



U.S. Department
of Transportation
**Federal Highway
Administration**

Massachusetts Division

September 13, 2019

55 Broadway, 10th Floor
Cambridge, MA 02142
(617) 494-3657
(617) 494-3355
www.fhwa.dot.gov/madiv

In Reply Refer To:
HDA-MA

David J. Mohler
Executive Director
Office of Transportation Planning
Massachusetts Department of Transportation
10 Park Plaza
Boston, MA 02116-3969

Subject: *FY 2019-2023 Statewide Transportation Improvement Program Amendment #6*

Dear Mr. Mohler:

Thank you for your letter dated September 13, 2019. The Federal Highway Administration has reviewed the Fiscal Years 2019-2023 Statewide Transportation Improvement Program (STIP) with the following amendments and adjustments received from the Massachusetts Department of Transportation.

| <u>Action</u> | <u>Organization</u> |
|---------------|-------------------------|
| .25-.26 | Adjustments |
| 19.01-19.05 | Boston Amendments |
| 20.01 | Cape Cod Amendments |
| 21.01-21.05 | Central Mass Amendments |

The projects in the STIP are based on a planning process that substantially meets the requirements of Title 23, U.S.C., the Federal Transit Act and Subparts A, B, and C of 23 CFR 450. The Transportation Improvement Programs (TIPs) are based on a continuing, comprehensive transportation planning process carried out cooperatively by the State, the MPOs, and the transit operators.

The FY 2019-2023 STIP highway actions identified above are hereby approved. Should you have any questions or concerns, please contact me at (617) 494-2014 or Brandon Wilcox at (617) 494-3610.

Sincerely,

Amy Sullivan
Acting Program Development Team Leader

cc: Leah Sirmin, FTA Region I
Ariel Garcia, EPA



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



September 12, 2019

Jeff H. McEwen
Division Administrator
Federal Highway Administration
55 Broadway – 10th floor
Cambridge, Massachusetts 02142

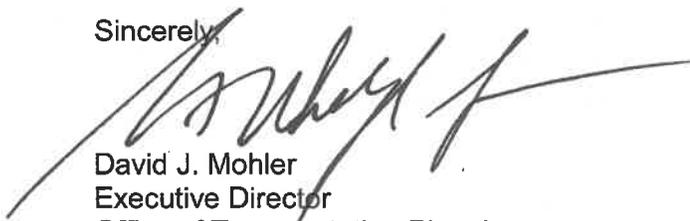
Dear Mr. McEwen:

On behalf of Secretary Stephanie Pollack, I am writing to request your approval of the attached regional highway actions as endorsed by the Cape Cod Metropolitan Planning Organization (MPO), Central Mass MPO and statewide highway actions as advanced by the Massachusetts Department of Transportation (MassDOT) pertaining to the Federal Fiscal Years 2019-2023 State Transportation Improvement Program:

| | | |
|-------------|-------------------------|--------------------|
| .25-.26 | Adjustments | |
| 19.01-19.05 | Boston Amendments | September 12, 2019 |
| 20.01 | Cape Cod Amendments | September 9, 2019 |
| 21.01-21.05 | Central Mass Amendments | August 21, 2019 |

These actions do not require an air quality conformity determination. If you have any questions, please call me at (857) 368-8865.

Sincerely,



David J. Mohler
Executive Director
Office of Transportation Planning

cc: Steve Woelfel, Deputy Executive Director
Bryan K. Pounds, Manager, MPO Activities
Kostandin Theodori, FAPRO
Federal Transit Administration

