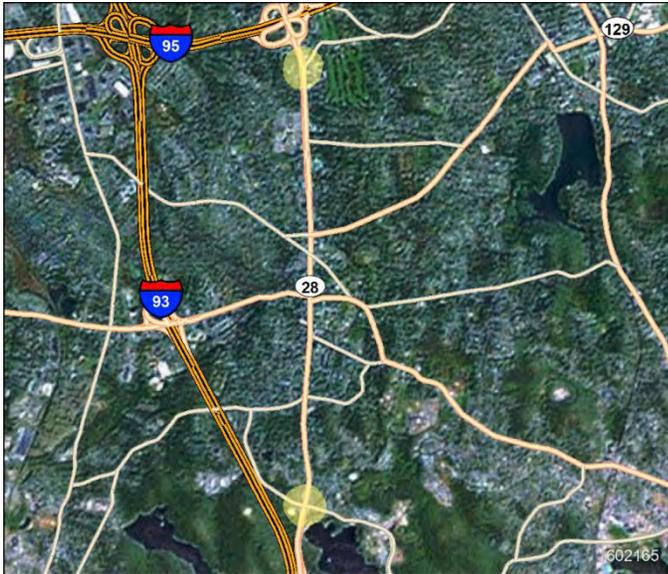
Transit		Model		
Year	Funding Program	Federal Funds	State Funds	Total Funds
2016	CMAQ	\$6,480,000	\$1,620,000	\$8,100,000
Total Funding Programmed		\$6,480,000	\$1,620,000	\$8,100,000

N/A | Somerville

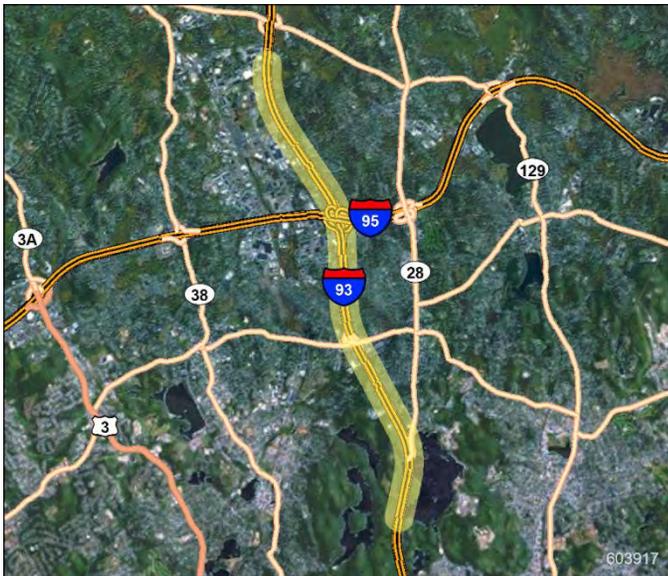
Safe Routes to School (Healey School)

This project will provide bicycle and pedestrian improvements around Healey School in Somerville.

Bicycle & Pedestrian		Exempt	Assumed nominal reduction in CO ₂ from bike/ped infrastructure	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2015	Safe Routes to School	\$768,960	\$0	\$768,960
Total Funding Programmed		\$768,960	\$0	\$768,960



602165		Stoneham		
Signal & Intersection Improvements at Route 28/North Street				
This project will address intersection deficiencies on Route 28 at two Locations: Route 28 at North Street and Route 28 at North Border and South Streets. Widening may be necessary to accommodate more traffic volume. Signal timing improvements and pavement markings will improve intersection efficiency. Route 28 at North Border Street and South Street is on the top 1000 high accident location lists.				
Arterial & Intersection		Exempt	CO ₂ Reduction (Tons per Year): 152	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2016	Statewide CMAQ	\$2,815,823	\$703,956	\$3,519,779
Total Funding Programmed		\$2,815,823	\$703,956	\$3,519,779



603917		Stoneham, Woburn		
Lighting Upgrades on I-93				
This project updates and replaces the highway lighting on route 93 in the City of Woburn.				
Major Highway		Exempt	No CO ₂ Impact	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2014	Infrastructure Program	\$880,000	\$220,000	\$1,100,000
2015	Infrastructure Program	\$4,320,000	\$1,080,000	\$5,400,000
2016	Infrastructure Program	\$2,880,000	\$720,000	\$3,600,000
Total Funding Programmed		\$8,080,000	\$2,020,000	\$10,100,000

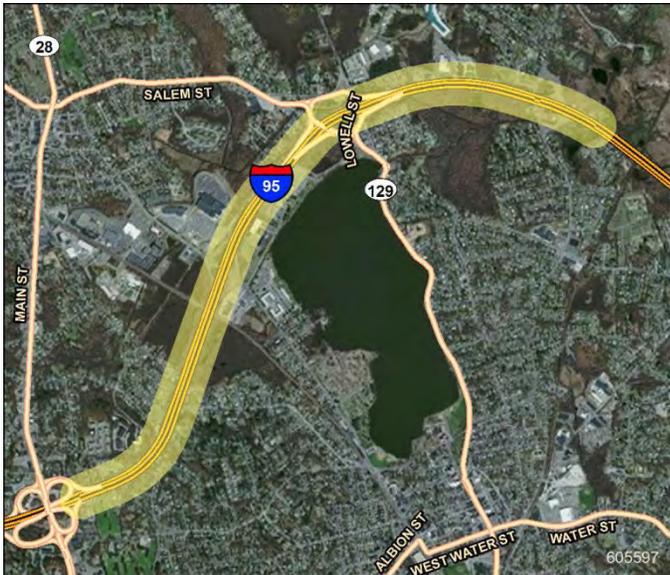


606516	Wakefield
---------------	------------------

Safe Routes to Schools (Dolbeare School)

The proposed improvements include the construction of sidewalks in the following locations surrounding the Dolbeare School: east side of Vernon Street between Lowell Street and Sesame Street, west side of Vernon Street between Lowell Street and school driveway, north side of Lowell Street between Vernon Street and westerly school driveway. The project also includes installation of a pedestrian flasher assembly on Lowell Street in front of the school, installation of pedestrian countdown signals at the Lowell Street / Vernon Street intersection, reconstruction of the Shell gas station driveways to reduce the length of pedestrian crossings, installation of bike racks and better define curb cuts, and construction of sidewalk connections between Lowell Street and Vernon Street and the school entrances.

Bicycle & Pedestrian		Exempt	Assumed nominal reduction in CO ₂ from bike/ped infrastructure		
Year	Funding Program	Federal Funds	State Funds	Total Funds	
2013	Safe Routes to School	\$513,000	\$0	\$513,000	
Total Funding Programmed		\$513,000	\$0	\$513,000	

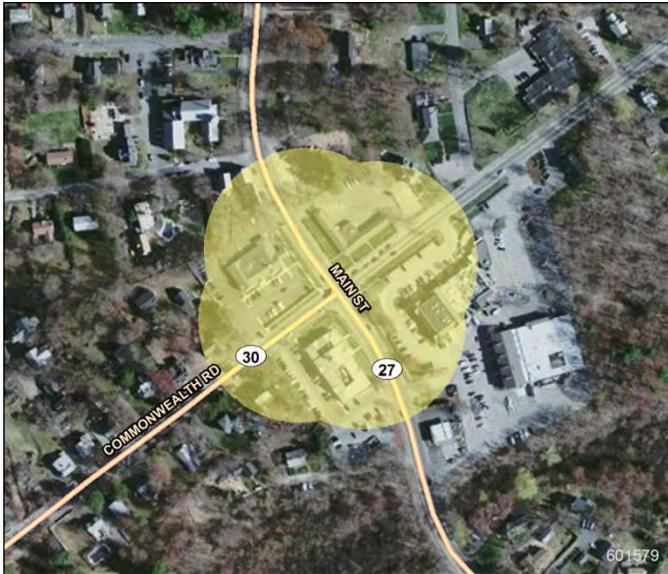


605597	Wakefield, Lynnfield
---------------	-----------------------------

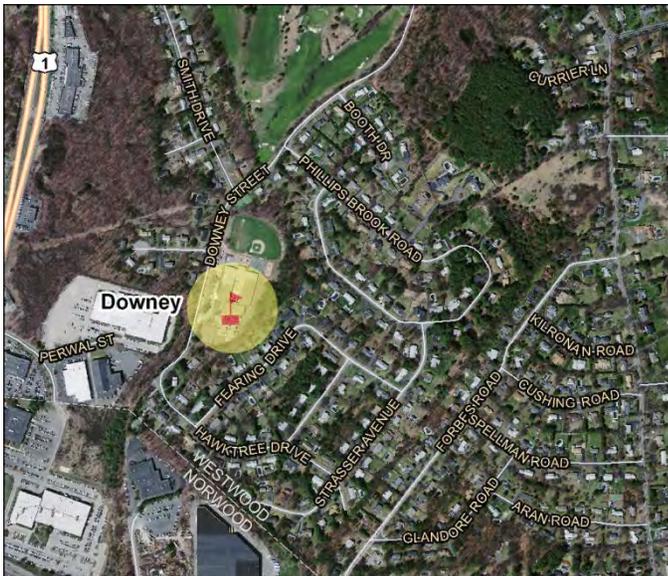
Interstate Maintenance & Related Work on I-95
--

The project will resurface I-95 in Lynnfield and Wakefield from MM 56.6 to MM 60.9 for a total project length of 4.30 miles.

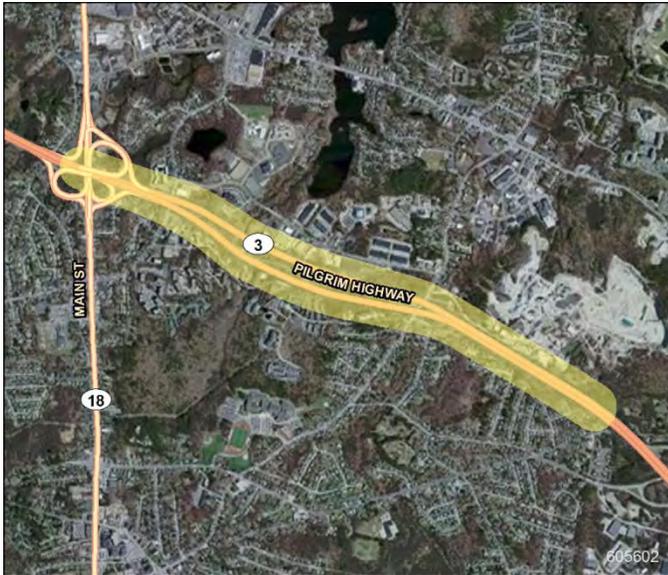
Major Highway		Exempt	No CO ₂ Impact		
Year	Funding Program	Federal Funds	State Funds	Total Funds	
2013	Interstate Maintenance	\$11,416,500	\$1,268,500	\$12,685,000	
Total Funding Programmed		\$11,416,500	\$1,268,500	\$12,685,000	



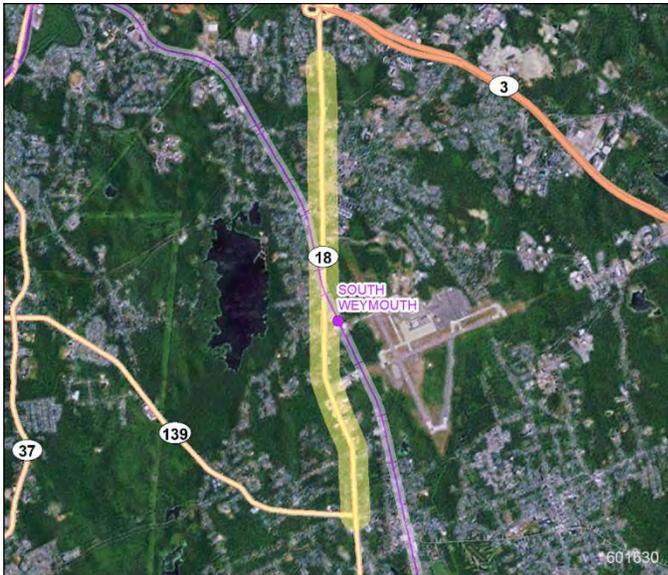
601579		Wayland		
Signal & Intersection Improvements at Route 27 (Main Street) and Route 30 (Commonwealth Road)				
The project will reconstruct, widen and resignalize the intersection of Routes 27 and 30 in Wayland. Sidewalks will be reconstructed and wheelchair ramps installed. Drainage, pavement markings, signs and other incidental work will be included.				
Arterial & Intersection		Exempt	CO₂ Reduction (Tons per Year): 115	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2016	Statewide CMAQ	\$1,643,178	\$410,794	\$2,053,972
Total Funding Programmed		\$1,643,178	\$410,794	\$2,053,972



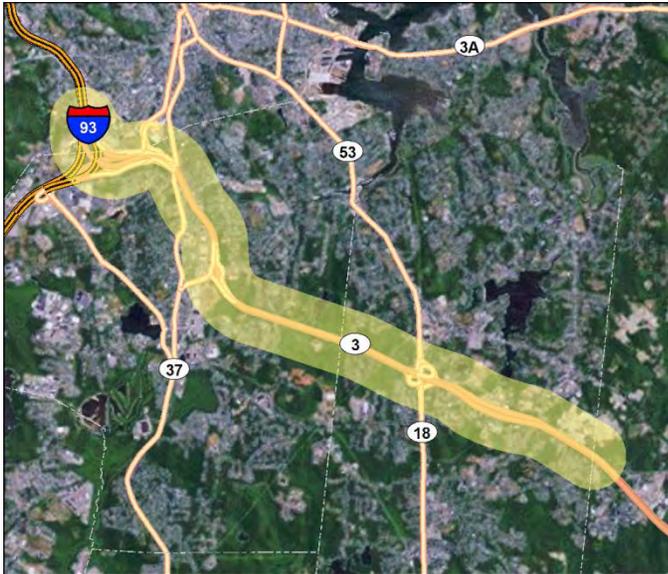
N/A		Westwood		
Safe Routes to School (Downey Elementary)				
This project will provide bicycle and pedestrian improvements around Downey Elementary in Westwood.				
Bicycle & Pedestrian		Exempt	Assumed nominal reduction in CO₂ from bike/ped infrastructure	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2014	Safe Routes to School	\$569,920	\$0	\$569,920
Total Funding Programmed		\$569,920	\$0	\$569,920



605602		Weymouth		
Resurfacing & Related Work on Route 3				
The project will resurface Route 3 in Weymouth from MM 36.0 to 38.0 for a total project length of 2 miles.				
Major Highway		Exempt	No CO ₂ Impact	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	NHS Pavement Preservation	\$2,842,112	\$710,528	\$3,552,640
Total Funding Programmed		\$2,842,112	\$710,528	\$3,552,640



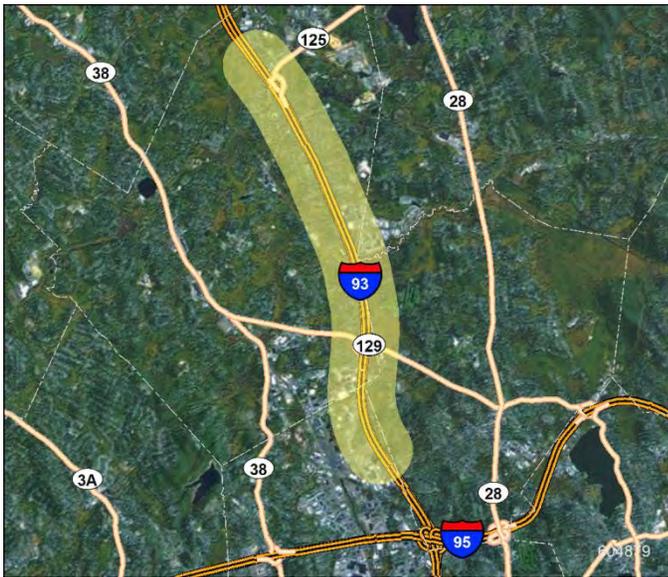
601630		Weymouth, Abington		
Reconstruction & Widening on Route 18 (Main Street) from Highland Place to Route 139 (4.0 Miles), includes Route 18 over the Old Colony Railroad (MBTA)				
This project will add a lane in each direction. The earmark (HPP 1236) will be used for construction.				
Arterial & Intersection		Model		
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013 (Year 1 of 3)	STP	\$2,672,496	\$668,124	\$3,340,620
2013 (Year 1 of 3)	Earmark - HPP 1236 (TEA-21)	\$6,399,504	\$1,599,876	\$7,999,380
2014 (Year 2 of 3)	STP	\$7,057,227	\$1,764,307	\$8,821,534
2014 (Year 2 of 3)	Earmark - HPP 1236 (TEA-21)	\$3,342,773	\$835,693	\$4,178,466
2015 (Year 3 of 3)	STP	\$9,124,869	\$2,281,217	\$11,406,086
2015 (Year 3 of 3)	Earmark - HPP 1236 (TEA-21)	\$2,075,131	\$518,783	\$2,593,914
Total Funding Programmed		\$30,672,000	\$7,668,000	\$38,340,000



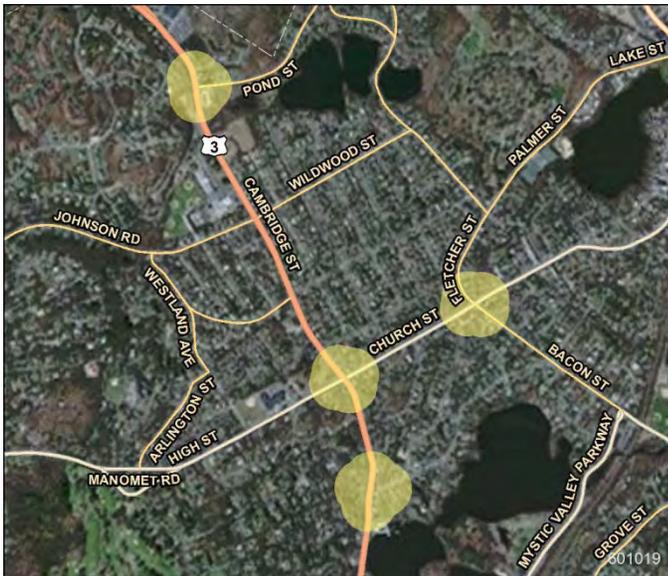
N/A		Weymouth, Braintree, Quincy		
Resurfacing & Related Work on Route 3				
This project funds resurfacing and related work on Route 3.				
Major Highway		Exempt	No CO₂ Impact	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2014	NHS Pavement Preservation	\$7,854,080	\$1,963,520	\$9,817,600
Total Funding Programmed		\$7,854,080	\$1,963,520	\$9,817,600



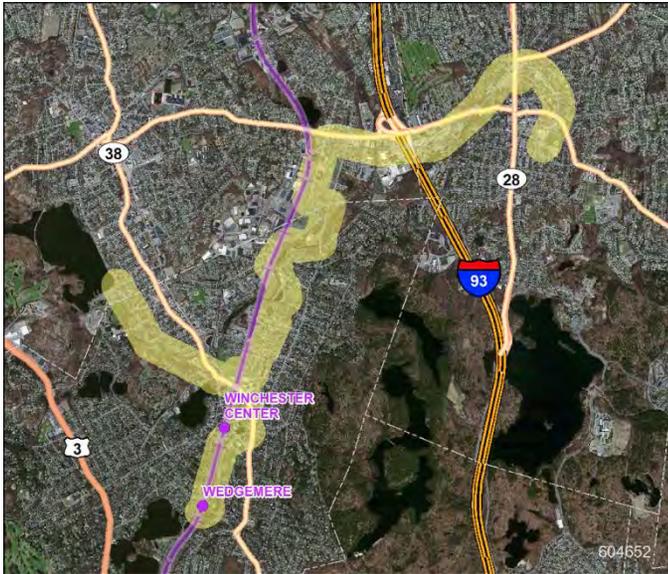
42603		Wilmington		
Bridge Replacement, W-38-002, Route 38 (Main Street) over the B&M Railroad				
The proposed project consists of replacing the Route 38 (Main Street) Bridge over the MBTA tracks, with improvements of the approach roadway.				
Bridge		Exempt	No CO₂ Impact	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2014	Bridge	\$3,594,240	\$898,560	\$4,492,800
Total Funding Programmed		\$3,594,240	\$898,560	\$4,492,800



604879		Wilmington, Woburn		
Interstate Maintenance & Related Work on Route I-93				
The project will resurface I-93 in Wilmington and Woburn from Milepoint 29.7 to 34.5 for a project length of 5.90 miles.				
Major Highway		Exempt	No CO₂ Impact	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Interstate Maintenance	\$13,032,864	\$1,448,096	\$14,480,960
Total Funding Programmed		\$13,032,864	\$1,448,096	\$14,480,960



601019		Winchester		
Signals & Improvements at 4 Locations on Church Street & Route 3 (Cambridge Street)				
This project will enhance safety and improve efficiency by installing new traffic signals at the intersection of Cambridge St. (Route 3) and Pond St. and the intersection of Cambridge St., Everett Ave. and Myopia Rd. Also, the existing traffic signals at the intersection of Cambridge St. and Church St./High St. and the intersection of Church St. and Bacon St./Fletcher St. will be replaced and new turning lanes will be added for greater efficiency of flow. The intersection of Cambridge St. and Church St./High St. and the intersection of Cambridge St. and Everett Ave. and Myopia Rd. will be coordinated to further improve traffic flow.				
Arterial & Intersection		Exempt	CO₂ Reduction (Tons per Year): 362	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2014	Statewide CMAQ	\$3,316,271	\$829,068	\$4,145,339
Total Funding Programmed		\$3,316,271	\$829,068	\$4,145,339



604652 | Winchester, Stoneham, Woburn

Tri-Community Bikeway

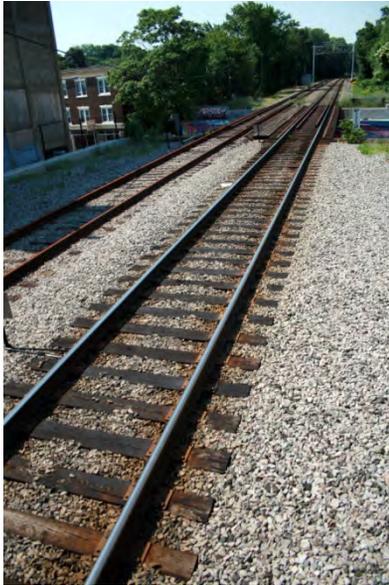
The project involves the construction of a bikeway from the Wedgemere MBTA station in Winchester northerly to Horn Pond in Woburn and Recreation Park in Stoneham, a total distance of approximately 7 miles. The objective of this project is to provide non-motorized access to commuter rail property, schools, recreation and commercial areas along the length of the bikeway and, subsequently, reduce congestion and improve air quality by converting some motorized traffic to non-motorized.

Bicycle & Pedestrian 70 points		Exempt	CO ₂ Reduction (Tons per Year): 435	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2015	CMAQ	\$4,343,288	\$1,085,822	\$5,429,110
Total Funding Programmed		\$4,343,288	\$1,085,822	\$5,429,110

TRANSIT ELEMENT



MBTA		Subway, Commuter Rail, Silver Line, Bus		
Revenue Vehicles				
<p>The Revenue Vehicles program is composed primarily of reinvestment in subway, commuter rail and bus fleets. Subway projects to be funded include major component replacements on the Orange and Red Lines, and repair and replacement efforts for the Green Line No. 7 fleet. Commuter rail projects include procurement of new locomotives and coaches and midlife overhaul for several locomotive and coach fleets. Bus projects include procurement of additional vehicles and overhaul of all buses procured through 2005.</p>				
Transit		Exempt	TBD	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Section 5307 (2012)	\$32,399,405	\$8,099,851	\$40,499,256
2013	Section 5307 (2010)	\$95,487,128	\$23,871,782	\$119,358,910
2013	Section 5309 (2012)	\$93,739,299	\$23,434,825	\$117,174,124
2014	Section 5307	\$35,000,000	\$8,750,000	\$43,750,000
2014	Section 5309	\$72,000,000	\$18,000,000	\$90,000,000
2015	Section 5307	\$55,000,000	\$13,750,000	\$68,750,000
2015	Section 5309	\$58,000,000	\$14,500,000	\$72,500,000
2016	Section 5307	\$60,000,000	\$15,000,000	\$75,000,000
2016	Section 5309	\$70,000,000	\$17,500,000	\$87,500,000
Total Funding Programmed		\$571,625,832	\$142,906,458	\$714,532,290



MBTA		Subway, Commuter Rail		
Track/Right-of-Way				
The Track/Right-of-Way program funds maintenance and modernization of infrastructure within the right-of-way such as track, ties, and ballast. The current program invests in systematic maintenance of subway rights-of-way, while a smaller portion is allocated to replacement of rails and ties on the commuter rail system. This program will primarily fund the replacement of railroad ties along the Old Colony corridor and on-going subway track infrastructure needs.				
Transit		Exempt	No CO ₂ Impact	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2016	Section 5307	\$25,000,000	\$6,250,000	\$31,250,000
Total Funding Programmed		\$25,000,000	\$6,250,000	\$31,250,000



MBTA		Systemwide		
Power Program				
The Power Program is responsible for powering the entire network of subway, trackless trolley, light rail lines, commuter rail system, and ferry facilities. Capital improvements in the power program include cable upgrades and traction power equipment upgrades along the Red Line and Orange Line, and rebuilding of the trackless trolley overhead system.				
Transit		Exempt	TBD	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Section 5307	\$47,267,526	\$11,816,882	\$59,084,408
2013	Section 5307 (2011)	\$60,000,000	\$15,000,000	\$75,000,000
2013	Section 5309 (2009, 2010 & 2011)	\$60,000,000	\$15,000,000	\$75,000,000
Total Funding Programmed		\$167,267,526	\$41,816,882	\$209,084,408



MBTA | Subway, Commuter Rail, Silver Line, Tunnels

Facilities (Yards, Shops, Parking, etc.)

The Facilities (Yards, Shops, Parking, etc.) program funds maintenance and modernization of the facilities, yards and shops where regularly scheduled maintenance and emergency repairs occur. A significant portion of the program is devoted to new construction or renovation of existing bus facilities to serve special hybrid and CNG buses. Improvements will occur at the Everett, Wellington, Cabot, and Charlestown maintenance facilities.

Transit		Exempt	No CO ₂ Impact	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Section 5307	\$15,000,000	\$3,750,000	\$18,750,000
2013	Section 5307 (2011)	\$17,600,000	\$4,400,000	\$22,000,000
2013	Section 5309 (2011)	\$14,035,441	\$3,508,860	\$17,544,301
2014	Section 5307	\$20,000,000	\$5,000,000	\$25,000,000
2016	Section 5307	\$25,000,000	\$6,250,000	\$31,250,000
Total Funding Programmed		\$91,635,441	\$22,908,860	\$114,544,301



MBTA | Subway

Signals

The Signals program funds ongoing maintenance of the MBTA's signal system to ensure that proper train separation principles for route integrity, speed control and broken rail protection are employed in the design. The MBTA employs two basic types of signal design philosophies: Absolute Block Signaling (ABS), as installed on the Blue and Green lines, and Automatic Train Control (ATC), as installed on the Red and Orange Lines.

Transit		Exempt	No CO ₂ Impact	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Section 5309 (2011)	\$41,600,000	\$10,400,000	\$52,000,000
Total Funding Programmed		\$41,600,000	\$10,400,000	\$52,000,000



MBTA | Subway, Commuter Rail, Silver Line, Bus

Stations (Accessibility)

The Stations (Accessibility) program funds accessibility improvements at all MBTA heavy rail, light rail, commuter rail, Silver Line, and bus stations. The program also includes major bus transfer stations, bus stops, and shelters. The majority of this program is devoted to renovation of subway stations and systemwide replacement of escalators and elevators. Extensive station renovation work is being completed on the Red and Blue Lines at stations serving communities in Dorchester, Mattapan, East Boston, and downtown Boston. Most of the funding is invested in subway stations, particularly work to modernize Blue Line stations to allow for six-car trains, and to complete the renovation of five stations along the Dorchester branch of the Red Line.

Transit		Exempt	Assumed nominal reduction in CO ₂ from transit infrastructure		
Year	Funding Program	Federal Funds	State Funds	Total Funds	
2013	Section 5307	\$49,958,580	\$12,489,645	\$62,448,225	
2013	Section 5307 (2012)	\$22,000,000	\$5,500,000	\$27,500,000	
2013	Section 5307 (2011)	\$30,763,964	\$7,690,991	\$38,454,955	
2013	Section 5307 (2009 & 2010)	\$26,378,210	\$6,594,553	\$32,972,763	
2013	Section 5309	\$42,274,867	\$10,568,717	\$52,843,584	
Total Funding Programmed		\$171,375,621	\$42,843,906	\$214,219,527	



MBTA		Systemwide		
Bridges & Tunnels				
The Bridges and Tunnels program upgrades and maintains the 476 systemwide bridges owned by the MBTA. There are nine active bridge projects, including rehabilitation of the Merrimack River Bridge, two Shawsheen River bridges, Dean Road and two Neponset River bridges.				
Transit		Exempt	No CO ₂ Impact	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Section 5309	\$48,000,000	\$12,000,000	\$60,000,000
2014	Section 5307	\$60,000,000	\$15,000,000	\$75,000,000
2015	Section 5307	\$60,000,000	\$15,000,000	\$75,000,000
Total Funding Programmed		\$168,000,000	\$42,000,000	\$210,000,000



MBTA		Systemwide		
Preventative Maintenance				
The Preventative Maintenance program funds preventative maintenance on buses, vehicles, stations, and other MBTA facilities.				
Transit		Exempt	TBD	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Section 5307	\$12,000,000	\$3,000,000	\$15,000,000
2014	Section 5307	\$12,000,000	\$3,000,000	\$15,000,000
2015	Section 5307	\$12,000,000	\$3,000,000	\$15,000,000
2016	Section 5307	\$12,000,000	\$3,000,000	\$15,000,000
Total Funding Programmed		\$48,000,000	\$12,000,000	\$60,000,000



MBTA	Systemwide
-------------	-------------------

Systems Upgrades

The Systems Upgrades program funds upgrades on rapid transit and commuter rail systems. The program includes funding for the Light Rail Accessibility Program (LRAP) for the Green Line to modernize stations, install elevators, raise platforms, and construct new headhouses. Green Line stations scheduled to receive these improvements include Government Center, Arlington, and Copley.

Transit		Exempt	TBD	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Section 5307	\$8,786,066	\$2,196,517	\$10,982,583
2013	Section 5307 (2012)	\$1,612,767	\$403,192	\$2,015,959
2013	Section 5307 (2011)	\$807,254	\$201,814	\$1,009,068
2013	Section 5309	\$3,707,035	\$926,759	\$4,633,794
2013	Section 5309 (2012)	\$242,603	\$60,651	\$303,254
2013	Section 5309 (2011)	\$17,134,892	\$4,283,723	\$21,418,615
2014	Section 5307	\$6,012,172	\$1,503,043	\$7,515,215
2014	Section 5309	\$21,981,902	\$5,495,476	\$27,477,378
2015	Section 5307	\$6,012,172	\$1,503,043	\$7,515,215
2015	Section 5309	\$35,981,902	\$8,995,476	\$44,977,378
2016	Section 5307	\$11,012,172	\$2,753,043	\$13,765,215
2016	Section 5309	\$23,981,902	\$5,995,476	\$29,977,378
Total Funding Programmed		\$137,272,839	\$34,318,211	\$171,591,050

MBTA		Systemwide		
Paratransit Customers Program				
Proposes to improve mobility for paratransit customers by subsidizing non-ADA mandated trips via taxi. Trips could include same-day reservations, destinations from or to the new Premium Service area, or to connect to other RTAs. Service would be available 24 hours a day, 7 days per week.				
Transit		Exempt	TBD	
Year	Funding Program	Federal Funds	Local Funds	Total Funds
2013	Section 5317 (New Freedom)	\$115,429	\$28,857	\$144,286
2014	Section 5317 (New Freedom)	\$131,942	\$32,986	\$164,928
Total Funding Programmed		\$247,371	\$61,843	\$309,214



CATA		Cape Ann		
Cape Ann Transportation Authority				
The Section 5307 funds will be used for preventative maintenance, bus replacement, facility maintenance, and support and equipment.				
Transit		Exempt	TBD	
Year	Funding Program	Federal Funds	State Funds	Total Funds
2013	Section 5307	\$514,000	\$281,000	\$795,000
2014	Section 5307	\$514,114	\$281,000	\$795,114
2015	Section 5307	\$514,114	\$281,000	\$796,114
2016	Section 5307	\$173,000	\$301,000	\$474,000
Total Funding Programmed		\$1,715,228	\$1,144,000	\$2,859,228

MWRTA		MetroWest		
MetroWest Regional Transit Authority				
The Section 5307 funds will be used for paratransit and for equipment and facilities. The Section 5316 (JARC) funds will be used for a technology grant in FFY 2013 and for communications in FFY 2014, as well as for Route 9 Extended Service in FFY 2013 and FFY 2014. Route 9 Extended Service would link the MWRTA with the WRTA, from the Woodland Green Line Station to Westborough Technology Park.				
Transit		Exempt	TBD	
Year	Funding Program	Federal Funds	Local Funds	Total Funds
2013	Section 5307	\$1,668,698	\$467,175	\$2,135,873
2013	Section 5316 (JARC)	\$464,000	\$66,000	\$530,000
2013	Section 5316 (JARC)	\$300,000	\$262,500	\$562,500
2014	Section 5307	\$1,668,698	\$417,175	\$2,085,873
2014	Section 5316 (JARC)	\$258,700	\$64,675	\$323,375
2014	Section 5316 (JARC)	\$300,000	\$262,500	\$562,500
2015	Section 5307	\$1,668,698	\$417,175	\$2,085,873
2016	Section 5307	\$1,668,698	\$417,175	\$2,085,873
Total Funding Programmed		\$7,997,492	\$2,374,375	\$10,371,867

		Acton		
LRTA Road Runner				
Acton currently offers four transportation services that are managed and dispatched by 3 different entities. The Road Runner Service, managed by the LRTA, is a paratransit service that can be used for many trip purposes including medical trips to Boston and Burlington. The LRTA has agreed to allow Acton to improve efficiency by dispatching the Road Runner van along with its COA van.				
Transit		Exempt	TBD	
Year	Funding Program	Federal Funds	Local Funds	Total Funds
2013	Section 5317 (New Freedom)	\$26,000	\$26,000	\$52,000
Total Funding Programmed		\$26,000	\$26,000	\$52,000

North Shore				
North Shore Career Center (NSCC) - Mobility Management and Employment Express				
Continues a subscription paratransit service providing access from across the North Shore to employment corridors in Salem, Peabody, and Danvers that are not served by the MBTA. Mobility management includes an advisory service for persons with disabilities and low income individuals, helping them to access appropriate and affordable transportation throughout the North Shore. Expand services to include Beverly and Lynn and individuals who may no longer be eligible for THE RIDE.				
Transit		Exempt	TBD	
Year	Funding Program	Federal Funds	Local Funds	Total Funds
2013	Section 5316 (JARC)	\$263,790	\$202,665	\$466,455
2013	Section 5317 (New Freedom)	\$263,790	\$202,665	\$466,455
Total Funding Programmed		\$527,580	\$405,330	\$932,910

South Shore				
Friendship Home – Wheels to Work				
Enhances opportunities for people with developmental disabilities to participate in job training, internships, and paid employment by providing transportation. Job sites include councils-on-aging, Habitat for Humanity project sites, South Shore Hospital, and shelters. A portion of the service area does not have THE RIDE or other means of public transportation.				
Transit		Exempt	TBD	
Year	Funding Program	Federal Funds	Local Funds	Total Funds
2013	Section 5317 (New Freedom)	\$25,500	\$25,500	\$51,000
2014	Section 5317 (New Freedom)	\$26,350	\$26,350	\$52,700
2015	Section 5317 (New Freedom)	\$26,250	\$26,250	\$52,500
Total Funding Programmed		\$78,100	\$78,100	\$156,200

North Shore				
Greater Lynn Senior Services (GLSS) - Reaching Beyond Borders: The GLSS Mobility Links Project				
A community-wide planning project to create a strategic plan to address mobility barriers across the region. The plan will integrate mobility management across 19 communities and improve efficiency through transportation coordination, reducing redundancy and increasing access and ridership to existing transportation as well as hidden resources to increase transportation options.				
Transit		Exempt	TBD	
Year	Funding Program	Federal Funds	Local Funds	Total Funds
2013	Section 5317 (New Freedom)	\$169,764	\$169,764	\$339,528
Total Funding Programmed		\$169,764	\$169,764	\$339,528

INTRODUCTION

The 1990 Clean Air Act Amendments (CAAA) require metropolitan planning organizations within nonattainment areas to perform air quality conformity determinations prior to the approval of Long-Range Transportation Plans (LRTPs) and Transportation Improvement Programs (TIPs), and at such other times as required by regulation. A nonattainment area is one that the United States Environmental Protection Agency (EPA) has designated as not meeting certain air quality standards. A conformity determination is a demonstration that plans, programs, and projects are consistent with the State Implementation Plan (SIP) for attaining the air quality standards. The CAAA requirement to perform a conformity determination ensures that federal approval and funding go to transportation activities that are consistent with air quality goals. This chapter presents information and analyses for the air quality conformity determination of the federal fiscal years (FFYs) 2013–16 Transportation Improvement Program, as required by federal regulations (40 CFR Part 93) and the Massachusetts Conformity Regulations (310 CMR 60.03). It also includes the regulatory framework, conformity requirements, planning assumptions, mobile-source emission budgets, and conformity consultation procedures related to the determination.

LEGISLATIVE BACKGROUND

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

In 1997, the EPA proposed a new, eight-hour ozone standard that replaced the one-hour standard, effective June 15, 2005. Scientific information had shown that ozone could affect human health at lower levels, and over longer exposure times than one hour. The new standard was challenged in court, and after a lengthy legal battle, the courts upheld it. It was finalized in June 2004. The eight-hour standard is 0.08 parts per million, averaged over eight hours and not to be exceeded more than once per year. Nonattainment areas were again further classified based on the severity of the eight-hour values. Massachusetts as a whole was classified as being in moderate nonattainment for the eight-hour standard, but it

was separated into two nonattainment areas—Eastern Massachusetts and Western Massachusetts.

The Eastern Massachusetts Ozone Nonattainment Area includes all of Barnstable, Bristol, Dukes, Essex, Middlesex, Nantucket, Norfolk, Suffolk, and Worcester counties. With this nonattainment classification, the CAAA requires the Commonwealth to reduce its emissions of volatile organic compounds (VOCs) and nitrogen oxides (NOx), the two major precursors to ozone formation, to achieve attainment of the eight-hour ozone standard by 2009.

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

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

On January 31, 2008, the Massachusetts Department of Environmental Protection (DEP) submitted to the EPA a revision of the Massachusetts SIP that included a revised eight-hour ozone attainment demonstration for Eastern Massachusetts. This SIP revision included a 2009 mobile-source emission budget for VOC and NOx emissions in the Eastern Massachusetts Ozone Nonattainment Area. The EPA found the eight-hour budget adequate for conformity purposes on March 18, 2008. The Boston Region MPO must show conformity with this eight-hour budget.

CONFORMITY REGULATIONS

Designated MPOs are required to perform conformity determinations by ozone nonattainment area for their LRTPs and TIPs. Section 176 of the CAAA defines conformity to a State Implementation Plan to mean conformity to the plan’s purpose of eliminating or

reducing the severity and number of violations of the NAAQS and achieving expeditious attainment of the standards. The Boston Region MPO must certify with regard to the activities outlined in the LRTP and TIP that:

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

The EPA issued final conformity regulations in the November 24, 1993, *Federal Register*, and DEP issued conformity regulations effective December 30, 1994. They set forth requirements for determining conformity of LRTPs, TIPs, and individual projects. The federal conformity regulations were amended several times through August 2010. The components of the required conformity analysis are listed below and are explained in detail subsequently.

Conformity Criteria

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

Procedures for Determining Regional Transportation Emissions

The Conformity Test

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

This conformity determination will show the consistency of the TIP with the 2009 mobile-source emission budget for VOCs and NO_x in the Eastern Massachusetts Ozone Nonattainment Area and with the CO emission budget for the Boston, Cambridge, Chelsea, Everett, Malden, Medford, Quincy, Revere, and Somerville maintenance area.

CONFORMITY DETERMINATION CRITERIA

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

HORIZON-YEAR REQUIREMENTS

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

- 2010 – Milestone Year: This year is currently being used as the base year for calculating emission reductions of VOCs and NO_x.
- 2016 – Milestone Year and Analysis Year: This year is used to show conformity with the CO budget in the Boston nonattainment area and the 2009 ozone budget in Eastern Massachusetts.
- 2020 – Analysis Year.
- 2025 – Analysis Year.
- 2035 – Horizon Year: Last forecast year of the LRTP.

LATEST PLANNING ASSUMPTIONS

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

- Population, households, and household size: Year 2009 data at a community level received from the U.S. Census Bureau. Community to TAZ-level (transportation analysis zone) distribution based on Census 2000 allocation.
- Employment: The Central Transportation Planning Staff's Eastern Massachusetts Site-Level Employment Database for 2009, finalized in 2010.
- Household income, resident workers, and vehicle ownership: The data from Summary File 3 data for Massachusetts from the 2000 U.S. Census of Population and Housing were interpolated to produce year 2009 data.
- Household workers: The year 2009 data were arrived at by interpolating Census Transportation Planning Package Part 1 for Massachusetts from the 2000 U.S. Census of Population and Housing.
- Traffic volumes: MassDOT 2008–09 Traffic Volumes for the Commonwealth of Massachusetts. Traffic counts taken for external stations and screen lines were used.
- Population, household, and employment forecasts: The forecasts of population, households, and employment for the 101 cities and towns within the Boston Region MPO area were developed by the Metropolitan Area Planning Council (MAPC) using what is called the "MetroFuture" scenario. This scenario was developed by altering a number of assumptions from their previous Extended Growth scenario. The MetroFuture scenario seeks to channel regional growth and development by targeting the majority of growth to denser areas with already available water, sewer, and transit infrastructure. In this scenario, it is assumed that a greater percentage of residents will be living within walking distance of transit and of major activity centers. The forecasts of population, households, and employment for the 63 cities and towns outside of the Boston Region MPO that are in the MPO's modeled area were developed by MassDOT and the neighboring regional planning agencies (RPAs).
- Project-level data: Obtained from the responsible implementing agency.