MassDOT FFY 2019-2023 STIP Action #6

| STIP Action # | Action Description | Project ID | MPO | Project Description | Source | Total | Federal | Non-Federal | Additional Information |
|---------------|---|------------|--------------------|--|----------|---------------|---------------|--------------|--|
| 0.25 | ADJUSTMENT:Remove Funding Source | AFI19 | Statewide | Alternative Fuel Infrastructure | CMAQ | \$ 400,000 | \$ 320,000 | \$ 80,000 | |
| 0.26 | ADJUSTMENT:Change Additional Information | AFI19 | Statewide | Alternative Fuel Infrastructure | CMAQ | \$ 1,400,000 | \$ 1,120,000 | \$ 280,000 | Total Project Cost: \$1,400,000 |
| 19.01 | AMENDMENT:Change Additional Information | 604952 | Boston Region | LYNN- SAUGUS- BRIDGE REPLACEMENT, L-18-016=S-05-008, ROUTE 107 OVER THE SAUGUS RIVER (AKA - BELDEN G. BLY BRIDGE) | NHPP-On | \$ 15,872,427 | \$ 12,697,942 | \$ 3,174,485 | AC Year 1 of 5, Total Cost = \$98,990,455 |
| 19.02 | AMENDMENT:Increase Cost | 604952 | Boston Region | LYNN- SAUGUS- BRIDGE REPLACEMENT, L-18-016=S-05-008, ROUTE 107 OVER THE SAUGUS RIVER (AKA - BELDEN G. BLY BRIDGE) | NHPP-On | \$ 19,359,663 | \$ 15,487,730 | \$ 3,871,933 | AC Year 2 of 5, Total Cost = \$98,990,455 |
| 19.03 | AMENDMENT:Increase Cost | 604952 | Boston Region | LYNN- SAUGUS- BRIDGE REPLACEMENT, L-18-016=S-05-008, ROUTE 107 OVER THE SAUGUS RIVER (AKA - BELDEN G. BLY BRIDGE) | NHPP-On | \$ 23,602,193 | \$ 18,881,754 | \$ 4,720,439 | AC Year 3 of 5, Total Cost = \$98,990,455 |
| 19.04 | AMENDMENT:Change Additional Information | 604952 | Boston Region | LYNN- SAUGUS- BRIDGE REPLACEMENT, L-18-016=S-05-008, ROUTE 107 OVER THE SAUGUS RIVER (AKA - BELDEN G. BLY BRIDGE) | NHPP-On | \$ 23,703,134 | \$ 18,962,507 | \$ 4,740,627 | AC Year 4 of 5, Total Cost = \$98,990,455 |
| 19.05 | AMENDMENT:Increase Cost | 604952 | Boston Region | LYNN- SAUGUS- BRIDGE REPLACEMENT, L-18-016=S-05-008, ROUTE 107 OVER THE SAUGUS RIVER (AKA - BELDEN G. BLY BRIDGE) | NHPP-On | \$ 16,453,039 | \$ 13,162,431 | \$ 3,290,608 | AC Year 5 of 5, Total Cost = \$98,990,455 |
| 20.01 | AMENDMENT:Add Project | CC1002 | Action Description | WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP AUTHORITY - NEW MAINTENANCE AND OFFICE FACILITY | Other FA | \$ 4,686,016 | \$ 3,577,797 | \$ 1,108,219 | Construction; Transfer to Steamship Authority (through Ferry Boat Formula Grant Program); Steamship Authority providing non-federal funds |
| 21.01 | AMENDMENT:Increase Cost,AMENDMENT:Change Additional Information | 604948 | Action Description | UXBRIDGE - RECONSTRUCTION OF ROUTE 122 (NORTH MAIN STREET), FROM HARTFORD AVENUE TO ROUTE 16 | STP | \$ 5,293,760 | \$ 4,235,008 | \$ 1,058,752 | Construction / STP Total Project Cost = \$5,293,760 / PM Score = 12 / Design Status = 100% / Increase cost by \$681,360 |
| 21.02 | AMENDMENT:Decrease Cost,AMENDMENT:Change Additional Information | 606125 | Action Description | UPTON - RECONSTRUCTION OF HIGH STREET AND HOPKINTON ROAD (PHASE I) | CMAQ | \$ 3,411,395 | \$ 2,729,116 | \$ 682,279 | Construction / CMAQ + HSIP Total Project Cost = \$6,386,655 / PM Score = 16 / Design Status = 100% / Decreased CMAQ cost by \$793,605 |
| 21.03 | AMENDMENT:Decrease Cost,AMENDMENT:Change Additional Information | 606125 | Action Description | UPTON - RECONSTRUCTION OF HIGH STREET AND HOPKINTON ROAD (PHASE I) | HSIP | \$ 2,975,260 | \$ 2,677,734 | \$ 297,526 | Construction / CMAQ + HSIP Total Project Cost = \$6,386,655 / PM Score = 16 / Design Status = 100% / Decreased HSIP cost by \$69,740 |
| 21.04 | AMENDMENT:Increase Cost,AMENDMENT:Change Additional Information | 603251 | Action Description | WORCESTER - SIGNAL & INTERSECTION IMPROVEMENTS @ HOLDEN STREET, DRUMMOND AVENUE & SHORE DRIVE, INCLUDES CULVERT EXTENSION OF W-44-122, SHORE DRIVE OVER (UNNAMED) STREAM | CMAQ | \$ 700,803 | \$ 560,642 | \$ 140,161 | Construction / CMAQ + SW CMAQ Total Project Cost = \$2,705,655 w/ \$700,803 In Central Mass MPO funding / PSAC score 44 / Design Status = 25% / Increase cost by \$384,959 |
| 21.05 | AMENDMENT:Change Additional Information | 603251 | Action Description | WORCESTER - SIGNAL & INTERSECTION IMPROVEMENTS @ HOLDEN STREET, DRUMMOND AVENUE & SHORE DRIVE, INCLUDES CULVERT EXTENSION OF W-44-122, SHORE DRIVE OVER (UNNAMED) STREAM | CMAQ | \$ 2,005,070 | \$ 1,604,056 | \$ 401,014 | Construction / CMAQ + SW CMAQ Total Project Cost = \$2,705,655 w/ \$700,803 In Central Mass MPO funding / PSAC score 44 / Design Status = 25% / Increase overall project cost by \$384,959 |