TRANSIT SERVICE POLICY ASSUMPTIONS

The transit service assumptions used in ridership modeling for the TIP were based on MBTA service in the spring of 2009. The model calibration was performed using the following:

- *Ridership and Service Statistics*, 8th edition, MBTA Blue Book, 2009
- Transit On-Board Survey (2008–09)

EMISSION INVENTORY ASSUMPTIONS

For the TIP, conformity is determined in relation to the SIP mobile-source emission budgets that were approved in March 2008 for VOCs and NO_x. The VOC mobile-source emission budget for 2009 for the Eastern Massachusetts Ozone Nonattainment Area has been set at 63.5 tons per summer day, and the 2009 mobile-source emission budget for NO_x is 174.96 tons per summer day.

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

- Cape Cod MPO
- Central Massachusetts MPO
- Merrimack Valley MPO
- Montachusett Region MPO
- Northern Middlesex MPO
- Old Colony MPO
- Southeastern Region MPO
- Martha's Vineyard Commission (considered an MPO for planning purposes)
- Nantucket Planning and Economic Development Commission (considered an MPO for planning purposes)

CO emission projections have been set for the nine cities in the Boston area that are classified as being in attainment for CO. An emission attainment inventory for CO of 501.53 tons per winter day was established for all sources of CO emissions (mobile, industrial, and all other sources) for the redesignation year 1993. Of the 501.53 tons, 305.43 tons per winter day was allocated for mobile sources. In addition to the attainment year inventory, the EPA required that emission projections for every five years through 2010 be developed for all sources to ensure that the combination of all CO emissions would not exceed the 501.53

tons per winter day maximum allowance in the future. The mobile-source emission projection of 228.33 tons per winter day was set for 2010. Emissions from the nine towns in the Boston area may not exceed the amount in the last year of the maintenance plan (2010).

MassDOT's Office of Transportation Planning estimated the results for all of the MPOs in the Eastern Massachusetts Ozone Nonattainment Area using a statewide travel demand model (the Boston Region MPO's regional travel demand model set results were included as the latest planning assumptions for the conformity analysis). The air quality analysis has been finalized for all of the MPOs, and MassDOT has made the final conformity determination for this ozone nonattainment area.

LATEST EMISSION MODEL

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

The input variables used in this conformity determination were received from DEP. The inputs used for the 2009 Base Year were the same as those used in determining the latest emissions inventory for the Commonwealth of Massachusetts. The inputs used for the years 2009 through 2030 were also received from DEP, and include information on programs that were submitted to the EPA as the strategy for the Commonwealth to attain ambient air quality standards.

TIMELY IMPLEMENTATION OF TRANSPORTATION CONTROL MEASURES

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

TCMs were also submitted as a SIP commitment as part of the Central Artery/Tunnel project mitigation. The status of these projects has been updated using the Administrative Consent Order (ACO) signed by the Executive Office of Transportation and the Executive

Office of Environmental Affairs (EOEA) in September 2000 and January 2005, and the SIP – Transit Commitments Status Report, which was submitted by MassDOT to DEP in April 2012. All of the projects are included in the TIP as recommended or completed projects. They include:

- Southeast Expressway High-Occupancy-Vehicle (HOV) Lane
- HOV Lane on I-93 to Mystic Avenue
- 20,000 New Park-and-Ride Spaces
- Ipswich Commuter Rail Extension to Newburyport
- Old Colony Commuter Rail Extension
- Framingham Commuter Rail Extension to Worcester
- South Boston Piers Transitway

Reevaluation Process of SIP TCMs

MassDOT and DEP went through an extensive process for reevaluating TCMs that had been included in the original Central Artery SIP that had not been completed on schedule – the Green Line Arborway Restoration, the Red Line–Blue Line Connector, and the Green Line Extension to Ball Square/Tufts University. This process began in 2004 and was completed in 2008. The outcome included DEP’s agreeing to the following alternative commitments:

- Fairmount Line Improvements.
- 1,000 New Parking Spaces in the Boston Region.
- Complete a final design of the Red Line–Blue Line Connector from the Blue Line at Government Center to the Red Line at Charles Station.
- Enhanced Green Line extended beyond Lechmere to Medford Hillside and Union Square.

MassDOT announced through its State Implementation Plan – Transit Commitments 2011 Status Report submitted to DEP on July 27, 2011, that they are proposing delays or changes to these projects. In that submission, MassDOT included a Petition to Delay for the Fairmount Line Improvements project and the 1,000 New Parking Spaces. They also made

a formal request to remove the Red Line–Blue Line project and informed DEP that the Green Line Extension to College Avenue will be delayed. MassDOT worked with DEP to set up a process for addressing these changes and continues to keep the Boston Region MPO informed of this process through its monthly reports at their regularly scheduled meetings. The Boston Region MPO will continue to include these projects in the LRTP and TIP until the process has been completed, assuming that any interim projects or programs will provide equal or better emission benefits. When the process has been completed, the MPO will amend the LRTP and its conformity determination to include any changes (including any interim projects or programs). A status of each of these projects as reported in the status report is provided below.

A Status Report of the Uncompleted SIP Projects

A more detailed description of the status of these projects can be found at <http://www.eot.state.ma.us/default.asp?pgid=content/transitCommitment&sid=about>.

Fairmount Line Improvements Project – SIP Requires Completion by December 2011

Project Status

MassDOT and the MBTA anticipate that the Four Corners, Talbot Avenue, and Newmarket stations will be incrementally completed in 2013. A station at Blue Hill Avenue, which had provoked controversy among abutters, is now moving forward. The station is tentatively scheduled for construction advertisement in October 2012, with anticipated construction to start in early 2013. MassDOT and the MBTA began the formal Petition to Delay process for the Fairmount Line Improvements project and prepared a list of potential interim reduction offset measures. The proposed measures were developed with the input and assistance of Fairmount Line stakeholders, and MassDOT believes that the potential offset measures meet the standard of being within the transit ridership area required in the SIP. The measures include shuttle bus service from Andrew Square to Boston Medical Center and increased bus service on bus Route 31 serving Dorchester and Mattapan. These measures are currently in place.

Funding Source: the Commonwealth

1,000 New Parking Spaces – SIP Requires Completion by December 2011

Project Status

MassDOT and the MBTA did not meet the SIP deadline for this project because construction of the Wonderland garage, which will provide 612 of the required spaces, fell behind schedule. MassDOT and the MBTA currently anticipate that the Wonderland



project will be completed by June 30, 2012. MassDOT and the MBTA do not believe that there will be a measurable loss of air quality improvement; nonetheless, they have proposed increased Saturday bus service on Route 111, the highest-ridership route serving the communities to the northeast of Boston, as interim mitigation. The remaining 388 required spaces are being provided through other, smaller parking projects throughout the MBTA system and are open for use.

Funding Source: the Commonwealth

Red Line–Blue Line Connector – Final Design – SIP Requires Completion by December 2011

Project Status

MassDOT and the MBTA have proposed to nullify the commitment to perform final design of the Red Line–Blue Line Connector due to the unaffordability of the eventual construction of the project. MassDOT has initiated a process to amend the SIP to permanently and completely remove the obligation to perform final design of the Red Line–Blue Line Connector. To this end, MassDOT will work with DEP and with the general public on the amendment process. MassDOT is not proposing to substitute any new projects in place of the Red Line–Blue Line Connector commitment, given the absence of any air quality benefits associated with the current Red Line–Blue Line commitment (final design only). Correspondence from MassDOT to DEP formally initiating the amendment process was submitted on July 27, 2011, and is posted on the MassDOT website. This is the beginning of a process that includes a formal public comment period and public meeting. This process could take up to two years based on past experience.

Funding Source: MassDOT is proposing to nullify this commitment

Green Line Extension Project – SIP Requires Completion by December 2014

Project Status

MassDOT and the MBTA have performed an in-depth risk assessment for the project, which is now trending for completion in 2018–2020. MassDOT and the MBTA are beginning the process of formally petitioning DEP on the delay and they will be developing a list of potential interim reduction offset measures, to be informed by public input.

MassDOT, which has committed substantial resources to the Green Line Extension project, a top transportation priority of the Commonwealth and the largest expansion of the MBTA rapid transit system in decades, has transitioned the project from the planning and

environmental review phases to design, engineering, and eventual construction, coupled with the tasks associated with applying for New Starts funding. As part of this transition, the MBTA assumed the lead project management responsibility for the ongoing development of the Green Line Extension project, with MassDOT continuing to support the MBTA on an as-needed basis. This transition to design, engineering, and construction represents the achievement of a crucial and exciting milestone for the Green Line Extension project, which has now progressed farther and closer to implementation, with the support and advocacy of elected leaders, municipal officials, organized advocates, and hundreds of individual members of the public, than at any time in the past.

Together, MassDOT and the MBTA have also managed an extensive community and public participation effort for the Green Line Extension project, which enjoys widespread support from local officials and the public in general. This community participation effort, while time-consuming, has made the project better and more responsive to public concerns, and is appropriate for a project of this magnitude and importance to the surrounding community and to the region as a whole.

The Green Line Extension is an enormously complex capital project, with many tasks and subtasks that must be completed, some in sequence and some in parallel, in order for the first rider to travel from a relocated Lechmere Station toward Union Square and College Avenue. In the 2010 SIP Status Report, MassDOT indicated that the Green Line Extension project was tracking for completion at the end of October 2015, 10 months past the legal deadline of December 31, 2014. Then the Green Line Extension project team performed a cost/schedule/risk analysis. As a result, the 2010 schedule projections for the Green Line Extension project were refined. MassDOT and the MBTA now have a much deeper and more nuanced understanding of the constraints and limitations that must be managed in order to implement the Green Line Extension project.

Based upon those continuing analyses, MassDOT is now projecting a time frame, rather than a specific month or day, for the introduction of revenue service on the Green Line Extension. The points within the time frame are associated with different probabilities, as shown below:

- 10% Probability of Completing – fall of 2018
- 90% Probability of Completing – summer of 2020

This risk-based schedule was developed by recognizing lessons learned on the Greenbush Commuter Rail project, in which the MBTA did not take ownership of needed properties until after the design/build process began, which cost the MBTA both time and money.

MassDOT and the MBTA continue to seek ways to accelerate the project time line where possible, and have met with legislative and municipal leaders to evaluate strategies to incrementally construct and open portions of the project. Detailed design work is continuing on a Phase 1 Early Bridge/Demolition package, which includes the widening of two railroad bridges to accommodate the additional Green Line tracks and the demolition of the MBTA tire storage building at 21 Water Street in the Lechmere area to provide parking and a staging area for the Phase 2/2A work. Survey, property issues, drainage design, and retaining wall design are all being worked on and advanced, along with coordination with the Cities and the abutters. A public meeting to review the scope of that contract was held on January 25, 2012. It is still expected that the bidding for the work will occur during the spring and summer of 2012 after receipt of the FONSI (Finding of No Significant Impact), and construction would begin in fall of 2012. A potential change in the program delivery methodology is still being evaluated, and legislative language requesting authorization to use a delivery method called Construction Manager/General Contractor to deliver the Green Line program has been developed. With a Request for Qualifications for the completion of the advanced Preliminary Engineering and Final Design now advertised and available, staff are working on the more detailed scope of services to accompany the Request for Proposals to be issued to the most qualified firms. An informational forum for designers and contractors was held on February 27, with attendance of over 100 interested parties.

The time line listed above represents a substantial delay beyond the current SIP deadline of December 31, 2014, triggering the need to provide interim emission reduction offset projects and measures for the period of the delay (beginning January 1, 2015). Working with the Central Transportation Planning Staff, MassDOT and the MBTA are currently initiating the process of calculating the reductions of NMHC, CO, and NOx – reductions equal to or greater than the reductions projected for the Green Line Extension itself, as specified in the SIP regulation – that will be required for the period of the delay. Once that process is complete, MassDOT and the MBTA will develop a portfolio of interim projects and/or measures that can meet the requirement, and will seek input from both DEP and the general public on the portfolio.

MassDOT and the MBTA are aware of the strong public interest in potential interim emission reduction offsets, having already received many suggestions and recommendations; they will strive to make use of ideas presented to them by the public whenever possible. However, MassDOT and the MBTA are acutely aware of the need for any selected interim emission reduction offsets to quantitatively and demonstrably meet the emission reduction threshold established in the SIP regulation, and will be subjecting potential interim emission reduction offsets to necessary rigorous analysis by the Central

Transportation Planning Staff. MassDOT and the MBTA are also sensitive to the constrained fiscal environment in which all of the Massachusetts transportation agencies currently operate, and will weigh fiscal concerns when selecting appropriate interim emission reduction offsets.

Funding Source: the Commonwealth

Russia Wharf Ferry Terminal

Project Status

Building of the Russia Wharf Ferry Terminal was the responsibility of the Central Artery/Tunnel (CA/T) Project. Actual ferry service to the wharf was not included in the SIP requirement, and the CA/T Project is not responsible for providing that service. In May 2006, the CA/T Project requested a deferral of the construction of the facility from DEP and the Boston Conservation Commission (BCC) pending the availability of ferry service and resolution of the status of the Old Northern Avenue Bridge, which is inadequate to provide the necessary clearance to vessels of a size or configuration suited to regularly scheduled passenger service. The Massachusetts Turnpike Authority completed a marketing demand study in October 2009 to determine the potential demand for service in this area, the type of service that could be provided, and the inherent physical, operational, and financial constraints of this project. In February 2010, this information was forwarded to the Massachusetts Department of Transportation as part of the ongoing evaluation of this facility. This study was completed and sent to the Department of Environmental Protection Waterways Program in February 2012.

Currently, the only water transportation service available at this location is on-call water taxi. There is no regularly scheduled passenger water transportation service, and there is no party with a plan or proposal to provide such service. The City of Boston is moving forward to evaluate design and engineering alternatives to the Old Northern Avenue Bridge that would address the vessel clearance issue, which currently makes operation of regularly scheduled ferry service difficult and inefficient.

Funding Source: the Commonwealth

CONSULTATION PROCEDURES

The conformity regulations require the MPO to make a conformity determination according to consultation procedures set out in the state and federal regulations and to follow public involvement procedures established by the MPO under federal metropolitan transportation-planning regulations.

Both the state and federal regulations require that the Boston Region MPO, MassDOT, DEP, EPA, and the Federal Highway Administration consult on the following issues:

- Selection of regional emissions analysis models, including model development and assessment of project design factors for modeling
- Selection of inputs to the most recent EPA-approved emissions factor model
- Selection of CO hot-spot modeling procedures, as necessary
- Identification of regionally significant projects to be included in the regional emissions analysis
- Identification of projects that have changed in design and scope
- Identification of exempt projects
- Identification of exempt projects that should be treated as nonexempt because of adverse air quality impacts
- Identification of the latest planning assumptions and determination of consistency with SIP assumptions

These issues have all been addressed through consultation among the agencies listed above.

PUBLIC PARTICIPATION PROCEDURES

Title 23 CFR Sections 450.324 and 40 CFR 90.105(e) require that the development of the LRTP, TIP, and related certification documents provide an adequate opportunity for public review and comment.

Section 450.316(b) establishes the outline for MPO public participation programs. The Boston Region MPO's public participation program was adopted in June 2007 and amended in April 2010. The development and adoption of this program conform to these requirements. The program guarantees public access to the LRTP and TIP and all supporting documentation, provides for public notification of the availability of the LRTP and TIP and the public's right to review the draft documents and comment on them, and provides a public review and comment period prior to the adoption of the LRTP and TIP and related certification documents by the MPO.

On April 29, 2012, a public notice was placed in the *Boston Globe* informing the public of its right to comment on this draft document. On June 28, 2012 the Boston Region MPO voted to approve the TIP and its Air Quality Conformity Determination. This allowed ample opportunity for public comment and MPO review of the draft document. These procedures comply with the associated federal requirements.

FINANCIAL CONSISTENCY

Title 23 CFR Section 450.324 and 40 CFR 93.108 require the LRTP and TIP to “be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources and which projects are to be implemented using proposed revenue sources.”

This Boston Region MPO FFYs 2013–16 TIP is financially constrained to projections of federal and state resources reasonably expected to be available during the appropriate time frame. Projections of federal resources are based upon the estimated apportionment of the federal authorizations contained in SAFETEA-LU, the six-year transportation reauthorization bill, as allocated to the region by the state or as allocated among the various Massachusetts MPOs according to federal formulas or MPO agreement. Projections of state resources are based upon the allocations contained in the current state Transportation Bond Bill and historic trends. Therefore, this TIP complies with federal requirements relating to financial planning.

PROCEDURES FOR DETERMINING REGIONAL TRANSPORTATION EMISSIONS

The federal conformity regulations set forth specific requirements for determining transportation emissions. The requirements and the procedures used for the LRTP and TIP are summarized below.

DEMOGRAPHICS, EMPLOYMENT, AND TRANSPORTATION DEMAND

Specific sources of population, household, employment, and traffic information used in the LRTP and TIP have been listed above under the Latest Planning Assumptions section. Chapter 8 of the Boston Region MPO’s current LRTP, *Paths to a Sustainable Region*, outlines recommendations for specific projects for the Boston region for the time period ending in 2035.

Only regionally significant projects are required to be included in the travel-demand modeling efforts. The federal conformity regulations define regionally significant as follows:

A transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sport complexes, etc., or transportation terminals as well as most terminals themselves) and would be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed-guideway transit facilities that offer an alternative to regional highway travel.

In addition, specific projects have been exempt from regional modeling emissions analysis. The categories of exempt projects include:

- Intersection channelization projects
- Intersection signalization projects at individual intersections
- Interchange reconfiguration projects
- Changes in vertical and horizontal alignment
- Truck size and weight inspection stations
- Bus terminals and transfer points

The Recommended LRTP and TIP Network in this conformity determination is composed of projects proposed in the approved TIPs and LRTP, and projects in the MBTA capital budget. A list of the projects that meet these criteria and are included in the Recommended LRTP and TIP Network and this conformity determination is provided in Table 4-1. The list includes all regionally significant projects in the Eastern Massachusetts Ozone Nonattainment Area.

In addition to emissions calculated using the MPO's regional travel demand model set (which includes emissions from cars, trucks, and motorcycles), a separate analysis was performed off-model to determine emissions from commuter rail, commuter boat, and the MBTA bus program. These calculations are shown in Table 4-2.

**TABLE 4-1
Regionally Significant Projects Included in the Regional Transportation Models for
the Eastern Massachusetts Ozone Nonattainment Area**

Analysis Year	Community	Description of Projects Under Construction
Boston Region MPO		
2016	Bedford, Burlington	Middlesex Turnpike Improvements, Phases 1 and 2
2016	Bellingham	Pulaski Boulevard
2016	Boston	Fairmount Line Improvements, including new stations
2016	Boston	East Boston Haul Road/Chelsea Truck Route (new grade-separated roadway)
2016	Concord, Lincoln	Route 2/Crosby's Corner (grade separation)
2016	Danvers	Route 128/Route 35 and Route 62
2016	Hudson	Route 85 (capacity improvements from Marlborough TL to Route 62)
2016	Marshfield	Route 139 Widening (to 4 lanes between School St. and Furnace St.)
2016	Quincy	Quincy Center Concourse, Phase 2 (new roadway: Parking Way to Hancock St.)
2016	Randolph to Wellesley	Route 128 Additional Lanes
2016	Somerville	Assembly Square Orange Line Station
2016	Somerville	Assembly Square Roadways (new and reconfigured)
2016	Weymouth, Hingham, Rockland	South Weymouth Naval Air Station Access Improvements
2016	Regionwide	1,000 Additional Park-and-Ride Spaces
Analysis Year	Community	Description of Recommended Plan Projects
Boston Region MPO		
2016	Beverly	Beverly Station Commuter Rail Parking Garage
2016	Boston	Conley Haul Road
2016	Hanover	Route 53, Final Phase (widening to 4 lanes between Route 3 and Route 123)
2016	Salem	Salem Station Commuter Rail Parking Garage Expansion
2016	Somerville, Cambridge, Medford	Green Line Extension to Medford Hillside/Union Square
2016	Weymouth	Route 18 Capacity Improvements
2020	Bedford, Burlington, Billerica	Middlesex Turnpike Improvements, Phase 3 – widening Plank St. to Manning Rd.
2020	Boston	Sullivan Square/Rutherford Avenue Improvements
2020	Salem	Bridge Street (widening to 4 lanes between Flint St. and Washington St.)
2020	Somerville, Medford	Green Line Extension to Mystic Valley Parkway (Route 16)

Analysis Year	Community	Description of Recommended Plan Projects (continued)
Boston Region MPO		
2025	Canton	I-95 (NB)/Dedham Street Ramp/Dedham Street Corridor (new ramp with widening on Dedham St. from I-95 to University Ave.)
2025	Canton	Interstate 95/Interstate 93 Interchange (new direct-connect ramps)
2025	Newton, Needham	Needham Street/Highland Avenue (includes widening Charles River Bridge)
2025	Woburn	Montvale Avenue (widening from Central St. to east of Washington St.)
2025	Woburn	New Boston Street Bridge (reestablish connection over MBTA Lowell Line)
2035	Braintree	Braintree Split – I-93/Route 3 Interchange
2035	Framingham	Route 126/135 Grade Separation
2035	Reading, Woburn, Stoneham	I-93/I-95 Interchange (new direct connect ramps)
2035	Revere, Malden, Saugus	Route 1 (widening from 4 to 6 lanes between Copeland Circle and Route 99)
2035	Wilmington	Tri-Town Interchange (new “Lowell Junction” interchange on I-93 between Route 125 and Dascomb Rd.)
Cape Cod Region		
2020	Barnstable	Yarmouth Rd./Route 28 (widening to 4 lanes) with Hyannis Access Improvements
2025	Bourne	Route 6 Exit 1 WB on-ramp changes and interchange improvements
2035	Bourne	Route 25 Access Ramp widening, Belmont Circle two-way travel
2035	Capewide	Daily Passenger Rail Service: Hyannis to Buzzards Bay, Middleborough
2035	Mashpee	Mashpee Rotary Ring Roads (connectors, Great Neck Rd., Routes 28 and 151)
Central Massachusetts Region		
2016	Northborough	Route 20, Church St. to South St., signal coordination in corridor
2016	Shrewsbury, Worcester	Route 9 Bridge over Lake Quinsigamond: widening, additional lane each direction
2016	Auburn	Route 12/20 to Auburn TL capacity improvements and raised median
2016	Worcester	Lincoln/Highland/Pleasant Streets intersection corridor improvements, minor widening, select signal coordination
2016	Worcester	Route 20 Widening to a consistent 4 lanes
2020	Charlton, Oxford	Route 20 Widening to a consistent 4 lanes
2025	Westborough, Hopkinton	I-90/I-495 and I-495/Route 9 Interchange Improvements (CD or frontage) roads)
2035	Worcester	Route 122/122A Madison St./Chandler St. Kelley Square to Pleasant St.: various improvements and signal coordination
2035	Worcester	I-290 Hope Ave. (to full interchange and roundabout at Webster St. and Hope Ave.)
2035	Millbury, Sutton	Route 146 Improvements: Route 122A to Central Turnpike

Analysis Year	Community	Description of Recommended Plan Projects (continued)
Martha's Vineyard Region		
n/a	n/a	None
Merrimack Valley Region		
2016	Amesbury	Route 110 from I-495 to I-95 (widen from 2 lanes to 4)
2020	Newburyport, Amesbury	I-95 over Merrimack River (Whittier Bridge widening from 6 to 8 lanes)
2020	Methuen	Route 110/113 (Methuen Rotary – new interchange ramps at I-93)
2025	Lawrence, North Andover	Route 114 (widening from I-495 to Waverly Road)
2035	Andover	Tri-Town Interchange (new "Lowell Junction" interchange on I-93 between Route 125 and Dascomb Rd.) and I-93 widening to 4 lanes in each direction from new interchange/current "lane drop" area to I-495
Montachusett Region		
2016	Fitchburg, Westminster	New Wachusett Commuter Rail Station
2016	Ayer to South Acton	Fitchburg Line Commuter Rail Improvements (double track)
2020	Leominster	Route 13 Hawes St. to Prospect St. (some widening, new signals, etc.)
2025	Athol	New Interchange on Route 2 at South Athol Road
Nantucket Region		
n/a	n/a	None
Northern Middlesex Region		
2016	Westford	Route 110 Minot's Corner to Nixon Rd., widen to 4 lanes
2020	Billerica	Middlesex Turnpike Improvements, Phase 3 – widening Plank St. to Manning Rd.
2035	Tewksbury	Tri-Town Interchange (new "Lowell Junction" interchange on I-93 between Route 125 and Dascomb Rd.) and I-93 widening to 4 lanes in each direction from new interchange/current "lane drop" area to I-495.
2035	Westford	I-495 at Boston Road (Exit 32) widening of on- and off-ramps
2035	Lowell, Tewksbury, Chelmsford, Westford	I-495 Additional travel lane each direction between Exits 32 and 35 and between Exits 37 and 40
2035	Lowell	Wood Street, Rourke Bridge: new bridge, widening and corridor improvements
Old Colony Region		
2016	Abington	Route 18 – Widening to 4 Lanes from Route 139 to Highland Rd.
2020	Brockton	Route 123 – Widen from Route 24 to Angus Beaton Drive
2020	Bridgewater	Route 24 – Add Northbound Slip Ramp from Route 104 WB to Route 24 NB Northbound
2020	Plymouth	Route 3 – Add Northbound on-Ramp at Long Pond Road (Exit 5)
2020	Plymouth	Long Pond Road Bridge widening (Exit 5)
2025	Brockton	Main Street, Warren Avenue, Spring Street, West Elm Street, Belmont Street – Reestablish Two-Way Circulation

Analysis Year	Community	Description of Recommended Plan Projects (continued)
Old Colony Region		
2025	West Bridgewater	Route 106 – Widening from 2 to 4 Lanes between Route 24 and Route 28
2035	Plymouth	Route 3 – Add NB Off-Ramp to Plimouth Plantation Hwy (Exit 4)
2035	Plymouth	Route 25 –Add New Interchange Before Exit 1 and connect to Bourne Road
2035	West Bridgewater	Route 28, Route 106, Central Square Signal and intersection coordination
Southeastern Massachusetts Region		
2016	Fall River, Somerset	New Brightman Street Bridge –capacity improvements to 4 lane divided facility
2016	Fall River	Route 79/Davol Street (interchange improvements and new traffic circulation)
2016	Freetown	Route 24 – New Interchange (Exit 8 ½)
2016	Mansfield	Route 140/I-495 New Southbound On-Ramp
2020	Dartmouth	Route 6 (Fauce Corner Rd)/I-195 Interchange –Bridge Widening to 5 Lanes
2035	Taunton	Route 24/140 –Interchange Reconstruction

TABLE 4-2
Emissions from Off-Model Sources of VMT in Eastern Massachusetts

	MODE	2010		2016		2020		2025		2035	
		GRAMS	TONS								
VOC EMISSIONS	Buses	30,400	0.034	30,400	0.034	30,400	0.034	30,400	0.034	30,400	0.034
	Commuter Rail	123,400	0.136	70,500	0.078	70,500	0.078	27,100	0.030	9,500	0.010
	Commuter Boat	285,800	0.315	285,800	0.315	285,800	0.315	285,800	0.315	285,800	0.315
	TOTAL	439,600	0.485	386,700	0.426	386,700	0.426	343,300	0.378	325,700	0.359

TABLE 4-2 (continued)
Emissions from Off-Model Sources of VMT in Eastern Massachusetts

	MODE	2010		2016		2020		2025		2035	
		GRAMS	TONS								
NOx EMISSIONS	Buses	1,288,100	1.420	1,288,100	1.420	1,288,100	1.420	1,288,100	1.420	1,288,100	1.420
	Commuter Rail	2,711,400	2.989	1,613,300	1.778	1,613,300	1.778	921,900	1.016	447,400	0.493
	Commuter Boat	539,800	0.595	539,800	0.595	539,800	0.595	539,800	0.595	539,800	0.595
	TOTAL	4,539,300	5.004	3,441,200	3.793	3,441,200	3.793	2,749,800	3.031	2,275,300	2.508

CHANGES IN PROJECT DESIGN SINCE THE LAST CONFORMITY DETERMINATION ANALYSIS

The Commonwealth requires that any change in project design from the previous conformity determination for the region be identified. The last conformity determination was performed for the Boston Region MPO’s LRTP, *Paths to a Sustainable Region*, in September 2011. The mix of projects included in that conformity determination remains the same; however, the construction time frame for the Route 53 project in Hanover has changed. That project has been moved from the 2016–20 time frame to the 2012–15 time frame.

MODEL-SPECIFIC INFORMATION

40 CFR Part 93.111 outlines requirements pertaining to the network-based transportation demand models. These requirements include modeling methods and functional relationships that are to be used in accordance with accepted professional practice and are to be reasonable for purposes of estimating emissions. The Boston Region MPO has used the methods described in the conformity regulations for the analysis in this TIP.

HIGHWAY PERFORMANCE MONITORING SYSTEM ADJUSTMENTS

As stated in EPA guidance, all areas of serious ozone and carbon monoxide nonattainment must use the Federal Highway Administration's (FHWA's) Highway Performance Monitoring System (HPMS) to track daily vehicle-miles of travel (VMT) prior to attainment to ensure that the state is in line with commitments made in reaching attainment of the ambient air quality standards by the required attainment dates. MassDOT provided HPMS information to DEP. DEP used this information in setting mobile-source budgets for VOCs, NO_x, and CO in all SIP revisions prior to 1997. DEP has since revised its VOC and NO_x budgets using transportation-demand model runs. However, the models must still be compared to HPMS data, since HPMS is currently the accepted tracking procedure as outlined in the regulations.

The conformity regulations require that all model-based VMT be compared with the HPMS VMT to ensure that the region is in line with VMT and emission projections made by DEP. An adjustment factor that compares the 2010 HPMS VMT to the 2010 transportation model VMT has been developed. This adjustment factor is then applied to all modeled VOC and NO_x emissions for the years 2010 through 2035 to ensure consistency with EPA-accepted procedures.

$$\frac{\text{2010 HPMS VMT}}{\text{2010 Modeled VMT}} = \text{Adjustment factor for VOC and NO}_x$$

HPMS adjustment factors, calculated on a regional basis, are applied to the model output of future scenarios, and they occasionally change as base-year models are updated or improved. The latest HPMS factors for the Eastern Massachusetts Ozone Nonattainment Area are shown in Table 4-3.

**TABLE 4-3
HPMS Adjustment Factors**

MPO Region	2010 HPMS VMT (MILES)	Travel Demand Model VMT (MILES)	HPMS/Model Conversion Factor
Cape Cod	6,869,000	4,456,118	1.541
Central Massachusetts	14,564,000	11,924,422	1.221
Martha's Vineyard	266,000	224,944	1.183
Merrimack Valley	9,353,000	9,143,834	1.023
Boston	60,751,000	71,225,035	0.853
Montachusett	5,015,000	4,392,193	1.142
Nantucket	153,000	71,899	2.128
Northern Middlesex	6,523,000	6,735,326	0.968
Old Colony	6,883,000	6,549,927	1.051
Southeastern Massachusetts	14,710,000	13,745,000	1.070
Total Eastern Massachusetts	125,087,000	128,468,738	0.974

Since the CO emission budget for the Boston CO attainment area was determined using the HPMS method rather than the transportation model, a different adjustment factor is applied to the CO emissions for the nine cities and towns in that area. This was done by comparing the 1990 CO emissions from the nine cities and towns resulting from the 1990 base-year model run to the 1990 HPMS-generated CO emissions data submitted as part of the SIP. The HPMS data were divided by the model data to determine the CO adjustment factor to be applied to all modeled CO emissions for future years. The CO HPMS adjustment factor is 0.71.

THE CONFORMITY TEST

CONSISTENCY WITH EMISSION BUDGETS SET FORTH IN THE SIP

The Boston Region MPO has conducted an air quality analysis for the Boston Region MPO FFYs 2013–16 TIP. The purpose of the analysis was to evaluate the air quality impacts on the SIP of the projects included in the TIP. The analysis evaluated the change in ozone-precursor (VOCs and NOx) emissions and CO emissions due to implementation of the TIP. The modeling procedures and assumptions used in this air quality analysis follow the EPA's final conformity regulations. They are also consistent with procedures used by DEP to develop Massachusetts's "1990 Base-Year Emission Inventory," "1996 Reasonable Further Progress Plan," "Post-1996 Reasonable Further Progress Plan," "1996 Rate of Progress Report," and "Ozone Attainment Demonstration" for the SIP. All consultation

procedures were followed to ensure that a complete analysis of the TIP was performed and was consistent with the SIP.

The primary test for showing conformity with the SIP is to demonstrate that the air quality conformity of this TIP is consistent with the emission budgets set forth in the SIP. The Massachusetts Reasonable Further Progress Plan (RFP) was deemed complete by the EPA on June 5, 1997. The EPA determined that the 15% RFP SIP submittal contained an adequate mobile source emission budget to conduct conformity determinations using the conformity criteria. In addition, the 2009 mobile-source emission budget for Eastern Massachusetts was found adequate for conformity purposes by the EPA in March 2008.

The MPO staff estimated VOC and NOx emissions for the Boston Region MPO region. MassDOT included the Boston Region MPO emissions estimates in the final emission totals for all areas and all MPOs in Massachusetts. The VOC mobile-source emission budget for 2009 for the Eastern Massachusetts Ozone Nonattainment Area has been set at 63.5 tons per summer day, and the 2009 mobile-source budget for NOx is 174.96 tons per summer day. As shown in Tables 4-4 and 4-5, the results of the air quality analysis demonstrate that the VOC and NOx emissions from all build scenarios are less than the VOC and NOx emission budgets for the Eastern Massachusetts Ozone Nonattainment Area.

The CO mobile-source attainment inventory for 1993 for the nine cities in the Boston area recently reclassified as being in attainment is 305.43 tons per winter day. The projection of mobile sources for the Boston maintenance area is 228.33 tons per winter day for 2010. Estimates of CO emissions for the nine cities in the Boston maintenance area for various years are shown in Table 4-6. The CO emissions are less than the CO emission budget.

TABLE 4-4
VOC Emissions Estimates for the Eastern Massachusetts
Ozone Nonattainment Area
(All emissions expressed in tons per summer day)

Year	Boston Region Action Emissions	Eastern MA Action Emissions	Emission Budget	Difference (Action –Budget)
2010	n/a	64.974	n/a	n/a
2016	17.664	36.232	63.50	-27.268
2020	15.645	32.386	63.50	-31.114
2025	15.316	30.988	63.50	-32.512
2035	14.657	31.063	63.50	-32.437

TABLE 4-5
NOx Emissions Estimates for the Eastern Massachusetts
Ozone Nonattainment Area
(All emissions expressed in tons per summer day)

Year	Boston Region Action Emissions	Eastern MA Action Emissions	Emission Budget	Difference (Action – Budget)
2010	n/a	178.925	n/a	n/a
2016	30.307	66.219	174.96	-108.741
2020	19.531	45.188	174.96	-129.772
2025	17.092	36.521	174.96	-138.439
2035	12.214	29.038	174.96	-145.922

TABLE 4-6
Winter Carbon Monoxide (CO) Emissions Estimates for the CO Maintenance Area for
the Nine Cities in the Boston Area
(All emissions expressed in tons per winter day)

Year	Boston Build Emissions	Emission Budget	Difference (Action – Budget)
2010	180.57	228.33	-47.76
2016	112.64	228.33	-115.69
2020	107.98	228.33	-120.35
2025	107.54	228.33	-120.79
2035	106.67	228.33	-121.66

CONCLUSION

The Clean Air Act Amendments of 1990 established air quality conformity requirements for transportation plans, programs, and projects. The EPA published a final rule in the November 24, 1993, *Federal Register*, with several amendments through January 2008, providing procedures to be followed by the U.S. Department of Transportation in determining conformity of transportation plans, programs, and projects with the SIP for meeting air quality standards. Eastern Massachusetts has been designated a “moderate” ozone nonattainment area for the eight-hour ozone standard. Federal conformity

regulations require that the impact of transportation plans, programs, and projects on nonattainment areas be evaluated.

The Boston Region MPO has conducted an air quality analysis for projects in the TIP. The purpose of the analysis was to evaluate the air quality impacts of the TIP on the SIP. The analysis evaluates the change in ozone precursor emissions (VOCs and NO_x) and CO emissions due to the implementation of the TIP. The modeling procedures and assumptions used in this air quality analysis follow the EPA's and the Commonwealth's guidelines and are consistent with all present and past procedures used by the Massachusetts DEP to develop and amend the SIP.

MassDOT has found the emission levels from all areas and all MPO regions in Eastern Massachusetts, including emissions resulting from implementation of the TIP, to be in conformance with the SIP according to state and federal conformity criteria. Specifically, the following conditions are met:

- The VOC emissions for the build scenarios are less than the 2009 VOC mobile-source emission budget for analysis years 2016 through 2035.
- The NO_x emissions for the build scenarios are less than the 2009 NO_x mobile-source emission budget for analysis years 2016 through 2035.
- The CO emissions for the build scenarios are less than projections for analysis years 2016 through 2035 for the nine cities in the Boston CO maintenance area.

In accordance with Section 176(c)(4) of the Clean Air Act as Amended in 1990, the Boston Region MPO has completed this review and hereby certifies that the FFYs 2013–16 TIP, and its latest conformity determination, conditionally conforms with 40 CFR Part 93 and 310 CMR 60.03 and is consistent with the air quality goals in the Massachusetts State Implementation Plan.

The financial constraint of the TIP must satisfy two requirements:

- The transit and highway programs must be financially constrained to projections of available federal aid.
- The Central Artery/Tunnel Project must be constrained to 50% of the federal aid available statewide.

As shown in the tables below, the federal fiscal years 2013–16 TIP complies with both of these requirements.

**TABLE 5-1
The Federal-Aid Program**

	FFY 2013	FFY 2014	FFY 2015	FFY 2016	FFYs 2013–16
Transit Program					
Section 5307 Authorization	\$133,012,172	\$133,012,172	\$133,012,172	\$133,012,172	\$532,048,688
Section 5307 Program	\$133,012,172	\$133,012,172	\$133,012,172	\$133,012,172	\$532,048,688
Section 5309 Authorization	\$93,981,902	\$93,981,902	\$93,981,902	\$93,981,902	\$375,927,608
Section 5309 Program	\$93,981,902	\$93,981,902	\$93,981,902	\$93,981,902	\$375,927,608
Non-Artery/ABP Highway Target Program (including state matching funds, but excluding earmarked funds)					
Highway Obligation Authority	\$65,755,029	\$79,091,696	\$59,316,086	\$76,083,999	\$280,246,810
Highway Program	\$65,755,029	\$79,083,994	\$59,282,048	\$75,971,018	\$280,092,089
<i>STP</i>	\$25,383,056	\$19,118,958	\$18,852,938	\$29,780,009	\$93,134,961
<i>NHS*</i>	\$26,000,000	\$30,000,000	\$30,000,000	\$23,500,000	\$109,500,000
<i>HSIP</i>	\$5,296,710	\$4,296,710	\$0	\$0	\$9,593,420
<i>CMAQ</i>	\$9,075,263	\$25,668,326	\$10,429,110	\$22,691,009	\$67,863,708
Bridges					
Federal-Aid Bridges**	\$103,526,661	\$37,301,440	\$35,442,708	\$28,135,872	\$204,406,681
<i>Accelerated Bridge Program</i>	\$74,473,341	\$0	\$0	\$0	\$74,473,341

* National Highway System (NHS) funds are from Surface Transportation Program (STP) target amounts.

** This amount includes Boston Region Accelerated Bridge Program projects that leverage federal aid.

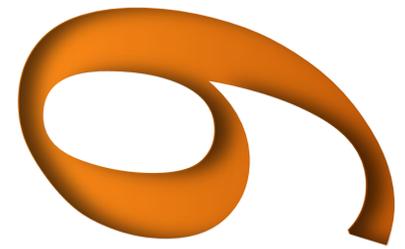
**TABLE 5-2
The Non-Federal Aid-Highway Program**

	FFY 2013	FFY 2014	FFY 2015	FFY 2016	FFYs 2013-16
Bridge Target	N/A	N/A	N/A	N/A	N/A
Bridge Program	\$0	\$0	\$0	\$0	\$0

**TABLE 5-3
The Central Artery/Tunnel Project
(federal funds only)**

	FFY 2013	FFY 2014	FFY 2015	FFY 2016	FFYs 2013-16
Obligation Authority	\$550,000,000	\$550,000,000	\$550,000,000	\$550,000,000	\$2,200,000,000
Central Artery/ Tunnel Project Share	\$141,005,000	\$122,840,000	\$0	\$0	\$263,845,000
Accelerated Bridge Program	\$0	\$0	\$150,000,000	\$150,000,000	\$300,000,000

One requirement of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) is the assessment of the operation and maintenance of the transportation system in the Boston region. State and regional agencies develop estimates of transit and highway operating and maintenance costs through their budgeting process. The information on projects and funding sources presented in Chapter 3 represents operations and maintenance estimates from the implementing agencies: the Cape Ann Transportation Authority (CATA), the MetroWest Regional Transit Authority (MWRTA), the Massachusetts Bay Transportation Authority (MBTA), and the MassDOT – Highway Division. The following tables on pages 6-2 and 6-3 present the operations and maintenance estimates for the period of state fiscal years (SFYs) 2013 to 2016 for MassDOT projects. Tables on pages 6-4 through 6-6 present operations and maintenance estimates for the period of SFYs 2013 to 2016 for the MBTA, CATA, and the MWRTA.



OPERATION AND MAINTENANCE

Massachusetts Department of Transportation - Highway Division
 Summary of Operating and Maintenance Expenditures
 Boston Region - Part 1: Non-Federal Aid

Section I - Non Federal Aid Maintenance Projects - State Bondfunds

4/26/2012

Program Group/Sub Group	SFY 2010 NFA Expenditures	SFY 2011 NFA Expenditures	Estimated SFY 2012 NFA Expenditures
01 - Bridge Repair & Replacement			
New Bridge (Excluded)	n/a	n/a	n/a
Bridge Replacement (Excluded)	n/a	n/a	n/a
Bridge Reconstruction/Rehab	\$9,292,147	\$36,924,880	\$12,598,328
Drawbridge Maintenance	\$1,552,870	\$167,917	\$297,489
Structure Maintenance	\$38,862,880	\$5,324,400	\$12,543,762
02 - Bridge Painting			
Painting - Structural	\$0	\$0	\$28,416
03 - Roadway Reconstruction			
Hwy Relocation (Excluded)	n/a	n/a	n/a
Hwy Recon. - Added Capacity (Excluded)	n/a	n/a	n/a
New Construction (Excluded)	n/a	n/a	n/a
Hwy Reconstr - Restr and Rehab	\$127,603	\$42,980	\$22,130
Hwy Reconstr - No Added Capacity	\$1,163,720	\$748,590	\$811,558
Hwy Reconstr - Minor Widening	\$0	\$10,458	\$0
Hwy Reconstr - Major Widening	\$0	\$17,791	\$0
04 - Roadway Resurfacing			
Resurfacing	\$7,824,136	\$575,916	\$503,600
05 - Intersection & Safety			
Impact Attenuators		\$12,922	\$16,343
Safety Improvements	\$0	\$0	\$0
Traffic Signals	\$553,809	\$31,365	\$30,167
06 - Signs & Lighting			
Lighting and Electrical	\$612,077	\$26,904	\$58,155
Sign Installation / Upgrading	\$695,274	\$138,515	\$123,434
Structural Signing	\$0	\$143	\$378
07 - Guardrail			
Guard Rail and Fencing	\$1,203,848	\$139,858	\$69,603
08 - Maintenance			
Catch Basin Cleaning	\$2,895,555	\$218,846	\$289,908
Crack Sealing	\$0	\$19,578	\$71,229
Landscape and Roadside Develop	\$0	\$121,075	\$1,275,585
Mowing and Spraying	\$0	\$5,598	\$6,606
Pavement Marking	\$1,563,546	\$127,544	\$174,857
Sewer and Water	\$0	\$18,532	\$31,862
Process/Recycle/Trnsprt Soils	\$0	\$0	\$122
Contract Hwy Maint.	\$0	\$206,033	\$308,706
09 - Facilities			
Chemical Storage Sheds	\$0	\$9,343	\$2,075
Vertical Construction	\$1,403,882	\$121,602	\$70,540
10 - Bikeways (Excluded)	n/a	n/a	n/a
11 - Other			
Miscellaneous / No Prequal	\$704,182	\$55,955	\$71,824
Asbestos Removal	\$0	\$0	\$0
Demolition	\$0	\$0	\$0
Drilling and Boring	\$0	\$4,660	\$661
Hazardous Waste Remediation	\$0	\$1,286	\$498
Utilities	\$0	\$0	\$0
Change in Project Value	\$0	\$0	\$0
Highway Sweeping	\$0	\$0	\$143,686
Intelligent Transportation Sys	\$0	\$0	\$180,740
Unknown	\$0	\$12,079	\$0
Underground Tank Removal Replace	\$0	\$0	\$0
Section I Total:	\$68,455,529	\$45,084,770	\$29,732,262

Section II - Non Federal Aid Highway Operations - State Operating Budget Funding

12 - Snow and Ice Operations & Materials	\$29,975,954	\$45,856,148	\$18,866,945
13 - District Maintenance (Mowing, Litter Management, Sight Distance Clearing, Etc.)	\$7,734,078	\$7,628,231	\$6,542,637
Section II Total:	\$37,710,032	\$53,484,379	\$25,409,582

Grand Total NFA:	\$106,165,562	\$98,569,149	\$55,141,844
-------------------------	----------------------	---------------------	---------------------

Massachusetts Department of Transportation - Highway Division
Summary of Operating and Maintenance Expenditures
Boston Region - Part 2: Federal Aid

Section I - Federal Aid Maintenance Projects

4/26/2012

Program Group/Sub Group	SFY 2010 Federal Aid Expenditures	SFY 2011 Federal Aid Expenditures	Estimated SFY 2012 Federal Aid Expenditures
01 - Bridge Repair & Replacement			
New Bridge (Excluded)	n/a	n/a	n/a
Bridge Replacement (Excluded)	n/a	n/a	n/a
Bridge Reconstruction/Rehab	\$16,637,440	\$54,547,266	\$100,408,252
Structure Maintenance	\$8,412,796	\$2,045,023	\$7,679,226
02 - Bridge Painting			
Painting - Structural	\$0	\$0	\$0
03 - Roadway Reconstruction			
Hwy Relocation (Excluded)	n/a	n/a	n/a
Hwy Recon. - Added Capacity (Excluded)	n/a	n/a	n/a
New Construction (Excluded)	n/a	n/a	n/a
Hwy Reconstr - Restr and Rehab	\$8,717,429	\$7,954,804	\$15,073,106
Hwy Reconstr - No Added Capacity	\$38,210,918	\$41,160,028	\$39,800,112
Hwy Reconstr - Minor Widening	\$4,996,612	\$11,810,393	\$5,129,222
Hwy Reconstr - Major Widening	\$34,095	\$6,551	\$9,778
04 - Roadway Resurfacing			
Resurfacing	\$50,573,274	\$40,631,115	\$25,852,230
05 - Intersection & Safety			
Impact Attenuators	\$0	\$0	\$0
Safety Improvements	\$1,603,549	\$125,455	\$362,402
Traffic Signals	\$1,955,537	\$1,660,110	\$2,346,648
06 - Signs & Lighting			
Lighting and Electrical	\$166,330	\$2,521,304	\$321,718
Sign Installation / Upgrading	\$227,139	\$1,760,901	\$222,334
Structural Signing	\$166,330	\$2,521,304	\$321,718
07 - Guardrail			
Guard Rail and Fencing	\$0	\$2,684	\$492,936
08 - Maintenance			
Contract Highway Maintenance	\$0	\$59,742	\$0
Landscape and Roadside Develop	\$0	\$0	\$0
Pavement Marking	\$0	\$0	\$0
Catch Basin Cleaning	\$0	\$0	\$0
09 - Facilities			
Vertical Construction	\$9,000	\$17,988	\$73,360
10 - Bikeways (Excluded)	n/a	n/a	n/a
11 - Other			
Intelligent Transportation Sys	\$749,955	\$5,670,292	\$2,045,918
Miscellaneous / No prequal	\$172,804	\$634,124	\$619,210
Reclamation	\$0	\$0	\$0
Drilling & Boring	\$0	\$12,362	\$0
Unknown	\$0	\$340,127	\$0
Demolition	\$0	\$475,582	\$1,775,102
Utilities	\$0	\$0	\$0
Marine Construction	\$0	\$68,018	\$0
Section I Total	\$132,633,208	\$174,025,173	\$202,533,272

Section II - Federal Aid Highway Operations

11 - Other			
ITS Operations - I-93 HOV Lane Operation and Towing	\$550,000	\$550,000	\$550,000
ITS Operations - Traffic Operations Center (South Boston)	\$600,000	\$600,000	\$600,000
Section II Total	\$1,150,000	\$1,150,000	\$1,150,000

Grand Total Federal Aid: \$133,783,208 \$175,175,173 \$203,683,272

**Table 6-3
Boston MPO
Operations and Maintenance Summary Table
for the Massachusetts Bay Transportation Authority
State Fiscal Year 2012**

Operating Revenue	<i>Previous</i>	<i>Current</i>	<i>Year Two</i>	<i>Year Three</i>	<i>Year Four</i>
	2011	2012	2013	2014	2015
Farebox	\$478,990,621	\$470,586,117	\$552,836,481	\$482,885,044	\$487,783,154
Section 5307	\$13,587,002	\$12,000,000	\$12,000,000	\$8,000,000	\$6,000,000
Section 5311					
CMAQ/TDM					
Fully Funded *					
Job Access/Reverse Commute					
Advertising	\$12,320,011	\$14,665,704	\$12,410,908	\$14,594,343	\$15,309,201
Interest Income	\$2,366,350	\$1,506,708	\$1,508,154	\$1,536,993	\$1,552,363
Rental Income	\$19,895,167	\$19,506,782	\$14,095,880	\$17,416,399	\$17,083,732
State Contract Assistance**	\$927,056,680	\$937,028,421	\$946,866,938	\$976,346,059	\$1,000,836,441
Local Assessment	\$150,429,215	\$152,100,139	\$155,902,644	\$159,020,695	\$162,996,213
Other: Land Sales/Utility Reimb	\$8,537,430	\$48,749,333	\$70,642,400	\$3,791,529	\$3,812,945
TOTAL	\$1,613,182,476	\$1,656,143,204	\$1,766,263,405	\$1,663,591,062	\$1,695,374,049
Operating Expenses***	<i>Current</i>	<i>Year Two</i>	<i>Year Three</i>	<i>Year Four</i>	<i>Year Four</i>
	2011	2012	2013	2014	2015
TOTAL	\$1,219,941,340	\$1,293,958,393	\$1,329,239,041	\$1,393,601,889	\$1,464,774,216

source: Budget Office FY11 Actuals, FY12 and FY13 Approved Budgets, FY14 and FY15 from proforma lines.

Note: Proforma FY14 and FY15 fare revenue do not include the fare increase.

Fare plus parking

Funds from Federal line not necessarily Section 5307

Advertising Line

Interest income line

Other real estate operations line

Dedicated Sales tax + Contract assistance

Local Assessments

Property sales, Utility reimbursements, other rebates (FY12 has No Station, FY13 has MassDot snow surplus, MassDot Vehicle Inspection Trust Fund transfer)

Footnotes:

* Fully Funded refers to contract work often to Human Service Agencies

**Operating assistance provided by the State (Sales Tax Revenues)

***Description of Operating Expenses: Salaries and wages; Fringe Benefits; Legal, Accounting and Professional Services; Promotion/Marketing;

Insurance; Equipment Leases and Rentals; Real Property Leases and Rentals; Non-capitalized Maintenance/Repair; Fuel costs; Tire costs;

Office Supplies and Equipment; Interest Expense; Utilities; Management Fees; Travel and Training; and Other miscellaneous expenses.

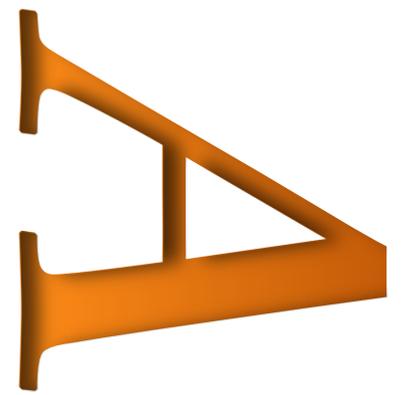
Source: MBTA Budget Department 4/30/2012

APPENDIX A

UNIVERSE OF ROADWAY PROJECTS FOR DISCRETIONARY (“TARGET”) FUNDING

This appendix lists information about roadway and bridge projects that have been identified through the Boston Region MPO evaluation processes for use of MPO discretionary (target) funding. This list does not contain projects identified for programming by MassDOT, the MBTA, CATA, or MWRTA using the funding programs under their discretion.

The roadway evaluation system was used for the development of the fiscal years 2013 – 2016 TIP. This process includes the development of the First Tier list of projects, the staff recommendation, and MPO selection of projects using its target funds. The First Tier list of projects includes those that effectively address MPO policies and that can also be made ready in the TIP. This list serves as a pool of projects the MPO would like to consider first, should funding be available. Projects programmed in the fiscal years 2013-16 TIP are in bold type. The projects on the First Tier list are italicized. Projects on the First Tier list that are programmed in the FFYs 2013-16 TIP are in bold italics.



UNIVERSE OF PROJECTS

Municipality	Project Number	Project Name
Acton, Carlisle, Westford	604532	Bruce Freeman Rail Trail, Phase 2A
<i>Acton, Maynard</i>	<i>604531</i>	<i>Assabet River Rail Trail</i>
Arlington	604687	Reconstruction of Massachusetts Avenue, From Pond Lane to the Cambridge City Line
Bedford, Billerica, Burlington	29492	Middlesex Turnpike Improvements, From Crosby Drive North to Manning Road, Phase III
Beverly	600220	Reconstruction & Signal Improvements on Rantoul Street (Route 1A) From Cabot Street (South) to Cabot Street (North)
<i>Beverly</i>	<i>604369</i>	<i>Reconstruction & Improvements on Route 128 (Interchange 19) at Brimbal Avenue, Sohier Road, Dunham Road, Otis Road</i>
Beverly	602514	Construction of a Walkway on Beverly Harborfront
Boston	606284	Improvements to Commonwealth Avenue, From Armory Street to Alcorn Street
<i>Boston</i>	<i>606320</i>	<i>Reconstruction of Causeway Street (Pedestrian & Bicycle Improvements)</i>
Boston	606134	Signal Improvements at Blue Hill Ave and Warren St
<i>Boston</i>	<i>606460</i>	<i>Improvements at Audubon Circle</i>
<i>Boston</i>	<i>606453</i>	<i>Improvements on Boylston Street, from Intersection of Brookline Avenue & Park Drive to Ipswich Street</i>
Boston	605789	Reconstruction of Melnea Cass Boulevard
<i>Boston</i>	<i>053001</i>	<i>Northern Ave. Connector Rds., Phase 1</i>
<i>Boston</i>	<i>606226</i>	<i>Reconstruction of Rutherford Avenue, from City Square to Sullivan Square</i>
Boston	604761	Multi-use Trail Construction (South Bay Harbor) From Ruggles Station to Fort Point Channel
<i>Boston</i>	<i>606117</i>	<i>Traffic Signal Improvements at 9 Locations (Previously 18 Intersections)</i>
<i>Boston</i>	<i>601274</i>	<i>Reconstruction of Tremont Street, from Court Street to Boylston Street</i>
Brookline	605110	Intersection & Signal Improvements at Route 9 & Village Square (Gateway East)
<i>Brookline</i>	<i>606316</i>	<i>Pedestrian Bridge Rehabilitation over MBTA off Carlton Street</i>
Cambridge	605188	Common Improvements at Waterhouse Street, Mass Ave & Garden Street (Construction)
<i>Canton</i>	<i>900</i>	<i>East-West Connector</i>
<i>Canton</i>	<i>603883</i>	<i>Reconstruction on Route 138, from I-93 to Dan Road</i>
<i>Chelsea</i>	<i>1063</i>	<i>Beacham and Williams Street</i>
<i>Chelsea</i>	<i>1443</i>	<i>Broadway Reconstruction</i>
<i>Chelsea</i>	<i>953</i>	<i>Spruce Street</i>
<i>Concord</i>	<i>605189</i>	<i>Bruce Freeman Rail Trail, Phase 2C</i>
<i>Concord</i>	<i>1441</i>	<i>Concord – Route 62 (Main St) Phase 3</i>
<i>Concord</i>	<i>602091</i>	<i>Improvements & Upgrades to Concord Rotary (Route 2/2A/119)</i>
<i>Concord</i>	<i>1450</i>	<i>Route 117 (Fitchburg Turnpike)</i>
<i>Concord, Acton</i>	<i>606223</i>	<i>Bruce Freeman Rail Trail Construction, phase IIB</i>
Concord, Lincoln	602984	Limited Access Highway Improvements at Route 2 & 2A, Between Crosby's Corner & Bedford Road
Danvers	601825	Reconstruction of Liberty Street, From Route 128 to Water/High Street Intersection
<i>Danvers</i>	<i>602310</i>	<i>Reconstruction on Collins Street, From Sylvan Street to Centre & Holten Streets</i>
<i>Danvers, Peabody</i>	<i>604638</i>	<i>Mainline Improvements on Route 128, Phase II</i>
<i>Duxbury</i>	<i>606002</i>	<i>Signal Installation at Route 3 (NB & SB) Ramps & Route 3A (Tremont St)</i>
Duxbury	603462	Intersection Improvements at Kingstown Way (Route 53) & Winter Street
<i>Duxbury</i>	<i>600650</i>	<i>Route 3A (Tremont St.) Bridge</i>
<i>Duxbury</i>	<i>942</i>	<i>Route 3A-Route 139</i>

Municipality	Project Number	Project Name
Everett	1313	Bike to the Sea/ Northern Strand Community Trail
Everett, Malden	649	TeleCom Boulevard, Phase 2
Framingham	1316	Downtown Corridor Traffic and Streetscape Improvements
Framingham	955	Route 126 (Route 9 to Lincoln Street)
Framingham	606137	Cochituate Rail Trail
Franklin	601359	Reconstruction of Pleasant Street, From Main Street to Chestnut Street
Gloucester	604377	Washington Street And Railroad Avenue
Hanover	602602	Reconstruction of Washington Street (Route 53) and Related Work From the Route 3 Northbound Ramp to Webster Street (Route 123)
Hingham	600518	Reconstruction of Derby Street (Route 228) from the Route 3 Ramps to the Intersection of Whiting St. (Route 53) and Gardner St.
Holbrook	602260	Abington Avenue-Plymouth Street
Holbrook	1068	Weymouth Street/Sycamore and Pine Streets
Holbrook	606501	Reconstruction of Union Street (Route 139), From Linfield Street to Centre Street/Water Street
Holliston	602929	Multi-Use Trail Construction on a Section of the Upper Charles Rail (Phase I)
Hopkinton	606043	Signal & Intersection Improvements on Route 135
Hopkinton	1006	School Street/W. Main Street Intersections
Hudson	604732	Bridge Replacement, State Route 85 (Washington Street) over the Assabet River
Hudson	601906	Bridge Replacement, Cox Street over Assabet River
Hudson	1488	Lincoln St. at Cox St. and Packard St.
Hudson	1047	South Street
Hull	601607	Reconstruction of Atlantic Avenue and Related Work From Nantasket Avenue to Cohasset Town Line
Ipswich	605743	Resurfacing & Related Work on Central & South Main Streets
Lexington	1157	East Mass Ave Intersections
Lexington	749	Route 4/225 (Bedford Street) and Hartwell Avenue
Lexington	1141	West Lexington Greenway
Littleton	1460	Harvard Street
Lynn	602094	Reconstruction of Route 129 (Broadway), From Lynnfield Street to Chestnut Street
<i>Lynn</i>	<i>602077</i>	<i>Reconstruction on Route 129 (Lynnfield Street), From Great Woods Road to Wyoma Square</i>
Lynn	1320	Route 1 (Copeland Circle Spur/Fox Hill Bridge)
Lynn	943	Broad Street/Lewis Street /Route 129
Lynn	1323	Route 1A Lynn (GE Bridge Nahant Rotary)
Lynn	1321	Route 1A Lynnway at Blossom Street
Lynn	1322	Route 1A Lynnway intersection at Market St.
Lynn	944	Boston Street -Hamilton Street
Lynn	605670	Blossom Street Ferry Terminal
Lynn	1324	Blue Line Extension (Wonderland connection)
Lynn	374	Lynn Garage
Lynn	1454	Route 1 South (Jug handle lights at Goodwin Circle)
Lynn	602093	Route 107 (Western Avenue)
Lynn	602081	Route 107 (Western Avenue)/Eastern Avenue

Municipality	Project Number	Project Name
Lynn	1319	Route 129 (Boston St./Washington St.)
Lynn	601138	Traffic Signals at 4 Locations
Lynn, Malden, Revere, Saugus	351	Bike to the Sea, Phase 2
Malden, Revere, Saugus	605012	Reconstruction & Widening on Route 1, from Route 60 to Route 99
Marlborough	604810	Reconstruction of Route 85 (Maple Street)
Marlborough	604231	Intersection & Signal Improvements on Route 20 (East Main Street/Boston Post Road) at Concord Road
Marlborough	604697	Reconstruction of Farm Road, From Cook Lane to Route 20 (Boston Post Road)
Marlborough	604811	Reconstruction of Route 20 (East Main Street) From Main Street Easterly to Lincoln Street
Marshfield	604655	Bridge Replacement, Beach Street over the Cut River
Marshfield, Scituate, Cohasset	605664	Resurfacing & Related Work on Route 3A
Medford	1458	Mystic River Linear Park
Medford	1146	Medford Square Parking
Medford	1455	Medford Square Phase 2 Improvements
Medford	1457	Medford Square Transit Center
Medford	1456	Medford Square Water Taxi Landing and related Park Improvements
Medway	605657	Reconstruction on Route 109, From Holliston Street to 100 Feet West of Highland Street
Medway	1167	Route 109 (Milford Street)
Medway	602134	Resurfacing & Related Work on a Section of Medway Village Street
Melrose	601553	Intersection & Signal Improvement to Lebanon Street, From Lynde Street to Main Street
Melrose	601551	Intersection & Signal Improvements at Main Street & Essex Street
Milford	967	Veteran's Memorial Drive/Alternate Route
Millis	602364	Reconstruction of Village Street, from Main Street (Route 109) to the Medway Town Line
<i>Natick</i>	<i>605034</i>	<i>Reconstruction of Route 27 (North Main Street), From North Avenue to the Wayland Town Line</i>
Natick	1130	Route 9/Route 27 Intersection
<i>Newton</i>	<i>601704</i>	<i>Reconstruction & Signal Improvements on Walnut Street, From Homer Street to Route 9</i>
Newton	600932	Reconstruction on Route 30 (Commonwealth Avenue) from Weston T.L. to Auburn Street
Newton	1067	Washington St., Phase 2
Newton & Needham	604344	Reconstruction of Highland Avenue and Needham Street
Norwood	605857	Intersection Improvements at Route 1 & University Avenue/Everett Street
Norwood	606130	Intersection Improvements at Route 1A & Upland Road/Washington St & Prospect St/Fulton St
Quincy	605729	Intersection & Signal Improvements at Hancock Street & East/West Squantum Streets
Quincy	1325	Intersection Improvements at Quincy Ave. / East Howard Street
Quincy	606235	Adams Green Transportation Improvements
Quincy	1451	Quincy Center Multimodal MBTA Station
Reading	601705	Reconstruction of West Street, From Woburn City Line to Summer Ave/Willow Street
Salem	605146	Reconstruction on Canal Street, From Washington Street & Mill Street to Loring Avenue & Jefferson Avenue
Salem	1311	Salem - Canal St Bikeway
Salem	600986	Boston Street
Salem	5399	Bridge Street

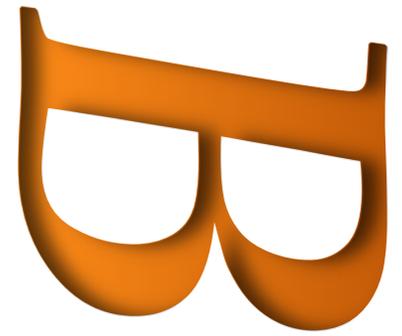
Municipality	Project Number	Project Name
Saugus	601513	Interchange Reconstruction at Walnut Street & Route 1, Phase II
Somerville	1461	Somerville Community Path - Phase 2
Somerville	601820	Reconstruction of Beacon Street, From Oxford Street to Cambridge City Line
Somerville	600831	I-93 Mystic Avenue Interchange (Design and Study)
Somerville	1065	Union Square Roadway and Streetscape Improvements
Southborough	604989	Reconstruction of Main Street (Route 30), From Sears Road to Park Street
Southborough	1064	Cordaville Road/Route 85 Rehabilitation
Sudbury	1164	Bruce Freeman Rail Trail, Phase 2D
Sudbury	1305	Bruce Freeman Rail Trail, Phase 2E
Sudbury	971	Old Sudbury Road (Route 27)
Sudbury	1037	Route 20/Horsepond Road
Sudbury	1015	Route 20/Landham Road Intersection
Sudbury	1069	Route 20/Wayside Inn Road
Swampscott	604923	Reconstruction of Humphrey Street and Salem Street
Walpole	602261	Reconstruction on Route 1A (Main Street), From the Norwood Town Line to Route 27
Walpole	1318	Route 1A South from Front Street to Norfolk T.L.
Wayland	601579	Signal & Intersection Improvements at Route 27 (Main Street) and Route 30 (Commonwealth Road)
Weston	602000	Intersection & Signal Improvements at Route 30 (South Ave) & Wellesley Street
Weymouth	605721	Intersection Improvements at Middle Street, Libbey Industrial Parkway and Tara Drive
Weymouth, Abington	601630	Reconstruction & Widening on Route 18 (Main Street) From Highland Place to Route 139
Winchester	601019	Signal & Improvements at 4 Locations on Church Street & Route 3 (Cambridge Street)
Winchester, Stoneham, Woburn	604652	Tri-Community Bikeway
Woburn	604935	Reconstruction of Montvale Avenue, From I-93 Interchange to Central Street
Woburn	604996	Bridge Replacement, New Boston Street over MBTA
Woburn	1153	Woburn Loop Bikeway Project
Woburn	1449	Route 38 (Main St.) Traffic Lights
Wrentham	604745	Reconstruction of Taunton Street (Route 152)
Wrentham	603739	Construction of Route I-495/Route 1A Ramps

APPENDIX B

ROADWAY PROJECT INFORMATION FORMS & EVALUATIONS

This appendix provides an explanation of the project information form for roadway projects that is used to understand requests for funding and to evaluate projects for possible programming. MPO staff and project proponents update these project information forms when new information becomes available. The forms are used to evaluate projects using criteria that reflect MPO policies. Some information is provided specifically by the project proponent and other information is provided by MPO staff or by various state agencies.

Project information forms are available on the MPO website, www.bostonmpo.org/tip. Proponents enter the project information on-line. Other information is input by MPO staff or automatically updated through links to other databases.



PROJECT INFORMATION FORMS & EVALUATIONS

ROADWAY PROJECT INFORMATION FORMS

OVERVIEW TAB

Project Background Information

- 1 **ID Number** – The MassDOT Project Information System (PROJIS) number assigned to the project. If the project does not have a PROJIS number, an identification number will be assigned to the project by the MPO for internal tracking purposes. (Source: MassDOT, MPO database)
- 2 **Municipality(ies)** – The municipality(ies) in which the project is located. (Source: MPO database)
- 3 **Project Name** – The name of the project. (Source: MPO database, MassDOT)
- 4 **Project Category** (determined by MPO staff):
 - Arterial and Intersection – Arterial roadway and intersection projects
 - Major Highway – Limited access roadway projects
 - Bridge – Bridge projects
 - Bicycle/Pedestrian – Such projects as walkways, paths, and trails
 - Enhancement – Streetscape and other types of enhancements
 - Regional Mobility – Transportation demand management programs, including the MPO’s Suburban Mobility Program, and park and ride facilities
- 5 **MassDOT District** – The MassDOT district in which the project is located. (Source: MPO database).
- 6 **MAPC Subregion** – The MAPC subregion in which the project is located (Source: MPO database)
- 7 **Estimated Cost** – The estimated total cost of the project. (Source: MPO database, MassDOT)

- 8 **Earmark Funds** – The estimated total available federally earmarked funds for the project. (Source: MPO database)
- 9 **Description**– A description of the project, including its major elements and its geographic limits. Maps, diagrams, and pictures will be provided by MPO agencies or staff when available, but may be provided by the proponent (electronic formats are preferred). A project type is assigned by MPO staff. (Source: MPO database, MassDOT).

In addition, if a project adds user capacity to the system (for example, by adding a travel

- 10 **Project Length (Miles)** – Length of project in miles.
- 11 **Project Lane Miles**– Lane miles of project.
- 12 **Additional Lane Miles by Project** – Additional lane miles to be constructed by project.

Project Background Information

- P1 **Community Priority** – The priority of the project as determined by the community. (Source: Proponent)

Additional Status

- 13 **Additional Status**– Indicates if the project has additional conditions or approvals (source: MPO database):
 - ITS Conformity – Conforms with the Regional Intelligent Transportation Systems
 - Approved CMAQ – Approved by the Congestion Management and Air Quality
 - Approved Enhancement – Approved by the Regional Enhancement Committee or Statewide Enhancement Steering Committee

READINESS TAB

“Readiness” is a determination of the appropriate year of programming for a project. In order to make this determination, the MPO tracks project development milestones and estimates when a project will be ready for advertising.

All **non-transit** projects programmed in the first year of the Transportation Improvement Program (TIP) must be advertised before the end of the federal fiscal year (September 30). That funding authorization is not transferred to the next federal fiscal year: any “leftover” funds are effectively “lost” to the region. If a project in the first year of the Transportation Improvement Program (TIP) is determined as “not ready to be advertised before September 30,” it will be removed from the Transportation Improvement Program (TIP) and replaced with another project by amendment.

For projects in the first year of the Transportation Improvement Program (TIP), it is important to communicate any perceived problems to the Boston Region MPO, as soon as possible.

Project Background Information

14 Transportation Improvement Program (TIP) Status – Programmed, Pre- (TIP), or Conceptual (source: MPO database):

- **Programmed** projects are those identified for funding in the current MPO approved TIP.
- **Pre-TIP** projects that have received Project Review Committee (PRC) approval from MassDOT Highway Division and have an “active” PROJIS number, but do not have funds identified in the Transportation Improvement Program (TIP).
- **Conceptual** projects are project concepts or ideas that are not yet under design.

15 Design Status – The project’s design status. Dates are provided where available (Source: MassDOT Project Info)

16 Right-of-Way Requirement (Source: MassDOT Project Info):
Required – Right-of-way action is required for completion of the project

Not Required – No Right-of-way action required for completion of the project

17 Right-of-Way Responsibility (Source: MassDOT Project Info):

MassDOT Responsibility – Providing the required right-of-way is the responsibility of MassDOT.

Municipal Responsibility – Providing the required right-of-way is the responsibility of the municipality.

Municipal Approval – Municipal approval has been given to the right-of-way plan (with date of approval)

18 Right-of-Way Certification (Source: MassDOT Project Info):

Expected – Expected date of right-of-way plan and order of taking

Recorded – Date the right-of-way plan and order of taking were recorded at the Registry of Deeds

Expires – Expiration date of the rights of entry, easements, or order of taking

19 Required Permits – Permits required by the Massachusetts Environmental Policy Act. (Source: MPO database and MassDOT Project Info.) Possible required permits include:

- Environmental Impact Statement
- Construction Engineering Checklist
- Clean Water Act Section 404 Permit
- Rivers and Harbors Act of 1899 Section 10 Permit
- MEPA Environmental Notification Form
- MEPA Environmental Impact Report
- Massachusetts Historical Commission Approval
- M.G.L. Ch. 131 Wetlands Order of Conditions
- Conservation Commission Order of Conditions

MAINTENANCE, MODERNIZATION, AND EFFICIENCY TAB

Maintenance, Modernization, and Efficiency of our roadway is important to the vitality of our region. The evaluation criteria below serve as a way to measure the MPO's efforts to

emphasize the preservation, modernization and efficiency of the existing transportation system. The MPO has expressed these measures in the following policies:

- Adapt to fiscal constraints by developing needs-based, low-cost strategies for addressing mobility, access, and accessibility and by pursuing alternative funding sources and mechanisms
- Put a priority on programs, services, and projects that maximize efficiency through ITS, technology, TSM, and M&O; turn ton technology before expansion
- Bring and keep the network (particularly bike and pedestrian facilities) into a state of good repair (SGR); set funding objectives for this
- For roadway investments, give priority to maintaining the regional network of bridges and roads

Project Background Information

20 Existing Pavement Condition

Pavement Roughness (IRI) – Value reflects calibrated value in inches of roughness per mile. Ranges of 0- 190 are classified as “good,” ranges of 191- 320 are classified as “fair,” and any number above 320 is classified as poor. (Source: MassDOT Roadway Inventory File)

21 Degree of Bicycle and Pedestrian Provisions (Source: MassDOT Roadway Inventory File and MPO bicycle GIS coverage)

- Sidewalks – Indicates if sidewalks are present on one side or on both sides of the roadway

On Road Bicycle Accommodation:

- Striped Bicycle Lane – A striped bicycle lane greater than or equal to 4 feet
- Four Foot Shoulder – Identifies if the shoulder can accommodate bicycling by providing at least a four foot shoulder and is designated for bicycle use in the project
- Signed Bicycle Route – Roadway is designated and signed as a bicycle route
- Bicycle Trail – Identifies the presence of a trail near or alongside a roadway

Proponent Provided Information

- P2** **What are the infrastructure condition needs or issues of the project area?** What are the existing or anticipated conditions or problems the project is designed to address? Please include additional pavement information from municipal pavement management programs. In addition, qualitative descriptions of problems or anticipated needs can be provided. Please see the Explanation of Project Evaluation section of this document for an explanation of how these existing conditions are evaluated. (When applicable, this information should be consistent with project need information provided in the MassDOT Project Need Form.) (Source: Proponent)
- P3** **How does this project address the infrastructure condition needs or issues in the project area?** Please see The Explanation of Project Evaluation section of this document for specific examples and an explanation of project evaluation. For all projects, provide details of any pavement- management system the community or agency employs and of how this system will maximize the useful life of any pavement repaired or replaced by the project. (Source: Proponent)

Evaluation

Modernization and Efficiency Evaluation and Score (36 total points possible):

Improves substandard pavement (up to 6 points)

+6 IRI rating greater than 320: Poor and pavement improvements are included in the project

+4 IRI rating between 320 and 191: Fair and pavement improvements are included in the project

0 IRI rating less than 190: Good or better

Improves substandard signal equipment condition (up to 6 points)

+6 Poor condition and all equipment will be replaced

+4 Mediocre condition, replacement of majority of equipment will occur

+2 Fair condition, partial replacement will occur

0 All other values

Improves traffic signal operations (signal equipment upgrades, including for adaptive signal controls and coordination with adjacent signals (ITS) (up to 6 points)

+6 Meets or addresses criteria to a high degree

+4 Meets or addresses criteria to a medium degree

+2 Meets or address criteria to a low degree

0 Does not meet or address criteria

In a Congestion Management Process Identified Area (up to 6 points)

+6 CMP data indicates project area is in one of the most highly congested project areas monitored

+4 CMP data indicates project area is in one of the most congested project areas monitored

+2 CMP data indicates project area is in a congested project areas monitored

0 CMP data indicates project area is in the top 80 to 51 % of the most congested project areas monitored

Improves intermodal accommodations/connections to transit (up to 6 points)

+6 Meets or addresses criteria to a high degree

+4 Meets or addresses criteria to a medium degree

+2 Meets or address criteria to a low degree

0 Does not meet or address criteria

Implements ITS strategies other than traffic signal operations (improve traffic flow as identified by an identified ITS strategy for the municipality or state (e.g. variable message signs) (up to 6 points)

+6 Meets or addresses criteria to a high degree

+4 Meets or addresses criteria to a medium degree

+2 Meets or address criteria to a low degree

0 Does not meet or address criteria

LIVABILITY AND ECONOMIC BENEFIT TAB

The livability and economic benefit of our roadway is important to the vitality of our region. The evaluation criteria below serve as a way to measure the MPO's efforts to

emphasize and implement their livability policies. The MPO has expressed these measures in the following policies:

- Invest in projects and programs that are consistent with MetroFuture land use planning (serving already-developed areas; locations with adequate sewer and water, areas identified for economic development by state, regional, and local planning agencies; and density)
- Support health-promoting transportation options; expand and close gaps in the bicycle and pedestrian networks; promote a complete-streets philosophy
- Support urban and context-sensitive design to protect cultural, historic, and scenic resources, community cohesiveness, quality of life; fund enhancements at a reasonable cost
- Support state-of-the-practice parking policies
- Use economic impacts (local and regional) as a criteria for evaluating projects and programs; recognize that economic vitality plays a role in community livability

Project Background Information

Using the current available zoning coverage, the following calculations will be made by MAPC:

- 22 Residential Density Threshold (7 Dwelling Units (DU)/acre (suburban) to 15 DU/acre (urban)]** – Residential areas are zoned for at least 7 dwelling units (DU)/acre (suburban) 15 DU/acre (urban). as an average for the entire developable residentially zoned area within ½ mile of the project. For all residential-zoned, developable land within the 1- mile corridor (for all land that is either currently used or currently undeveloped), the average density, in dwelling units per acre allowed by the current zoning, will be calculated. In existing built-out areas, where there are no plans for largescale redevelopment, actual developed densities can be substituted for zoned density.
- 23 Commercial FAR threshold [50 employees/acre (suburban) or 150 employees/acre (urban)]** – A Commercial floor-area-ratio (FAR) that results in an estimated 50 employees/acre (suburban) or 150 employees/acre (urban) as an average for the entire developable commercially zoned area within ½ mile of the project. For all commercially zoned, developable land within the 1-mile corridor (for all land that is either currently used or currently undeveloped), the average density, in building

square-feet-per-acre allowed by the current zoning, will be calculated. In existing built-out areas, where there are no plans for large-scale redevelopment, actual developed densities can be substituted for zoned densities. The square feet will be converted to employees-per-acre using factors developed by MAPC. Floor-area-ratio is the gross floor area of all buildings or structures on a lot divided by the total lot area.

- 24 A future zoned population/employment ratio between 2.0 and 0.75 in the project area** – Dwelling units will be converted to population based on the average population per household for the community from the 2000 census. The total population within the 1 mile corridor will be divided by the total employment calculated within the 1 mile corridor to produce a population/employment ratio. If a project allows a community to move towards the ratio range or mixed use zoning (allowing both residential and Commercial development) has been adopted in a substantial portion of the corridor, MAPC may exercise professional judgment in allocating points.

More information on the Commonwealth Capital Development program is available at the Commonwealth Capital website, www.mass.gov/commcap/

- 25 Mix of Uses Is Allowed within the Area** – Mixed-use zoning districts embody the traditional compact development of land, buildings, and structures by integrating a variety of complementary uses, such as residential, retail, office, civic, and entertainment. This criterion is intended to encourage communities to redevelop first and to give priority to transportation projects that support the concentration of development in new or existing mixed-use districts that include residential, commercial, and civic uses. For the purpose of this criterion, mixed-use zoning must allow a combination of significantly different uses within the same district. Eligible mixed-use districts will typically occur in city, town, or village centers; around transit locations; or in other appropriate locations. Large zoning districts that are predominantly residential but allow limited non-residential uses, such as churches, schools, agriculture, and/or home occupations, are not eligible. At least

part of these districts must be within the 1-mile corridor around the transportation project being evaluated.

A transit-oriented development (TOD) district is considered a mixed-use district under this criterion. TOD is compact, walkable development centered around transit stations. In general, TODs include a mix of uses, such as housing, shopping, employment, and recreational facilities, within a design that puts a high priority on serving transit and pedestrians. Key features of TOD include a mix of uses, moderate to high density, pedestrian orientation/connectivity, transportation choice, reduced parking, and high-quality design. Projects serving areas designated by the Commonwealth as TOD districts should be considered to have met the Mixed Use criteria.

More information on the Commonwealth Capital Development program is available at the Commonwealth Capital website, www.mass.gov/commcap/

- 26 Maximum Parking Requirements** – ≤ 3 per 1000 square feet of commercial in suburban communities; ≤ 1.0 in urban communities.
- 27 TDM Program Required for All New Developments** – For all new development, a TDM program is required that implements at least four of the following typical components:
- Ridesharing program
 - Parking restrictions or pricing policies
 - Alternative work hours
 - Telecommuting options
 - Subsidized transit use and other financial incentives
 - Areawide strategies such as membership in Transportation Management Associations
 - Subsidies for local transit service
 - Multi-occupant vehicle access – Provide access to site and turnaround space for multi-occupant vehicles up to 25 feet in length

In addition, if the community is taking steps as part of this project or in the project area to significantly reduce single-occupant travel then this criteria will be met. Please provide this information in your answer to question P14.

28 Serves a Targeted Redevelopment Site – The redevelopment of brownfield sites, downtown districts, abandoned shopping centers, historic mill buildings, or otherwise decadent, substandard, or blighted areas serves as a critical strategy in expanding economic development, creating new housing opportunities, and building livable, vibrant communities. By redeveloping such areas, sites, and buildings, fewer “greenfield” sites are developed, compact and often historic centers are revitalized, and underutilized properties are returned to productive use. By cleaning up brownfield sites, environmental contamination is mitigated, improving ecological and human health as well as economic opportunity. This criterion rewards planning actions in the project corridor that contribute to successful redevelopment.

If your community has applied to the Commonwealth Capital Development program, most of this information will be available under Question 15 in the community’s application. This same information can be provided to the Boston Region MPO to demonstrate that this criterion has been met.

More information on the Commonwealth Capital Development program is available at the Commonwealth Capital website, www.mass.gov/commcap/

29 Municipality Provides Financial or Regulatory Support for Targeted Redevelopment – The proponent should provide information that the community has developed regulatory or financial incentives for redevelopment of the sites served by the project under question 52 above. Incentives can include:

- **43D Priority Development Site:** Approval by the Interagency Permitting Board of a locally designated Priority Development Site pursuant to Chapter 43D. The Executive Office of Housing and Economic Development maintains a list of 43D communities on its Chapter 43D Expedited Permitting web page, along with information on the approval process. Go to www.mass.gov/eohed/ then click on

Start, Grow, & Relocate Your Business in the middle gray box, then Licensing and Permitting, and then Chapter 43D Expedited Permitting or click here.