MassDOT Fiscal Constraint Analysis for FFY 2019 -2023
Estimated Final STIP

Federal Fiscal Year 2019

2019-2023 STIP, 92% Rescission

| FUNDING CATEGORY | I ANTICIPATED NET APPORTIONMENTS OF FEDERAL FUNDS | II ACTUAL CARRYOVER BALANCE | III ANTICIPATED TRANSFER OF FUNDS | IV TOTAL FUNDS AVAILABLE (10/1) SUBJECT TO OBLIGATION AUTHORITY | V PROGRAMMED OBLIGATIONS | VI ESTIMATED BALANCE REMAINING |
|--|--|-----------------------------------|---|--|--------------------------------|--------------------------------------|
| NATIONAL HIGHWAY PERFORMANCE | \$330,408,738 | \$2,052,831 | \$0 | \$332,461,569 | \$306,141,575 | \$26,319,994 |
| NATIONAL HIGHWAY FREIGHT PROGRAM | \$20,183,090 | \$11,240,671 | (\$10,000,000) | \$21,423,761 | \$3,373,925 | \$18,049,836 |
| STP FLEX | \$44,510,150 | \$7,561,590 | \$0 | \$52,071,740 | \$52,009,238 | \$62,502 |
| BRIDGE-OFF SYSTEM | \$28,456,838 | \$68,434,615 | | \$96,891,453 | \$22,277,167 | \$74,614,286 |
| STP NON-FLEX | \$85,656,899 | \$13,634,407 | | \$99,291,306 | \$80,656,366 | \$18,634,940 |
| -BOSTON URBAN AREA | \$53,475,919 | \$12,912 | | \$53,488,831 | \$52,190,639 | \$1,298,192 |
| -BARNSTABLE URBAN AREA | \$3,227,295 | \$4,642,512 | | \$7,869,807 | \$5,000,000 | \$2,869,807 |
| -SPRINGFIELD, CHICOPEE, HOLYOKE | \$6,954,313 | \$1,430,932 | | \$8,385,245 | \$3,598,098 | \$4,787,147 |
| -WORCESTER URBAN AREA | \$5,933,869 | \$0 | | \$5,933,869 | \$500,000 | \$5,433,869 |
| -PROVIDENCE, PAWTUCKET | \$3,404,963 | \$7,040,962 | | \$10,445,925 | \$6,200,000 | \$4,245,925 |
| -OTHER AREAS (RURAL & SMALL URBAN) | \$12,660,540 | \$507,089 | | \$13,167,629 | \$13,167,629 | \$0 |
| RECREATIONAL TRAILS | \$1,186,729 | \$1,320,913 | | \$2,507,642 | \$2,507,642 | \$0 |
| TAP FLEX | \$5,483,782 | \$3,736,092 | \$0 | \$9,219,874 | \$7,314,873 | \$1,905,001 |
| TAP NON-FLEX | \$5,483,782 | \$3,606,808 | | \$9,090,591 | \$956,376 | \$8,134,215 |
| -BOSTON URBAN AREA | \$3,423,546 | \$0 | | \$3,973,580 | \$511,159 | \$3,462,421 |
| -BARNSTABLE URBAN AREA | \$206,613 | \$473,882 | | \$680,495 | \$0 | \$680,495 |
| -SPRINGFIELD, CHICOPEE, HOLYOKE | \$445,217 | \$0 | | \$445,217 | \$445,217 | \$0 |
| -WORCESTER URBAN AREA | \$379,888 | \$69,722 | | \$449,610 | \$0 | \$449,610 |
| -PROVIDENCE, PAWTUCKET | \$217,987 | \$0 | | \$217,987 | \$0 | \$217,987 |
| -OTHER AREAS (RURAL & SMALL URBAN) | \$810,532 | \$3,063,204 | | \$3,873,736 | \$0 | \$3,873,736 |
| HWY SAFETY IMPROVEMENT PGM. | \$34,610,356 | \$4,434,862 | \$8,500,000 | \$47,545,218 | \$35,473,076 | \$12,072,142 |
| HSIP - High Risk Rural | \$0 | \$4,431,502 | | \$4,431,502 | \$0 | \$4,431,502 |
| RLWY/HWY CROSSINGS- HAZARD ELIMINATION | \$1,318,453 | \$4,830,293 | \$0 | \$6,148,746 | \$2,000,000 | \$4,148,746 |
| RLWY/HWY CROSSINGS- PROTECTIVE DEVICES | \$1,318,453 | \$2,571,290 | \$0 | \$3,889,743 | \$1,800,000 | \$2,089,743 |
| CMAQ | \$65,572,292 | \$24,636,965 | \$1,500,000 | \$91,709,257 | \$91,664,859 | \$44,397 |
| PLANNING | \$22,386,380 | \$32,825,922 | \$0 | \$55,212,302 | \$24,034,966 | \$31,177,336 |
| FEDERAL AID SUB-TOTAL: | \$646,575,942 | \$185,318,809 | \$0 | \$831,894,751 | \$630,210,063 | \$201,684,638 |

Estimated Obligation Authority \$632,871,094

MassDOT Fiscal Constraint Analysis for FFY 2019 -2023
Estimated Final STIP

Federal Fiscal Year 2019

2019-2023 STIP, 92% Rescission

| FUNDING CATEGORY | I ANTICIPATED NET APPORTIONMENTS OF FEDERAL FUNDS | II ACTUAL CARRYOVER BALANCE | III ANTICIPATED TRANSFER OF FUNDS | IV TOTAL FUNDS AVAILABLE (10/1) SUBJECT TO OBLIGATION AUTHORITY | V PROGRAMMED OBLIGATIONS | VI ESTIMATED BALANCE REMAINING |
|---|--|-----------------------------------|---|--|--------------------------------|--------------------------------------|
| EARMARKS | \$0 | \$63,426,011 | | \$67,229,020 | \$31,687,290 | \$35,541,730 |
| HIP FLEX | \$19,463,188 | \$14,380,659 | | \$33,843,847 | \$0 | \$33,843,847 |
| HIP NON-FLEX OVER 200K | \$19,496,558 | \$13,837,729 | | \$33,334,287 | \$892,240 | \$32,442,047 |
| -BOSTON URBAN AREA | \$14,264,147 | \$10,124,012 | | \$24,388,159 | \$0 | \$24,388,159 |
| -BARNSTABLE URBAN AREA | \$860,847 | \$610,989 | | \$1,471,836 | \$892,240 | \$579,596 |
| -SPRINGFIELD, CHICOPEE, HOLYOKE | \$1,854,991 | \$1,316,584 | | \$3,171,575 | \$0 | \$3,171,575 |
| -WORCESTER URBAN AREA | \$1,582,798 | \$1,123,395 | | \$2,706,193 | \$0 | \$2,706,193 |
| -PROVIDENCE, PAWTUCKET | \$908,239 | \$644,625 | | \$1,552,864 | \$0 | \$1,552,864 |
| -OTHER AREAS (RURAL & SMALL URBAN) | \$25,536 | \$18,124 | | \$43,660 | \$0 | \$43,660 |
| HIP NON-FLEX 5K-200K | \$1,490,350 | \$1,057,780 | | \$2,548,130 | \$2,548,130 | \$0 |
| HIP NON-FLEX UNDER 5K | \$1,861,182 | \$1,320,978 | | \$3,182,160 | \$0 | \$3,182,160 |
| HIP BRIDGE | \$34,067,970 | \$0 | | \$34,067,970 | \$0 | \$34,067,970 |
| NHPP-EXEMPT | \$8,752,017 | \$17,017,838 | | \$25,769,855 | \$25,769,855 | (\$0) |
| MISCELLANEOUS / ALLOCATED FUNDS | \$1,574,611 | \$22,155,579 | | \$23,730,190 | \$7,443,208 | \$16,286,982 |
| FEDERAL AID TOTAL > | \$695,862,316 | \$316,136,624 | \$0 | \$1,015,801,949 | \$698,550,786 | \$319,799,243 |
| STATE MATCH FOR FEDERAL AID | | | | | \$153,137,849 | |
| NON-FEDERAL AID + FEDERAL AID TOTAL > | | | | | \$851,688,635 | |