- **Financial Incentive:** Funding incentives must be at a meaningful level and have been used since July 1, 2006. Tax incentives must be currently active. Incentives can be provided through a variety of means including the creation of a revolving loan fund or brownfields cleanup program; approval of a bond authorization; local tax incentives or investments such as: Tax Increment Financing (TIF), District Improvement Financing (DIF), Urban Center Housing TIF, or Special Tax Assessment (STA) or creation of Business Improvement Districts (BIDs).
- **Regulatory Incentive:** Substantive (non-procedural; permitting process enhancements are rewarded under the “Implementation of Best Permitting Practices” criterion) modifications to the community’s land use regulations (zoning, subdivision, etc.) since July 1, 2006 that encourage the redevelopment of brownfield, greyfield, infill, or other sites.

At least one of these incentives must be in place by the end of 2007 to qualify.

If your community has applied to the Commonwealth Capital Development program, most of this information will be available under Question 15 in the community’s application. This same information can be provided to the Boston Region MPO to demonstrate that this criterion has been met.

More information on the Commonwealth Capital Development program is available at the Commonwealth Capital website, www.mass.gov/commcap/

30 Supports Regional Freight Infrastructure

- Supports infrastructure improvements on a designated or known truck route
- Supports infrastructure improvement to a known or proposed industrial center
- Supports infrastructure improvement to a major port or airport or intermodal transfer facility

Proponent Provided Information

- P4 How does the project improve access for pedestrians, bicyclists, and public transportation?** Describe what improvements are in the project for pedestrians, bicyclists, and public transportation, and what level of improvement will be achieved over existing conditions (Source: Proponent)
- P5 How is the project consistent with local land use policies?** Explain how this project will support existing or proposed local land use policies (Source: Proponent)
- P6 How does the zoning of the area within ½ mile of this project support transit-oriented development and preserve any new roadway capacity?** Will the project have an impact on adjacent land uses? Please review the land use information if the project is expected to have an impact on land use. Provide any information you have that is different from that reported on this form. Is there a local project currently under development that would provide a better balance between housing and jobs in this corridor? If so, please provide details on the project status. (Source: Proponent)
- P7 How is the project consistent with state, regional, and local economic development priorities?** Explain how this project will support economic development in the community or in the project area (Source: Proponent)

Evaluation

Livability and Economic Benefit Evaluation and Score (28 total points possible):

Design is consistent with complete streets policies (up to 4 points)

+1 *Project is a “complete street”*

+1 *Project provides for transit service*

+1 *Project provides for bicycle facilities*

+1 *Project provides for pedestrian facilities*

0 *Does not provide any complete streets components*

Provides multimodal access to an activity center (up to 3 points)

- +1 Project provides transit access (within a quarter mile) to an activity center*
- +1 Project provides bicycle access to an activity center*
- +1 Project provides pedestrian access to an activity center*
- 0 Does not provide multimodal access*

Reduces auto dependency (up to 7 points)

- +3 Project provides for a new transit service*
- +1 Project completes a known gap in the bicycle or pedestrian network*
- +1 Project provides for a new bicycle facility*
- +1 Project provides for a new pedestrian facility*
- +1 Project implements a transportation demand management strategy*
- 0 Does not provide for any of the above measures*

Project serves a targeted redevelopment site (43D sites as documented by Mass Housing and Economic Development) (up to 6 points)

- +2 Project provides new transit access to a 43D site*
- +1 Project improves transit access to a 43D site*
- +1 Project provides for bicycle access to a 43D site*
- +1 Project provides for pedestrian access to a 43D site*
- +1 Project provides for improved road access to a 43D site*

Provides for development consistent with the compact growth strategies of MetroFuture (up to 5 points)

- +2 Plan for compact growth to serve community needs*
- +1 Plan for good design and access*
- +1 Encourage market response to district plans*
- +1 Increases vitality of existing centers*
- 0 Does not provide for any of the above measures*

Project improves Quality of Life (up to 3 points)

- +1 Reduces cut through within the project area*
- +1 Implements traffic calming measures*
- +1 Improves the character of the project area*

MOBILITY TAB

Increased travel choices and improved access for and across all modes—pedestrian, bicycle, public transportation, and vehicular—is a key mobility issue. Mobility is not merely about moving motor vehicles more quickly through an intersection or along a roadway segment, but includes increasing access and promoting use of all modes. The evaluation criteria below serve as a way to measure the MPO’s efforts to emphasize and implement their mobility policies. The MPO has expressed these measures in the following policies:

- Strengthen conditions between modes; close gaps in the existing network
- Improve access and accessibility to transit
- Expand transit bicycle, and pedestrian networks; focus bicycle investment (lanes and paths) on moving people between activity centers (and access to transit)
- Integrate payment methods for fares and parking across modes
- Support TDM, TMAs, shuttles, and carpooling
- Address low cost capacity constraints and bottlenecks in the existing system before expansion

Project Background Information

31 LOS – Peak- hour level of service. (Source: Boston Region MPO’s Mobility Management System (MMS) data, calculations from Functional Design Reports, Environmental Impact Reports, and/or staff field work)

32 Transit Vehicles Use of Roadway – Identifies the fixed route transit vehicles using the roadway

33 MMS Congested Area – Identifies a project that is located within a Boston Region MPO Mobility Management System (MMS) area. For more information on these areas, please visit the MPO website at:
http://www.bostonmpo.org/bostonmpo/3_programs/6_mms/mms.html

Information provided in items 30, 31 and 32 are determined using the Boston Region MPO’s Mobility Management System (MMS). The MMS is the MPO’s ongoing program for

monitoring and evaluating the performance of the regional transportation system. One element of the MMS is the gathering of information on travel speeds and delay on all limited access highways and most arterial roadways (mainly state numbered routes) in the region. These data are used to calculate two performance measures: average AM/PM peak period speed and average AM/PM peak period speed index.

If a Project Information Form (PIF) does not have any MMS data listed, this does not mean that the roadway or intersection does not experience congestion problems—this simply means that data from the MMS are not available. In such cases, the project proponent should provide any congestion related information (speed, delay, level of service, etc.) available for the project. Please indicate whether the information is for the peak period or the peak hour and the source of the information.

34 Average A.M./P.M. Peak Period Speed – The average peak period, through vehicle travel speed along a corridor, for both directions of travel.

35 Average A.M./P.M. Peak Period Speed Index – The level of service (LOS) based on the average peak period, through vehicle travel speed index along a corridor, for both directions of travel. The speed index is the ratio of the average observed peak period travel speed to the posted speed limit. The LOS associated with the speed index is loosely based on the definition provided by the Highway Capacity Manual (HCM) 2000 for urban streets:

LOS A > 0.9

LOS B > 0.7

LOS C > 0.5

LOS D > 0.4

LOS E > 0.33

LOS F < 0.33

LOS A indicates traffic conditions at primarily free flow or speed limit values, and LOS F indicates the worst traffic conditions, characterized by extremely low speeds and likely congestion at critical signalized locations.

36 Equipment Condition– Existing signal equipment condition. (source: MMS, Massachusetts permitted signal information, municipal signal information, referencing submitted design).

Proponent Provided Information

- P8** **What is the primary mobility need for this project and how does it address that need?** Describe the need for the project from a local and a regional perspective. What are the existing or anticipated mobility needs the project is designed to address? Please be as specific as possible. Please include information on how the project improves level of service and reduces congestion, provides multimodal elements (for example, access to transit stations or parking, access to bicycle or pedestrian connections), enhances freight mobility, and closes gaps in the existing transportation system. For roadway projects, it is MPO and MassHighway policy that auto congestion reductions not occur at the expense of pedestrians, bicyclists, or transit users. Please explain the mobility benefits of the project for all modes. (Source: Proponent Provided Information Form) (When applicable, this information should be consistent with project need information provided in the MassDOT Project Need Form.) (Source: Proponent)
- P9** **What intelligent transportation systems (ITS) elements does this project include?** Examples are new signal systems or emergency vehicle override applications. (Source: Proponent)

Evaluation

Mobility Evaluation and Score (25 total points possible):

Existing peak hour level of service (LOS) (up to 3 points)

- +3 *Source data indicates project area has an LOS value of F at peak travel times*
- +2 *Source data indicates project area has an LOS value of E at peak travel times*
- +1 *Source data indicates project area has an LOS value of D at peak travel times*
- 0 *All other values*

Improves or completes an MPO or State identified freight movement issue (Identified in MPO or State published freight plan) (up to 3 points)

- +3 *Project implements a solution to an MPO or State identified freight movement issue*
- +2 *Project supports significant improvements or removes barriers to an existing MPO or State identified freight movement issue*
- +1 *Project supports improvements to an existing MPO or State identified freight movement issue*
- 0 *All other results*

Address proponent identified primary mobility need (Project design will address the primary mobility need identified by the proponent in the question P7 and evaluated by staff) (up to 3 points)

- +3 *Meets or addresses criteria to a high degree*
- +2 *Meets or addresses criteria to a medium degree*
- +1 *Meets or address criteria to a low degree*
- 0 *Does not meet or address criteria*

Address MPO identified primary mobility need (Project design will address the primary mobility need identified by MPO staff) (up to 3 points)

- +3 *Meets or addresses criteria to a high degree*
- +2 *Meets or addresses criteria to a medium degree*
- +1 *Meets or address criteria to a low degree*
- 0 *Does not meet or address criteria*

Project reduces congestion (up to 6 points)

- +6 *Meets or addresses criteria to a high degree*
- +4 *Meets or addresses criteria to a medium degree*
- +2 *Meets or address criteria to a low degree*
- 0 *Does not meet or address criteria*

Improves transit reliability (up to 7 points)

- +2 *Implements queue jumping ability for transit*
- +2 *Project prioritizes signals for transit vehicles (ITS)*

+2 *Project provides for a dedicated busway*

+1 *Project provides for a bus bump out*

ENVIRONMENT AND CLIMATE CHANGE TAB

The evaluation criteria below serve as a way to measure the MPO's efforts to emphasize and implement their environmental policies. The MPO has expressed these measures in the following:

- Avoid investments that increase pressure on developing greenfields; support investments that facilitate clean-up of brownfields
- Promote fleet management and modernization
- Support high-occupancy-vehicle travel options
- Protect natural and cultural resources and public health; plan early to avoid and mitigate impacts, such as stormwater and groundwater impacts; and air quality impacts, including introduction of additional fine particulates
- Promote energy conservation and use of alternative energy sources
- Avoid funding projects that increase exposure of at-risk populations to ultra-fine particulates
- Promote investments and give priority to projects and programs with lower life-cycle costs and emissions
- Invest so as to increase mode share of transit and non-motorized modes
- Work with environmental and cultural resource agencies to reach environmental objectives

Project Background Information

37 Located in an Area of Critical Environmental Concern – Areas designated as Areas of Critical Environmental Concern by the Massachusetts Secretary of Environmental Affairs. (Source: data from MassGIS)

38 Located adjacent to (within 200 feet of) a waterway – Hydrographic (water related) features, including surface water (lakes, ponds, reservoirs), flats, rivers, streams, and others from MassGIS. Two hundred feet from the hydrographic

feature is the distance protected by the Massachusetts Rivers Protection Act.
(Source: data from MassGIS)

Proponent Provided Information

- P10 How does the project relate to community character?** Is the project located in an existing community or neighborhood center or other pedestrian oriented area? Explain the community context (cultural, historical, other) in which the project will occur and indicate the positive or negative effect this project will have on community character. (Source: Proponent)
- P11 What are the environmental impacts of the project?** How will this project improve air quality, improve water quality, or reduce noise levels in the project area and in the region? Air quality improvements can come from reductions in the number or length of vehicle trips or from reductions in vehicle cold starts. Water quality improvements can result from reductions in runoff from impervious surfaces, water supply protection, and habitat protection. Noise barriers can reduce noise impacts. (Source: Proponent)

Evaluation

Environment and Climate Change Evaluation and Score (25 total points possible):

Air Quality (improves or degrades) (up to 5 points)

- +5 *Project significant improves air quality*
- +3 *Project includes major elements improving air quality*
- +1 *Project includes minor elements improving air quality*
- 0 *Project has no significant air quality impacts*

CO2 reduction (up to 5 points)

- +5 *Project will provide for significant movement towards the goals of the Global Warming Solutions act*
- +3 *Project will provide for movement towards the goals of the Global Warming Solutions Act*
- +1 *Project will provide a minor air quality benefit*

0 Project will no additional benefit to air quality

Project is in an Executive Office of Energy and Environmental Affairs (EOEEA) certified “Green Community” (up to 4 points)

+4 Project is in a “Green Community”

0 Project is not in a “Green Community”

Project reduces VMT/VHT (up to 7 points)

+3 Project provides for a new transit service

+1 Project provides for improved transit access

+1 Project provides for a new bicycle facility

+1 Project provides for a new pedestrian facility

+1 Project implements a transportation demand management strategy

0 Does not provide for any of the above measures

Addresses identified environmental impacts (Project design will address the environmental impacts identified by the proponent in the question P9 and/or identified by MPO staff) (up to 4 points)

+4 Meets or addresses criteria to a high degree

+2 Meets or addresses criteria to a medium degree

+1 Meets or address criteria to a low degree

0 Does not meet or address criteria

ENVIRONMENT JUSTICE TAB

The MPO developed its Regional Equity Program to provide a systematic method of considering environmental justice in all of its transportation planning work. There are Twenty-eight environmental justice (EJ) areas identified by the MPO based on percentage of minority residents and percentages of households with low incomes. If you do not know if the project area for which you are seeking funding is in an EJ area please visit the Transportation Equity section of the MPO website for more information.

The evaluation criteria below serve as a way to measure the MPO's efforts to emphasize and implement their environmental justice policies. The MPO has expressed these measures in the following policies:

- Continue outreach and analysis to identify equity needs; continue to monitor system performance
- Address identified equity needs related to service and removing or minimizing burdens (air pollution, unsafe conditions, community impacts)
- Track implementing agencies' actions responding to transportation need identified in MPO outreach and analysis; encourage action to address needs
- Strengthen avenues for involvement of low-income and minority persons in decision making
- Reduce trip times for low-income and minority persons in decision making
- Give priority to heavily used transit services over new, yet-to-be proven services

Project Background Information

- 39 Located within ¼ mile of an Environmental Justice Area** – Twenty-eight areas were identified by the MPO based on percentage of minority residents and percentages of households with low incomes (see Figure 1 on next page). The following thresholds were determined by the MPO for low-income and minority environmental justice areas (Source: 2000 U.S. Census):
- Low Income – The MPO median household income in 2000 was approximately \$55,800. A low-income TAZ was defined as having a median household income at or below 60% of this level (\$33,480).
 - Minority – A minority TAZ was defined as having a percentage of minority population greater than 50% and a minimum minority population of 200 people.
- 40 Located within ¼ mile of an Environmental Justice Population Zone** – The MPO's thresholds for low-income and minority population zones are less restrictive, and therefore include many more TAZs:
- Low Income – The MPO median household income in 2000 was approximately \$55,800. A low-income TAZ was defined as having a median household income at or below 80% of this level (\$44,640). (Source: 2000 U.S. Census)
 - Minority – A minority TAZ was defined as having a percentage of minority population greater than 21.4%. Title VI guidelines suggest that a minority

community be defined as one with a minority population which is greater than the regional percentage of minority residents. (Source: 2000 U.S. Census)

- 41 If this project is located in an MPO-defined environmental justice area or environmental justice population zone, how would it improve access to an existing transit facility?** Explain how this project would provide needed or additional access to a transit facility. Please see the Explanation of Project Evaluation section of this document for explication of scoring criteria. (Source: Proponent-Provided-Information Form)
- 42 If this project is located in an MPO-defined environmental justice area or environmental justice population zone, how would it improve safety for users of the transportation facility?** Explain how this project would provide needed or additional safety improvements to the facility identified. Please see the Explanation of Project Evaluation section of this document for explication of scoring criteria. (Source: Proponent-Provided-Information Form)
- 43 If this project is located in an MPO-defined environmental justice area or environmental justice population zone, how would it improve air quality?** Explain how this project would provide needed or additional air quality improvements to the area. Please see the Explanation of Project Evaluation section of this document for explication of scoring criteria. (Source: Proponent-Provided-Information Form)
- 44 If this project is located in an MPO-defined environmental justice area or environmental justice population zone, does it address an MPO-identified EJ community need?** The MPO conducts outreach to the EJ communities and compiles a list of identified needs. Is this project addressing one of these needs? Please refer to the MPO website for a listing of these needs. Please see the Explanation of Project Evaluation section of this document for explication of scoring criteria. (Source: Proponent)

Proponent Provided Information

P12 Are any other Environmental Justice issues addressed by this project? This answer should only be addressed by those projects in an Environmental Justice area or population zone that address an environmental justice need. Please be specific.
(Source: Proponent)

Evaluation

Environmental Justice Evaluation and Score (10 total points possible):

Improves transit for an EJ population (up to 3 points)

- +3 *Project located in an MPO environmental justice area or population zone and will provide new transit access*
- +1 *Project located in an MPO environmental justice area or population zone and will provide improved access*
- 0 *Project provides no improvement in transit access or is not in an MPO environmental justice area or population zone*

Design is consistent with complete streets policies in an EJ area (up to 4 points)

- +1 *Project is located in an MPO environmental justice area or population zone and is a "complete street"*
- +1 *Project is located in an MPO environmental justice area or population zone and provides for transit service*
- +1 *Project is located in an MPO environmental justice area or population zone and provides for bicycle facilities*
- +1 *Project is located in an MPO environmental justice area or population zone and provides for pedestrian facilities*
- 0 *Does not provide any complete streets components*

Addresses an MPO identified EJ transportation issue (up to 3 points)

- +3 *Project located in an MPO environmental justice area or population zone and the project will provide for substantial improvement to an MPO identified EJ transportation issue*
- +2 *Project located in an MPO environmental justice area or population zone and the project will provide for improvement to an MPO identified EJ transportation issue*
- 0 *Project provides no additional benefit and/or is not in an MPO environmental justice*

area or population zone
-10 Creates a burden in an EJ area

SAFETY AND SECURITY TAB

The evaluation criteria below serve as a way to measure the MPO's efforts to emphasize and implement their safety and security policies. The MPO has expressed these measures in the following policies:

- Implement actions stemming from all-hazards planning
- Maintain the transportation system in an SGR
- Use state-of-the-practice safety elements; address roadway safety deficiencies (after safety audits) and transit safety (including federal mandates)
- Support incident management programs and ITS
- Protect critical infrastructure; address transit security vulnerabilities; upgrade key transportation infrastructure to a "hardened" design standard
- Improve safety for pedestrians and cyclist; ensure that safety provisions are incorporated into shared-use corridors
- Give priority to safety projects that reduce the severity of crashes, especially those that improve safety for all
- Promote safety through supporting the reduction of base speed limit (municipalities) to 25 miles per hour and education and enforcement on rules of the road, all modes

Project Background Information

- 45 Top 200 Rank** – Ranks of highest crash intersection clusters in the project area that are included in MassDOT's listing of top- 200 crash sites.
- 46 EPDO/Injury Value** – An estimated value of property damage. Please see the Explanation of Project Evaluation section for an explanation of project scoring.
- 47 Crash Rate/Crashes per Mile** – Intersection projects will have the project intersection's crash rate. Arterial projects will have crashes per mile.
- 48 Bicycle Involved Crashes** – Total bicycle involved crashes.

49 Pedestrian Involved Crashes – Total pedestrian involved crashes.

Proponent Provided Information

P13 What is the primary safety need associated with this project and how does it address that need?

Describe the need for the project from a local and a regional perspective. What are the existing safety needs/improvements the project is designed to address? How will this design accomplish those needed improvements? Please be as specific as possible. (Source: Proponent Provided Information Form, Functional Design Report) (When applicable, this information should be consistent with project need information provided in the MassHighway Project Need Form.) (Source: Proponent)

Evaluation

Safety and Security Evaluation and Score (29 total points possible):

Improves emergency response (up to 2 points)

- +1 *Project improves an evacuation route, diversion route, or alternate diversion route*
- +1 *Project improves an access route to or in proximity to an emergency support location*

Design effect ability to respond to extreme conditions (up to 6 points)

- +2 *Project addresses flooding problem and/or sea level rise and enables facility to function in such a condition*
- +1 *Project addresses facility that serves as a route out of a hurricane zone*
- +1 *Project brings facility up to current seismic design standards*
- +1 *Project improves access to an emergency support location*
- +1 *Project addresses critical transportation infrastructure*

EPDO/Injury Value Using the Commonwealth’s listing for Estimated Property Damage Only (EPCO) or Injury Value information (up to 3 points)

- +3 *If the value is in the top 20% of most assessed value*
- +2 *If the value is in the top 49 to 21% of most assessed value*
- +1 *If the value is in the top 50 to 1% of the most assessed value*
- 0 *If there is no loss*

Design addresses proponent identified primary safety need (Project design will address the primary safety need identified by the proponent in the question P4) (up to 3 points)

- +3 *Meets or addresses criteria to a high degree*
- +2 *Meets or addresses criteria to a medium degree*
- +1 *Meets or address criteria to a low degree*
- 1 *Does not meet or address criteria*

Design addresses MPO identified primary safety need (Project design will address the primary MPO identified safety need) (up to 3 points)

- +3 *Meets or addresses criteria to a high degree*
- +2 *Meets or addresses criteria to a medium degree*
- +1 *Meets or address criteria to a low degree*
- 0 *Does not meet or address criteria*

Improves freight related safety issue (Project design will be effective at improving freight related safety issues including truck crashes) (up to 3 points)

- +3 *Meets or addresses criteria to a high degree*
- +2 *Meets or addresses criteria to a medium degree*
- +1 *Meets or address criteria to a low degree*
- 0 *Does not meet or address criteria*

Improves bicycle safety (Project design will be effective at improving bicycle related safety issues including crashes) (up to 3 points)

- +3 *Meets or addresses criteria to a high degree*
- +2 *Meets or addresses criteria to a medium degree*
- +1 *Meets or address criteria to a low degree*
- 0 *Does not meet or address criteria*

Improves pedestrian safety (Project design will be effective at improving pedestrian related safety issues including crashes) (up to 3 points)

- +3 *Meets or addresses criteria to a high degree*
- +2 *Meets or addresses criteria to a medium degree*

- +1 *Meets or address criteria to a low degree*
- 0 *Does not meet or address criteria*

Improves safety or removes an at grade railroad crossing (up to 3 points)

- +3 *Project removes an at grade railroad crossing*
- +2 *Project significantly improves safety at an at grade railroad crossing*
- +1 *Project improves safety at an at grade railroad crossing*
- 0 *Project does not include a railroad crossing*

OTHER TAB

Cost per Unit

These two measures of cost per unit are derived by dividing project cost by quantified data in the MPO database. They will only be used to compare similar types of projects.

50 \$ per User – (ADT for roadway projects or other user estimate) minus Cost (question 7) divided by ADT (question 28 or other user estimate)

51 \$ per Lane Mile – Cost (question 7) divided by project proposed total lane miles (questions 10 & 11)

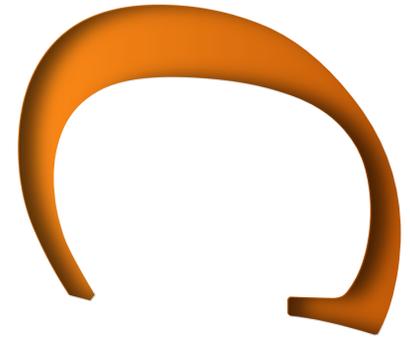
APPENDIX C

GREENHOUSE GAS MONITORING AND EVALUATION

The Massachusetts Department of Transportation (MassDOT) coordinated with MPO and regional planning agency (RPA) staffs on the implementation of greenhouse gas (GHG) tracking and evaluation in the development of each of the MPO's 2035 long-range transportation plans (LRTPs), which were adopted in September 2011. GHGs comprise many pollutants, including carbon dioxide (CO₂), methane, nitrogen oxides (NO_x), and fluorinated gases. CO₂ and methane are the most predominant GHGs. CO₂ comprises approximately 84 percent of all GHG emissions and enters the atmosphere primarily through the burning of fossil fuels. Methane composes approximately 10 percent of GHGs, and is emitted during the production and transport of coal, natural gas, and oil. GHG emissions from the transportation sector are primarily caused by the burning of fossil fuels; therefore, reductions of GHG were measured by calculating reductions in emissions of CO₂ associated with projects listed in the Boston Region MPO's LRTP.

Working together, MassDOT and the MPOs have attained the following milestones:

- Modeling and long-range statewide projections for GHG emissions caused by the transportation sector. Using the Boston Region MPO's regional model and the statewide travel demand model for the remainder of the state, GHG emissions were projected for 2020 no-build and build conditions, and for 2035 no-build and build conditions.
- All of the MPOs included these GHG emission projections in their LRTPs, along with a discussion of climate change and a statement of MPO support for reducing GHG emissions as a regional goal.



GREENHOUSE GAS MONITORING AND EVALUATION

In addition to monitoring the GHG impacts of the capacity-adding projects in the LRTP, it is also important to monitor and evaluate the GHG impacts of all transportation projects that are programmed in the TIP. The TIP includes the larger, capacity-adding projects from the LRTP as well as smaller projects that are not included in the LRTP but that may nevertheless have impacts on GHG emissions. The principal objective of this tracking is to enable the MPOs to evaluate the expected GHG impacts of different projects and to use this information as a criterion for prioritizing and programming projects in future TIPs.

In order to monitor and evaluate the GHG impacts of TIP projects, MassDOT and the MPOs have developed approaches for identifying the anticipated GHG emission impacts of different types of projects. All TIP projects have been sorted into two main categories for analysis: projects with quantified impacts and projects with assumed impacts. Projects with quantified impacts consist of capacity-adding projects from the LRTP and TIP projects that received a CMAQ spreadsheet analysis. Projects with assumed impacts include projects that would be expected to produce a minor decrease or increase in emissions and projects that would be assumed to have no CO₂ impact.

Projects with Quantified Impacts:

- **Model** – Capacity-adding projects included in the LRTP and analyzed using the travel demand model. No independent TIP calculations were done for these projects.
- **Reduction or increase in the number of tons of CO₂ associated with the project** – The Office of Transportation Planning at MassDOT provided spreadsheets that are used for determining Congestion Management and Air Quality Improvement (CMAQ) program eligibility. The data and analysis required for these calculations is typically derived from functional design reports submitted for projects at the 25 percent design phase. Estimated

projections of CO₂ for each project in this category are shown in these tables. A note of “**To Be Determined**” is shown for those projects where a functional design report was not yet available. Analyses are done for the following types of projects:

- **Traffic Operational Improvement** – An intersection reconstruction or signalization project which typically reduces delays and therefore idling.
- **Pedestrian and Bicycle Infrastructure** – A shared-use path that would enable increased walking and biking and reduce automobile trips.
- **New/Additional Transit Service** – A new bus or shuttle service that reduces automobile trips.
- **Park-and-Ride Lot** – A parking facility that reduces automobile trips by encouraging HOV travel through carpooling or transit.
- **Bus Replacement** – A new bus that replaces an old bus with newer, cleaner technology.

Projects with Assumed Impacts:

- **Assumed Nominal Decrease or Increase in CO₂ Emissions** – Projects that would be expected to produce a minor decrease or increase in emissions that cannot be calculated with any precision. Examples of such projects include roadway repaving or reconstruction projects that add a new sidewalk or new bike lanes. Such a project would enable increased travel by walking or bicycling, but there may not be data or analysis to support any projections of GHG impacts. These projects are categorized as an assumed nominal increase or decrease from pedestrian and/or bicycle infrastructure, intelligent transportation systems (ITS), and/or traffic operational improvements, transit infrastructure, and freight infrastructure.

- **No CO₂ Impact** – Projects that do not change the capacity or use of a facility (e.g. a resurfacing project that restores a roadway to its previous condition, or a bridge rehabilitation/replacement that restores the bridge to its previous condition) would be assumed to have no CO₂ impact.

More details on each project, including a description of each project’s anticipated CO₂ impacts, are shown in Chapter 3. The following tables display the GHG impact analysis of projects funded in the Highway Program (Table C-1) and Transit Program (Table C-2).

TABLE C-1 GREENHOUSE GAS REGIONAL HIGHWAY PROJECT TRACKING

MassDOT Project ID ▼	TIP Year(s)	MassDOT Project Description ▼	Analysis of GHG Impact
604532	2014	ACTON- CARLISLE- WESTFORD- BRUCE FREEMAN RAIL TRAIL (PHASE II-A)	108 tons/year reduction
604687	2013	ARLINGTON- RECONSTRUCTION OF MASSACHUSETTS AVENUE, FROM POND LANE TO THE CAMBRIDGE C.L.	1 ton/year reduction
29492	2016	BEDFORD- BILLERICA- BURLINGTON- MIDDLESEX TURNPIKE IMPROVEMENTS, FROM CROSBY DRIVE NORTH TO MANNING ROAD, INCLUDES RECONSTRUCTION OF B-04-006 (PHASE III)	Model
607110	2013	BEDFORD- BRIDGE PRESERVATION, SR 4 (GREAT ROAD) OVER THE SHAWSHEEN RIVER	No CO ₂ Impact
605895	2014	BELLINGHAM- BRIDGE DEMOLITION, B-06-011, ROUTE 126 OVER CSX RAILROAD (ABANDONED) & INSTALLATION OF BIKE PATH CULVERT	Assumed Nominal Reduction in CO ₂ from Bicycle Infrastructure
602514	2013	BEVERLY- CONSTRUCTION OF A WALKWAY ON BEVERLY HARBORFRONT	Assumed Nominal Reduction in CO ₂ from Pedestrian Infrastructure
600220	2014	BEVERLY- RECONSTRUCTION & SIGNAL IMPROVEMENTS ON RANTOUL STREET (ROUTE 1A) FROM CABOT STREET (SOUTH) TO CABOT STREET (NORTH)	294 tons/year reduction
604173	2016	BOSTON- BRIDGE REHABILITATION, B-16-016, NORTH WASHINGTON STREET OVER THE CHARLES RIVER	No CO ₂ Impact
603370	2013/2014	BOSTON- BRIDGE REHABILITATION, B-16-029, ROUTE 99 (ALFORD STREET) OVER MYSTIC RIVER	No CO ₂ Impact
604462	2014	BOSTON- BRIDGE REPLACEMENT, B-16-209, WEST SECOND STREET OVER HAUL ROAD & CSX RR	Assumed Nominal Reduction in CO ₂ from Freight Infrastructure
600867	2015/2016	BOSTON- BRIDGE REPLACEMENT, B-16-237, MASSACHUSETTS AVENUE (ROUTE 2A) OVER COMMONWEALTH AVENUE	No CO ₂ Impact
606448	2013	BOSTON- DECK PATCHING & SUPERSTRUCTURE REPAIRS ON B-16-365 (BOWKER OVERPASS)	No CO ₂ Impact
605733	2015/2016	BOSTON- HIGHWAY LIGHTING SYSTEM REPLACEMENT ON I-93, FROM SOUTHAMPTON STREET TO NEPONSET AVENUE	No CO ₂ Impact
606889	2013/2014	BOSTON- IMPROVEMENTS ALONG GAINSBOROUGH AND ST. BOTOLPH STREETS	Assumed Nominal Reduction in CO ₂ from Bicycle and Pedestrian Infrastructure
606284	2015	BOSTON- IMPROVEMENTS TO COMMONWEALTH AVENUE, FROM AMORY STREET TO ALCORN STREET	57 tons/year reduction
604761	2014	BOSTON- MULTI-USE TRAIL CONSTRUCTION (SOUTH BAY HARBOR) FROM RUGGLES STATION TO FAN PIER	846 tons/year reduction
605789	2014	BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD (HPP 756 & 4284)	To Be Determined
606134	2014	BOSTON- TRAFFIC SIGNAL IMPROVEMENTS ON BLUE HILL AVENUE AND WARREN	To Be Determined

MassDOT Project ID ▼	TIP Year(s)	MassDOT Project Description ▼	Analysis of GHG Impact
606498	2013	BRAINTREE- QUINCY- MILTON- BOSTON- HOV LANE BARRIER TRANSFER VEHICLE (BTV) OPERATOR CONTRACT	Model
606931	2015/2016	BRAINTREE- QUINCY- MILTON- BOSTON- HOV LANE BARRIER TRANSFER VEHICLE (BTV) OPERATOR CONTRACT	Model
606422	2013	BRAINTREE- QUINCY- MILTON- BOSTON- HOV LANE OPERATING EXPENSES	Model
606932	2015/2016	BRAINTREE- QUINCY- MILTON- BOSTON- HOV LANE OPERATING EXPENSES	Model
606497	2013	BRAINTREE- QUINCY- MILTON- BOSTON- HOV LANE TOW TRUCK SERVICES	Model
606930	2015/2016	BRAINTREE- QUINCY- MILTON- BOSTON- HOV LANE TOW TRUCK SERVICES	Model
606521	2013	BRAINTREE- SAFE ROUTES TO SCHOOL (ROSS ELEMENTARY SCHOOL)	Assumed Nominal Reduction in CO ₂ from Bicycle and Pedestrian Infrastructure
605110	2016	BROOKLINE- INTERSECTION & SIGNAL IMPROVEMENTS @ ROUTE 9 & VILLAGE SQUARE (GATEWAY EAST)	22 tons/year reduction
606432	2013	BURLINGTON- WOBURN- READING- EXPANSION OF FIBER, CCTV, VMS & TRAFFIC SENSOR NETWORK ON I-95	Assumed Nominal Reduction in CO ₂ from ITS Infrastructure
606449	2014	CAMBRIDGE- BRIDGE PRESERVATION, C-01-008, FIRST STREET BRIDGE & C-01-040, LAND BOULEVARD/BROAD CANAL BRIDGE	No CO ₂ Impact
605188	2013	CAMBRIDGE- COMMON IMPROVEMENTS AT WATERHOUSE STREET, MASS AVE & GARDEN STREET	Assumed Nominal Reduction in CO ₂ from Bicycle and Pedestrian Infrastructure
604428	2015	CHELSEA- BRIDGE REPLACEMENT, C-09-001, WASHINGTON AVENUE OVER THE MBTA AND B&M RAILROAD	No CO ₂ Impact
N/A	2014/2015	CHELSEA- REVERE- RESURFACING & RELATED WORK ON ROUTE 1	No CO ₂ Impact
607111	2013	CONCORD- BRIDGE PRESERVATION, OLD STOW ROAD OVER MBTA & BM RAILROAD	No CO ₂ Impact
602984	2013/2014	CONCORD- LINCOLN- LIMITED ACCESS HIGHWAY IMPROVEMENTS AT ROUTE 2 & 2A, BETWEEN CROSBY'S CORNER & BEDFORD ROAD, INCLUDES C-19-024	Model
601825	2013	DANVERS- RECONSTRUCTION OF LIBERTY STREET, FROM ROUTE 128 TO WATER/HIGH STREET INTERSECTION, INCLUDES D-03-004 & D-03-014	No CO ₂ Impact
603462	2014	DUXBURY- INTERSECTION IMPROVEMENTS AT KINGSTOWN WAY (ROUTE 53) & WINTER STREET	24 tons/year reduction
604660	2013	EVERETT- MEDFORD- BRIDGE REPLACEMENTS, REVERE BEACH PARKWAY (ROUTE 16), E-12-004=M-12-018 OVER THE MALDEN RIVER (WOODS MEMORIAL BRIDGE) & M-12-017 OVER MBTA AND RIVERS EDGE DRIVE	No CO ₂ Impact
N/A	2013/2014/2015	FAIRMOUNT IMPROVEMENTS	Model
605596	2013	FOXBOROUGH- INTERSTATE MAINTENANCE & RELATED WORK ON I-95	No CO ₂ Impact
606176	2016	FOXBOROUGH- PLAINVILLE- WRENTHAM- INTERSTATE MAINTENANCE & RELATED WORK ON I-495 (NB & SB)	No CO ₂ Impact

MassDOT Project ID ▼	TIP Year(s)	MassDOT Project Description ▼	Analysis of GHG Impact
606137	2013	FRAMINGHAM- BIKE PATH CONSTRUCTION & IMPROVEMENTS ON COCHITUATE RAIL TRAIL, FROM SCHOOL STREET TO ROUTE 30	54 tons/year reduction
606209	2013	FRAMINGHAM- RECONSTRUCTION OF ROUTE 126 (CONCORD STREET)	384 tons/year reduction
N/A	2013	FRANKLIN- INTERSTATE MAINTENANCE & RELATED WORK ON I-495	No CO ₂ Impact
606546	2016	FRANKLIN- INTERSTATE MAINTENANCE & RELATED WORK ON I-495	No CO ₂ Impact
604988	2013	FRANKLIN- RECONSTRUCTION OF ROUTE 140, MAIN STREET & EMMONS STREET (DOWNTOWN ENHANCEMENTS)	64 tons/year increase
	2016	GREEN LINE EXTENSION PROJECT (PHASE II), MEDFORD HILLSIDE (COLLEGE AVENUE) TO MYSTIC VALLEY PARKWAY/ROUTE 16	Model
N/A	2013/2014/ 2015/2016	GREEN LINE EXTENSION PROJECT- EXTENSION TO COLLEGE AVENUE WITH THE UNION SQUARE SPUR	Model
602602	2014	HANOVER- RECONSTRUCTION OF WASHINGTON STREET (ROUTE 53) AND RELATED WORK FROM THE ROUTE 3 NORTHBOUND RAMP TO WEBSTER STREET (ROUTE 123)	Model
602462	2016	HOLLISTON- SIGNAL INSTALLATION AT ROUTE 16/126 AND OAK STREET	To Be Determined
605774	2013	HOPKINTON- BRIDGE BETTERMENT, H-23-012, I-90 RAMP OVER I-495	No CO ₂ Impact
606283	2013	HOPKINTON TO ANDOVER- INSTALLATION OF CAMERAS, MESSAGE SIGNS & COMMUNICATION INFRASTRUCTURE ON I-495 (DESIGN/BUILD ITS)	Assumed Nominal Reduction in CO ₂ from ITS Infrastructure
606632	2015	HOPKINTON- WESTBOROUGH- BRIDGE REPLACEMENT, H-23-006=W-24-016, FRUIT STREET OVER CSX & SUDBURY RIVER	No CO ₂ Impact
607119	2015	IPSWICH- BRIDGE REPAIRS, GREEN STREET OVER THE IPSWICH RIVER	No CO ₂ Impact
600703	2013/2014/ 2015	LEXINGTON- BRIDGE REPLACEMENT, L-10-009, ROUTE 2 (EB & WB) OVER ROUTE I-95 (ROUTE 128)	No CO ₂ Impact
603722	2015	LEXINGTON- BRIDGE REPLACEMENT, L-10-010, ROUTE 2A (MARRETT ROAD) OVER I-95/ROUTE 128	No CO ₂ Impact
603722	2016	LEXINGTON- BRIDGE REPLACEMENT, L-10-010, ROUTE 2A (MARRETT ROAD) OVER I-95/ROUTE 128	No CO ₂ Impact
606170	2013	LEXINGTON- BURLINGTON- INTERSTATE MAINTENANCE & RELATED WORK ON I-95	No CO ₂ Impact
604937	2013	LEXINGTON- NEWTON- WALTHAM- WELLESLEY- WESTON- TRAFFIC SIGN REPLACEMENT ON I-95, FROM WELLESLEY (ROUTE 9) TO LEXINGTON (ROUTES 4/225)	No CO ₂ Impact

MassDOT Project ID ▼	TIP Year(s)	MassDOT Project Description ▼	Analysis of GHG Impact
602094	2013	LYNN- RECONSTRUCTION OF ROUTE 129 (BROADWAY), FROM WYOMA SQUARE TO BOSTON STREET	211 tons/year reduction
605597	2013	LYNNFIELD- WAKEFIELD- INTERSTATE MAINTENANCE & RELATED WORK ON I-95	No CO ₂ Impact
N/A	2014	MALDEN- SAFE ROUTES TO SCHOOL (BEEBE SCHOOL)	Assumed Nominal Reduction in CO ₂ from Bicycle and Pedestrian Infrastructure
N/A	2014	MANCHESTER- SAFE ROUTES TO SCHOOL (MEMORIAL ELEMENTARY)	Assumed Nominal Reduction in CO ₂ from Bicycle and Pedestrian Infrastructure
604810	2016	MARLBOROUGH- RECONSTRUCTION OF ROUTE 85 (MAPLE STREET)	325 tons/year reduction
604655	2015	MARSHFIELD- BRIDGE REPLACEMENT, M-07-007, BEACH STREET OVER THE CUT RIVER	Assumed Nominal Reduction in CO ₂ from Pedestrian Infrastructure
605657	2016	MEDWAY- RECONSTRUCTION ON ROUTE 109, FROM HOLLISTON STREET TO 100 FT. WEST OF HIGHLAND STREET, INCLUDES REHAB OF M-13-012	352 tons/year reduction
601553	2014	MELROSE- INTERSECTION & SIGNAL IMPROVEMENT TO LEBANON STREET, FROM LYNDE STREET TO MAIN STREET	206 tons/year reduction
606126	2013	MIDDLETON- RESURFACING & RELATED WORK ON ROUTE 114	No CO ₂ Impact
N/A	2014	MILTON- SAFE ROUTES TO SCHOOL (GLOVER ELEMENTARY SCHOOL)	Assumed Nominal Reduction in CO ₂ from Bicycle and Pedestrian Infrastructure
603711	2013/2014/ 2015/2016	NEEDHAM- WELLESLEY- REHAB/REPLACEMENT OF 6 BRIDGES ON I-95/ROUTE 128: N-04-020, N-04-021, N-04-022, N-04-026, N-04-027 & W-13-023 (ADD-A-LANE - CONTRACT V)	Model
606235	2013	QUINCY- ADAMS GREEN TRANSPORTATION IMPROVEMENTS	24 tons/year increase
607133	2016	QUINCY- BRIDGE REPLACEMENT, ROBERTSON STREET OVER I-93/US 1/SR 3	No CO ₂ Impact
607132	2016	QUINCY- BRIDGE REPLACEMENT, STEDMAN STREET OVER I-93/US 1/SR 3	No CO ₂ Impact
605729	2014	QUINCY- INTERSECTION & SIGNAL IMPROVEMENTS AT HANCOCK STREET & EAST/WEST SQUANTUM STREETS	6 tons/year reduction
N/A	2013	REGIONWIDE- INTERSECTION IMPROVEMENT PROGRAM	To Be Determined
606885	2013	ARLINGTON- BIKEWAY CONNECTION AT INTERSECTION OF ROUTE 3 and ROUTE 60	Assumed Nominal Reduction in CO ₂ from Bicycle Infrastructure
N/A	2013	BROOKLINE- BIKE SHARE, YEAR 3	3 tons/year reduction
N/A	2013	CAMBRIDGE- BIKE SHARE, YEAR 3	22 tons/year reduction
605121	2013	SALEM- CAUSEWAY PARK CONSTRUCTION	No CO ₂ Impact

MassDOT Project ID ▼	TIP Year(s)	MassDOT Project Description ▼	Analysis of GHG Impact
605146	2014	SALEM- RECONSTRUCTION ON CANAL STREET, FROM WASHINGTON STREET & MILL STREET TO LORING AVENUE & JEFFERSON AVENUE	8 tons/year reduction
N/A	2015	SAUGUS- SAFE ROUTES TO SCHOOL (VETERANS MEMORIAL)	Assumed Nominal Reduction in CO ₂ from Bicycle and Pedestrian Infrastructure
606171	2014	SHARON- WALPOLE - INTERSTATE MAINTENANCE & RELATED WORK ON I-95	No CO ₂ Impact
607209	2013	SOMERVILLE- RECONSTRUCTION OF BEACON STREET, FROM OXFORD STREET TO CAMBRIDGE C.L.	277 tons/year reduction
N/A	2015	SOMERVILLE- SAFE ROUTES TO SCHOOL (HEALEY SCHOOL)	Assumed Nominal Reduction in CO ₂ from Bicycle and Pedestrian Infrastructure
602165	2016	STONEHAM- SIGNAL & INTERSECTION IMPROVEMENTS AT ROUTE 28/NORTH STREET	152 tons/year reduction
604652	2015	STONEHAM- WINCHESTER- WOBURN- TRI-COMMUNITY BIKEWAY	435 tons/year reduction
603917	2014/2015/ 2016	STONEHAM- WOBURN- LIGHTING UPGRADES ON I-93	No CO ₂ Impact
606516	2013	WAKEFIELD- SAFE ROUTES TO SCHOOLS (DOLBEARE SCHOOL)	Assumed Nominal Reduction in CO ₂ from Bicycle and Pedestrian Infrastructure
601579	2016	WAYLAND- SIGNAL & INTERSECTION IMPROVEMENTS AT ROUTE 27 (MAIN STREET) AND ROUTE 30 (COMMONWEALTH ROAD)	115 tons/year reduction
N/A	2014	WESTWOOD- SAFE ROUTES TO SCHOOL (DOWNEY ELEMENTARY)	Assumed Nominal Reduction in CO ₂ from Bicycle and Pedestrian Infrastructure
601630	2013/2014/ 2015	WEYMOUTH- ABINGTON- RECONSTRUCTION & WIDENING ON ROUTE 18 (MAIN STREET) FROM HIGHLAND PLACE TO ROUTE 139 (4.0 MILES) INCLUDES REHAB OF W-32-013, ROUTE 18 OVER THE OLD COLONY RAILROAD (MBTA)	Model
N/A	2014	WEYMOUTH- BRAINTREE- QUINCY - RESURFACING & RELATED WORK ON ROUTE 3	No CO ₂ Impact
605602	2013	WEYMOUTH- RESURFACING & RELATED WORK ON ROUTE 3	No CO ₂ Impact
42603	2014	WILMINGTON- BRIDGE REPLACEMENT, W-38-002, ROUTE 38 (MAIN STREET) OVER THE B&M RAILROAD	No CO ₂ Impact
604879	2013	WILMINGTON- WOBURN- INTERSTATE MAINTENANCE & RELATED WORK ON ROUTE I-	No CO ₂ Impact
601019	2014	WINCHESTER- SIGNAL & INTERSECTION IMPROVEMENTS AT 4 LOCATIONS ON CHURCH STREET & ROUTE 3 (CAMBRIDGE ST)	362 tons/year reduction
		NET GHG IMPACT (CO₂)	3,970 tons/year reduction

TABLE C-2 GREENHOUSE GAS REGIONAL TRANSIT PROJECT TRACKING

Regional Transit Authority ▼	TIP Year(s)	Project Description ▼	Analysis of GHG Impact
MBTA	2013	POWER PROGRAM	TBD
MBTA	2013/2014/ 2015	BRIDGES & TUNNELS	No CO ₂ Impact
MBTA	2016	FACILITIES (YARDS, SHOPS, PARKING, ETC.)	No CO ₂ Impact
MBTA	2013/2014	FACILITIES (YARDS, SHOPS, PARKING, ETC.) - PARKING SYSTEMS IMPROVEMENTS	No CO ₂ Impact
MBTA	2013/2014 2015/2016	PREVENTATIVE MAINTENANCE	TBD
MBTA	2014/2015/ 2016	REVENUE VEHICLES (OTHER VEHICLE PROGRAMS)	TBD
MBTA	2014/2015	REVENUE VEHICLES (RED AND ORANGE LINE - NEW VEHICLE PROCUREMENT)	TBD
MBTA	2013	STATIONS (ACCESSIBILITY) - GOVERNMENT CENTER	Assumed Nominal Reduction in CO ₂ from Transit Infrastructure
MBTA	2013	STATIONS (ACCESSIBILITY) - STATE STREET	Assumed Nominal Reduction in CO ₂ from Transit Infrastructure
MBTA	2013/2014 2015/2016	SYSTEM UPGRADES	TBD
MBTA	2016	TRACK/RIGHT-OF-WAY	No CO ₂ Impact

Regional Transit Authority ▼	TIP Year(s)	Project Description ▼	Analysis of GHG Impact
CATA	2013/2014 2015/2016	Preventative Maintenance	TBD
CATA	2013/2014 2015/2016	29' Bus Rolling Stock (4)	TBD
CATA	2013/2015	Support Equipment	No CO ₂ Impact
CATA	2014	Gas Storage Tank	No CO ₂ Impact
CATA	2015	Facility Maintenance	No CO ₂ Impact
CATA	2016	Security Equipment	No CO ₂ Impact
MWRTA	2013	Paratransit	TBD
MWRTA	2014/2015/ 2016	ADA Paratransit	TBD
MWRTA	2013/2014 2015/2016	Equipment and Facilities	TBD
MWRTA	2013	Equipment and Facilities - Call Center Study	No CO ₂ Impact
MWRTA	2014	JARC Communications	No CO ₂ Impact
MWRTA	2013	JARC Technology Grant	No CO ₂ Impact

APPENDIX D: FFY 2012 HIGHWAY PROJECTS STATUS

FFY 2012 HIGHWAY-FUNDED PROJECTS - ADVANCED CONSTRUCTION			
PROJIS	Project Description	Source	District
602984	CONCORD- LINCOLN- LIMITED ACCESS HIGHWAY IMPROVEMENTS AT ROUTE 2 & 2A, BETWEEN CROSBY'S CORNER & BEDFORD ROAD, INCLUDES C-19-024	STP HSIP CMAQ	4
603206	DEDHAM- NEEDHAM- BRIDGE REPLACEMENT ON ROUTE 128 (ADD-A-LANE BRIDGES) D-05-042, D-05-043, D-05-040, D-05-041, D-05-038=N-04-030, D-05-039, N-04-029 (BRIDGE IV)	NHS	4
604517	BOSTON- BRIDGE REPLACEMENT, B-16-020=C-09-004, CHELSEA STREET OVER THE CHELSEA RIVER	BR	4
603370	BOSTON- BRIDGE REHABILITATION, B-16-029, ROUTE 99 (ALFORD STREET) OVER MYSTIC RIVER	BR	6

FFY 2012 HIGHWAY-FUNDED PROJECTS - ADVERTISED/OBLIGATED			
PROJIS	Project Description	Source	District
604361	BOSTON- CAMBRIDGE- BRIDGE REHABILITATION, B-16-009=C-01-002, CAMBRIDGE STREET OVER THE CHARLES RIVER (MEMORIAL DRIVE & STORROW DRIVE) (AKA - LONGFELLOW BRIDGE)	ABP	6
606169	BELLINGHAM- MEDWAY- MILFORD- INTERSTATE MAINTENANCE & RELATED WORK ON I-495	IM	3
605173	MALDEN- REHABILITATION ON PLEASANT STREET, FROM MALDEN CITY HALL TO MAIN STREET	HPP S117	4
605607	CANTON- RANDOLPH- RESURFACING & RELATED WORK ON ROUTE 24	NHS STP	4
605414	FOXBOROUGH- BRIDGE PRESERVATION, F-06-015, I-95 OVER GREEN STREET	BR	5
604361	BOSTON- CAMBRIDGE- BRIDGE REHABILITATION, B-16-009=C-01-002, CAMBRIDGE STREET OVER THE CHARLES RIVER (MEMORIAL DRIVE & STORROW DRIVE) (AKA - LONGFELLOW BRIDGE)	ABP	6
604472	ACTON- CONCORD- BOXBOROUGH- LITTLETON- RESURFACING & RELATED WORK ON ROUTE 2	NHS STP	4
604382	QUINCY- WEYMOUTH- BRIDGE REPLACEMENT, Q-01-001=W-32-001, STATE ROUTE 3A (WASHINGTON STREET) OVER THE FORE RIVER	ABP	6

APPENDIX D: FFY 2012 HIGHWAY PROJECTS STATUS

FFY 2012 HIGHWAY-FUNDED PROJECTS - EXPECTED TO BE ADVERTISED/OBLIGATED			
PROJIS	Project Description	Source	District
604688	BELMONT- WATERTOWN- RECONSTRUCTION ON TRAPELO ROAD & BELMONT STREET	CMAQ TE Statewide TE	4
601586	NATICK- WELLESLEY- INTERSECTION IMPROVEMENTS @ ROUTE 9 (WORCESTER STREET) & OAK STREET, FROM 1500' WEST OF OAK STREET TO 300' EAST OF OVERBROOK DRIVE	CMAQ TE Statewide TE S112	3
604331	SOMERVILLE- MULTI-USE PATH CONSTRUCTION, FROM CEDAR STREET TO LOWELL STREET (PHASE I)	CMAQ HPP	4
602839	FRAMINGHAM- BRIDGE REPLACEMENT, F-07-009, CENTRAL STREET OVER SUDBURY RIVER	BR	3
606609	DANVERS- BRIDGE REPLACEMENT, D-03-013, ROUTE 35 (WATER STREET) OVER WATERS RIVER	BR	4
606520	NEWTON- SAFE ROUTES TO SCHOOL (BOWEN SCHOOL)	SRTS	6
605872	SWAMPSCOTT- SAFE ROUTES TO SCHOOL (STANLEY SCHOOL)	SRTS	4
606167	BOSTON- SOMERVILLE- INTERSTATE MAINTENANCE & RELATED WORK ON I-93, INCLUDES WORK ON S-17-029, S-17-031 & B-16-281	IM	4

FFY 2012 HIGHWAY-FUNDED PROJECTS - TO BE ADVERTISED/OBLIGATED IN FUTURE TIP			
PROJIS	Project Description	Source	District
603654	BOSTON- BRIDGE REPLACEMENT, B-16-163, MORTON STREET OVER THE MBTA & CSX RAILROAD	ABP	6

Appendix E: Status of Federal Fiscal Year 2012 Transit Projects

This appendix lists information about the status of transit projects on the fiscal year 2012 element of the fiscal years 2012-15 TIP.

Funds Programmed: Total funds programmed in the fiscal year 2012 element of the fiscal years 2012-15 TIP

Pending: Application being prepared to be submitted to FTA

Completed: Application submitted to FTA

Approved: Funds executed

Section 5307						
<i>Mode</i>	<i>Type</i>	<i>Detail</i>	<i>Funds Programmed</i>	<i>Pending</i>	<i>Completed</i>	<i>Approved</i>
Bus	Revenue Vehicles	193 ECD Buses - Overhaul	\$32,399,405			
Systemwide	Stations	To be determined	\$22,000,000			
Systemwide	Bridges & Tunnels	See Bridge Program list below	\$65,000,000		\$65,000,000	
Systemwide	Systems Upgrades	To be determined	\$1,612,767			
Systemwide	Preventive Maintenance	Preventive Maintenance	\$12,000,000			\$12,000,000
Section 5307 MBTA Total			\$133,012,172	\$0	\$65,000,000	\$12,000,000

Section 5309						
<i>Mode</i>	<i>Type</i>	<i>Detail</i>	<i>Programmed Funds</i>	<i>Pending</i>	<i>Completed</i>	<i>Approved</i>
Commuter Rail	Revenue Vehicles	74 Kawasaki Coaches - Overhaul	\$93,739,299	\$93,739,299		
Systemwide	Systems Upgrades	To be determined	\$242,603			
Section 5309 MBTA Total			\$93,981,902	\$93,739,299	\$0	\$0

Important Note: As of 7/10/2012 The MBTA has accessed only 50% of the FFY 2012 Federal Formula funds.

Bridge Program	Federal Portion (80%)	Total
Merrimack River Bridge	\$42,273,279	\$52,841,599
Dean Road Bridge	\$2,761,600	\$3,452,000
Main Street Bridge (Concord)	\$6,896,000	\$8,620,000
Bridge Design Contracts	\$9,917,186	\$12,396,483
Bridge Inspection & Rating Contracts	\$3,151,934	\$3,939,918
Grand Total	\$65,000,000	\$81,250,000