MassDOT Fiscal Constraint Analysis for FFY 2019 - 2023
Estimated Final STIP

Federal Fiscal Year 2020 2019-2023 STIP, 92% Rescission

| FUNDING CATEGORY | I ANTICIPATED NET APPORTIONMENTS OF FEDERAL FUNDS | II ESTIMATED CARRYOVER BALANCE MINUS ESTIMATED RESCISSION | III ANTICIPATED TRANSFER OF FUNDS | IV TOTAL FUNDS AVAILABLE (10/1) SUBJECT TO OBLIGATION AUTHORITY | V PROGRAMMED OBLIGATIONS | VI ESTIMATED BALANCE REMAINING |
|--|--|---|---|--|--------------------------------|--------------------------------------|
| NATIONAL HIGHWAY PERFORMANCE | \$338,047,253 | \$2,105,599 | \$28,000,000 | \$368,152,852 | \$361,878,042 | \$6,274,810 |
| NATIONAL HIGHWAY FREIGHT PROGRAM | \$22,458,721 | \$1,443,987 | (\$11,000,000) | \$12,902,708 | \$2,021,285 | \$10,881,423 |
| STBG FLEX | \$44,833,386 | \$5,000 | (\$5,000,000) | \$39,838,386 | \$30,028,937 | \$9,809,449 |
| BRIDGE-OFF SYSTEM | \$28,456,838 | \$5,969,143 | | \$34,425,981 | \$28,826,995 | \$5,598,986 |
| STBG NON-FLEX | \$89,454,723 | \$18,634,940 | | \$108,089,663 | \$107,941,000 | \$148,663 |
| -BOSTON URBAN AREA | \$55,846,914 | \$1,298,192 | | \$57,145,106 | \$57,000,000 | \$145,106 |
| -BARNSTABLE URBAN AREA | \$3,370,385 | \$2,869,807 | | \$6,240,192 | \$6,240,000 | \$192 |
| -SPRINGFIELD, CHICOPEE, HOLYOKE | \$7,262,652 | \$4,787,147 | | \$12,049,799 | \$12,049,000 | \$799 |
| -WORCESTER URBAN AREA | \$6,196,962 | \$5,433,869 | | \$11,630,831 | \$11,630,000 | \$831 |
| -PROVIDENCE, PAWTUCKET | \$3,555,931 | \$4,245,925 | | \$7,801,856 | \$7,801,000 | \$856 |
| -OTHER AREAS (RURAL & SMALL URBAN) | \$13,221,879 | \$0 | | \$13,221,879 | \$13,221,000 | \$879 |
| RECREATIONAL TRAILS | \$1,186,729 | \$0 | | \$1,186,729 | \$1,186,729 | \$0 |
| TAP FLEX | \$5,483,782 | \$152,400 | \$0 | \$5,636,182 | \$3,817,117 | \$1,819,065 |
| TAP NON-FLEX | \$5,626,871 | \$650,737 | | \$6,277,608 | \$6,056,000 | \$221,608 |
| -BOSTON URBAN AREA | \$3,423,546 | \$276,994 | | \$3,700,539 | \$3,700,000 | \$539 |
| -BARNSTABLE URBAN AREA | \$206,613 | \$54,440 | | \$261,052 | \$261,000 | \$52 |
| -SPRINGFIELD, CHICOPEE, HOLYOKE | \$445,217 | \$0 | | \$445,217 | \$445,000 | \$217 |
| -WORCESTER URBAN AREA | \$379,888 | \$35,969 | | \$415,857 | \$415,000 | \$857 |
| -PROVIDENCE, PAWTUCKET | \$217,987 | \$17,439 | | \$235,426 | \$235,000 | \$426 |
| -OTHER AREAS (RURAL & SMALL URBAN) | \$810,531 | \$309,899 | | \$1,120,430 | \$1,000,000 | \$120,430 |
| HWY SAFETY IMPROVEMENT PGM. | \$35,367,782 | \$12,072,142 | (\$10,000,000) | \$37,439,923 | \$29,737,421 | \$7,702,502 |
| HSIP - High Risk Rural | \$0 | \$4,431,502 | | \$4,431,502 | \$0 | \$4,431,502 |
| RLWY/HWY CROSSINGS- HAZARD ELIMINATION | \$1,346,508 | \$4,148,746 | \$0 | \$5,495,253 | \$1,000,000 | \$4,495,253 |
| RLWY/HWY CROSSINGS- PROTECTIVE DEVICES | \$1,346,508 | \$2,089,743 | \$0 | \$3,436,250 | \$1,000,000 | \$2,436,250 |
| CMAQ | \$67,002,744 | \$3,552 | (\$2,000,000) | \$65,006,296 | \$55,156,350 | \$9,849,946 |
| PLANNING | \$22,707,173 | \$2,494,187 | \$0 | \$25,201,360 | \$24,035,573 | \$1,165,787 |
| FEDERAL AID SUB-TOTAL: | \$663,319,015 | \$54,201,677 | \$0 | \$717,520,693 | \$652,685,449 | \$64,835,243 |