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Acton resident	Abigail Mieko Vargus	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The rail trail is a huge improvement to the town and area in so many ways. It also will greatly increase the convenience of traveling in town without using a car.
Acton resident	Al Caruso	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. Projects such as the ARRT and the BFRT are hugely important to the community and need to be completed. These trails provide safe corridors for recreation and commuting, and take cars off the road.
AdventuRides	Alex Woodle	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
Maynard resident	Alex Thayer	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
Maynard residents	Amanda and Mark Price	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
	Amanda Lye	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
	Amie Hesbach	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. Completion of the trail to Acton would alleviate some of the vehicular congestion along the highway towards the South Acton rail station and provide safe, low impact transportation and recreation.
Maynard resident and taxpayer	Amy Riddle	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. This project will 1) bring recreational opportunities to communities 2) bring business to local retailers and 3) provide a car-free link to the commuter rail system.
Maynard resident	Ann Gibson	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. These types of trails are invaluable for recreation and non-motorized transportation.
Boxborough resident	Arnold Williams	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The trails from the five towns should be connected to each other.
Maynard resident	Ben Clark	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The trail would boost health and reduce traffic.
McCathy Towne Elementary School	Benjamin Eppling	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The trail would be good for the environment, provide a safe place to bike, and reduce fuel consumption.
Acton citizen	Beth Cail	ARRT (Acton & Maynard)	Supports	Supports the extension of the ARRT rail trail through Acton and Concord. The rail trail provides a wonderful resource for those who cannot or should not ride on the road. In these times of increased drug use in the high schools, hyper competitiveness in school sports, and overall increased pressure on kids, having a resource like this is critical to not only their well being, but to the community's well being.
Acton resident	Bettie Noble	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
Acton citizen	Bettina Abe	ARRT (Acton & Maynard)	Supports	Supports completion of the ARRT. It's very important to give people the option of commuting by bike on this rail trail especially since the new South Acton Train Station will have south side access. It makes sense to have both projects moving forward simultaneously.
	Bill Smith	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Assabet River Rail Trail member	C. Leary	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. Construction of the portion of the trail from the northern part of Maynard to the South Acton train station as critical since it will provide a safe way for Maynard's commuters to get to/from the train station. Currently, cyclists must ride with dangerous rush-hour cars, walking is hazardous, and other forms of transport that can be done on a trail, such as rollerblading, are not possible.
	Carolyn Stock	ARRT (Acton & Maynard)	Supports	Supports the ARRT.
	Chris Rodstrom	ARRT (Acton & Maynard)	Supports	Supports the ARRT.
Acton resident	Christina Haufler	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
Friends of the Bruce Freeman Trail, Acton resident	Christopher Hickey	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. In this day and age of the obesity crisis, governments at all levels should be encouraging physical activity. This rail trail will link Maynard to the Fitchburg Commuter Rail Line and cannot be put off any longer.
ARRT abutter	Clare Siska	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. Acton residents voiced strong support of the ARRT by spending over \$1M in 2011 to purchase the Caouette-Simeone farmland, in part to provide direct access to the ARRT and an improved design for the trail terminus. While some details need to be worked out in regards to the land's planned Conservation Restriction, this should be possible as part of the 25% design process. Acton's Town Planner, ARRT.org, abutters, and the conservation restriction committee have a good working relationship and all are eager for this project to move forward. This trail segment will provide direct access to the new South Acton commuter rail station and will be a shining example of smart, eco-friendly transportation.
	Colleen Strahs	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. This important project will bring much-needed safe outdoor biking and hiking spaces for families in MetroWest.
Acton resident	Colleen White	ARRT (Acton & Maynard)	Supports	Supports the ARRT.
	Dan Cooper	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. This is an important and much needed project that has been a long time in the making.
Assabet River Rail Trail	David Mark	ARRT (Acton & Maynard)	Supports	Supports the ARRT. The commenter has personally spent hundreds of hours per year making the Acton and Maynard sections walkable: tree cutting, brush clearing, poison ivy killing, drainage ditch clearing and for certain sections spreading truckloads upon truckloads of woodchips between the rails to create a safe surface.
Assabet River Rail Trail	David Mark	ARRT (Acton & Maynard)	Supports	Please keep the next phase of the Assabet River Rail Trail in the TIP for 2013-2016. A non-road commuter route south from the Acton train station to businesses in Maynard and points farther south is still needed. Bicyclists and pedestrians are at risk when trying to share Routes 27 and 62 with car and truck traffic.
Acton resident	Deb Matthews	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. This project is a relatively low cost way to help people be active and enjoy nature, and is a huge add to our community. It will also help some people commute to work.
AART	Deborah Fink	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The commenter, her husband, and teenagers ride bikes for fun and exercise and need a safe place to bike locally.
The ARRT project for Acton-Maynard	Denise Shea	ARRT (Acton & Maynard)	Supports	Supports ARRT. A rail trail would be an excellent way for families to spend time together outdoors without excessive concerns about traffic dangers.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Community member of Maynard	Diane Donovan	ARRT (Acton & Maynard)	Supports	Supports the ARRT. The trail would mean a great deal to the community and the families that live there. Completion of the project would show children that the efforts spent on the project and promises matter.
Acton resident	Diane Krasnick	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding . With gas prices rising, the commenter would consider biking to her job in Sudbury if this were a possibility.
	Ed Beauchemin	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.The ARRT will provide a safe route for commuters between South Acton and Maynard. The present roads are not safe for biking or walking. This trail will benefit many businesses in the area.
	Edward Wenzell	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The commenter is a weekly user of the Assabet River Rail Trail.
Legally blind Acton resident and frequent pedestrian	Elizabeth Harvey-Forsythe	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. Converting these rail lines is the second best thing that can be done with them (the best thing is running trains on them).
Acton resident	Elizabeth T. Speers	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The community will benefit from safer cycling for children and adults alike.
Green Acton - Acton resident	Ellen de Lemos Forte	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. With all of the toxic chemicals in our environment, climate issues, etc, projects which promote safe and clean alternative transportation should be advanced.
Acton resident	Emily McDowell	ARRT (Acton & Maynard)	Supports	Supports the ARRT. Outdoor trails are needed for exercise and to lessen environmental impacts by biking, walking or blading to work /other locales.
Maynard resident	Eric Josephson	ARRT (Acton & Maynard)	Supports	Supports the ARRT. The commenter would be able to bike to the South Acton train station to catch the commuter rail to Cambridge.
	Eve Donahue	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The project has support in Stow; the Stow town meeting voted in favor of it.
none	Geoff Mamlet	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. More spaces are needed where people can experience the joys of biking, of being outside, and getting good exercise. Existing rail trails get lots of use and bring economic benefits to the towns they pass through. Along the Ayer trail, you can already see businesses adapting to serve the business the rail trail brings.
	Glenn Maston	ARRT (Acton & Maynard)	Supports	Supports the continued development of the Assabet River Rail Trail (ARRT) and requests that the Acton and Maynard sections of the trail be funded in the TIP as scheduled for 2016. It would be disappointing if the funding was delayed any further. The trail is a fantastic asset to the towns of Hudson and Marlboro, and it would be even better if it was completed and included Acton and Maynard.
	Gregory Catalano	ARRT (Acton & Maynard)	Supports	Supports the Acton-Maynard-Stow portions of the ARRT. This trail would offer a wonderful opportunity for safe recreational and fitness activities for a broad portion of the population in these communities.
Acton resident	Gregory Flemming	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. This would have a hugely-beneficial impact on the communities of Acton and Maynard.
Acton resident/ARRT supporter	Heather Stouch	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The ARRT provides the community an excellent safe recreation space for all ages.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Acton resident	Ilya Rushkin	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The trail will greatly enhance quality of life in Acton.
Acton resident	Irina Mogileva	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
Town of Stow	James H. Salvie, Chairman, Board of Selectmen	ARRT (Acton & Maynard)	Supports	Urges the MPO to include the Assabet River Rail Trail (Acton-Maynard) project into the FFY 2013-2016 TIP for the year 2016. Stow is part of an Inter-Municipal Agreement for the advancement of the ARRT and all five communities involved have invested considerable money and resources towards the final goal of completing the ARRT. Stow has purchased an easement over a private road, and is funding preliminary design efforts with its own funds. Final design for the Acton-Maynard section can easily be completed by 2016. Carrying forward to Congressional earmark for the ARRT into the FFY 2013-2016 TIP will enable the Town of Stow to access the earmark for design funding when ready.
Adventurides	Jane Anderson	ARRT (Acton & Maynard)	Supports	Supports the ARRT. It is important to encourage safe biking for all, for health and the environment. The rail trail is a neighborhood asset to all who live in the area.
Stow Conservation Trust	Janet Kresl Moffat	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. It will be a huge benefit to these communities.
Friends of Assabet River NWR	Janice Wright	ARRT (Acton & Maynard)	Supports	Supports the ARRT. Having access to the ARRT and being able to walk in a continuous and safe environment (lack of motorized vehicles) is extremely rewarding for ones health and peace of mind.
Acton resident	Jason White	ARRT (Acton & Maynard)	Supports	Supports the ARRT and asks that construction not be delayed.
South Acton resident	Jeff Barry	ARRT (Acton & Maynard)	Supports	Supports the ARRT from South Acton to Maynard. It will be necessary to have alternative ways for people to access the new South Acton commuter rail station since parking is limited there. All pedestrian / bike traffic between the South Acton / Kelly's Corner area and Maynard is currently forced onto Route 27, a major local road, with the attendant risk of mixing such traffic with auto traffic. Having that rail trail in place would save lives and gasoline.
Rail Trail enthusiast	Jeff Dearman	ARRT (Acton & Maynard)	Supports	Supports the ARRT. It is an important connection to the Bruce Freeman Rail Trail and important ecological areas such as Assabet Wildlife Refuge, it also will connect communities and bring the region together.
	Jennifer Brown	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. Once constructed, the ARRT will help reduce road congestion and carbon emissions and help improve public health through increased personal fitness.
Acton resident	Jill Buonomo	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
resident	Jill Defoe	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. It is of huge benefit to the community.
none	Jim Salem	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
AdventuRides	Joe Bongiardina	ARRT (Acton & Maynard)	Supports	Supports the ARRT from Acton-Maynard-Stow. The commenter supports continued funding of the development of rail trails for the purpose of biking, hiking, riding and other recreational uses.
None	Joe Martineau	ARRT (Acton & Maynard)	Supports	Supports the ARRT and making funding for it available as early as possible. The trail will be a true asset to the communities it runs through as well as avid bike riders from all over.
	Joelle Spear	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. Families need more activities for enjoying the outdoors with their children. Construction of the trail will support healthy lifestyles and enjoyment of the Assabet Valley.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Maynard resident, ARRT member	John E. McNamara	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. It would provide easy car-free access to the South Acton train station and an opportunity for healthful exercise.
	John MacNeill	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. Bike trails are an important way to tie together communities, cut down on road traffic and help promote healthy lifestyles.
Acton citizen	John Sonner	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The commenter has ridden on the ARRT trail several times, both commuting to work and for fun.
	Jon Larkin	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
	Joseph Holmes	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. Supports funding the project as soon as possible.
Acton resident	Joseph Robb	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. More travel by bicycle and less by automobile would lead to healthier lives for all.
	Julie Sullivan	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. With the economy the way it is, families need these trails for free family fun and exercise.
	Karen Wiss	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
Acton citizen	Kate Crosby	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. This important trail will provide a valuable linkage to the commuter rail line, and will create low-carbon options for getting around the region and in and out of Boston.
Acton citizen and voter	Katherine Reiner	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
	Kathie Larsen	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
town member	Kathleen Shirley	ARRT (Acton & Maynard)	Supports	Supports the ARRT in Acton.
Maynard resident	Kelly nadir	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. Biking along Route 27 is dangerous. A rail trail would alleviate this issue and promote public transportation.
Acton resident	Kerry flatly	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
	Kevin Clairmont	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
Maynard resident	Kevin MacNeill	ARRT (Acton & Maynard)	Supports	Supports the ARRT. It will provide a valuable recreation amenity and a safe alternative mode of transportation for area residents, as well as needed linkage between surrounding communities.
citizen	Kimberlee Coleman	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The trail would greatly enhance the quality of life in the town of Acton, leading many to bike/rollerblade etc. when they might otherwise drive.
Maynard resident	Krista Ferrante	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The trail would offer a safe place for children to be active, and a safe way to bike to the South Acton commuter rail station, as well as shops, restaurants, and theaters in Maynard.
Assabet River Rail Trail	Kristin Burati	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. This trail is a much needed recreation improvement and an important community building project.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Stow citizen	Kristina Wile	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. It will provide a safe place for physical activity for people of all ages, and an alternative route for active commuters to help alleviate traffic congestion and increase roadway capacity.
Acton resident	Laura A Robb	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The town of Acton will greatly benefit from having the AART work completed as soon as possible. The surrounding towns have completed their section of this and the Bruce Freeman Rail Trail, so it is very frustrating to have to wait again to see the Acton section completed.
	Laurie Taylor-Teran	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
	Lena Saetre-Grant	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. Using the old rail system to create safe biking areas for residents in this area is very important. It provides a way to ensure children learn to use and love the outdoors and biking.
CRW, AYH, Adventurider and general cycling enthusiast	Lindy King	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. It is necessary to create and preserve recreational cycling routes for our communities and future generations of cyclists, walkers and joggers.
	Lisa Benati	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
Acton resident	Liz Field	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
Maynard resident	Lynda Thayer	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. Since the early 1990s, residents of Marlborough, Hudson, Stow, Maynard and Acton have expressed their support in this worthwhile project.
	Lynne Densen	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. It will be great for the kids, and the community.
	Magdaline Caradimitropoulo	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. These rail trails are excellent resources for getting people off the roads and getting people to exercise in safety.
	Mark Genest	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The trail would provide an important transportation connection to the MBTA station for Maynard community. Getting from Maynard to South Acton by bicycle now means riding down Rt. 27, which is a narrow road, with no bike lane or sidewalk, and auto speeds typically exceeding 45mph. It is unfair to delay funding on this portion of the ARRT considering that the section from Hudson to Marlborough has been completed for some time. That section required complex bridge work, while the Acton-Maynard section does not.
Supporter	Mark Grundstrom	ARRT (Acton & Maynard)	Supports	Supports ARRT effecting the towns of Marlborough, Hudson, Stow, Maynard and Acton. The service it will provide all the affected communities is immense.
	Maro Hogan	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
Acton resident	Martha Rounds	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. It will provide opportunities not just for recreation but also for commuting. Many residents have made clear that we will use this trail in great numbers.
	Maryanne Allard	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
South Acton resident	Melissa Chaffee	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. Acton and Maynard are two active communities that can prosper with a rail-trail linking them. The new South Acton train station can serve as a terminus for commuters (who park their bikes at the station), or as a mid-point for active city families wanting a safe trail to ride on (as opposed to the narrow roads).
	Michael B Duclos	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. Promoting human powered transportation also provides an local economic multiplier, in addition to facilitating closer personal ties among those who live here.
Assabet River Rail Trail	Michael Persons	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The ARRT is a great central Massachusetts trail and could be so much better when it is extended.
Iron Work Farm in Acton, Inc.	Michaela Moran	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. Supports the ARRT for the following reasons: 1. Iron Work Farm owns two historic house museums which are located within a few hundred yards of the Acton end of the ARRT. They have planned certain features of the 6 acre grounds to attract cyclists. 2. Automobile traffic in the community will be improved when commuters have the option to bike to the train.
Town of Acton	Mike Gowing, Chairman, Board of Selectmen	ARRT (Acton & Maynard)	Supports	Urges the MPO to include the Assabet River Rail Trail (Acton-Maynard) project into the FFY 2013-2016 TIP for the year 2016. Acton is the lead community of an Inter-Municipal Agreement for the advancement of the ARRT and the five communities involved have invested considerable money and resources towards the final goal of completing the ARRT. Final design for the Acton-Maynard section can easily be completed by 2016. Carrying forward to Congressional earmark for the ARRT into the FFY 2013-2016 TIP will enable the Town of Stow to access the earmark for design funding when ready.
ARRT family biking enthusiast	Monica Burke	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. Enjoying the rail trail together as a family on weekends is a priceless family tradition.
	Nancy Kerr	ARRT (Acton & Maynard)	Supports	Supports the Acton & Maynard portion of the Assabet River Rail Trail for the FFY 2013-2016 TIP. People can use the trail to exercise and stay fit. It is a cost-effective project because thousands of people stand to benefit from it.
Bruce Freeman Rail Trail	Nancy Kerr	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. Having a rail trail for exercise is the safest and least expensive way to stay fit. Considering the health benefits to thousands of people, it is cost effective to build the trail.
Acton resident	Neeza Thandi	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The trail will go such a long way to promote outdoor activities for families and is a worthy project in the public interest.
Acton resident	Norm Strahle	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The commenter commutes to work 1-2 times per week by bicycle and supports rail trails. The ARRT would help alleviate traffic to the train station as well as parking.
Acton resident	Pam Curran	ARRT (Acton & Maynard)	Supports	Supports the ARRT.
Town of Acton, Board of Selectmen	Pamela Harting-Barrat, Chairman	ARRT (Acton & Maynard)	Supports	Expresses continued support for the Assabet River Rail Trail in Acton and Maynard and expresses disappointment that it is not on the 2013-2016 TIP for 2016. Believes that the trail is an important component of the overall transportation strategy for the area because it will complete the connection to the South Acton commuter rail station. Expects that usage of the trail will increase once the remaining section is completed and Acton residents are excited for it.
	Priscilla Bolte	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. There is no safe way to bike from Acton to Maynard. This section is a priority over the Maynard section although its important to have the entire project funded.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Maynard resident and cyclist	Priscilla Cotter	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. This is a valuable project for the Commonwealth and will be a boon to local communities.
	Pushpa Baskaran	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. This is a wonderful project which will encourage Acton residents to exercise in a green way as well as improve socialization and connect people.
Acton resident	Rebecca Niles	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. Acton is in great need of safe bikeways for children. With Route 2 and Route 27 bifurcating it in both directions, it is particularly unsafe to bike in the area.
Adventurides	Richard Mansfield	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The commenter rides the ARRT and would like to see it maintained and extended.
Acton residents	Robert and Rachel Lucas	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The trail will reduce road traffic, benefit the environment, and promote wellness and good health.
	Robert Mackin	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The commenter uses the trail in Hudson into Marlborough to commute to work, but must ride on busy roads from Acton to the trail. His children can't make much use of the trail because the nearest trail section in North Acton requires riding on very busy roads.
Acton resident	Robin Herr	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
Acton resident	Roger Larsen	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The ARRT would help alleviate motor traffic especially in mild weather and at peak commuter hours.
	Roland Ouellette	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
Assabet River Rail Trail	Ron Labbe	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The cost is relatively minor in relation to the years of use this walk/bike way will get. There are very few sidewalks in this area, which requires pedestrians to walk in the street which is dangerous.
	Samuel Peretz	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. This kind of development is incredibly important.
AART - Maynard resident & supporter	Sara Hartman	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. For a small but vigorous and active community that unfortunately has minimal public open space, it is especially important that the AART rail trail be supported with any available state and federal funds to see it through its completion. Maynard residents are eager for more opportunities for physical activity, ways to experience nature, and family wellness and recreation in our town.
State Senate, House of Representatives	State Senator James Eldridge; State Representatives Jennifer Benson, Kate Hogan, and Cory Atkins	ARRT (Acton & Maynard)	Supports	Supports the Acton & Maynard portion of the Assabet River Rail Trail for the FFY 2013-2016 TIP. Bike and rail trails not only offer a creative use for old infrastructure, but will help to fill the void of safe and pleasant places to cycle and walk. It is critical that the MPO support the efforts of towns and municipalities to encourage alternative forms of transportation through the renovation and construction of rail and bike trails. This portion of the ARRT will provide trail users with access to the South Acton MBTA Commuter Rail Station, and the Town of Acton has worked hard to ensure that it has addressed MassHighway District 3 concerns regarding alternative routes along the trail.
	Stephen Banatoski	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. It would promote wellness and allow a safe access way to South Acton.
Acton resident	Stephen Leo	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The commenter has a family of four children who love and use the Westford - Chelmsford section of the trail.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
	Susan and Bill Bartow	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
	Susan Bumbulucz	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. This is an important and much needed project.
Citizen	Susan Cudmore	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. This section of the trail is an important commuter rail access point in addition to it's recreational function.
The Learning Center For The Deaf and South Acton resident	Susan Eppling	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The trail would link these two communities better and would provide an environmentally friendly way to improve the health of residents. The nearest rail-trail is currently a 25 minute drive away and our main routes are too narrow to safely support bikers. The trail will also benefit people with special needs and enable them to enjoy the outdoors and exercise. The commenter is also advocating for her son, who has Tourette's Syndrome, and cannot safely bike on streets.
Maynard resident	Suzanne Selig	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. This project is very important for multi-generations. We need to make progress!
Acton	Suzi Yarin	ARRT (Acton & Maynard)	Supports	Supports the ARRT and all rail trails. They add value to the community in terms of exercise, socializing, and environmental awareness.
Acton resident	Svetlana Emlyanov	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. Bike trails could help people with health problems and disabilities travel independently and promote a healthy lifestyle.
Acton resident, member of Reservation of Trustees	Tammie Kaminski	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. I am writing to you in support of the ARRT Acton-Maynard-Stow construction funding. Acton residents have been very supportive of the effort providing resources and land wherever needed. The trail will provide a fantastic, safer opportunity to enjoy the outdoors while getting exercise.
Acton resident	Terry Manning	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. More opportunities are needed to live a greener lifestyle, and rail trails are money well spent.
Acton resident	Thomas Campbell	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The trail is an important addition to the Acton area. The new train station will integrate the ARRT, and once it is all done, it will be an nice cohesive design.
Maynard resident & registered voter	Thomas Hesbach	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. Reuse of these improved right paths are a great source of transportation and recreation for all.
Acton resident	Tim Fatsi	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The trail will provide a safe place to bike and walk.
	Todd Fahey	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
Assabet River Rail Trail, Inc.	Tom Kelleher	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
none	Tom LaMotte	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
	Travis Gebhardt	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
	Virginia Barbati	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Clinton greenway conservation trust	William Latimer	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The Mass Central line is the spine of the state's greenway vision. A connection with the ARRT in Hudson would make South Acton, the current outermost Fitchburg station with decent service, available by bike to many people in this region. Allowing night use of ARRT with lights would make this trail a real alternative transportation draw for many who cannot afford one car per adult or are looking for a greener, healthier option.
	Zhu Xiao	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. It is a very important project for Acton residents.
Sudbury resident	Pat Brown	ARRT (Acton & Maynard)	Opposes	Regarding project #604531, Assabet River Rail Trail (Acton & Maynard), the project score should be lowered by removing the score of "4" for "Improves Substandard Pavement" because no pavement yet exists to be improved. Based on the score of 63 points in the TIP Interactive Database, the score should only be 59. The inflated score awarded to the ARRT gives it artificial priority over higher ranking projects. Made similar comment last year and does not believe that it was acknowledged.
	Sean Hanley	ARRT (Acton & Maynard)	Opposes	Opposes ARRT Acton-Maynard construction funding in the 2016 TIP. Many of the abutters to the Caouette property near the proposed terminus of the trail were completely surprised and dismayed when the proposals were presented for the parking and trail routing in this area. The effects the trail routing will have on abutters' daily life on property has not been properly considered. More time is needed to consider all the reasonable options that are available.
Regional Transportation Advisory Council	Steven H. Olanoff, Chair	ARRT (Acton & Maynard); Tri-Community Bikeway (Winchester, Woburn, Stoneham); South Bay Harbor Trail (Boston); BFRT Phase 2A (Acton, Carlisle, Westford); Green Line Extension	Supports	Supports funding for pedestrian and bicycle improvements and multi-use, non-motorized trails exemplified by projects such as the Assabet River Rail Trail, the Tri-Community Bikeway, the South Bay Harbor Trail, and the Bruce Freeman Rail Trail. Supports the MPO policy goal of livability and economic benefit, and they encourage a more seamless integration of bicycle and pedestrian facilities into the overall transportation network. Supports funding for the Green Line Extension to Route 16 as it will provide residents with the benefits of transit-oriented development that the community is currently discussing, including reduced traffic, improved air quality, and sustainable economic growth. Is pleased with the public outreach process that staff conducted for the TIP.
Town of Hudson	Michelle Ciccolo, Community Development Director	ARRT (Acton & Maynard); Washington Street Bridge (Hudson); Cox Street Bridge (Hudson)	Supports	Expresses disappointment that the Assabet River Rail Trail was not included for construction programming in the out-years of the TIP. Encourages the MPO and MassDOT to work closely with the Town of Acton to complete design review and find a place for construction funding as soon as possible on the TIP. Notes the importance of two Hudson bridge projects. Urges the MPO and MassDOT to keep the Washington Street Bridge project on track. It is structurally deficient but must carry 19,000 vehicles per day into downtown Hudson. Asks MassDOT to prioritize the design of the Cox Street Bridge, which is functionally obsolete, so that the bridge can be addressed in the upcoming 5-year horizon. If deteriorating conditions force the closing of the bridge, it would impair the town's ability to respond to public safety and snow emergencies.
Acton resident and voter	Tami Gouveia-Vigeant	ARRT (Acton, Maynard)	Supports	Requests that the ARRT construction in Acton and Maynard be restored to the 2013-2016 TIP. It is critically important to fund infrastructure that can improve the health of residents in the State. Much work has been put into the project, making it an attractive project to fund.
	Ahmad Awada	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.
	Alan Frankel	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. Rail trails are important for giving people safe and enjoyable places to exercise.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Citizen	Alan Mertz	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction for FY14. The trail is needed due to high traffic in the area. The commenter would use the trail for pleasure and for commuting.
Concord resident	Alan Whitney	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction for FY14. Building of this section of the trail would be a huge boost and very welcome addition to Westford, Carlisle and Acton and a big step towards completing the BFRT.
	Alison Lohrum	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Support of BFRT Phase 2A Construction - This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region. Please include this project in the Draft Transportation Improvement Program (TIP).
Town of Westford, Board of Selectmen	Andrea Peraner- Sweet, Chair; Kelly Ross, Vice Chair; Jim Sullivan, Clerk; Robert Jefferies; Valerie Wormell	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Expresses gratitude for including BFRT Phase 2A for construction in 2014 using Transportation Enhancement funds and strongly supports the project remaining in the final TIP. Bicycle paths are essential elements of a sustainable transportation future. The inclusion of the BFRT in the LRTP recognizes nearly two decades of local municipal and citizen efforts on behalf of the BFRT. The Town of Westford is committed to the completion of the BFRT and counts on continued MPO support in this endeavor.
	Andrew Barber	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The commenter is a bicycle commuter. The trail will allow him to ride safe and stay out of the way of motorists.
Acton resident/ Bruce Freeman Rail Trail Supporter	Ann Budner	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The trail would safely connect residents to stores and services as well as to the Westford rail trail. It would enhance both the scenic, recreational and neighborly potential of this neighborhood, as well as the opportunities for doing errands without using cars.
BFRT Supporter	Ann Gibbs	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. Bike trails are a solution to obesity as a health problem.
	Ann Miller	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.
resident	Anna Ward	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.
Bruce Freeman Rail Trail	Arthur N. Milliken	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The extension of the rail trail in Acton is key. It will provide opportunities for biking for shopping, going to restaurants, and recreation, including along 2A/119 in Acton.
N/A	Barbara Conway	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Support of BFRT Phase 2A Construction - This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region. Please include this project in the Draft Transportation Improvement Program (TIP).
Concord citizen and member of Bruce Freeman Rail Trail organization	Barbara and Murray Nicolson	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT extension.
	Barbara Doucette	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is a great project that would provide recreational access for several communities to enjoy and get fit and stay fit.
	Barbara Floss	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is important as the roads in this area are not very good for biking and car sharing. It will improve safety for bike commuters.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
	Barbara Meurer	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The trail is a wonderful resource for the community. It is used by variety of people - families with small children, young adults, adults on lunch break, to older people. It is a convenient and safe place to exercise and maintain good health.
Concord BFRTAC/ Friends of BFRT	Barbara Pike	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. Completion of this section will provide for safe transportation and recreation links between neighborhoods, businesses, recreational facilities, and the temporary southern terminus of the rail trail in Westford. It will also provide additional parking and a safety upgrade to the Rt 27/225 intersection. The extension of the trail will enhance safe usage by moving the end of the trail to a safer termination in Acton. It will also alleviate some disruptive parking issues in the Westford area by providing convenient parking and access in correctly-zoned areas.
Avid BFRT supporter	Bessy C. Petit	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is great project to provide a recreational facility for several communities.
none	Beth A. Flanagan	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.
Northern Middlesex COG	Beverly Woods, Executive Director	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Expresses strong support for the programming of Phase 2A of the Bruce Freeman Rail Trail in FFY 2014 of the 2013-2016 TIP on behalf of the Northern Middlesex Council of Governments (NMCOG). Construction of Phase 2A in FFY 2014 will build upon the success of Phase 1 by providing additional alternative transportation opportunities for the region's residents, workers and visitors. The project will help reduce vehicle miles traveled, encourage bicycling and walking, improve air quality, reduce energy consumption, promote healthier lifestyles, build community, and provide economic opportunities for local businesses located along the trail.
none	Bob Lehmann	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The commenter's family is excited about the trail coming closer to their West Concord home.
MA Taxpayer	Bob Macauley	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The commenter enjoys exercising and biking with his grandchildren on the trail.
Bruce Freeman Rail Trail supporter and sponsor	Boris Bugalter	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction.
Bruce Freeman Rail Trail	Brett Cromwell	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction for FY14. The commenter is a resident of Lowell, who uses the BFRT countless times throughout the spring, summer and fall each year.
	Brian Crouse	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction.
Westford resident	Brian Skedd	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This will benefit residents of all surrounding towns by providing safer access to recreational and work areas without use of motorized vehicles. Several affordable housing developments will come within easy reach of the trail providing residents of these developments economic access to potential work and recreation areas. The current southern termination of the trail at the intersection of Routes 27 & 225 in Westford, increases congestion and is dangerous for pedestrians and bicyclists. It also causes dangerous parking at the side of a state road and close to the intersection.
Concord resident	Calvin Probst	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Town of Concord, Board of Selectmen	Carmin C. Reiss, Chair	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Is pleased to learn that construction funding for the BFRT Phase 2A (#604532) has been included in FFY 2014 of the Draft 2013-2016 TIP. Construction of the BFRT will help to relieve traffic congestion, especially in the area of the Concord Rotary. They look forward to the 25% design of the BFRT Phase 2B crossing over Route 2 and the 100% design of BFRT Phase 2C (Concord). Asks that BFRT Phase 2C be considered for advancement in the construction schedule and inclusion in the TIP once the 100% design has been completed. Construction of the BFRT will offer a safer option for walking or bicycling to the West Concord commuter rail station in addition to the Concord public schools and area businesses of West Concord. It will also promote use of public transportation, improved air quality through a reduction of fossil fuel use, and improvement in public health through exercise.
	Charles Davis	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction for FY14.
Concord resident	Charles Jennings	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction for FY14. The availability of outdoor recreation opportunities is hugely important - habits that our kids form while they are young will last a lifetime.
Westford resident	Cheryl Major	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. Supports BFRT Phase 2A Construction. Completion of this section will provide for safe transportation and recreation links between neighborhoods, businesses, recreational facilities, and the temporary southern terminus of the rail trail in Westford. It will also provide additional parking and a safety upgrade to the Rt 27/225 intersection. The extension of the trail will enhance safe usage by moving the end of the trail to a safer termination in Acton. It will also alleviate some disruptive parking issues in the Westford area by providing convenient parking and access in correctly-zoned areas.
Sudbury resident	Chip Ach	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. It would provide a much needed recreation trail and will provide a path to access the commercial areas of Sudbury without driving.
Friends of the Bruce Freeman Rail Trail	Chris Barrett	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. Phase 1 of the BFRT is very successful and extending the trail south to the recreational and shopping centers in Acton will only make it better. Also there is a serious need for safe place for people to exercise as the roadways in the communities surrounding the trail are not very safe - especially for families.
Westford resident	Chris Conway	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. Hopes the trail eventually extends to Concord. This is very important for families, children and adults to safely bicycle in the communities.
Sudbury resident & homeowner	Chris Menge	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction.
Westford resident	Cindy Freud	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Support of BFRT Phase 2A Construction - This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region. Please include this project in the Draft Transportation Improvement Program (TIP).
Chelmsford resident	Clare Jeannotte	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. Hopes the trail, which is a safe alternative for riding, can be extended.
Westford resident- registered voter	Connor Crawford	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.
State Representative	Cory Atkins	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This trail repurposes old infrastructure and creates safe, green alternatives for commuters. It increases accessibility and allows more residents to enjoy the outdoors. The BFRT protects the environment, promotes healthy living, and enhances quality of life for residents.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Chelmsford resident, Chelmsford Bicycle and Pedestrian Advisory Committee, Friends of the BFRT	Cynthia McLain	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction for FY14. Phase 1 of the BFRT in Chelmsford and Westford is a very popular resource used for recreation and transportation. The commenter cites trail usage counts for the existing portion of the trail: 1500 trips over a 12-hour period at a single location in Chelmsford in September 2011. Construction of Phase 2A will provide additional options for trail parking. Chelmsford currently provides the only parking for the BFRT.
Acton Board of Selectmen	Dave Clough	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction for FY14. Many in Acton support the trail for the following reasons: North Main Street and Great Road (adjacent to the rail trail) are not bicycle friendly due to the traffic volume and speeds; many would use the trail as an alternative to using the car; Acton's Economic Development Committee expects the trail to help businesses on Great Road; the Historical Commission is excited that more people will take the time to visit historic sites along the trail; and the trail will link two recreation sites (Nara Park and Morrison Farm). There is great interest and supporting actions from the neighboring towns of Westford, Carlisle and Concord and Sudbury.
	David Fried	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. Favors rail trail development for recreational purposes.
Mass Central Rail Trail Core group	David Hutcheson	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. Rail trails help people live healthier better lives. They improve the health of the planet, by reducing our negative impact. The Boston Region MPO has taken courageous, intelligent action in choosing to advance BFRT 2A.
None	David Kleinschmidt	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. Trails are needed as places to exercise and as a safe transportation corridor.
Member, Friends of Bruce Freeman Rail Trail, Westford resident	David Martin	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The commenter is an ardent user of the trail and a supporter of all 'green' forms of transportation.
Concord citizen	Dean Sullender	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction and expedited completion of the BFRT. This vital corridor connecting Lowell to Framingham will bring benefits to these communities by providing areas for outdoor exercise to fight obesity, a safe and practical thoroughfare for non-vehicular access to villages for shopping and schools, as well as a sense of community. Rail conversions have been successful in other places, such as near Monkton, MD.
Westford homeowner	Denise Cooper	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.
Friends of the Bruce Freeman Rail Trail	Dick Williamson	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction for FY14. The portion of the rail trail that has been constructed from the Lowell/Chelmsford line south to Route 225 has been enthusiastically received by nearby residents and by the large number of users. The 2A construction will provide a link to trail parking in Acton thus relieving a temporary problem with parking near Route 225. Continuing with the build-out of the 25-mile rail trail demonstrates the Commonwealth's commitment to multi-modal transportation.
Town of Carlisle, Board of Selectmen	Douglas A. G. Stevenson, Chairman	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	The Carlisle Board of Selectmen thank the MPO for programming the Bruce Freeman Rail Trail, Phase 2A project. The town has the design under agreement with MassDOT and under contract with Greenman-Pedersen, Inc. Work is underway towards completion of the 75% design phase. The town looks forward to working with MassDOT to complete the design and with MassDOT's Rail Division on the transfer of the right-of-way to rail trail use.
Westford resident	Dr. Martin F. Ryba	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. It will increase the community of users and connect to important facilities such as Nara Park. It will add needed parking at the southern end of the trail in areas properly zoned for it.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Bruce Freeman Rail Trail member, also Framingham Bicycle and Pedestrian Advisory Committee member	Ed Kross	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction for FY14. It will benefit many people in this region.
Wachusett Greenways	Edward Yaglou	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. It will fulfill the DCR plan "Commonwealth Connections." The Bruce Freeman has the added advantage of providing bicycle commuting to Lowell and to Framingham-Natick.
Bruce Freeman Rail Trail	Ellen Gendreau	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The commenter is a 40-year resident of Westford who uses the BFRT regularly.
Concord resident	Ellen Quackenbush	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This path provides safe, family-friendly recreation for all.
Westford resident, 1 of 2 Westford Friends of the BFRT Board of Directors member	Emily Teller	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction for FY14. The eight towns along the BFRT are working very hard to support this transportation corridor/recreational resource. The three municipalities in Phase 1 are seeing increased family usage every summer and three season use is also increasing. The sense of connection and wider community is clearly evident when users greet each other.
Support of BFRT Phase 2A Construction	Esther Tacke	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The commenter completed a world trip by bike and especially enjoyed riding the BFRT.
no affiliation	Eunice Niveyro-Garay	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is a critical project that would improve the quality of life, reduce the carbon footprint and increase fitness in the communities it touches.
Support of BFRT Phase 2A Construction	Gary Webster	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. It is vital not just to Acton and surrounding communities, but to the health of all users.
Resident of MA	Gerard H. Boyle	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction.
	Henry T Keutmann	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction in FY 2014. This section of the trail is especially important as it follows the busy Rte 119/2A corridor, with its many small businesses, shops and interspersed residential areas that would be well served by foot and bicycle users. This will markedly reduce the congestion and cross-traffic seen throughout the day along this road.
	Irwin B Abrams	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. It will provide better access to the North Acton Recreation Area Park and the Acton Town Forest. Each of these facilities is a destination for outdoor recreators and bicyclists in particular. It will remove bicycle traffic from Route 27A and improve its flow while providing improved experience to the cyclists.
Middlesex Canal Association	J. Breen	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The BFRT could use an extension beyond Route 225 in Westford as parking is prohibited. Users from Acton, Concord, and beyond would have better access.
Member	Jack Currier	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction in FY 2014. The commenter uses the BFRT to commute to work from Lowell to St. Jude Medical. He must exit onto Rt 225 because the paved portion ends. Rt 225 in Westford is treacherous to ride on because there is no bike lane, vehicle speeds are high, and the road has curves and hills, making for short site lines. The Acton portion of the trail would allow him and other commuters to avoid 225. The Acton section would also allow the BFRT to link up with the preserved former Acton - Nashua "Red Line" which provides great off-road biking to Powers Road in Acton, and potentially onto Rt 110.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Westford resident	James Crawford	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.
none	James Scholten	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction.
Concord resident	James Sommer	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. Phase 1 is very popular and residents have been waiting a long time to see this project completed.
abutter to proposed Bruce Freeman Rail Trail in Acton	Janet Irons	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. Has been very impressed with the thoughtfulness, professionalism and never-ending enthusiasm for this project by Tom Michelman and others. The 10% and 25% plans look great and the completed rail trail in Westford/Carlisle is lovely and much used.
	Janice Allegretto	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.
Carlisle resident and Friends of the Bruce Freeman Rail Trail	Jean K. Donnelly	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The existing trail and the proposed expansion are valuable resources for those who find the Carlisle roads too twisty and narrow for recreational biking. The current section is just barely long enough for a good ride. Extending the facility to West Concord and into Sudbury will provide that longer ride as well as some interesting destinations. This is a wise use of tax dollars.
Concord resident	Jeanne Griffith	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports all phases of the BFRT. This trail would promote alternative transportation in the area, especially biking and walking. It's not safe to ride bikes on the roads around the area now, so people drive, even if they prefer to bike.
none	Jim Salem	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction in FY 2014.
Acton resident	Jim Snyder-Grant	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction in FY 2014. The commenter served on Acton's comprehensive community plan committee. Providing safe workable alternatives to car travel is important for Acton's future sustainability. Actonians are enthusiastic supporters of bike travel in general, and the Bruce Freeman Rail Trail in particular. The proposed route of the BFRT goes by important retail and recreational spots in Acton, and provides an excellent link to the resources of Lowell (and, eventually, Concord).
Bruce Freeman Rail Trail	JoAnne Lund	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction in FY 2014. The BFRT is a wonderful resource for recreation and safe bike riding and walking in Westford and Chelmsford. Support for its extension through Acton and Carlisle is important to users, especially to those who live in Westford.
	Joe Johnson	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction in FY 2014. Phase 1 has been a huge success. This is a project with regional significance. The trail provides an awesome opportunity to explore nature, exercise, build community and create memories with family and friends.
Support of BFRT Phase 2A Construction/Homeo wner	Joe K.	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction.
Belmont Citizens Forum	John Dieckmann	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction in FY 2014. This is a wise decision that recognizes the high value this facility will bring to both the towns of the BFRT and to the broader region. Hopes that other regionally important rail trail projects will be funded in timely fashion in the coming years.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Concord resident	John J. Moriarty	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The commenter enjoys using the BFRT in Westford and Chelmsford and look forward to the extension into Concord.
	John Sergeant	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.
Acton Board of Selectmen	John Sonner	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This phase will get closer to connecting to the West Concord rail station and will be heavily used.
Westford resident	Join Crawford	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction.
Westford resident and BFRT supporter	Jorge E. Petit	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.
	Julie Y. Wong	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.
Acton citizen	Kate Crosby	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction in FY 2014. Commends the MPO for making sure this project is receiving support.
Friends of Bruce Freeman Rail Trail	Katherine Reiner	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction in FY 2014. This would be a wonderful addition to the community.
Concord resident	Kathleen Moriarty	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction.
Westford resident and avid user of the BFRT	Kathleen Reny	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.
	Katie Arnold	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction in FY 2014. The commenter works as a nanny for a family who lives near the BFRT. It is a wonderful resource that she regularly takes the children out on.
(None)	Ken Leonard	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction in FY 2014. The BRFT is being used by walkers, bikers, skaters, families, dogs walkers, and the elderly. Supports the project so that even more people in more communities can take part of this resource, just as has occurred on the Nashua River Rail Trail, the Minuteman, and other trails in the Commonwealth.
Chelmsford resident	Kenneth Dews	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. Phase 1 of the trail has provided a safe alternative to bicycle or pedestrian traffic on Rt 27 and other busy roads lacking accommodation for anything other than high speed vehicular traffic through Chelmsford and Westford. The next phase of the project is needed to extend the safe passage of non-motorized traffic.
none	Kevin Neijstrom	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction.
Bike Path User	Kim	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The commenter and her family have been using the region's bike paths for years, enjoying them as a safe place to exercise.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Concord citizen	Kimber Lynn Drake	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. Concordians are thrilled to see Phase 2A on the TIP. The portion of the trail already completed contributes to the health and well-being of Massachusetts citizens in the towns to the north. Extending the trail as proposed will benefit many more citizens in the towns further south by providing not only a wonderful local trail but also safe access to the existing northern portion of the trail.
Acton resident	Kirk Companion	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. Acton is ready for the BFRT and supports it strongly. Rts 2A and 27 are very unpleasant to cycle/walk/run upon. The BFRT would allow those roads to be bypassed.
	Kirsten Capowski	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	I am writing in support of including Phase 2A of the BFRT in the Transportation Improvement Program. Located down the street from my house, the BFRT is used heavily almost all day, during most seasons. Well worth supporting!
Westford resident	Kristin Vegeto	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This trail provides transportation solutions, environmental impact reduction, quality of life improvements, and increases the health of many Massachusetts residents. It's the direction our transportation system should be moving in.
Bruce Freeman Rail Trail supporter-- Westford resident	Laurel Martin	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. Accessibility to this safe venue for walking, jogging and cycling is important to the health of the community, particularly in suburban towns where fast moving traffic and lack of sidewalks limits safe exercise options for children and for adults.
Westford resident	Lenore R Souza	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.
	Leonard Palmer	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This will greatly improve the situation at the Junction of 27 and 225, and will make the trail available to many more people in the surrounding towns.
West Concord resident, supporter of Bruce Freeman Rail Trail	Leslie Touw	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This trail is highly popular for many reasons: it will encourage more physical activity; it will encourage more commuting by bicycle reducing pollution and use of fossil fuels; it will enhance SMART growth development plans in West Concord center; it revitalizes the old rail line and will be part of plans to recognize the historic importance of the railroads in the development of our communities.
	Leslie W. Vieth	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This project will not only help tie these communities together via a healthy mode of transportation, but will bring a bit of income to small businesses.
Supporter of the Bruce Freeman Rail Trail	Lisa Underkoffler	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The trail is a huge benefit for many - walkers, riders, people in wheel chairs, families, kids learning how to ride a bike, and more. People from many towns come to use the trail. It's added to the businesses along the route - particularly in Chelmsford Center - and introduced many to the beauty of this area. The extended trail will benefit the families and others in Acton, Carlisle and nearby towns by making it more convenient to access the trail. It also provides for a longer "workout" by extending the trail a few more miles.
	Lori Sheehan	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The commenter's family uses the BFRT frequently in Westford. It is one of the few places the whole family can safely go for a walk or ride bikes. Being able to ride to NARA park with the whole family would be incredible.
Private Citizen	Louis Hills	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This phase gets one step closer to the West Concord Train Station.
none	Louis Miccile	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
BFRT Abutters	Margaret Darling	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. As abutters to the Carlisle portion of Phase 2A, the commenters are enthusiastic supporters of the trail. They often find that cars with bike racks are parked along their street on sunny days. This has never presented a problem. They enjoy using the trail, both for biking and for walking, and will be happy to see it extended.
Westford resident	Mark M Souza	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region. Please include this project in the Draft Transportation Improvement Program (TIP).
Friends of Bruce Freeman Rail Trail Members	Martha and Bob Supnik	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The commenters would love to be able to use the extension of the rail trail to bike from Carlisle to the many retail shops in Acton without riding in the road on Route 27 in Acton. They regularly ride from the end of the trail in Westford to the beach in South Chelmsford and enjoy meeting others who come there from Lowell on the trail.
abutter	Martin Burke	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The commenters are abutters in Acton and enthusiastic proponents of this project. They look forward to the recreation and transportation opportunities that the extended trail will provide.
Resident	Mary Hunt	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.
	Mary Small	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction in FY 2014. This is a well planned project that will be utilized by thousands for exercise and recreation.
none	Maureen Bates	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.
Westford resident	Michele Crawford	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.
Westford resident	Michelle Hillman	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction in FY 2014. The commenter's family thoroughly enjoys the BFRT. To have a safe place for recreation for people of all ages is important, and this trail provides just that.
Town of Westford, Planning Board	Mike Green, Chair	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports the Bruce Freeman Rail Trail, Phase 2A project and requests that it remain in the final TIP. The BFRT is a wonderful regional amenity and its value will be greatly enhanced by the 2A extension. The MPO's programming of the project builds on nearly two decades of local municipal and citizen efforts on behalf of the BFRT. The Town of Westford is committed to the completion of the BFRT.
Town of Westford, Planning Board	Mike Green, Chair	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Expresses enthusiastic support for Phase 2A of the BFRT and requests that it remain in the TIP. The BFRT is a wonderful regional amenity, and its value will be greatly enhanced by the Phase 2A extension. Is confident that Phase 2A construction funding in FY 2014 will not only greatly benefit the many who already enjoy the trail, but also expand usage, access, and enjoyment of the BFRT in the years ahead. The Town of Westford is committed to the completion of the BFRT and counts on continued MPO support in this endeavor.
Friends of Bruce Freeman Rail Trail	Nancy Crowther	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction in FY 2014. It will be a wonderful, long-overdue addition to the amenities in the area, improving people's mental and physical health.
Bruce Freeman Rail Trail Committee	Nancy Kerr	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. With the nation facing an ever-increasing obesity and fitness crisis, it is imperative that we make exercise as safe and accessible as possible.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
member of Sudbury's RTCAC/friend of the BFRT	Nancy Powers	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction in FY 2014.
Friend of the Bruce Freeman Rail Trail	Nathaniel B. Bates	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. Would like to see the extension of the Bruce Freeman Rail Trail move forward, so that a better parking area can be built to assess the trail near Rt. 2. There is no parking at the present end of the trail on Rt. 225/RT. 27. It is a dangerous end of the trail since there are no sidewalks. If the trail were extended to Rt. 2 the trail would become more accessible for the highly populated area in Acton. Wounded veterans, need this trail for recreation and physical exercise, as well as, the general public.
	Nuno Santos	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. It is an asset to the towns.
Town of Acton, Board of Selectmen	Pamela A. Harting-Barrat, Chairman	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Expresses sincere appreciation for the placement of the Bruce Freeman Rail Trail Phase 2A on the Draft 2013-2016 TIP in 2014. Acton residents are thrilled at the prospect of bringing the BFRT into reality soon. Work is under way towards completion of the 75% design stage. The Town of Acton is looking forward to working with MassDOT in completing the design and especially to constructive cooperation in the coming months with MassDOT's Rail Division on transfer of the right-of-way to rail trail use.
Acton resident	Pamela Cochrane	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. Bike paths are important in reducing carbon emissions, encouraging exercise and healthy weight, and supporting recreational activity for individuals and families.
Westford resident	Pamela Ryba	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This important project will provide a valuable recreational resource for all the surrounding communities.
Westford resident	Paul Drongowski	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The trail is an important regional recreational resource. Supports a new parking area at the north Acton terminus (just south of Routes 225 and 4 within Acton) as this area is properly zoned (industrial) and would provide safe access, parking and traffic pattern on Route 27.
None	Paul LoVecchio	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This trail is truly a community treasure allowing many people to enjoy the outdoors at a very convenient location.
Resident	Pertti Vulli	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.
	Peter Floss	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The existing trail is a valuable community asset and the extension will provide even more value.
	Ray Mazzaferro	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.
Acton resident	Richard Fallon	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The extension of the trail from Chelmsford through Carlisle and Acton would be a great boon to area bicyclists and outdoors folk.
	Richard Fryling	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction in FY 2014. The BFRT will be a huge asset to the entire region, with benefits for both transportation and recreation.
Bruce Freeman Rail Trail	Richard Gadbois	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction in FY 2014. Sudbury residents recently voted both at the ballot and at town meeting for their desire to have the BFRT pass through the town of Sudbury. The completion of Phase 2A will be a major step in keeping that movement alive.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Private Citizen	Richard Kenyon	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The commenter uses the Phase 1 trail for recreation and exercise. He and his wife and also use other regional rail trails and find their availability a useful adjunct to there lives as senior citizens.
	Richard Vanderslice	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction.
Westford resident	Rob Frado	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports the construction of the BFRT Phase 2A. It will benefit residents by allowing them to commute to work and get to recreational areas without the use of motorized vehicles. The trail will pass by affordable housing developments which will allow those residents easy access to recreational and employment opportunities. The current terminus of the BFRT in Westford creates an unsafe condition between bicycle users and traffic. Additionally, parking is an issue at this location, which will be remedied by moving the end of the trail into Acton where parking and access will be in appropriately-zoned areas.
A Founder & Member, Friends of the Bruce Freeman Rail Trail since 2002	Robert Armstrong	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction in FY 2014. The first 7 miles of the BFRT have been constructed and have been getting tremendous use. Completion of Phase 2A will produce more users and make the trail an even more important transportation corridor for the towns of Acton and Carlisle. The Towns of Acton and Carlisle has shown their strong support for this project by many positive town meeting votes and with CPA funding for much of the preliminary feasibility and design of the rail trail. With the strong support of the Friends of the Bruce Freeman Rail Trail, a 501(c) 3 non profit organization, the construction project will be welcomed strongly in the affected towns and will bring much positive publicity to the project.
Friends of the Bruce Freeman Rail Trail, Sudbury Rail Trail Conversion Advisory Committee	Robert Hall	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction in FY 2014. Phase 2A through Westford, Carlisle and Acton will be a truly great addition to the completed trail to the north in Chelmsford and Westford, which has had rave reviews ever since its opening. With some movement forward on the trail in Sudbury and the overwhelming support of the trail in a town wide election, the vision for the entire trail is closer than ever before.
BFRT Member & Concord resident	Robert White	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. Phase 2 will be a great amenity for those towns and a convenient venue to encourage exercise and enjoyment of the outdoors.
	Robin Miller	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.
Acton resident	Rosemary Benson	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction in FY 2014. More bike paths are needed.
Juniper Networks	Ross Callon	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The trail is a huge asset to the community and its extension through phase 2A would enhance its value considerably.
Friends of Bruce Freeman Rail Trail	Roy Westerberg	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction.
Westford resident	Ryan Crawford	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.
Westford resident	Sabrina Reming	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Concord resident	Scott Bates	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The trail will dramatically improve the quality of life for all residents of Acton, Carlisle, Concord, Westford and the other surrounding communities. It will offer a safe and scenic way to bike through the area. Families, who are often concerned about riding/walking with their kids on busy streets, will have a safe alternative for riding and walking. It builds a sense of community. The Trail will also be useful for students riding or walking to school or people commuting to work or walking to the stores.
Concord resident	Scott Richardson	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The commenter's family uses the current trail often for recreation, and the addition of phase 2A would increase the value and opportunity of the Trail, and create a long-term, sustainable community asset for the towns.
Westford resident- registered voter	Sean Crawford	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.
	Shannon Banatt	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports the construction of the BFRT Phase 2A. This project provides important recreational activities for the surrounding communities and the region. Parking available near the trail would give more people access and it would be safer for parents to bring their children there.
Friends of the Bruce Freeman Rail Trail	Sharon Galpin, Board Member	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports the construction of the BFRT Phase 2A on the 2013-2016 TIP. The rail trail is highly successful and has had overwhelming support. Users are eager to have it extended through Phase 2A and beyond.
	Shawn Dodds	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Strongly supports the construction of the BFRT Phase 2A on the 2013-2016 TIP. The trail provides a healthy, pollution-free, relaxing alternative to driving to the beach, and extending it will give more people the opportunity to enjoy it.
BFRT supporter	Sheila Kirschbaum	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Expresses support for the BFRT Phase 2A construction.
BFRT supporter	Sheila Zacharchuk	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports the construction of the BFRT Phase 2A. This project provides important recreational activities for the surrounding communities and the region.
	Sherry Zhu	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports the construction of the BFRT Phase 2A. This project provides important recreational activities for the surrounding communities and the region.
	Shinji Yue	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports the construction of the BFRT Phase 2A. This project provides important recreational activities for the surrounding communities and the region.
Senior citizen	Stanley Goslovich	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Wholeheartedly supports the BFRT Phase 2A construction. Seniors would use the trails for healthy outdoor exercise and recreation.
Private citizen	Stephen McIntosh	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports the construction of the BFRT Phase 2A. This project provides important recreational activities for the surrounding communities and the region.
BFRT member	Steve Hinton	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports the construction of the BFRT Phase 2A in the 2013-2016 TIP. Believes that construction should occur on or before 2014.
Concord resident	Steve Sutter	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports the construction of the BFRT Phase 2A. This project is a great way to reconnect the towns in the area and make a safe path for traveling to Acton and other points north and south.
Acton resident	Steven Evans	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports the construction of the BFRT Phase 2A in the 2013-2016 TIP in the FFY 2014.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Citizen and voter	Sue Felshin	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports the construction of the BFRT Phase 2A in the 2013-2016 TIP. Rail trails support recreation and exercise that make people healthier and reduce health care costs, as well as provide a alternative form of transportation. They also maintain public right-of-ways.
Concord resident and senior citizen, BFRT supporter	Suzanne Knight	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports moving forward the construction of the BFRT. It will reduce pollution and provide a safe path for shopping, schools, and recreation while making people healthier. It would be better to be able to bike to Sudbury, Acton, and other places and also have a safe place to walk, besides the road.
	Szifra Birke	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Fully supports expanding the Bruce Freeman Trail into Carlisle and Acton.
	Tanya Boucher	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports the construction of the BFRT Phase 2A. This project provides important recreational activities for the surrounding communities and the region.
Friends of the Bruce Freeman Rail Trail	Thomas S. Michelman, President	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Very pleased that Phase 2A of the BFRT has been included in the TIP for 2014 and hope it will remain in the final TIP. Phase 2A is a 4.88 mile extension of the BFRT from Westford through Carlisle into Acton and its swift construction is a logical next step. Completion of Phase 2A design is scheduled to be completed in time for the 2014 construction season. Public support is overwhelming, and the construction of Phase 2A will provide even more benefits as the trail will provide access to many more destinations adding to the already heavily used BFRT Phase 1 in Chelmsford and Westford.
	Tim Walsh	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports the construction of the BFRT Phase 2A. This project provides important recreational activities for the surrounding communities and the region.
Friends of the Bruce Freeman Rail Trail	Tom Michelman, President	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Very pleased that Phase 2A of the BFRT has been included in the TIP for 2014 and hope it will remain in the final TIP. Phase 2A is a 4.88 mile extension of the BFRT from Westford through Carlisle into Acton and its swift construction is a logical next step. Completion of Phase 2A design is scheduled to be completed in time for the 2014 construction season. Public support is overwhelming, and the construction of Phase 2A will provide even more benefits as the trail will provide access to many more destinations adding to the already heavily used BFRT Phase 1 in Chelmsford and Westford.
	Vilas Bhade	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports inclusion of Phase 2A of the BFRT in the TIP.
Resident in the area	Vonne Cook	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports the construction of the BFRT Phase 2A. This project provides wonderful recreational opportunities for the residents and others in the area who like to walk and ride the trail.
Westford resident	Wade Ripley	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports the construction of the BFRT Phase 2A. The project provides important recreational opportunities to residents and a safer travel path for pedestrians. The current terminus in Westford is unsafe and parking has become an issue. Acton has a plan to deal with parking locations and ensure safe and convenient parking.
	Wendy Capland	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports the construction of the BFRT Phase 2A. This project provides important recreational activities for the surrounding communities and the region.
Friends of the Bruce Freeman Rail Trail	William Ames	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Strongly urges keeping the BFRT Phase 2A on the TIP. Acton has a strong history of supporting the BFRT and there is little controversy over the project in the town.
	William Latimer	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports funding for the Bruce Freeman Rail Trail to Acton (preferably immediately after the Assabet River Rail Trail). This will help bring alternative transportation through the region, and hopefully connect with both the ARRT and the Mass Central line.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
	William Vieth	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports the construction of the BFRT Phase 2A. This project is necessary to bring the Bruce Freeman Rail Trail closer to its true potential. It will draw many more users and will help bring potential customers to Acton center.
	Cindy Freud	BFRT Phase 2A (Acton, Carlisle, Westford)	Opposes	Does not support Phase 2 of the Bruce Freeman Rail Trail. Friends of the BFRT have created dissension within the Town of Westford because of their support of the development of trail parking in a residential district in the Town. A parking lot already exists about 2 miles away from the proposed trail parking in Chelmsford. If this is a multi-town state-owned trail, then the trail parking should be established in properly zoned areas regardless of the town it is located in.
Sudbury resident	Dan DePompei	BFRT Phase 2A (Acton, Carlisle, Westford)	Opposes	Opposes funding the Bruce Freeman Rail Trail. While supportive of bicycling as alternative transportation, he does not support design and construction of trails that can not be validated to reduce automotive traffic in a substantive and measureable way. Also, he does not support trails that pass through or near areas of endangered or threatened species habitat, major game trails, wetlands, or riparian areas. The BRFT can not be justified as mitigating traffic congestion and the portion that would be in Sudbury violates the aforementioned environmental and wildlife concerns.
Sudbury resident	J. C. Weaver	BFRT Phase 2A (Acton, Carlisle, Westford)	Opposes	Opposes funding for the Bruce Freeman Rail Trail. Believes funds should be spent on generally used transportation infrastructure, not recreational items that are used by only a few citizens. Funding should go to general projects that get people to and from jobs.
	Jim Nigrelli	BFRT Phase 2A (Acton, Carlisle, Westford)	Opposes	Opposes funding for the Bruce Freeman Rail Trail and believes funding should be applied to real transportation projects, not recreational trail projects. State transportation infrastructure should be prioritized over any recreational project at this time.
	Lisa Nigrelli	BFRT Phase 2A (Acton, Carlisle, Westford)	Opposes	Opposes a rail trail coming into the Town of Sudbury. It is a waste of money because there is already a bike path in Sudbury and it will have an impact on the wildlife.
Concord resident	Lydia Rogers	BFRT Phase 2A (Acton, Carlisle, Westford)	Opposes	Opposes putting the Acton section of the Bruce Freeman Rail Trail on the 2014 TIP. Creating this extraordinarily expensive rail trail does nothing to ameliorate transportation impacts. Tax dollars should go towards roadway safety first. The intense use of town roads by biking groups has made it unsafe for both riders and drivers. They will not use the rail trail for commuting because it doesn't really go where they need to go most of the time. Bikers need security on our roads, and the MPO should deny the Acton portion of the BFRT placement on the TIP and instead put resources into making a real transportation corridor for safe biking.
	Madeleine Gelsinon	BFRT Phase 2A (Acton, Carlisle, Westford)	Opposes	Asks that funding for the Bruce Freeman Rail Trail in Concord and Acton not take place. There are so many problems that exist with this project. Funding can be diverted to more necessary areas.
Sudbury residents	Richard and Carole Wolfe	BFRT Phase 2A (Acton, Carlisle, Westford)	Opposes	Requests that the MPO reconsider programming the Acton section of the Bruce Freeman Rail Trail in the FFY 2014 TIP element for the following reasons: at least another \$10 million would have to be spent to connect the BFRT to public transit; the trail would be used mostly for recreation rather than transportation; the trail would not be plowed or lighted (limiting the time it could be used); the plan for trail maintenance would depend on volunteers, which is not a long-term reliable policy; and it would pave through remote woods and swamps. Beyond Concord Station, the trail would run parallel to a road with existing bike lanes that could be widened. It would be more cost effective to make bike/ped improvements on that road. The recommendation from the Regional Transportation Advisory Council to establish criteria to rank rail trail projects has not been heeded. There needs to be a honest discussion about the harmful environmental impacts from building trails through sensitive habitat areas, as well as an assessment of the cost-benefit of rail trail construction.
	Tracy Gleu	BFRT Phase 2A (Acton, Carlisle, Westford)	Opposes	Opposes funding the Bruce Freeman Rail Trail. It is a recreational trail and the money would be better spent addressing existing transportation and infrastructure concerns which affect a greater number of Massachusetts citizens. Fix roads and bridges and improve the MBTA before building trails.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
	Pat Brown	BFRT Phase 2A (Acton, Carlisle, Westford)		Requests that the MPO website be clearer in regards to when the comment period ends for the Draft 2013-2016 TIP and where public comments should be sent. Also requests a better rationalization for project evaluations, specifically in regards to the "Maintenance, Modernization, and Efficiency" category for the BFRT Phase 2A project. The MPO should explain why the best evaluation for maintaining existing facilities in the Highway element are being applied to bicycle/pedestrian facilities and how this furthers the goals of the LRTP. Additionally, there needs to be an explanation of the computations for the CO2 reductions for projects and why calculations have not been made for all projects.
	M. Maurer	BFRT to Route 2	Opposes	Recommends not continuing the rail trail to Route 2. There is a lot of traffic on the road and it would be dangerous to have a potentially highly traveled path next to a highly traveled road. People will try to cross the road, putting everyone at risk. The town will not be able to patrol and maintain the trail, making it unsafe.
Sudbury residents	Elaine Kneeland	BFRT to Sudbury	Opposes	Opposes spending money on the Bruce Freeman Rail Trail in Sudbury for the following reasons: it will be harmful to the environment; too costly for taxpayers; crosswalks on busy roads would be dangerous; parking for trail users would be difficult to find; and it would change the character of a bucolic setting.
City of Cambridge	Brian P. Murphy, Assistant City Manager for Community Development	Cambridge Common, Green Line Extension	Supports	Supports programming of the Cambridge Common project and requests that additional funds be allocated to pay for new LED lighting and other smaller cost increase for a total allocation of \$2,764,874. Also supports the Green Line Extension to Route 16.
Town of Brookline, Department of Public Works	Andrew M. Pappastergion, Commissioner	Carlton Street Footbridge (Brookline)	Supports	Supports the Carlton Street Footbridge project #606316 and requests that it be programmed in the 2013-2016 TIP. The bridge would be an important pedestrian/bicycle link and reconnect the historic entry to Riverway Park, a part of the Emerald Necklace Parks. This would be an important Enhancement project because it creates a bicycle/pedestrian facility, rehabilitates and reopens a historic transportation facility, is a historic preservation project, and creates landscaping and other scenic beautification. The project has received high marks on MPO staff evaluations, and is consistent with MPO policies and priorities.
State Senate and House of Representatives	State Senators William N. Brownsberger and Cynthia Stone Creem; State Representative Gloria L. Fox	Carlton Street Footbridge (Brookline)	Supports	Supports the rehabilitation of the Carlton Street Footbridge to be considered for funding in the TIP for fiscal year 2014. The project would restore and re-open the walking surface of the historic bridge; improve walkways and ramps for mobility impaired individuals as well as pedestrians and bicyclists; enhance mobility for people to access the parks, hospitals, and academic institutions along the Riverway; and improve various surrounding paths to allow pedestrians and bicyclists to travel from the Boston University campus along Carlton Street, across the Muddy River, and into the Longwood Medical Area. The rehabilitation would benefit the local economy of the surrounding communities by increasing alternative transportation options and would complement the Muddy River Restoration Project.
City of Quincy	Dennis Harrington, Planning Director	East/West Squantum Street/Hancock Street (Quincy)	Supports	Is pleased that the East/West Squantum Street/Hancock Street intersection project is being considered for programming in the FFY 2014 element of the Draft 2013-2016 TIP. Believes that this project advances the goals and objectives set by the Boston MPO Board. Many improvements recommended by the 2006 CTPS operational and safety study will be implemented. They look forward to working with the MPO and MassDOT to move the project towards construction over the next year.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Brookline Economic Development Advisory Board	Anne Meyers, Co-Chair; Paul Saner, Co-Chair	Gateway East/Village Square (Brookline)	Supports	Is pleased to support the Route 9 & Village Square (Gateway East) project (#605110). This project increases regional mobility by providing on-street bicycle accommodation and enhance crossing opportunities. The improvements will both improve the function of an existing commercial area as well as enhance the redevelopment of 2 Brookline Place. This project represents a significant step forward in making Brookline Village more livable and walkable for Brookline residents and for creating intra-regional connections for regional residents looking to access the MBTA Green Line and Longwood Medical Area. This project will increase regional mobility and makes Brookline Village more inviting for everyone, including a significant number of residents of the BHA, many of whom are elderly or families with children. Believes this project meets the MPO's goal of programming projects that promote efficiency, livability and sustainability. Encourages funding for this project in 2013-2016.
Town of Brookline, Board of Selectmen	Betsy DeWitt, Chair	Gateway East/Village Square (Brookline)	Supports	Is pleased to support the Route 9 & Village Square (Gateway East) project (#605110). The improvements to the Route 9 corridor near Brookline Village will offer many benefits to both the residents of Brookline and the region. This project represents a significant step forward in making Brookline Village more livable and walkable for Brookline residents and for creating intra-regional connections for regional residents looking to access the MBTA Green Line and Longwood Medical Area. This project will increase regional mobility and makes Brookline Village more inviting for everyone, including a significant number of residents of the BHA, many of whom are elderly or families with children. Believes this project meets the MPO's goal of programming projects that promote efficiency, livability and sustainability. Encourages funding for this project in 2013-2016.
State Senate	Cynthia Stone Creem, State Senator	Gateway East/Village Square (Brookline)	Supports	Supports the Town of Brookline's Gateway East/Village Square project (#605110). This project would make necessary improvements to the Route 9 corridor near Brookline Village, providing on-street bicycle and pedestrian accommodations. These accommodations would increase accessibility to Brookline Village, the MBTA Green Line, Longwood Medical Center, and the Brookline Housing Authority buildings south of Route 9. Brookline has moved forward with the 25% design plans and has initiated the development review process with MassDOT. This project is in line with the MPO's goal of supporting projects that promote efficiency, livability, and sustainability.
The New England Institute of Art	David G. Warren, President	Gateway East/Village Square (Brookline)	Supports	Supports the Town of Brookline's Gateway East/Village Square Project. The improvements will provide benefits to the residents of Brookline, the New England Institute of Art, and the region. The project increases regional mobility by providing on-street bicycle accommodations and better crossings for pedestrians, and will make Brookline Village more inviting for everyone, including a significant number of residents of the Brookline Housing Authority, many of whom are elderly or families with children. This project meets the MPO's goal of programming projects that promote efficiency, livability and sustainability.
Town of Brookline, Housing Authority	David Trietsch, Chairman, Board of Commissioners	Gateway East/Village Square (Brookline)	Supports	Is pleased to support the Route 9 & Village Square (Gateway East) project (#605110). The improvements to the Route 9 corridor near Brookline Village will offer many benefits to both the residents of Brookline and the region. This project represents a significant step forward in making Brookline Village more livable and walkable for Brookline residents and for creating intra-regional connections for regional residents looking to access the MBTA Green Line and Longwood Medical Area. This project will increase regional mobility and makes Brookline Village more inviting for everyone, including a significant number of residents of the BHA, many of whom are elderly or families with children. Believes this project meets the MPO's goal of programming projects that promote efficiency, livability and sustainability. Encourages funding for this project in 2013-2016.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
House of Representatives	Edward F. Coppinger, State Representative	Gateway East/Village Square (Brookline)	Supports	Supports the Town of Brookline's Gateway East/Village Square project. The improvements will offer many benefits to both the residents of Brookline and the region. This project represents a significant step forward in making Brookline Village more livable and more walkable for Brookline residents and for creating intra-regional connections for regional residents looking to access the MBTA Green Line and Longwood Medical Area. Although Brookline Village is not in the 10th Suffolk District, its constituents will benefit from this project because it will improve where they work and shop on a daily basis. Regional mobility will be increased by providing on-street bicycle accommodation and enhanced crossing opportunities. This project will invite more constituents from the 10th Suffolk into the area, boosting local small businesses and further uniting the entire Town of Brookline. This project meets the MPO's goal of promoting efficiency, livability and sustainability.
Town of Brookline, Planning Board	Mark J. Zarrillo, Chairman	Gateway East/Village Square (Brookline)	Supports	Strongly urges the MPO to help fund the Brookline Gateway East/Village Square project (#605110). The proposed improvements to the Route 9 corridor will offer many benefits to both the residents of Brookline and the region. The project will make Brookline Village more pedestrian friendly and provide better access to the MBTA Green Line and Longwood Medical Area. Easier access to employment opportunities will also aid low-income residents, who live in the abutting Brookline Housing Authority buildings, south of Route 9. Creation of the 25% design plans included a long public planning process and input of many stakeholders and is a good example of partnership and cooperation in solving a regional mobility need while meeting the MPO's goal of projects that promote efficiency, livability and sustainability.
Brookline Housing Authority	Patrick Dober, Executive Director	Gateway East/Village Square (Brookline)	Supports	The Town of Brookline submitted a letter from the Brookline Housing Authority (BHA) indicating their support for the Gateway East/Village Square improvements. The proposed improvements would make Brookline Village more walkable and inviting for everyone, including BHA residents who reside at their properties on High and Walnut Streets. BHA is receptive to further discussion with the Town with regards to 0.18 acres of BHA-controlled land that would need to be acquired in order to elongate Walnut Street to form the new intersection at Pearl Street, and they would work to achieve approval of the disposition of this land from HUD.
Somerville resident	Alison Cromer	Green Line Extension	Supports	Supports the Green Line extension. It has been promised for a long time, and parking, traffic, and pollution gets worse every year.
Medford resident	Audrey P. Stanwood	Green Line Extension	Supports	Supports the Green Line extension into Somerville and Medford with the final station at Route 16. This project is long overdue and it will greatly reduce the pollution created by thousands of cars that could be replaced by a fast and efficient train line.
Cambridge City Councillor	Craig A. Kelley	Green Line Extension	Supports	Supports the Green Line Extension, ideally all the way to Route 128. All of Greater Boston relies on a dynamic and versatile transit system, and the Green Line is a huge part of keeping the transit system dynamic and versatile.
Somerville resident	Eileen Levett	Green Line Extension	Supports	Supports the Green Line extension to Somerville. Requests that plans for subway stops in Somerville continue and that there should be no more delays.
	Elana Lian	Green Line Extension	Supports	Strongly supports the Green Line extension. The residential base would highly appreciate the convenience of the Green Line in the Medford region.
Somerville resident	Elisa de la Cruz	Green Line Extension	Supports	Fully supports the Green Line extension to Route 16 beyond College Ave. Her husband would be helped tremendously as he takes the E line to work in Boston.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Medford resident	Elisabeth Bayle	Green Line Extension	Supports	Supports the Green Line extension to Mystic Valley Parkway and thanks the MPO for allocating funding on the TIP for this project. The terminus at Mystic Valley Parkway is much more appropriate and beneficial than the College Ave terminus, because it will serve a much broader population, including environmental justice communities, that the College Ave stop would not serve. Cites significant improvements in air quality, transit-oriented development, and quality of life that are detailed in a report from the Green Line Extension Community Visioning Process in February 2012. The extension past College Ave will also increase opportunities in access to jobs, health care, education, and culture.
Somerville Transportation Equity Partnership	Ellin Reisner, President	Green Line Extension	Supports	Very appreciative of the MPO's support for the Green Line Extension and allocating funds for the extension to Route 16. It would provide Somerville, Medford and East Arlington residents with vastly improved access to transit. Residents are looking forward with great anticipation to design completion and the start of construction. The extension will also be very beneficial on a regional level by reducing auto traffic and air pollution.
Somerville resident	Ethan Contini-Field	Green Line Extension	Supports	Supports the Green Line extension through Somerville to the Route 16 terminus. The Green Line will bring much needed economic development to Somerville. Being so densely populated, it will be an efficient use of funds for the MBTA and MPO.
Medford homeowner	Fernando Colina	Green Line Extension	Supports	Strongly supports the Green Line Extension.
Medford resident	Glenn Dickson	Green Line Extension	Supports	Supports the Green Line Extension.
	Jeanine Farley	Green Line Extension	Supports	Supports the Green Line extension to Route 16. It will provide many people with an environmentally friendly alternative to automobile use, better access to Boston, Cambridge, and Somerville, improve air quality, and make the region a better place.
Medford resident	Jennifer DesAutels	Green Line Extension	Supports	Supports the Green Line extension to Medford. It would help connect her family to the city and reduce dependence on private vehicles. Increasing access to Medford via the extension will improve the local economy and boost businesses, allowing Medford to continue to expand its growing cultural offerings.
Medford Hillside resident	John Roland Elliot	Green Line Extension	Supports	Thanks the MPO for supporting the Green Line Extension and asks the MPO to support the extension to Route 16. He cites the support for a terminus at Route 16 from tens of thousands of Medford, Somerville, and Arlington residents, from the state legislative delegation for those communities, and from the city and town governments.
Somerville residents	Jon and Loretta Obuchowski	Green Line Extension	Supports	Strongly in support of the Green Line extension, as it is a factor they are weighing in regards to whether they stay in Somerville or move farther out.
Somerville resident	Jonathan Herzog	Green Line Extension	Supports	Enthusiastically supports the Green Line extension to Mystic Valley Parkway.
Former member of citizen advisory committees for GLEX	Lee Auspitz	Green Line Extension	Supports	Strongly supports the Green Line extension, but raises concerns that MPO member agencies are accepting erroneous geographical and procedural assertions regarding the project. The Tufts/College Avenue location for the terminus should not be considered as Medford Hillside. MassDOT and the New England Regional Office of FTA has not exercised due diligence to check the accuracy or procedural integrity of a SIP determination letter from MassDEP to MassDOT, which states that the geographical requirement of the SIP has been met. The commentator argues that federal matching funds from the FTA New Starts Program could be denied based on non-compliance with federal, judicial, or state requirements because of the erroneous assertions. Makes suggestions on how to remedy this problem. Further documentation of these concerns is available at www.josiahleeauspitz.org .

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Medford resident	Marco Rivero	Green Line Extension	Supports	Supports the Green Line extension to Route 16. Looks forward to using the Green Line and is sure many neighbors are as well. MBTA ridership is on the rise in spite of increasing prices, and the same will be true for the Green Line once it is extended to Medford.
Medford resident	Mary Glaser	Green Line Extension	Supports	Fully supports the Green Line Extension to Mystic Valley Parkway.
Medford resident	Mary L. Stevenson	Green Line Extension	Supports	Enthusiastically supports the Green Line extension to Mystic Valley Parkway.
Medford resident	Maura McEnaney	Green Line Extension	Supports	Supports the Green Line extension to Mystic Valley Parkway. Teenagers, seniors, and the growing population of people without cars will be able to have a one-seat ride into Boston. It will give young people a sense of independence and freedom to explore that those in car-reliant suburbs do not have. More public transportation is never a bad thing.
Medford resident	Mike Korczynski	Green Line Extension	Supports	Supports the Green Line Extension to Route 16 and hopes the project will be completed in a timely fashion. He disagrees with MassDOT's claim that a terminus at College Avenue fulfills the state's legal commitment to serve Medford Hillside. This second phase will serve Medford Hillside.
Medford resident	Mike Quinn	Green Line Extension	Supports	Supports the Green Line extension to Somerville and Medford. Believes it is an enormous opportunity for the area, it is a worthwhile and well-conceived endeavor, and many people will find it useful.
Medford resident	Patrice Kastenholz	Green Line Extension	Supports	Supports the Green Line extension. Would prefer it to go to West Medford Square, but it should go to Mystic Valley Parkway at a minimum. Depends on public transportation and the extension would improve his family's lives.
Arlington resident	Rachael Stark	Green Line Extension	Supports	Strongly supports extending the Green Line to Mystic Valley Parkway and even into Arlington, if possible. Requests that there is safe pedestrian access to the station, reliable bus service to link neighboring communities to the extension, and multi-story parking structures built to avoid excess parking in residential neighborhoods. Suggests that bus rapid transit could link the Red Line terminus at Alewife and the proposed Green Line terminus at Route 16. Also argues that debt from the Big Dig should not be the responsibility of the MBTA and that the MBTA should be given more money to provide better service.
Medford resident	Roberta Cameron	Green Line Extension	Supports	Supports the Green Line extension to Route 16 and believes it is a far better terminus than College Avenue. The College Avenue station will be at least one half mile or more from the Medford Hillside neighborhood, which must be served by the extension. A Route 16 terminus will provide better transit access to many more neighborhoods and communities than the College Avenue terminus would, and create less traffic and air pollution. A Route 16 station would provide better connections to bike paths and for pedestrians. It would also serve low income, senior, handicapped, and veteran households that are within 1/4 mile of the proposed station. The station would provide transit access to recreational facilities such as the Mystic River, Dilboy Stadium and the Dilboy Field Pool.
State Senate, House of Representatives	State Senator Patricia D. Jehlen; State Representatives Carl M. Sciortino, Sean Garballey, and Denise Provost	Green Line Extension	Supports	Supports the inclusion of the Green Line extension in the 2013-2016 TIP. The Route 16 terminus was identified as the preferred alternative for the extension project as it realizes the maximum benefits possible, including benefits in air quality, the greatest number of new riders, and the greatest reduction in vehicle miles traveled. Also supports funding for Phase I to College Ave and Union Square. The extension matches well with the state's objectives in the form of its regional plan and GreenDOT, and helps bring the state into conformity with the Clean Air Act.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Medford resident	Vaughan Rees	Green Line Extension	Supports	Supports the Green Line extension to Mystic Valley Parkway. There is massive support from the local community for the extension. It is essential to the future needs of the community and it will provide critical access to schools, jobs, sports, and other opportunities for young people. There are Environmental Justice communities near the Route 16 terminus that would benefit from accessible, reliable transportation. Identifies specific Census tracts that are considered Environmental Justice communities.
Medford resident	Anita Nagem	Green Line Extension	Opposes	Opposes funding a Route 16 terminus for the Green Line. It is presumptuous of MassDOT to recommend that the MPO fund this project with neither adequate public notification nor local resident support. There is significant resident opposition to the Route 16 stop, and residents were not in favor of the it at meetings in 2009 and 2011. Opponents have been shut out of meetings. There was overwhelming opposition to the project at a meeting at Medford City Hall last November.
Green Line Advisory Committee for Medford (GLAM)	Carolyn Rosen, Chairperson	Green Line Extension	Opposes	Opposes funding for the proposed Green Line extension to Route 16. Argues that support for the extension is greatly exaggerated and does not take into account concerns from an African American community that lives near the proposed station. Argues that the public process has been manipulated and the public has been misled by MAPC, MassDOT, and the MPO. Also contends that the April 19th MPO meeting was "invitation only" for proponents of the extension and constituencies with opposing views have been left out. Provides an article in Exhibit 1 of a November meeting where residents were concerned about the proposed extension. Also provides notes from an October MAPC meeting in Exhibit 2.
Medford resident	Mary Anne Adduci	Green Line Extension	Opposes	Strongly opposes the Green Line extension to Route 16. Argues that the extension to Route 16 is not mandated as the College Avenue station satisfies the requirement to extend the Green Line to Medford Hillside. Explains that money is very tight, and splitting the project into a two phases makes more sense. The commentator implies that the MPO, MAPC, MassDOT, and MBTA colluded to have the Green Line project placed on the TIP and argues that only proponents of a Route 16 extension were invited to the April 19 MPO meeting. Says that abutters were not notified of the motion to allocate \$8.1 million for the extension and suggests that they are being deliberately excluded from the process. The proposed extension can wait and more high priority and critically urgent projects could use the money.
Mystic Valley Area Branch, NAACP	Neil Osborne, President	Green Line Extension	Opposes	Opposes extending the Green Line to Route 16. West Medford has a high concentration of African American families and a majority do not welcome the Green Line coming to Route 16. The Green Line is a needless expense that will encroach on the property of neighbors and further invite unwanted development near this community. Would rather see the Green Line terminate at College Avenue because this area is in a better position to absorb the burdens of the development.
Medford resident; business owner, Aero Cycle Co.	Paul Morrissey	Green Line Extension	Opposes	Opposes the Green Line extension into Medford. Is a Medford resident and owner of a business that abuts the proposed line. The expansion is neither in the best interest of the community nor the state. The allocation of \$8.1 million to study and design ignores the fiscal realities the state faces. The operating costs to the MBTA will overwhelm its budget and maintenance of existing lines will be neglected. Additionally, although proponents claim there will be an increase in economic development, this proposal could threaten the ability of current West Medford residents, who already benefit from multiple public transit options, to afford homes and remain in their diverse neighborhood.
Medford resident	Robert A. Kangas	Green Line Extension	Opposes	Expresses opposition to the Green Line extension to Route 16. Notes that the construction cost of the project is prohibitive and the state is not in a position to financially support it.
Medford residents	Alan, Katrin, Emma and Oliver Peterson	Green Line Extension	Supports	Strongly supports the Green Line coming to West Medford. Lives within walking distance of the proposed station and feels that their public transportation needs would greatly improve with the Green Line coming to Medford. The Route 16 terminus clearly offers the public much greater access to the new Green Line trolley and connecting subway lines, thus make it worth the tax dollars spent to build it and giving children a transportation future that is cleaner and more efficient.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
	Anna M. Buxton	Green Line Extension	Supports	Supports the Green Line extension. As our energy resources are scarce, public transportation has a new important role in the movement of people from home to work and work to home. Boston can be an example for all to follow and create employment for people.
Medford resident	Annette Bloom	Green Line Extension	Supports	Supports the Green Line extension to Mystic Valley Parkway. It will add to the economic and environmental health of the area.
The Arts Fuse (Somerville)	Bill Marx, Editor	Green Line Extension	Supports	A long-time supporter of the Green Line extension who is happy to hear the funding for the project is going forward. The extension is long overdue and it is great to hear that funding is in place and construction will finally begin.
Arlington resident	Colleen Kirby	Green Line Extension	Supports	Supports the Green Line extension. Employer is moving to Boston from Woburn and she will be using bus and subway connections to get there. There are many people who will use the Green Line for commuting once it is in place. This is the time to be investing in infrastructure and new jobs. This project will help the local and state economy by employing construction workers.
Medford resident	Cornelia Davis	Green Line Extension	Supports	Enthusiastically supports funding for the Green Line extension to Somerville and Medford. Also supports raising taxes to pay for the MBTA.
Cambridge resident	Dave Wood	Green Line Extension	Supports	Supports the Green Line extension to Route 16. Public transportation can have a positive effect on individuals and on economic development. It makes sense for the people of Somerville and Medford to reap the benefits of this vital transportation link to Downtown Boston.
Medford resident	Debra Agliano	Green Line Extension	Supports	Supports the Green Line extension.
Arlington resident	Elisabeth Carr-Jones	Green Line Extension	Supports	Expresses strong support for the Green Line Extension to Route 16 as it is important from an environmental and accessibility perspective.
Medford residents	Erik and Dina Jacobs	Green Line Extension	Supports	Strongly supports the Green Line extension and especially for the second phase which would bring the terminus to Mystic Valley Parkway. There is unilateral support from the people they know. Believes it would greatly benefit residents and businesses in the area and looks forward to breaking ground soon.
Medford resident	Eva and David Todtfeld	Green Line Extension	Supports	Supports the funding for the Green Line extension.
Medford resident	Frederick Crane	Green Line Extension	Supports	Voices approval for extending the Green Line to Mystic Valley Parkway. It is a sensible place to start and end the line and will provide service to a huge chunk of the populace that would otherwise go unserved.
Medford resident	Gabrielle Rossmor Gropman	Green Line Extension	Supports	Supports the Green Line extension to Route 16. For Route 16 to be realistically considered as the permanent terminus, it should be included now. The station would be about a 10 minute walk from her house, a big improvement over current options.
Medford resident	Gauri Bhide	Green Line Extension	Supports	Voices support for the Green Line extension to Route 16. It would benefit commuters and residents, and be an important step in the public transportation commitment made by the State.
Medford resident	James Lee Goldfinch	Green Line Extension	Supports	Strongly supports the Green Line extension and plans to use it when it is in place. It will be an important convenience for his patients, many who travel on public transportation. The station on the Mystic River Parkway is an essential piece for ease of use and convenience.
Medford resident	Janice Spencer	Green Line Extension	Supports	Supports the Green Line extension to Route 16 in Medford. A lifelong resident of West Medford.
Somerville resident	Janine Fay	Green Line Extension	Supports	Supports the Green Line extension.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Medford resident	Jennifer Yanco	Green Line Extension	Supports	Very much in support of extending the Green Line to Route 16. Given the rather spotty bus service in this area, it would be a real boon to the neighborhood to have reliable transportation. We are also eager to reduce air pollution caused by bus traffic. 100% in support of the Green Line extension.
Medford residents	John Anderson and Heather Champigny	Green Line Extension	Supports	Is delighted to see the Green Line extension moving forward.
Medford resident	John Ellersick	Green Line Extension	Supports	Supports the Green Line extension to College Ave and Route 16, done in a thoughtful and timely manner. Thinks it is shameful we continue to invest so much in roadways, and relatively so little in public transportation and on bike paths or other access. Very consumptive non-sustainable ways off living should not be subsidized at the expense of rail, public transit and bicycle transportation. We should find ways to support more car pooling, electric or other alternate low emissions vehicles, and continued biking infrastructure. It is also shameful we have backed away from commitments made as part of the central artery project, which had a tremendous focus on cars and limited investments in other modes of transport. This plan seeks to kill off other once committed projects, such as the red line blue line connection.
Arlington resident	John Kohl	Green Line Extension	Supports	Supports the Green Line extension and its full construction to the permanent terminus at Mystic Valley Parkway. The Town of Arlington will substantially benefit from the terminus's close proximity to the northeast corner of town.
Medford resident	John Murphy	Green Line Extension	Supports	Strongly supports the Green Line extension to Medford, preferably to Route 60. The Green Line extension is long overdue and needed.
City of Somerville	Joseph A. Curtatone, Mayor	Green Line Extension	Supports	Thanks the Chairman and the MPO for its support in maintaining the Patrick administration's commitment to advancing the study and design of the Route 16 station of the Green Line Extension and for including funding for the project in the FFY 2013-2016 TIP. The project is important not only for Somerville, Cambridge, and Medford, but also for the Commonwealth, where continued investment in a 21st-century transportation system that's equitable to everyone and supports a 21st-century economy is vital.
Medford resident	Joseph Keane	Green Line Extension	Supports	Supports the Green Line extension. It would be a great benefit to the area transportation.
Somerville resident	Julia Prange	Green Line Extension	Supports	Supports the Green Line extension. A resident of Union Square, Somerville, who cares deeply about the quality of life offered by the Boston region and her neighborhood. There is no greater benefit than this project.
Somerville resident	Kevin Leete	Green Line Extension	Supports	Supports the Green Line extension.
Arlington resident	Linda Katz	Green Line Extension	Supports	Enthusiastically supports the Green Line extension. It should be funded and work should start as soon as possible.
	Lindsay Leete	Green Line Extension	Supports	Supports the Green Line extension. Would have a direct impact on her commute and would have a positive impact on the neighborhood.
Medford resident	Lois Grossman	Green Line Extension	Supports	Supports the Green Line extension to College Ave and Mystic Valley Parkway. Is a resident of Medford and regular user of public transportation who looks forward to riding the MBTA from Medford.
Medford resident	Loren Gomez	Green Line Extension	Supports	Very excited and supportive of the Green Line extension to Medford.
Medford resident	Luke McDermott	Green Line Extension	Supports	Supports the Green Line extension. Moved to Medford in 2007 and have been awaiting the extension. Is excited about the prospect of groundbreaking in the next year.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Medford residents	Martha Ondras and Martin Pearlman	Green Line Extension	Supports	Enthusiastically support the Green Line extension Mystic Valley Parkway for the 2013-2016 TIP. They are glad that funding for studying the final terminus is included in the TIP, as a properly designed terminus would greatly benefit the community.
State Senate, House of Representatives, and City of Medford	Mayor Michael J. McGlynn, City of Medford; Patricia D. Jehlen, State Senator; Sean Garballey, State Representative; Carl M. Sciortino, State Representative	Green Line Extension	Supports	Urges continued support for advancing the study and design of the Route 16 segment of the Green Line Extension Project (GLX) and argues against separating out the Route 16 segment as a separate project. They urge the continued planning and design work and, in particular, to prioritize completion of a detailed property surveying of the College Ave to Route 16 corridor. The Route 16 portion should be reintegrated into the main GLX project scope, which can be achieved by swapping the funding mechanism currently targeted to Route 16 (flexed highway funds) for that of the MBTA Maintenance Facility. Reintegrating Route 16 into the GLX project benefits the competitiveness of the Federal Transportation Authority application with enhanced ridership.
Medford resident	Nancy Lincoln	Green Line Extension	Supports	Supports the Green Line extension to Medford.
Conservation Law Foundation	Rafael Mares, Staff Attorney	Green Line Extension	Supports	CLF supports the inclusion of the Green Line extension into the 2013-2016 TIP and the use of flexed highway funds for the College Ave to Route 16 segment. The project will: provide essential public transportation services to a densely populated and underserved part of the region; reduce vehicle miles traveled (VMT), provide more equitable access to transit; and reduce green house gas (GHG) emissions, helping to meet the Commonwealth's obligations pursuant to the Massachusetts Global Warming Solutions Act and GreenDOT. CLF also requests that GHG emission data be available to the public and provided before TIP projects are selected to they can be prioritized based on these data. He provides Merrimack Valley MPO 2013 TIP GHG tracking as Exhibit A as an example. He also provides a letter from CLF to the MPO from September 2011 in regards to the TIP's Air Quality Conformity status in Exhibit B.
	Stephen Paul Linder	Green Line Extension	Supports	Supports the Green Line extension to Medford and beyond (to Winchester and Woburn). While south and west of Boston you can take the Green Line and Red Line to Route 128, to the north and northwest these lines do not leave Cambridge. The Red Line should also be extended.
Medford resident	Susan Gerould	Green Line Extension	Supports	Supports extending the Green Line to Route 16. It would be a great neighborhood asset to connect faster transportation to parts of Somerville and to North Station and would go far towards relieving the congestion of car travel.
Medford resident	Thomas W. Lincoln	Green Line Extension	Supports	Is strongly in favor of extending the Green Line to Route 16. It makes sense in transportation, environmental and cost terms. It is farsighted and serves the true interests of Medford. It will help reduce pollution, greenhouse gas production, and road congestion. It will be an economic boon to Medford and the Hillside neighborhood.
Medford resident	Tom Whiteford	Green Line Extension	Supports	Supports the Green Line project and its extension to Route 16. Route 16 is a natural endpoint for the Green Line. Good commercial and office space would provide good options for commuters.
Somerville resident	Zbigniew Nitecki	Green Line Extension	Supports	Strongly supports funding the completion of the Green Line extension to the Mystic Valley Parkway.
Medford resident	Carolyn Resendes	Green Line Extension	Opposes	Opposed to the Green Line extension to Route 16. Has lived in Medford for 35 years and believes this will cause a huge traffic tie up on the Parkway and also change the beauty of the town. Many neighbors feel the same way. The burden and cost is too much for the citizens to bear.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Medford resident	Dr. William Wood	Green Line Extension	Opposes	Opposed to the Green Line extension to Route 16. The project should be removed from the TIP until environmental justice, disability, and environmental issues are addressed. The commenter states that the MPO is not telling the truth about the project and that the voices of people from Medford's environmental justice and disability communities are not being heard. Further, the project will displace those of moderate means. He cites the work of several community advocates who have addressed development issues.
	Patricia Clinton	Green Line Extension	Opposes	Money for Route 16 Green Line Extension should be spent on other projects. Route 16 is very heavy with traffic as it is now and it is hard to get off the local streets. The project would cause a lot of unrest in the neighborhood and would not reduce traffic at all. Medford already has good train and bus service. The push for this seems to be coming from other towns -- they should not be telling us what is good for our neighborhood. They will not be affected by the upheaval.
Medford resident	Raymond J. Nagem	Green Line Extension	Opposes	Is opposed to the recommendation by MassDOT to allocate \$190 million for the Green Line extension to Route 16. He attended the initial public hearings on the Green Line extension and the Route 16 station was excluded from the reports that were published after the public hearings. Additionally, he says mitigation studies and an environmental impact analysis associated with Route 16 were not completed. The funding for the Route 16 station should be removed until all the studies have been properly completed and the input of all Medford residents has been considered.
Medford resident	Sharon Douglas	Green Line Extension	Opposes	Adamantly opposes the funding of the Green Line to Rte. 16 and is a lifelong Medford resident. Contends that the open meeting by the MPO was by invitation only to proponents from Medford, according to the MPO's own minutes, while opponents and others were shut out. Did not have any notice of this meeting, along with many folks who are also against this project. Hopes the MPO will take these concerns seriously and remedy them, and wants vote to be counted as being against this project.
Somerville resident	Sara Elsa-Beech	Green Line Extension, Beacon Street (Somerville)	Supports	Supports the Green Line extension to Route 16. Appreciates the attention to pedestrian, bicycle, and public transit projects in the TIP. Hopes that the Beacon Street project includes improved bicycle accommodations, as this is a major bike route to Boston and eastern Cambridge.
Somerville resident	Alex and Ami Feldman	Green Line Extension, Somerville Community Path	Supports	Supports the Green Line extension to Route 16 and the Somerville Community Path. If more people get around by bicycle and public transit, there will be less pollution, less traffic, it will free up parking spaces, and people will get healthier. The Community Path should be fully funded and completed with the Green Line extension as it is becoming an integral part of the extension design.
Somerville resident	Alex Epstein	Green Line Extension, Somerville Community Path	Supports	Supports the Green Line Extension to College Avenue in Medford and a spur to Union Square in Somerville, and the \$8.1 million programmed in FFY 2016 for the extension to Route 16. Urges the MPO to fully fund the completion of the Community Path extension in future TIPs and LRTPs.
Somerville resident	Alex Epstein	Green Line Extension, Somerville Community Path	Supports	Thanks the MPO for funding the Community Path extension from Cedar to Lowell streets in the 2012 TIP and requests that it not be shifted into 2013. Supports Green Line funding in the TIP and LRTP and suggests fiscal year allocations for funding the extensions to College Ave in Medford and the Union Square spur as follows: \$79.3 million in FY 2013, \$94.9 million in FY 2014, \$235.8 million in FY 2015, and \$302 million in FY 2016. Also supports the \$8.1 million for planning the extension to Route 16 in FY 2016. Supports the Community Path completion in conjunction with the Green Line extension. The commentator also identifies and supports transit, bicycle, and pedestrian studies listed in the UPWP.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Somerville resident	Andrew Hinterman	Green Line Extension, Somerville Community Path	Supports	Thanks the MPO for funding the Community Path extension from Cedar to Lowell streets in the 2012 TIP and requests that it not be shifted into 2013. Has attended many of the public design meetings and is happy with what the team has come up with and thinks it responds to the needs of stakeholders. Supports Green Line funding in the TIP and LRTP and suggests fiscal year allocations for funding the extensions to College Ave in Medford and the Union Square spur as follows: \$79.3 million in FY 2013, \$94.9 million in FY 2014, \$235.8 million in FY 2015, and \$302 million in FY 2016. Also supports the \$8.1 million for planning the extension to Route 16 in FY 2016. Supports the Community Path completion in conjunction with the Green Line extension. The commentator also identifies and supports transit, bicycle, and pedestrian studies listed in the UPWP.
Somerville resident; business owner, Nesson Media Boston, Inc.	Bob Nesson	Green Line Extension, Somerville Community Path	Supports	Supports the funding for the Green Line extension as well as the Community Path in Somerville. Both are vital to the economic and environmental quality of the area. There is a need for a complete, contiguous green pathway system in the metro area. It's in everyone's interest to reduce traffic and pollution and to encourage use of public transportation.
Medford resident, Republican candidate for State Representative 34th Middlesex District	David Rajczewski	Green Line Extension, Somerville Community Path	Supports	Supports the Green Line extension and the Community Path, noting that they will both contribute to the quality of life in the areas they serve and will connect the communities together in ways that are not as visible in standard analyses. A more filled out network of connections would be a great resource for commerce and recreation. The Community Path should be funded sooner rather than later, and Green Line planning should integrate the design of the Community Path with it. The commentator also forwarded and endorsed a letter thanking the MPO for the Community Path funding on the 2012 TIP; supporting the Green Line extension funding in the TIP and LRTP; and supporting transit, bicycle, and pedestrian projects in the UPWP.
Somerville resident	Georgia Bellas	Green Line Extension, Somerville Community Path	Supports	Supports the Green Line Extension to College Avenue in Medford and a spur to Union Square in Somerville, and the \$8.1 million programmed in FFY 2016 for the extension to Route 16. Urges the MPO to fully fund the completion of the Community Path extension in future TIPs and LRTPs.
Cambridge resident	Gloria J. Korsman	Green Line Extension, Somerville Community Path	Supports	Supports the Green Line Extension to College Avenue in Medford and a spur to Union Square in Somerville, and the \$8.1 million programmed in FFY 2016 for the extension to Route 16. Urges the MPO to fully fund the completion of the Community Path extension in future TIPs and LRTPs. Also express the need for sustainable transportation and alternatives to car ownership as a matter of equity and justice for all urban residents.
Somerville resident	Gwen Wilcox	Green Line Extension, Somerville Community Path	Supports	Supports the Green Line extension and the completion of the Community Path extension as well. As more people choose to live and work in cities, investment in public transportation infrastructure will be essential for the continued success of communities and businesses. In addition, the Somerville Community Path is an integral part of the Green Line extension design and it should be seen to full completion.
Somerville resident	Jennifer Dorsen	Green Line Extension, Somerville Community Path	Supports	Supports the Green Line extension and the Somerville Community Path as these are important to her, the neighborhood and the region. An extended path would connect communities in the region in tremendous, important ways. The Community Path is becoming an integral part of the Green Line extension design.
Somerville resident	John Reinhardt	Green Line Extension, Somerville Community Path	Supports	Supports the Green Line extension to the Somerville-Medford line. Also agrees with comments submitted by the Friends of the Somerville Community Path (which includes support for the Community Path extension).