Estimated Obligation Authority \$676,330,019

MassDOT Fiscal Constraint Analysis for FFY 2019 - 2023
 Estimated Final STIP

Federal Fiscal Year 2020

2019-2023 STIP, 92% Rescission

| FUNDING CATEGORY | I ANTICIPATED NET APPORTIONMENTS OF FEDERAL FUNDS | II ESTIMATED CARRYOVER BALANCE MINUS ESTIMATED RESCISSION | III ANTICIPATED TRANSFER OF FUNDS | IV TOTAL FUNDS AVAILABLE (10/1) SUBJECT TO OBLIGATION AUTHORITY | V PROGRAMMED OBLIGATIONS | VI ESTIMATED BALANCE REMAINING |
|---|--|---|---|--|--------------------------------|--------------------------------------|
| EARMARKS | \$0 | \$35,541,730 | | \$35,541,730 | \$462,504 | \$35,079,226 |
| HIP FLEX | \$0 | \$33,843,847 | | \$33,843,847 | \$0 | \$33,843,847 |
| HIP NON-FLEX OVER 200K | \$0 | \$32,442,047 | | \$32,442,047 | \$2,706,193 | \$29,735,854 |
| -BOSTON URBAN AREA | \$0 | \$24,388,159 | | \$24,388,159 | \$0 | \$24,388,159 |
| -BARNSTABLE URBAN AREA | \$0 | \$579,596 | | \$579,596 | \$0 | \$579,596 |
| -SPRINGFIELD, CHICOPEE, HOLYOKE | \$0 | \$3,171,575 | | \$3,171,575 | \$0 | \$3,171,575 |
| -WORCESTER URBAN AREA | \$0 | \$2,706,193 | | \$2,706,193 | \$2,706,193 | \$0 |
| -PROVIDENCE, PAWTUCKET | \$0 | \$1,552,864 | | \$1,552,864 | \$0 | \$1,552,864 |
| -OTHER AREAS (RURAL & SMALL URBAN) | \$0 | \$43,660 | | \$43,660 | \$0 | \$43,660 |
| HIP NON-FLEX 5K-200K | | \$0 | | \$0 | \$0 | \$0 |
| HIP NON-FLEX UNDER 5K | \$0 | \$3,182,160 | | \$3,182,160 | \$0 | \$3,182,160 |
| HIP BRIDGE | | \$34,067,970 | | \$34,067,970 | \$0 | \$34,067,970 |
| NHPP-EXEMPT | \$9,286,246 | (\$0) | | \$9,286,246 | \$0 | \$9,286,246 |
| MISCELLANEOUS / ALLOCATED FUNDS | \$344,611 | \$16,286,982 | | \$16,631,593 | \$0 | \$16,631,593 |
| FEDERAL AID TOTAL > | \$672,949,872 | \$172,316,282 | \$0 | \$845,266,155 | \$655,854,146 | \$189,412,009 |
| STATE MATCH FOR FEDERAL AID | | | | | \$132,774,604 | |
| NON-FEDERAL AID + FEDERAL AID TOTAL > | | | | | \$788,628,750 | |

MassDOT Fiscal Constraint Analysis for FFY 2019 - 2023
Estimated Final STIP

Federal Fiscal Year 2021

| FUNDING CATEGORY | I ANTICIPATED NET APPORTIONMENTS OF FEDERAL FUNDS | II ESTIMATED CARRYOVER BALANCE | III ANTICIPATED TRANSFER OF FUNDS | IV TOTAL FUNDS AVAILABLE (10/1) SUBJECT TO OBLIGATION AUTHORITY | V PROGRAMMED OBLIGATIONS | VI ESTIMATED BALANCE REMAINING |
|---|--|--------------------------------------|---|--|--------------------------------|--------------------------------------|
| NATIONAL HIGHWAY PERFORMANCE | \$345,383,434 | \$6,274,810 | \$26,000,000 | \$377,658,243 | \$372,511,434 | \$5,146,809 |
| NATIONAL HIGHWAY FREIGHT PROGRAM | \$22,933,081 | \$10,881,423 | (\$11,000,000) | \$22,814,504 | \$10,021,285 | \$12,793,219 |
| STBG FLEX | \$47,805,652 | \$9,809,449 | \$0 | \$57,615,100 | \$34,464,386 | \$23,150,714 |
| BRIDGE-OFF SYSTEM | \$28,456,838 | \$5,598,986 | | \$34,055,824 | \$28,131,473 | \$5,924,351 |
| STBG NON-FLEX | \$89,525,531 | \$148,663 | | \$89,674,194 | \$89,455,900 | \$218,294 |
| -BOSTON URBAN AREA | \$55,891,120 | \$145,106 | | \$56,036,226 | \$55,847,000 | \$189,226 |
| -BARNSTABLE URBAN AREA | \$3,373,053 | \$192 | | \$3,373,245 | \$3,370,000 | \$3,245 |
| -SPRINGFIELD, CHICOPEE, HOLYOKE | \$7,268,400 | \$799 | | \$7,269,199 | \$7,263,100 | \$6,099 |
| -WORCESTER URBAN AREA | \$6,201,868 | \$831 | | \$6,202,699 | \$6,197,100 | \$5,599 |
| -PROVIDENCE, PAWTUCKET | \$3,558,746 | \$856 | | \$3,559,602 | \$3,556,200 | \$3,402 |
| -OTHER AREAS (RURAL & SMALL URBAN) | \$13,232,344 | \$879 | | \$13,233,223 | \$13,222,500 | \$10,723 |
| RECREATIONAL TRAILS | \$1,186,729 | \$0 | | \$1,186,729 | \$1,186,729 | \$0 |
| TAP FLEX | \$5,758,251 | \$1,819,065 | \$0 | \$7,577,316 | \$4,813,263 | \$2,764,053 |
| TAP NON-FLEX | \$5,758,251 | \$221,608 | | \$5,979,860 | \$4,673,200 | \$1,306,660 |
| -BOSTON URBAN AREA | \$3,594,898 | \$539 | | \$3,595,437 | \$3,424,000 | \$171,437 |
| -BARNSTABLE URBAN AREA | \$216,954 | \$52 | | \$217,006 | \$206,100 | \$10,906 |
| -SPRINGFIELD, CHICOPEE, HOLYOKE | \$467,501 | \$217 | | \$467,718 | \$445,000 | \$22,718 |
| -WORCESTER URBAN AREA | \$398,902 | \$857 | | \$399,759 | \$380,100 | \$19,659 |
| -PROVIDENCE, PAWTUCKET | \$228,897 | \$426 | | \$229,323 | \$218,000 | \$11,323 |
| -OTHER AREAS (RURAL & SMALL URBAN) | \$851,100 | \$120,430 | | \$971,530 | \$0 | \$971,530 |
| HWY SAFETY IMPROVEMENT PGM. | \$36,115,974 | \$7,702,502 | (\$10,000,000) | \$33,818,476 | \$30,631,933 | \$3,186,543 |
| HSIP - High Risk Rural | \$0 | \$4,431,502 | | \$4,431,502 | \$0 | \$4,431,502 |
| RLWY/HWY CROSSINGS- HAZARD ELIMINATION | \$1,374,349 | \$4,495,253 | \$0 | \$5,869,602 | \$1,000,000 | \$4,869,602 |
| RLWY/HWY CROSSINGS- PROTECTIVE DEVICES | \$1,374,349 | \$2,436,250 | \$0 | \$3,810,599 | \$1,000,000 | \$2,810,599 |
| CMAQ | \$68,417,938 | \$9,849,946 | (\$5,000,000) | \$73,267,884 | \$73,159,634 | \$108,250 |
| PLANNING | \$23,435,025 | \$1,165,787 | \$0 | \$24,600,812 | \$24,035,573 | \$565,239 |
| FEDERAL AID SUB-TOTAL: | \$677,525,402 | \$64,835,243 | \$0 | \$742,360,645 | \$675,084,810 | \$67,275,835 |

Estimated Obligation Authority \$691,988,270

MassDOT Fiscal Constraint Analysis for FFY 2019 - 2023
Estimated Final STIP

Federal Fiscal Year 2021

2019-2021 STIP NHPP Revisions

| FUNDING CATEGORY | I ANTICIPATED NET APPORTIONMENTS OF FEDERAL FUNDS | II ESTIMATED CARRYOVER BALANCE | III ANTICIPATED TRANSFER OF FUNDS | IV TOTAL FUNDS AVAILABLE (10/1) SUBJECT TO OBLIGATION AUTHORITY | V PROGRAMMED OBLIGATIONS | VI ESTIMATED BALANCE REMAINING |
|---|--|--------------------------------------|---|--|--------------------------------|--------------------------------------|
| EARMARKS | \$0 | \$35,079,226 | | \$35,079,226 | \$1,221,800 | \$33,857,426 |
| HIP FLEX | \$0 | \$33,843,847 | | \$33,843,847 | \$33,843,847 | \$0 |
| HIP NON-FLEX OVER 200K | \$0 | \$29,735,854 | | \$29,735,854 | \$24,388,159 | \$5,347,695 |
| -BOSTON URBAN AREA | \$0 | \$24,388,159 | | \$24,388,159 | \$24,388,159 | \$0 |
| -BARNSTABLE URBAN AREA | \$0 | \$579,596 | | \$579,596 | \$0 | \$579,596 |
| -SPRINGFIELD, CHICOPEE, HOLYOKE | \$0 | \$3,171,575 | | \$3,171,575 | \$0 | \$3,171,575 |
| -WORCESTER URBAN AREA | \$0 | \$0 | | \$0 | \$0 | \$0 |
| -PROVIDENCE, PAWTUCKET | \$0 | \$1,552,864 | | \$1,552,864 | \$0 | \$1,552,864 |
| -OTHER AREAS (RURAL & SMALL URBAN) | \$0 | \$43,660 | | \$43,660 | \$0 | \$43,660 |
| HIP NON-FLEX 5K-200K | | \$0 | | \$0 | \$0 | \$0 |
| HIP NON-FLEX UNDER 5K | \$0 | \$3,182,160 | | \$3,182,160 | \$0 | \$3,182,160 |
| HIP BRIDGE | | \$34,067,970 | | \$34,067,970 | \$34,067,970 | \$0 |
| NHPP-EXEMPT | \$9,286,246 | \$9,286,246 | | \$18,572,492 | \$0 | \$18,572,492 |
| MISCELLANEOUS / ALLOCATED FUNDS | \$344,611 | \$16,631,593 | | \$16,976,204 | \$0 | \$16,976,204 |
| FEDERAL AID TOTAL > | \$687,156,259 | \$189,412,009 | \$0 | \$876,568,268 | \$768,606,586 | \$142,029,651 |
| STATE MATCH FOR FEDERAL AID | | | | | \$161,651,873 | |
| NON-FEDERAL AID + FEDERAL AID TOTAL > | | | | | \$930,258,459 | |

NOTES: MISCELLANEOUS / OTHER / UNDETERMINED Apportionment Includes estimated NHPP Exempt.