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
	John Reinhardt	Green Line Extension, Somerville Community Path	Supports	Thanks the MPO board and staff for having the Community Path on the 2012 TIP, as this is a significant section of the path because it will begin to parallel the Green Line extension and connect to the proposed Lowell Street station. Supports Green Line funding in the TIP and LRTP and suggests fiscal year allocations for funding the extensions to College Ave in Medford and the Union Square spur as follows: \$79.3 million in FY 2013, \$94.9 million in FY 2014, \$235.8 million in FY 2015, and \$302 million in FY 2016. Also supports the \$8.1 million for planning the extension to Route 16 in FY 2016. Requests that funding for the Community Path extension is identified and becomes a part of the TIP and LRTP, and lists benefits to constructing the Path. Urges MassDOT and the MPO to commit to funding the Community Path along with the Green Line extension and that the cost increase would be minimal compared to the entire project.
Somerville resident	Jurgen Weiss	Green Line Extension, Somerville Community Path	Supports	Supports the Green Line extension to Mystic Valley Parkway and completion of the Somerville Community Path. Is an avid cyclist and is concerned about green house gas emissions. Requests funding for the completion of the Community Path so that people may commute directly from Bedford to downtown Boston. These are the types of infrastructure projects that will make the Boston Metropolitan Area an attractive one for the highly skilled workforce that makes this area so vibrant.
Somerville resident	Keja Valens	Green Line Extension, Somerville Community Path	Supports	Supports the Green Line extension to Mystic Valley Parkway and completion of the Somerville Community Path. Supports the Commonwealth's dedication to increasing green space and green alternatives. Urges full funding of the completion of the Community Path extension to Lechmere/North Point, as it is an integral part of the Green Line extension design.
Medford resident	Linda Lintz	Green Line Extension, Somerville Community Path	Supports	Supports extending the Green Line to College Ave in Medford and creating a permanent terminus at Mystic Valley Parkway. Also urges fully funding the completion of the Community Path extension as part of the Green Line project. The Community Path is becoming an integral part of the Green Line extension design. There are Community Path connections to the four proposed extension stations along the Community Path route.
Somerville resident	Lynn McWhood	Green Line Extension, Somerville Community Path	Supports	Strongly supports funding the completion of the Green Line extension to Somerville and Medford and hopes that future TIPs include funding for the Community Path in coordination with the Green Line extension. The Green Line is important to the future economic and environmental health of Somerville.
Somerville resident	Lynn Weissman	Green Line Extension, Somerville Community Path	Supports	Is a resident of Somerville with young children who rides a bicycle to work, meetings, and recreation. Supports the Community Path extension and hopes the MPO fully funds the project. Points out that the Community Path and Green Line extensions will run near six Somerville public schools and that four of the schools along the Community Path route are in environmental justice areas. Thanks the MPO for funding the Community Path extension from Cedar to Lowell Streets in the 2012 TIP. Supports Green Line funding in the TIP and LRTP and suggests fiscal year allocations for funding the extensions to College Ave in Medford and the Union Square spur as follows: \$79.3 million in FY 2013, \$94.9 million in FY 2014, \$235.8 million in FY 2015, and \$302 million in FY 2016. Also supports the \$8.1 million for planning the extension to Route 16 in FY 2016 and the construction of the Community Path in conjunction with the Green Line extension. The commentator also identifies and supports transit, bicycle, and pedestrian studies listed in the UPWP.
Friends of the Community Path	Lynn Weissman and Alan Moore	Green Line Extension, Somerville Community Path	Supports	Supports the following allocation of funds for the Green Line Extension to College Avenue and Union Square: \$79.3 million (FFY 2013); \$94.9 million (FFY 2014); \$235.8 million (FFY 2015); and \$302 million (FFY 2016). Supports programming \$8.1 million in FFY 2016 for planning for the extension to Route 16. Urges the MPO to program funding for the completion of the Community Path, as part of the Green Line Extension, to Lechmere/North Point in future TIPs and LRTPs.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Somerville resident	Naomi Slagowski	Green Line Extension, Somerville Community Path	Supports	Thanks the MPO for funding the Community Path extension from Cedar to Lowell streets in the 2012 TIP and requests that it not be shifted into 2013. Supports Green Line funding in the TIP and LRTP and suggests fiscal year allocations for funding the extensions to College Ave in Medford and the Union Square spur as follows: \$79.3 million in FY 2013, \$94.9 million in FY 2014, \$235.8 million in FY 2015, and \$302 million in FY 2016. Also supports the \$8.1 million for planning the extension to Route 16 in FY 2016. Supports the Community Path completion in conjunction with the Green Line extension. The commentator also identifies and supports transit, bicycle, and pedestrian studies listed in the UPWP.
Somerville resident	Paul Gaffuri	Green Line Extension, Somerville Community Path	Supports	Expresses support for the Community Path as a nearby resident and hopes it can be made a reality in the near future. Thanks the MPO for funding the Community Path extension from Cedar to Lowell streets in the 2012 TIP and requests that it not be shifted into 2013. Supports Green Line funding in the TIP and LRTP and suggests fiscal year allocations for funding the extensions to College Ave in Medford and the Union Square spur as follows: \$79.3 million in FY 2013, \$94.9 million in FY 2014, \$235.8 million in FY 2015, and \$302 million in FY 2016. Also supports the \$8.1 million for planning the extension to Route 16 in FY 2016. Supports the Community Path completion in conjunction with the Green Line extension. The commentator also identifies and supports transit, bicycle, and pedestrian studies listed in the UPWP.
Somerville resident	Pauline Lim	Green Line Extension, Somerville Community Path	Supports	Thanks the MPO for funding the Community Path extension from Cedar to Lowell streets in the 2012 TIP and requests that it not be shifted into 2013. Commutes daily via non-motorized transport, such as biking, walking, running, and inline skating. Supports Green Line funding in the TIP and LRTP and suggests fiscal year allocations for funding the extensions to College Ave in Medford and the Union Square spur as follows: \$79.3 million in FY 2013, \$94.9 million in FY 2014, \$235.8 million in FY 2015, and \$302 million in FY 2016. Also supports the \$8.1 million for planning the extension to Route 16 in FY 2016. Supports the Community Path completion in conjunction with the Green Line extension. The commentator also identifies and supports transit, bicycle, and pedestrian studies listed in the UPWP.
Cambridge resident	Rachel Burckardt	Green Line Extension, Somerville Community Path	Supports	Is excited to see the Green Line extension and Community Path advanced and would benefit greatly from both. Works as a civil engineer for Parsons Brinckerhoff and has worked on multi-modal projects including the Green Line extension. Thanks the MPO for funding the Community Path extension from Cedar to Lowell streets in the 2012 TIP and requests that it not be shifted into 2013, as it would delay the project unnecessarily. Supports Green Line funding in the TIP and LRTP and suggests fiscal year allocations for funding the extensions to College Ave in Medford and the Union Square spur as follows: \$79.3 million in FY 2013, \$94.9 million in FY 2014, \$235.8 million in FY 2015, and \$302 million in FY 2016. Also supports the \$8.1 million for planning the extension to Route 16 in FY 2016. Supports the Community Path completion in conjunction with the Green Line extension and notes that parallel multi-purpose paths and transit extension are common in Massachusetts (the Linear Path/Red Line extension and the Southwest Corridor Path/Orange Line relocation are used as examples). The commentator also identifies and supports transit, bicycle, and pedestrian studies listed in the UPWP.
Somerville residents	Resa Blatman and Stefan Cooke	Green Line Extension, Somerville Community Path	Supports	Supports the Green Line Extension to College Avenue in Medford and a spur to Union Square in Somerville, and the \$8.1 million programmed in FFY 2016 for the extension to Route 16. Urges the MPO to fully fund the completion of the Community Path extension in future TIPs and LRTPs.
Somerville resident	Sara Rostampour	Green Line Extension, Somerville Community Path	Supports	Thanks the MPO for funding the Community Path extension from Cedar to Lowell streets in the 2012 TIP and requests that it not be shifted into 2013. Is a bicycle commuter and frequent pedestrian, and supports Green Line funding in the TIP and LRTP and suggests fiscal year allocations for funding the extensions to College Ave in Medford and the Union Square spur as follows: \$79.3 million in FY 2013, \$94.9 million in FY 2014, \$235.8 million in FY 2015, and \$302 million in FY 2016. Also supports the \$8.1 million for planning the extension to Route 16 in FY 2016. Supports the Community Path completion in conjunction with the Green Line extension. The commentator also identifies and supports transit, bicycle, and pedestrian studies listed in the UPWP.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Somerville resident	Sonia Lipson	Green Line Extension, Somerville Community Path	Supports	Supports the Green Line extension and the completion of the Community Path extension as well.
Somerville resident	Susan Fendell	Green Line Extension, Somerville Community Path	Supports	Supports the Green Line Extension to College Avenue in Medford and a spur to Union Square in Somerville, and the \$8.1 million programmed in FFY 2016 for the extension to Route 16. Urges the MPO to fully fund the completion of the Community Path extension in future TIPs and LRTPs.
Somerville resident	Susan Moynihan	Green Line Extension, Somerville Community Path	Supports	Supports extending the Green Line to College Ave in Medford and creating a permanent terminus at Mystic Valley Parkway. Also urges fully funding the completion of the Community Path extension as part of the Green Line project. The Community Path is becoming an integral part of the Green Line extension design. There are Community Path connections to the four proposed extension stations along the Community Path route.
Somerville resident	Wig Zamore	Green Line Extension, Somerville Community Path	Supports	Supports the Green Line extension to Route 16. Thanks the MPO for allocating funding and the MBTA for the professional way they have run the Green Line meetings. The extension should be completed in a cost effective and sustainably efficient manner and the state's transportation funding problems will be resolved in the future. Also thanks the MPO for supporting regionally significant bicycle and pedestrian facilities and argues that the Somerville Community Path is functionally critical for the Green Line extension to return maximum benefit.
Belmont resident	William Messenger	Green Line Extension, Somerville Community Path	Supports	Thanks the MPO for funding the Community Path extension from Cedar to Lowell streets in the 2012 TIP and requests that it not be shifted into 2013. Supports Green Line funding in the TIP and LRTP and suggests fiscal year allocations for funding the extensions to College Ave in Medford and the Union Square spur as follows: \$79.3 million in FY 2013, \$94.9 million in FY 2014, \$235.8 million in FY 2015, and \$302 million in FY 2016. Also supports the \$8.1 million for planning the extension to Route 16 in FY 2016. Supports the Community Path completion in conjunction with the Green Line extension. The commentator also identifies and supports transit, bicycle, and pedestrian studies listed in the UPWP.
Inner Core Committee	Laura Wiener	Green Line Extension; Massachusetts Ave Phase I (Arlington); Route 129/Broadway (Lynn); Beacon Street (Somerville); Commonwealth Ave (Boston); Hancock Street (Quincy); Gateway East (Brookline); and Needham Street/Highland Ave (Newton and Needham)	Supports	Supports maintenance and expansion of the MBTA and promoting a mode shift away from automobiles. To that end, they support the Green Line extension to Route 16, improved bus operations, and the continued planning and advancement of the Urban Ring. Gaps in the current system can be filled by other forms of transit services such as those provided by TMAs and private businesses, and they support shuttle services provided by TMAs and opportunities for a TMA at the Assembly Square development. Complete Streets policies and redesigns are also important to them in order to promote safe uses of streets for all modes and increased use of pedestrian and bicycle transportation. Improvements that they support, some of which have Complete Streets designs in mind, include Massachusetts Avenue Phase I in Arlington, Route 129/Broadway in Lynn, Beacon Street in Somerville, Commonwealth Avenue in Boston, Hancock Street in Quincy, Gateway East in Brookline, and the Needham Street/Highland Avenue Corridor in Newton and Needham. They also support continued funding for the Clean Air and Mobility Program to be used for expanding the Hubway bicycle sharing system throughout Boston, Cambridge, and Brookline. Lastly, they support low cost roadway improvements, some of which are under study through the UPWP.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Somerville resident	Alan Moore	Green Line Extension; Somerville Community Path; BFRT Phase 2A (Acton, Carlisle, Westford); South Bay Harbor Trail (Boston); Tri-Community Bikeway (Winchester, Stoneham, Woburn); Cochituate Rail Trail (Framingham); and Arlington Minuteman Bikeway	Supports/ Opposes	Supports the following projects: Green Line Extension to College Ave and Union Square, and the further extension to Route 16 in Medford; the Somerville Community Path; the South Bay Harbor Trail; the Tri-Community Bikeway (Winchester, Stoneham, Woburn); the Cochituate Rail Trail (Framingham); and the BFRT Phase 2A (Acton, Carlisle, Westford). Does not support funding for the Arlington Minuteman Bikeway.
Somerville resident	Alan Moore	Green Line Extension; Somerville Community Path; BFRT (Concord to Westford); and ARRT (Hudson to Acton)	Supports	Thanks the MPO board and staff for having the Community Path on the 2012 TIP, as this is a significant section of the path because it will begin to parallel the Green Line extension and connect to the proposed Lowell Street station. Supports Green Line funding in the TIP and LRTP and suggests fiscal year allocations for funding the extensions to College Ave in Medford and the Union Square spur as follows: \$79.3 million in FY 2013, \$94.9 million in FY 2014, \$235.8 million in FY 2015, and \$302 million in FY 2016. Also supports the \$8.1 million for planning the extension to Route 16 in FY 2016. Requests that funding for the Community Path extension is identified and becomes a part of the TIP and LRTP, and lists benefits to constructing the Path. Urges MassDOT and the MPO to commit to funding the Community Path along with the Green Line extension and that the cost increase would be minimal compared to the entire project. Also supports the Bruce Freeman Rail Trail (Concord to Westford) and the Assabet River Rail Trail (Hudson to Acton) in the TIP and LRTP and hopes that the MPO will continue to fund multi-use paths in the future. The commentator also identifies and supports transit, bicycle, and pedestrian studies listed in the UPWP.
Friends of the Community Path	Alan Moore and Lynn Weissman, Co-Presidents	Green Line Extension; Somerville Community Path; BFRT (Concord to Westford); and ARRT (Hudson to Acton)	Supports	Thanks the MPO for funding the Community Path extension from Cedar to Lowell streets in the 2012 TIP and requests that it not be shifted into 2013, as this section is ready to be built and is a significant section of the path because it will begin to parallel the Green Line extension and connect to the proposed Lowell Street station. Emphasizes that they are looking for funding for basic infrastructure for the Path and are not asking for funding for park amenities, such as street furniture and landscaping. Supports Green Line funding in the TIP and LRTP and suggests fiscal year allocations for funding the extensions to College Ave in Medford and the Union Square spur as follows: \$79.3 million in FY 2013, \$94.9 million in FY 2014, \$235.8 million in FY 2015, and \$302 million in FY 2016. Also supports the \$8.1 million for planning the extension to Route 16 in FY 2016. Also supports the Bruce Freeman Rail Trail (Concord to Westford) and the Assabet River Rail Trail (Hudson to Acton) in the TIP and LRTP to improve the network of trails and hopes that the MPO will continue to fund multi-use paths in the future. Requests that funding for the Community Path extension is identified and becomes a part of the TIP and LRTP, and lists benefits to constructing the Path. Urges MassDOT and the MPO to commit to funding the Community Path along with the Green Line extension and that the cost increase would be minimal compared to the entire project. The commentators also identify projects they support in the UPWP, and any other studies that support transit, bicycle, and pedestrian activities. They also provide an attachment summarizing the history of the Community Path extension and explaining the parts of the Green Line design that include concomitant sections for the Path extension. A second file provided shows the location of the Community Path and how the extension would move in conjunction with the Green Line extension.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Cambridge resident	Janie Katz-Christy	Green Line Extension; Somerville Community Path; BFRT (Concord to Westford); and ARRT (Hudson to Acton)	Supports	Encourages the MPO to support projects that improve safety for non-motorists, particularly the Green Line extension and the Community Path, which are critical to fostering sustainable and healthy transportation options in Boston and the surrounding region. Thanks the MPO board and staff for having the Community Path on the 2012 TIP. Strongly supports extending the Green Line to Route 16 and including the Community Path extension as part of that extension, calling on the MPO to identify funding for this project. Also supports the Bruce Freeman Rail Trail (Concord to Westford) and the Assabet River Rail Trail (Hudson to Acton) in the TIP and LRTP to improve the network of trails and increase ridership active transportation. The commentator supports planning activities in the UPWP, especially those that support transit, bicycle, and pedestrian use.
Somerville resident	Lisa Brukilacchio	Green Line Extension; Somerville Community Path; BFRT (Concord to Westford); and ARRT (Hudson to Acton)	Supports	Thanks the MPO board and staff for having the Community Path on the 2012 TIP, as this is a significant section of the path because it will begin to parallel the Green Line extension and connect to the proposed Lowell Street station. Supports funding for the Green Line extension in the TIP and LRTP and supports the \$8.1 million for the planning of the extension to Route 16 in the 2016 TIP to what should be its permanent terminus. Requests that funding for the Community Path extension is identified and becomes a part of the TIP and LRTP, and lists benefits to constructing the Path. Urges MassDOT and the MPO to commit to funding the Community Path along with the Green Line extension and that the cost increase would be minimal compared to the entire project. Also supports the Bruce Freeman Rail Trail (Concord to Westford) and the Assabet River Rail Trail (Hudson to Acton) in the TIP and LRTP to improve the network of trails and increase ridership in active transportation.
	Jonah Petri	Green Line Extension; South Bay Harbor Trail; Cambridge Common; BFRT Phase 2A; Tri-Community Bikeway; and Somerville Community Path	Supports	Supports the following projects: Green Line Extension to College Ave and Union Square, and the further extension to Route 16 in Medford; the South Bay Harbor Trail; the bicycle and pedestrian improvements to Harvard Square as a part of the Cambridge Common improvements; BFRT Phase 2A; the Tri-Community Bikeway; and the Somerville Community Path extension. The Community Path would connect many disparate multi-use paths into a large, regional network. The Community Path should be constructed as part of the Green Line extension as they will share the same right-of-way.
Medford resident	Ken Krause	Green Line Extension; Woods Memorial Bridge; Arlington Bikeway Connection; and Tri-Community Bikeway	Supports	Supports four projects on the TIP: the Green Line extension to Somerville and Medford; the Woods Memorial Bridge (Medford and Everett); the Arlington Bikeway Connection; and the Tri-Community Bikeway. The Green Line extension has strong public support and has positive economic development impacts. The Woods Memorial Bridge is in need of repair and is a crucial link for travel between Medford, Everett, and points east. The Arlington Bikeway connection is an important link to the Minuteman Bikeway and will greatly improve safety for all users of this intersection. The Tri-Community Bikeway will fill in another "missing link" in the region's growing bicycle network and encourage more people to travel by bicycle by creating safer and more pleasant conditions. He is disappointed that MassDOT wants to remove the Red Line-Blue Line connector from its SIP.
House of Representatives	Alice H. Peisch, State Representative	Intersection and Signal Improvements at Route 30 (Weston)	Supports	Is disappointed that project #602000, Intersection and Signal Improvements at Route 30 and Wellesley Street in Weston, is not on the FFY 2013-2016 TIP and believes that it should be reinstated. The Town of Weston has been working on this project since the mid-1990s, and completion of these signal and intersection upgrades will result in significant improvements for the community, its students, and commuters. The intersection connects to residents and commuters to the Mass Pike, Wayland, Wellesley, and is a heavily used north-south travel route. Additionally, the intersection abuts Weston High School and Weston Middle School, and is used by students for pedestrian, bicycle, and motor vehicle travel. This project will not only help mitigate most of the traffic issues at the intersection, but will improve the safety of the intersection for the region's commuters, along with Weston's students and pedestrians.
House of Representatives	Paul A. Brodeur, State Representative	Lebanon & Main Street (Melrose)	Supports	Requests that Lebanon and Main Street project in Melrose (601553) be included in the FFY 2013-2016 TIP. The project will have positive impacts on the Third Essex and Middlesex District and its residents, businesses and visitors, including economic development and quality of life improvements.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
State Senate	Thomas M. McGee, State Senator	Lebanon & Main Street (Melrose)	Supports	Requests that Lebanon and Main Street project in Melrose (601553) be included in the FFY 2013-2016 TIP. The project will have positive impacts on the Third Essex and Middlesex District and its residents, businesses and visitors, including economic development and quality of life improvements.
MASCO	Tom Yardley, Senior Planner	Melnea Cass Boulevard (Boston); South Bay Harbor Trail (Boston); Commonwealth Ave (Boston); Bowker Overpass (Boston); Mass Ave over Commonwealth Ave (Boston); and Intersection Improvement Program	Supports	MASCO expressed support for several projects. It supports the reconstruction of Melnea Cass Boulevard (FFY 2014) and plans to accommodate dedicated bus lanes in a center median, and it urges the MPO to program additional funds for the project. It strongly supports the South Bay Harbor Trail Construction project (FFY 2014) as more than 2,000 LMA employees live in neighborhoods with access to the trail. It also supports improvements to Commonwealth Avenue (FFY 2015), deck patching and superstructure repairs on Bowker Overpass (FFY 2013), replacement of the Massachusetts Avenue bridge over Commonwealth Avenue (FFY 2015), and the Intersection Improvement Program pilot (FFY 2013).
Town of Hull	Philip E. Lemnios, Town Manager	Reconstruction of Atlantic Avenue (Hull)	Supports	Is disappointed that project #601607, Reconstruction of Atlantic Avenue in Hull, was not included on the Draft 2013-2016 TIP. Atlantic Avenue, which is long overdue for repairs and upgrades, is one of only three roadways leading into the Town of Hull. The Town is committed to submitting the 75% Design before the end of the year, and request that the project be considered for funding in one of the out years of this TIP. While the evaluation process is important, the criteria by which projects are evaluated puts good project candidates and communities on the outskirts of the Boston MPO region at a significant disadvantage. The improvements to Atlantic Avenue will incorporate "Complete Streets" design features and will help revitalize the neighborhood and effect positive change on the environment and local businesses. Atlantic Avenue is essential to maintaining safety and security of local residents by providing one of the Town's few points of access for emergency response and evacuation during coastal storms. The evaluation scoring should be reconsidered to provide greater regional equity and make certain that communities on the South Shore receive the same opportunities as those communities closer to the inner core.
State Senate	Frederick E. Berry, State Senator	Reconstruction of Liberty Street (Danvers)	Supports	Strongly supports the continued inclusion of the Town of Danvers Reconstruction of Liberty Street Project (#601825) in the 2013-2016 TIP. The project will make significant improvements in accessibility to employment centers, local businesses, and for pedestrians. The current physical condition and layout of the corridor is hazardous to all users and prevents it from fulfilling its role as an important regional link to retail/commercial and transportation opportunities. For these reasons, it is a high priority project.
House of Representatives	Theodore C. Speliotis, State Representative	Reconstruction of Liberty Street (Danvers)	Supports	Strongly supports the Reconstruction of Liberty Street project in the Town of Danvers for the 2013-2016 TIP. It is a priority project in Danvers and is ready to go out for bid. The area where the project is located is attractive to boaters and is utilized by the entire North Shore boating community. It meets the MPO's desired goals of updating old infrastructure, increasing bicycle and pedestrian access and improving safety.
Town of Danvers	Wayne P. Marquis, Town Manager	Reconstruction of Liberty Street (Danvers)	Supports	Thanks the Transportation Planning and Programming Committee for considering the Reconstruction of Liberty Street on the 2013 TIP. The project has been fully designed to correspond with the MPO's larger goals: maintenance - updating old infrastructure; livability - increasing bicycle and pedestrian access; and safety - bringing the corridor up to MUTCD, AAB and ADA requirements. The project is ready to be advertised for construction.
Chair, SouthWest Advisory Planning Committee	Gino Carlucci	Reconstruction of Route 140 (Franklin), Reconstruction of Route 109 (Medway)	Supports	SWAP supports the reconstruction of Route 140, Main Street and Emmons Street project in Franklin, and the reconstruction of Route 109, from Holliston Street to west of Highland Street, in Medway.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Town of Marlborough	Ron LaFreniere, Commissioner of Public Works	Reconstruction of Route 85 (Maple Street) (Marlborough)		Opposes motion by MassDOT to remove project #604810, Reconstruction of Route 85 at Maple Street, and include Middlesex Turnpike Improvements instead. Believes notification was inappropriate, as it was not in the original recommendation, and the change is unacceptable from the city's standpoint.
Town of Wrentham	Wrentham Board of Selectmen	Reconstruction of Taunton Street (Wrentham)	Supports	Requests support for the reconstruction of Taunton Street in Wrentham. The Town has committed \$285,100 of its Chapter 90 funds to design the project. The street is an important route for residents of the Town and for travelers, generally. The Wrentham Senior Center, Elementary School, Department of Public Works, Inspectional Services Office, and recreational lands owned by the Town and the State are located on Taunton Street. The Town has also expended local funds to install water line improvements on the street in preparation for its reconstruction, and will use Chapter 90 funds this year to reconstruct Common Street at the center end of Taunton Street.
State Senate	Thomas M. McGee, State Senator	Route 107 Over the Saugus River (Lynn, Saugus)	Supports	Expresses support for project #604952, Route 107 over the Saugus River in Lynn/Saugus to be included in the 2013-2016 TIP. This portion of Route 107 is the main route between the North Shore and Boston. In addition to those who live in communities like Lynn, Salem, Swampscott, and Marblehead, this route is the vital transportation link for the North Shore. This bridge is just beyond the main entranceway to General Electric in Lynn, and operation of on the bridge has a substantial impact for the lobster fishing fleets along the Saugus River. It has been in need of repair for years and hope to advance the project into the 2013-2016 TIP.
South Shore Coalition	Ann Burbine, Chair	Route 18 (Weymouth); Route 53/Winter Street (Duxbury); Atlantic Avenue (Hull); Route 53 South - Route 3 (Hanover); Middle Street/Libbey Industrial Parkway/Tara Drive (Weymouth); Route 14 Corridor (Pembroke); and Beach Street over the Cut River (Marshfield).	Supports	The towns of the South Shore Coalition (SSC) have identified their top priority projects based on project status, project rating and community priority. SSC priorities for FFYs 2013-2014 TIP are: Route 18 (#601630 - Weymouth), Route 53/Winter Street (#603462 - Duxbury), Atlantic Avenue (#601607 - Hull), and Route 53 South - Route 3 (#602602 - Hanover). SSC priorities for FFYs 2015-2016 are: Middle Street/Libbey Industrial Parkway/Tara Drive (#605721 - Weymouth), Route 14 Corridor (#604957 - Pembroke), and Beach Street over the Cut River (#604655 - Marshfield).
MetroWest Regional Collaborative	Bruce Leish, Director	Route 30/Main Street (Route 27) (Wayland)	Supports	Strongly supports Route 30/Main Street (Route 27) intersection project in Wayland and urges its inclusion in the TIP. The intersection has been studied for many years and is recognized widely as one of the most dangerous and frustrating intersections in MetroWest. The project is substantially shovel-ready and would be a cost effective use of TIP funds.
Town of Wayland	Sarkis Sarkisian, Town Planner	Route 30/Main Street (Route 27) (Wayland)	Supports	Requests funding for the Route 30/Main Street (Route 27) intersection, which has been rated as one of the top high crash locations in the Boston Region. The Town of Wayland and CTPS have conducted several studies on the intersection, which clearly document the need to improve the safety and operations of the Route 30/27 intersection. All four traffic approaches operate at Level of Service F during both the morning and afternoon peak hours. Thanks the MPO for the opportunity to present the project for its consideration.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Town of Hopkinton	Norman Khumalo, Town Manager	Signal and Intersection Improvements on Route 135 (Hopkinton)	Supports	Requests that project #606043, Signal and Intersection Improvements on Route 135, be programmed onto the TIP once 25% design plans are completed in summer of 2012 so that it may be advertised for construction in 2013. The project will provide benefits in Maintenance, Modernization, and Efficiency; Livability and Economic Benefits; Mobility; Environment and Climate Change; and Safety. Further details of the improvements and the benefits are included in the letter. The Town is also requesting that an earmark of \$1,750,000 included in the 2008 Transportation Bond Bill be maintained and associated with the project.
	Al Weisz	Somerville Community Path	Supports	Thanks the MPO for funding the Community Path extension from Cedar to Lowell streets in the 2012 TIP and requests that it not be shifted into 2013, as the project is ready to be constructed and this is the best time to do it. The Path will play a huge role in creating community within Somerville and it will add to the livability to the Boston area.
North Suburban Planning Council	Tony Fields, Chairman	Supports 12 projects in the North Suburban subregion. See comment for full details.	Supports	The communities of the North Suburban Planning Council (NSPC) advocate for the following projects and their continued place on the 2013-2016 TIP: Interstate Maintenance & Related Work on I-95 (#606170 - Lexington & Burlington, and #605597 - Wakefield & Lynnfield); Interstate Maintenance & Related Work on Route I-93 (#604879 - Wilmington & Woburn); Safe Routes to Schools (Dolbeare School) (#606516 - Wakefield); Expansion of Fiber, CCTV, VMS & Traffic Sensor Network on I-95 (#606432 - Burlington, Woburn, & Reading); Wilmington Bridge Replacement Project on Route 38 (Main Street) (#42603 - Wilmington); Lighting Upgrades on I-93 (#603917 - Stoneham & Woburn); Signal & Improvements at 4 Locations on Church Street & Route 3 (Cambridge Street) (#601019 - Winchester); the Tri-Community Bikeway (#604652 - Winchester, Stoneham, & Woburn); Middlesex Turnpike Improvements, from Crosby Drive North to Manning Road (Phase III) (#29492 - Bedford, Billerica, Burlington); and Signal & Intersection Improvements at Route 28/North Street (#602165 - Stoneham). NSPC also advocates for West Street in Reading, which is a longstanding project that the Town has spent considerable resources on for its design and approval. This is a priority local project and should be on the TIP.
A Better City	Richard A. Dimino, President and CEO	Supports 20 projects within Boston and the Inner Core subregion. See comment for full details.	Supports	Supports the following projects in the recommended timeframe: Commonwealth Avenue improvements (2015); North Washington Street bridge rehabilitation (2016); West Second Street bridge replacement in South Boston (2014); reconstruction of Melnea Cass Boulevard, including the BRT right-of-way (2014); Washington Avenue bridge replacement in Chelsea (2015); Green Line Extension to Route 16 (2016); purchase of revenue vehicles for MBTA subway and bus fleets (2014-16); MBTA subway and track improvements (2016); MBTA power program (2013); MBTA facilities and maintenance and modernization for yards, shops, and parking (2013-16); MBTA station accessibility program (2013); MBTA system upgrades, including Government Center Station (2013-16); and MBTA preventative maintenance program (2013-16). ABC urges MassDOT to seek funding sources for the following Boston projects in the TIP Universe of Projects: reconstruction of Causeway Street; reconstruction of Rutherford Avenue from City Square to Sullivan Square; improvements at Audubon Circle; and improvements on Boylston Street at Brookline Avenue and Park Drive. ABC also urges the MPO to return the following projects, which address items identified in the MPO's LRTP Needs Assessment, the the Universe of Projects: transportation improvements in the Urban Ring corridor; Silver Line, Phase 3, and design of the Red-Blue Line Connector.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Executive Director and Deputy Director, MetroWest Partnership	Paul F. Matthews and Jessica Strunkin	Supports approximately 50 projects in the MetroWest subregion. See comment for full details.	Supports	The MetroWest Partnership commends the MPO for their transparent evaluation process, but is concerned that the scoring system favors dense urban communities. They welcome consideration of "economic benefit" of projects in project evaluations and urge consideration of regional equity. They support the following projects: reconstruction of Route 85 in Marlborough; reconstruction of Route 109 in Medway; signal and intersection improvements at Route 27 and Route 30 in Wayland; and the Bruce Freeman Rail Trail, Phase 2. They urge that the Route 9/Oak Street project in Natick adhere to schedule, and that the following projects in the FFY 2012 element of the TIP be completed on time: Assabet River Rail Trail Design in Acton and Stow; I-95 Bridge over Green Street in Foxborough; Central Street Bridge over the Sudbury River in Framingham; interstate maintenance of I-495 from Franklin to Milford; and Route 2 resurfacing in Acton, Boxborough, and Littleton. They continue to support the following projects in the FFY 2013 element: I-90 Ramp over I-495 in Hopkinton; interstate maintenance and related work on I-495 in Franklin and on I-95 in Foxborough; installation of cameras, message signs, and communication infrastructure on I-495 from Hopkinton to Andover; bike path construction and improvement on Cochituate Rail Trail in Framingham; and reconstruction of Route 140 in Franklin. They support the following projects in the FFY 2014 and 2015 elements: bridge demolition, Route 126 over CSX Railroad, and installation of bike path culvert in Bellingham; and bridge replacement, Fruit Street over CSX and Sudbury River in Hopkinton and Westborough. They support the following projects in the FFY 2016 element: interstate maintenance and related work on I-495 in Foxborough, Plainville, and Wrentham; and signal installation at Route 16/126 and Oak Street in Holliston. They express support for 30 other MetroWest area projects in the Universe of Projects and express concern that the lack of progress on these projects threatens the economic vitality of the 495/MetroWest region. They commend the MPO for providing a reliable funding stream to the MetroWest RTA.
Winchester resident	Andrew Bartholomew	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri-Community Bikeway/Greenway on the 2013-2016 TIP. This project will add significantly to these three communities and provide a safe space for pedestrian and bicycle traffic. The proposed path is well thought out and will be an active and useful connection. Funding from the TIP is critical for this project to be undertaken.
Stoneham resident	Ann Yardumian	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Expresses support for the Tri-Community Bikeway/Greenway project on the 2013-2016 TIP. The Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes. It will also connect residents to downtown and between towns, in addition to providing a vital link to the commuter rail and connecting to several schools. In today's busy world, it is important to provide safe pedestrian pathways for our communities. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercises and family entertainment.
	Anne MacAskill	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Expresses support for the Tri-Community Bikeway/Greenway project on the 2013-2016 TIP. The Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes. It will also connect residents to downtown and between towns, in addition to providing a vital link to the commuter rail and connecting to several schools. In today's busy world, it is important to provide safe pedestrian pathways for our communities. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercises and family entertainment.
Stoneham resident	Anthony W. Wilson	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri Community Bikeway/Greenway project. The Greenway will be a valuable resource for recreational and transportation purposes in Winchester, Woburn, and Stoneham. It will link downtowns, the commuter rail, and several schools. It is important to provide safe pedestrian pathways. Many groups, local officials, and businesses in the three towns have worked together to design the best possible path for the community.
Wakefield resident	Barbara Brown	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri Community Bikeway/Greenway project. The Greenway will be a valuable resource for recreational and transportation purposes in Winchester, Woburn, and Stoneham. It will link downtowns, the commuter rail, and several schools. It is important to provide safe pedestrian pathways. Many groups, local officials, and businesses in the three towns have worked together to design the best possible path for the community.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Stoneham resident	Barbara Graczyk	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri Community Bikeway/Greenway project. The Greenway will be a valuable resource for recreational and transportation purposes in Winchester, Woburn, and Stoneham. It will link downtowns, the commuter rail, and several schools. It is important to provide safe pedestrian pathways. Many groups, local officials, and businesses in the three towns have worked together to design the best possible path for the community.
	Beth Murray-Reading	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Expresses support for the Tri-Community Bikeway/Greenway project on the 2013-2016 TIP. The Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes. It will also connect residents to downtown and between towns, in addition to providing a vital link to the commuter rail and connecting to several schools. In today's busy world, it is important to provide safe pedestrian pathways for our communities. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercises and family entertainment.
Stoneham residents	Bill and Edie Previdi	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Expresses support for the Tri-Community Bikeway/Greenway project on the 2013-2016 TIP. The Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes. It will also connect residents to downtown and between towns, in addition to providing a vital link to the commuter rail and connecting to several schools. In today's busy world, it is important to provide safe pedestrian pathways for our communities. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercises and family entertainment.
Stoneham resident	Brenda Flynn	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri-Community Bikeway/Greenway project. Children will be able to use the path to explore, get exercise, and meet up with friends. It can have a transformative effect on the community and neighborhoods through which it passes, making a healthier town, healthier inhabitants, and a healthier environment. It will also take cars off the road.
Stoneham resident	Brenda J. Barbour	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri Community Bikeway/Greenway project. The Greenway will be a valuable resource for recreational and transportation purposes in Winchester, Woburn, and Stoneham. It will be a multi-use trail that will be used by citizens of all ages.
Burlington resident	Brendan Sands	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri Community Bikeway/Greenway project. The Greenway will be a valuable resource for recreational and transportation purposes in Winchester, Woburn, and Stoneham. It will link downtowns, the commuter rail, and several schools. It is important to provide safe pedestrian pathways. Many groups, local officials, and businesses in the three towns have worked together to design the best possible path for the community.
Stoneham Bicycle and Greenway Committee	Cameron Bain	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri-Community Bikeway on the 2013-2016 TIP, which will provide a valuable resource for the towns of Winchester, Woburn, and Stoneham for recreational and transportation purposes. It is important to provide safe pedestrian pathways and bicycle paths for our communities. Today multi use trail proponents support the goal of the Governors Healthy Transportation Compact by working to establish such facilities. Many groups in the towns have worked to make this project a reality, and this funding is critical for its construction.
Lynnfield resident	Carol Cleveland-Bell	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Expresses support for the Tri-Community Bikeway/Greenway project on the 2013-2016 TIP. The Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes. It will also connect residents to downtown and between towns, in addition to providing a vital link to the commuter rail and connecting to several schools. In today's busy world, it is important to provide safe pedestrian pathways for our communities. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercises and family entertainment.
Stoneham resident	Catherine Moore	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri-Community Bikeway/Greenway project #604652 for these reasons: It is saving a patch of green in an industrial/business area; it will allow for economical, safe, and healthy transportation; and it will encourage patronage of local small businesses along the way. It will be healthier for people to walk and bike on a multi-use path than on the street, and users will more likely patronize local businesses near the path.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
	Christi Gorelli	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri-Community Bikeway/Greenway Project.
	Cindy Hemenway	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Expresses support for the Tri-Community Bikeway/Greenway project on the 2013-2016 TIP. The Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes. It will also connect residents to downtown and between towns, in addition to providing a vital link to the commuter rail and connecting to several schools. In today's busy world, it is important to provide safe pedestrian pathways for our communities. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercises and family entertainment.
	Daniel Press, MD	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Actively supports the Tri-Community Bikeway/Greenway Project. It would be a great benefit to the community for recreation, work, and the environment.
Stoneham resident	Doreen Murphy	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Expresses support for the Tri-Community Bikeway/Greenway project on the 2013-2016 TIP. The Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes. It will also connect residents to downtown and between towns, in addition to providing a vital link to the commuter rail and connecting to several schools. In today's busy world, it is important to provide safe pedestrian pathways for our communities. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercises and family entertainment.
Malden resident	Elizabeth Scorsello	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Expresses support for the Tri-Community Bikeway/Greenway project on the 2013-2016 TIP. The Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational, transportation and air quality purposes. This path will connect community resources, provide green transportation and safe pathways pedestrians, cyclists, skateboarders, and joggers, and will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercises and family entertainment.
Stoneham resident	Ellen McBride	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Strongly supports the Tri-Community Bikeway/Greenway through Stoneham, Woburn and Winchester. This is a project on which so many have worked for many years. This path will encourage physical fitness, provide an opportunity to improve the economy of all three towns, connect neighbors with each other and may become a gathering place for residents to take time out of their hectic lives and unwind.
Boston resident	Ethan Lippman	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri Community Bikeway/Greenway project. The Greenway will be a valuable resource for recreational and transportation purposes in Winchester, Woburn, and Stoneham. It will link downtowns, the commuter rail, and several schools. It is important to provide safe pedestrian pathways. Many groups, local officials, and businesses in the three towns have worked together to design the best possible path for the community.
Woburn Residents' Environmental Network	Fel Medeiros	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the inclusion of the Tri-Community Bikeway in fiscal year 2015 of the 2013-2016 TIP. The project will reconnect existing natural corridors (greenways) along the Abjerona River and Horn Pond Brook to the benefit of Woburn, Winchester, and Stoneham. Benefits include safer access to schools, better access and connection to local parks, healthy recreational opportunities, and the possibility of connecting with the Minuteman Bikeway and the proposed Green Line extension to Medford.
Arlington resident	Geoffrey Palmer	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri Community Bikeway/Greenway project. The Greenway will be a valuable resource for recreational and transportation purposes in Winchester, Woburn, and Stoneham. It will link downtowns, the commuter rail, and several schools. It is important to provide safe pedestrian pathways. Many groups, local officials, and businesses in the three towns have worked together to design the best possible path for the community.
Winchester resident	Jack Roll	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri-Community Bikeway and believes it will be a great recreational opportunity and a green way to commute.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Town of Winchester, Board of Selectmen	James A. Johnson, III, Chairman	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Thanks the MPO for including funding for the Tri-Community Bikeway in fiscal year 2015 of the draft 2013-2016 TIP. The Towns of Winchester and Stoneham, and the City of Woburn have been working cooperatively over the past 15 years to further the design for this important regional project. Benefits of the project include improved access and connections to parks, schools, commuter rail stations, commercial districts, historic resources, libraries, and civic buildings; economic opportunities as a result of increased pedestrian and bicycle traffic through commercial areas; improved recreational opportunities; revitalization of forgotten and dilapidated areas; opportunities for historic and environmental education along the path; environmental and economic benefits; and others. 75% design plans are expected to be submitted to MassDOT in June 2012.
Winchester Greenway Committee	Jamie Fosburgh, Chair	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the inclusion of the Tri-Community Bikeway Project (#604652) in the 2013-2016 TIP for 2015. Winchester, Stoneham and Woburn have worked together since 1997 to develop and pursue this important multi-use pathway project. Alternative transportation networks that promote healthful exercise, save expensive gas, alleviate roadway congestion and reduce carbon dioxide are ever more important. This is an extremely important and meaningful project for these communities.
South Portland, Maine resident	Janet Edmunson	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri-Community Bikeway/Greenway project on the 2013-2016 TIP. Is a former resident of Danvers who used to bike in the area and believes the Greenway would be a wonderful addition for those who travel to the area. The funding is critical to realize the Greenway. It would be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercise and family entertainment.
Friends of the Tri-Community Greenway	Janet Spratt	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri-Community Bikeway/Greenway and believes it would be an asset to the community.
Melrose resident	Jeff Berlin	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri-Community Bikeway/Greenway project. Will use the path for recreation and errands, and will support local businesses along the path. Is happy his tax dollars are going to fund simple, positive enhancements like bikeways and greenways.
	Jeff Dearman	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri-Community Bikeway/Greenway. The commenter makes various suggestions regarding the route of the Bikeway with recommended connections to the Malden Center MBTA station, the Bike to the Sea/Northern Strand trail, and others. Also recommends improvements and amenities to the trail, including lighting, kiosks, landscaping, street furnishings, and signage. See full comment for details.
Stoneham resident	Jim Kurian	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Expresses support for the Tri-Community Bikeway/Greenway project on the 2013-2016 TIP. The Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes. It will also connect residents to downtown and between towns, in addition to providing a vital link to the commuter rail and connecting to several schools. In today's busy world, it is important to provide safe pedestrian pathways for our communities. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercises and family entertainment.
Stoneham resident	Jodi Kurian	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Expresses support for the Tri-Community Bikeway/Greenway project on the 2013-2016 TIP. The Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes. It will also connect residents to downtown and between towns, in addition to providing a vital link to the commuter rail and connecting to several schools. In today's busy world, it is important to provide safe pedestrian pathways for our communities. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercises and family entertainment.
Private citizen	Josh Reynolds	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Strongly urges the MPO to support the Tri-Community Bikeway/Greenway project. It will not only provide residents with an important route for recreation, but will also provide safe pedestrian pathways to the commuter rail and connections to several schools, saving energy, reducing traffic and improving the health of citizens.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Stoneham resident	Judith B. Ercolini	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Expresses support for the Tri-Community Bikeway/Greenway project on the 2013-2016 TIP. The Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes. It will also connect residents to downtown and between towns, in addition to providing a vital link to the commuter rail and connecting to several schools. In today's busy world, it is important to provide safe pedestrian pathways for our communities. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercises and family entertainment.
	Julie Shulman	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Expresses support for the Tri-Community Bikeway/Greenway project on the 2013-2016 TIP. The Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes. It will also connect residents to downtown and between towns, in addition to providing a vital link to the commuter rail and connecting to several schools. In today's busy world, it is important to provide safe pedestrian pathways for our communities. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercises and family entertainment.
Stoneham resident	Kara Larzelere	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri Community Bikeway/Greenway project. Bike paths are one of the most used recreational resources in our area. It is a great, safe way for families to exercise.
	Kristen Drew	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri Community Bikeway/Greenway project. The Greenway will be a valuable resource for recreational and transportation purposes in Winchester, Woburn, and Stoneham. It will link downtowns, the commuter rail, and several schools. It is important to provide safe pedestrian pathways. Many groups, local officials, and businesses in the three towns have worked together to design the best possible path for the community.
Stoneham resident	Lisa Lyons	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri Community Bikeway/Greenway project. The Greenway will be a valuable resource for recreational and transportation purposes in Winchester, Woburn, and Stoneham. It will link downtowns, the commuter rail, and several schools. It is important to provide safe pedestrian pathways. Many groups, local officials, and businesses in the three towns have worked together to design the best possible path for the community.
Stoneham resident	Marcia M. Wengen	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri-Community Bikeway/Greenway on the 2013-2016 TIP. The path will be an environmentally friendly way to connect and benefit the three towns and provide a valuable outlet for safe exercise and family entertainment.
	Maria Silvaggi	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Expresses support for the Tri-Community Bikeway/Greenway project on the 2013-2016 TIP. The Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes. The three towns have come together to define the path and build community support for the project. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercises and family entertainment.
Law firm of Robinson & Cole	Mark E. Warren, Attorney	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri-Community Bikeway/Greenway project on the 2013-2016 TIP. Helped to incorporate the Friends of the East Boston Greenway in 2002 and is now helping the Friends of the Tri-Community Greenway to become a non-profit. Like the East Boston Greenway does for that community, the Tri-Community Greenway will provide a valuable resource for its towns in the form of recreation and transportation. This multi-use path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercise and family entertainment.
Stoneham resident	Martha Panther Buckley	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Expresses support for the Tri-Community Bikeway/Greenway project on the 2013-2016 TIP. The Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes. It will also connect residents to downtown and between towns, in addition to providing a vital link to the commuter rail and connecting to several schools. In today's busy world, it is important to provide safe pedestrian pathways for our communities. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercises and family entertainment.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Winchester resident	Martha Werler	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri-Community Bikeway. It would provide great recreational opportunities for families in this age of inactivity and obesity.
Stoneham resident	Mary Beth Cunnane	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri-Community Bikeway/Greenway and believes it is a very important step in making the three communities more walkable, reduce their pollution, and increase the quality of life for residents.
Stoneham resident	Mary E. Furrier	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Expresses support for the Tri-Community Bikeway/Greenway project on the 2013-2016 TIP. The Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes. It will also connect residents to downtown and between towns, in addition to providing a vital link to the commuter rail and connecting to several schools. In today's busy world, it is important to provide safe pedestrian pathways for our communities. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercises and family entertainment. This project would mean so much to our community, and your support of our efforts is appreciated.
Stoneham resident	Mary M. Pecoraro	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri-Community Bikeway/Greenway project. Is a former Chair of the Stoneham Board of Selectmen and a former member of the Stoneham School Committee. Explains that the Greenway is a wonderful use of land that has been set aside for the public for recreational use. References articles from the New York Times on bike sharing in New York City and Los Angeles, highlighting that these cities have prioritized bicycling and expect it to improve the quality of life in their cities. The project will benefit citizens of all ages, and will provide a link between the three towns and a green corridor within Stoneham for walkers and bicyclists alike.
Woburn resident	Maryellen Perrotta	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Expresses support for the Tri-Community Bikeway/Greenway project on the 2013-2016 TIP. The Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes. It will also connect residents to downtown and between towns, in addition to providing a vital link to the commuter rail and connecting to several schools. In today's busy world, it is important to provide safe pedestrian pathways for our communities. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercises and family entertainment.
	Matthew M. Nordan	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports funding the Tri-Community Bikeway. Much time and work from three towns has been put into a project that will drive economic development, decrease environmental impacts, improve health, and enrich lives.
Winchester residents	Maura D. Sullivan and Steven J. Cagnetta	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Expresses strong support for the Tri-Community Bikeway/Greenway project on the 2013-2016 TIP. They are parents of children at the Muraco Elementary School in Winchester and believe that the school community would benefit greatly from the bikeway. The Greenway/Bikeway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes. The Greenway will connect residents to downtown and between towns, in addition to providing a vital link to the commuter rail and connecting to several schools. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercise and family entertainment.
Stoneham resident	Michael Corrente	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri-Community Bikeway/Greenway on the 2013-2016 TIP. This project will add a lot to the quality of life for residents of Stoneham as well as the other towns. Biking/walking trails are excellent ways to promote the health and well being of all residents.
	Patrick Cox	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri-Community Bikeway/Greenway project. The bike path will benefit young and old.
Winchester resident; business owner, Radar Media Group, Inc.	Paul Pinella	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri-Community Bikeway/Greenway, which will provide a valuable resource for the towns of Winchester, Woburn, and Stoneham for recreational and transportation purposes. Feels more safe and inclined to ride when bike paths are available. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercise and family entertainment.

**APPENDIX F: Public Comments on the Draft FFYs 2013-16
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Stoneham resident	Paulene Russo	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Urges continued support of the Tri-Community Bikeway/Greenway project on the 2013-2016 TIP. The Greenway will provide a valuable resource for the towns for recreational and transportation purposes. The path will also be an environmentally friendly way to connect and benefit three communities and provide a fantastic outlet for safe exercise and family entertainment.
State Senate; House of Representatives	State Representatives Jason Lewis and James Dwyer; State Senators Kenneth Donnelly and Katherine Clark	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the inclusion of the Tri-Community Bikeway/Greenway Project in the 2013-2016 TIP for 2015. The path would connect residential, commercial, recreational and civic areas, including commuter rail stations, town buildings, shops, restaurants, and schools located in close proximity to the path. Winchester, Woburn, and Stoneham have worked extensively to ensure that the Bikeway meets the highest safety standards for both riders and the surrounding neighborhood residents. Community leaders have worked with MassDOT, neighborhood business owners, and school committees to ensure that this Bikeway will be a success in the three towns. They strongly support this project because it will promote economic development, provide a more environmentally friendly means of transportation, and improve the quality of life in the region as a whole.
Reading resident	William Conary	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri Community Bikeway/Greenway project. The Greenway will be a valuable resource for recreational and transportation purposes in Winchester, Woburn, and Stoneham. It will link downtowns, the commuter rail, and several schools. It is important to provide safe pedestrian pathways. Many groups, local officials, and businesses in the three towns have worked together to design the best possible path for the community.
Stoneham resident	William J. Murphy, Jr.	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Expresses support for the Tri-Community Bikeway/Greenway project on the 2013-2016 TIP. The Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes. It will also connect residents to downtown and between towns, in addition to providing a vital link to the commuter rail and connecting to several schools. In today's busy world, it is important to provide safe pedestrian pathways for our communities. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercises and family entertainment.
Stoneham resident	William Murphy	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Expresses support for the Tri-Community Bikeway/Greenway project on the 2013-2016 TIP. The Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes. It will also connect residents to downtown and between towns, in addition to providing a vital link to the commuter rail and connecting to several schools. In today's busy world, it is important to provide safe pedestrian pathways for our communities. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercises and family entertainment.
House of Representatives	John V. Fernandes, State Representative	Veteran's Memorial Drive/Alternate Route (Milford)	Supports	Supports the Veteran's Memorial Drive/Alternate Route (Project 967) on the 2013-2016 TIP. This area serves as a major regional connector route and the proposed project is designed to alleviate the immediate area of over 5,000 vehicular trips.
Acton resident	Cheryl Ryan		Supports	Supports the continued development of an unnamed rail trail.
	Clodene Anderson		Supports	Supports bike paths and believes they are a paramount need.
	Joseph F. Flanagan		Supports	Supports unnamed projects in the 2013-2016 TIP.
Resident of the Boston Region	Prakash		Supports	Supports unnamed trail. Believes there should be alternative ways to get around and exercise.
Abutter	Curt & Michelle McKelvie		Opposes	Opposes an unnamed trail that would run through their backyard. Believes money would be better spent elsewhere.