MassDOT Fiscal Constraint Analysis for FFY 2019 - 2023
Estimated Final STIP

Federal Fiscal Year 2022

2019-2023 STIP - New Revenue

| FUNDING CATEGORY | I ANTICIPATED NET APPORTIONMENTS OF FEDERAL FUNDS | II ESTIMATED CARRYOVER BALANCE | III ANTICIPATED TRANSFER OF FUNDS | IV TOTAL FUNDS AVAILABLE (10/1) SUBJECT TO OBLIGATION AUTHORITY | V PROGRAMMED OBLIGATIONS | VI ESTIMATED BALANCE REMAINING |
|---|--|--------------------------------------|---|--|--------------------------------|--------------------------------------|
| NATIONAL HIGHWAY PERFORMANCE | \$352,874,566 | \$5,146,809 | \$0 | \$358,021,375 | \$336,682,701 | \$21,338,674 |
| NATIONAL HIGHWAY FREIGHT PROGRAM | \$23,417,461 | \$12,793,219 | \$0 | \$36,210,679 | \$32,021,285 | \$4,189,394 |
| STBG FLEX | \$49,416,425 | \$23,150,714 | \$5,000,000 | \$77,567,139 | \$67,757,759 | \$9,809,380 |
| BRIDGE-OFF SYSTEM | \$28,456,838 | \$5,924,351 | \$0 | \$34,381,189 | \$32,463,482 | \$1,917,707 |
| STBG NON-FLEX | \$91,416,439 | \$218,294 | | \$91,634,733 | \$90,451,650 | \$1,183,083 |
| -BOSTON URBAN AREA | \$57,071,621 | \$189,226 | | \$57,260,847 | \$56,846,100 | \$414,747 |
| -BARNSTABLE URBAN AREA | \$3,444,297 | \$3,245 | | \$3,447,542 | \$3,370,200 | \$77,342 |
| -SPRINGFIELD, CHICOPEE, HOLYOKE | \$7,421,919 | \$6,099 | | \$7,428,018 | \$7,262,100 | \$165,918 |
| -WORCESTER URBAN AREA | \$6,332,860 | \$5,599 | | \$6,338,458 | \$6,197,250 | \$141,208 |
| -PROVIDENCE, PAWTUCKET | \$3,633,912 | \$3,402 | | \$3,637,314 | \$3,556,000 | \$81,314 |
| -OTHER AREAS (RURAL & SMALL URBAN) | \$13,511,830 | \$10,723 | | \$13,522,554 | \$13,220,000 | \$302,554 |
| RECREATIONAL TRAILS | \$1,186,729 | \$0 | | \$1,186,729 | \$1,186,729 | \$0 |
| TAP FLEX | \$5,892,407 | \$2,764,053 | \$0 | \$8,656,460 | \$6,182,439 | \$2,474,021 |
| TAP NON-FLEX | \$5,892,407 | \$1,306,660 | | \$7,199,066 | \$6,373,100 | \$825,966 |
| -BOSTON URBAN AREA | \$3,678,651 | \$171,437 | | \$3,850,088 | \$3,623,000 | \$227,088 |
| -BARNSTABLE URBAN AREA | \$222,008 | \$10,906 | | \$232,914 | \$207,000 | \$25,914 |
| -SPRINGFIELD, CHICOPEE, HOLYOKE | \$478,393 | \$22,718 | | \$501,111 | \$445,100 | \$56,011 |
| -WORCESTER URBAN AREA | \$408,196 | \$19,659 | | \$427,855 | \$380,000 | \$47,855 |
| -PROVIDENCE, PAWTUCKET | \$234,230 | \$11,323 | | \$245,553 | \$218,000 | \$27,553 |
| -OTHER AREAS (RURAL & SMALL URBAN) | \$870,929 | \$971,530 | | \$1,842,459 | \$1,500,000 | \$342,459 |
| HWY SAFETY IMPROVEMENT PGM. | \$36,878,795 | \$3,186,543 | (\$5,000,000) | \$35,065,338 | \$21,800,593 | \$13,264,745 |
| HSIP - High Risk Rural | \$0 | \$4,431,502 | | \$4,431,502 | \$0 | \$4,431,502 |
| RLWY/HWY CROSSINGS- HAZARD ELIMINATION | \$1,403,377 | \$4,869,602 | \$0 | \$6,272,979 | \$1,000,000 | \$5,272,979 |
| RLWY/HWY CROSSINGS- PROTECTIVE DEVICES | \$1,403,377 | \$2,810,599 | \$0 | \$4,213,976 | \$1,000,000 | \$3,213,976 |
| CMAQ | \$69,863,023 | \$108,250 | \$0 | \$69,971,273 | \$66,682,572 | \$3,288,701 |
| PLANNING | \$23,930,007 | \$565,239 | \$0 | \$24,495,246 | \$24,035,573 | \$459,673 |
| FEDERAL AID SUB-TOTAL: | \$692,031,849 | \$67,275,835 | \$0 | \$759,307,684 | \$687,637,883 | \$71,669,801 |

| | |
|---------------------------------------|----------------------|
| Estimated Obligation Authority | \$708,740,000 |
|---------------------------------------|----------------------|

MassDOT Fiscal Constraint Analysis for FFY 2019 - 2023
Estimated Final STIP

Federal Fiscal Year 2022

2019-2023 STIP Row Revisions

| FUNDING CATEGORY | I ANTICIPATED NET APPORTIONMENTS OF FEDERAL FUNDS | II ESTIMATED CARRYOVER BALANCE | III ANTICIPATED TRANSFER OF FUNDS | IV TOTAL FUNDS AVAILABLE (10/1) SUBJECT TO OBLIGATION AUTHORITY | V PROGRAMMED OBLIGATIONS | VI ESTIMATED BALANCE REMAINING |
|---|--|--------------------------------------|---|--|--------------------------------|--------------------------------------|
| EARMARKS | \$0 | \$33,857,426 | | \$33,857,426 | \$17,537,076 | \$16,320,350 |
| HIP FLEX | \$0 | \$0 | | \$0 | \$0 | \$0 |
| HIP NON-FLEX OVER 200K | \$0 | \$5,347,695 | | \$5,347,695 | \$0 | \$5,347,695 |
| -BOSTON URBAN AREA | \$0 | \$0 | | \$0 | \$0 | \$0 |
| -BARNSTABLE URBAN AREA | \$0 | \$579,596 | | \$579,596 | \$0 | \$579,596 |
| -SPRINGFIELD, CHICOPEE, HOLYOKE | \$0 | \$3,171,575 | | \$3,171,575 | \$0 | \$3,171,575 |
| -WORCESTER URBAN AREA | \$0 | \$0 | | \$0 | \$0 | \$0 |
| -PROVIDENCE, PAWTUCKET | \$0 | \$1,552,864 | | \$1,552,864 | \$0 | \$1,552,864 |
| -OTHER AREAS (RURAL & SMALL URBAN) | \$0 | \$43,660 | | \$43,660 | \$0 | \$43,660 |
| HIP NON-FLEX 5K-200K | | | | \$0 | \$0 | \$0 |
| HIP NON-FLEX UNDER 5K | \$0 | \$3,182,160 | | \$3,182,160 | \$0 | \$3,182,160 |
| HIP BRIDGE | | \$0 | | \$0 | \$0 | \$0 |
| NHPP-EXEMPT | \$9,286,246 | \$18,572,492 | | \$27,858,738 | \$27,858,738 | \$0 |
| MISCELLANEOUS / ALLOCATED FUNDS | \$344,611 | \$16,976,204 | | \$17,320,815 | \$0 | \$17,320,815 |
| FEDERAL AID TOTAL > | \$701,662,706 | \$142,029,651 | \$0 | \$843,692,358 | \$733,033,697 | \$110,658,661 |
| STATE MATCH FOR FEDERAL AID | | | | | \$154,059,213 | |
| NON-FEDERAL AID + FEDERAL AID TOTAL > | | | | | \$887,092,910 | |

Federal Fiscal Year 2023

| FUNDING CATEGORY | I ANTICIPATED NET APPORTIONMENTS OF FEDERAL FUNDS | II ESTIMATED CARRYOVER BALANCE | III ANTICIPATED TRANSFER OF FUNDS | IV TOTAL FUNDS AVAILABLE (10/1) SUBJECT TO OBLIGATION AUTHORITY | V PROGRAMMED OBLIGATIONS | VI ESTIMATED BALANCE REMAINING |
|--|--|--------------------------------------|---|--|--------------------------------|--------------------------------------|
| NATIONAL HIGHWAY PERFORMANCE | \$360,523,922 | \$21,338,674 | \$10,000,000 | \$391,862,595 | \$373,430,791 | \$18,431,804 |
| NATIONAL HIGHWAY FREIGHT PROGRAM | \$23,912,071 | \$4,189,394 | \$5,000,000 | \$33,101,466 | \$26,021,285 | \$7,080,181 |
| STBG FLEX | \$51,061,220 | \$9,809,380 | \$10,000,000 | \$70,870,600 | \$63,363,128 | \$7,507,472 |
| BRIDGE-OFF SYSTEM | \$28,456,838 | \$1,917,707 | \$0 | \$30,374,545 | \$29,467,055 | \$907,490 |
| STBG NON-FLEX | \$93,347,285 | \$1,183,083 | | \$94,530,369 | \$92,158,400 | \$2,371,969 |
| -BOSTON URBAN AREA | \$58,277,055 | \$414,747 | | \$58,691,803 | \$58,547,100 | \$144,703 |
| -BARNSTABLE URBAN AREA | \$3,517,045 | \$77,342 | | \$3,594,387 | \$3,371,000 | \$223,387 |
| -SPRINGFIELD, CHICOPEE, HOLYOKE | \$7,578,681 | \$165,918 | | \$7,744,599 | \$7,263,100 | \$481,499 |
| -WORCESTER URBAN AREA | \$6,466,619 | \$141,208 | | \$6,607,827 | \$6,197,100 | \$410,727 |
| -PROVIDENCE, PAWTUCKET | \$3,710,665 | \$81,314 | | \$3,791,979 | \$3,556,100 | \$235,879 |
| -OTHER AREAS (RURAL & SMALL URBAN) | \$13,797,220 | \$302,554 | | \$14,099,773 | \$13,224,000 | \$875,773 |
| RECREATIONAL TRAILS | \$1,186,729 | \$0 | | \$1,186,729 | \$1,186,729 | \$0 |
| TAP FLEX | \$6,029,395 | \$2,474,021 | \$0 | \$8,503,416 | \$3,691,129 | \$4,812,287 |
| TAP NON-FLEX | \$6,029,395 | \$825,966 | | \$6,855,362 | \$5,643,600 | \$1,211,762 |
| -BOSTON URBAN AREA | \$3,764,174 | \$227,088 | | \$3,991,262 | \$3,424,100 | \$567,162 |
| -BARNSTABLE URBAN AREA | \$227,170 | \$25,914 | | \$253,084 | \$206,200 | \$46,884 |
| -SPRINGFIELD, CHICOPEE, HOLYOKE | \$489,515 | \$56,011 | | \$545,525 | \$445,200 | \$100,325 |
| -WORCESTER URBAN AREA | \$417,685 | \$47,855 | | \$465,540 | \$380,100 | \$85,440 |
| -PROVIDENCE, PAWTUCKET | \$239,676 | \$27,553 | | \$267,229 | \$218,000 | \$49,229 |
| -OTHER AREAS (RURAL & SMALL URBAN) | \$891,176 | \$342,459 | | \$1,233,635 | \$970,000 | \$263,635 |
| HWY SAFETY IMPROVEMENT PGM. | \$37,657,728 | \$13,264,745 | (\$10,000,000) | \$40,922,473 | \$34,664,868 | \$6,257,605 |
| HSIP - High Risk Rural | \$0 | \$4,431,502 | | \$4,431,502 | \$2,000,000 | \$2,431,502 |
| RLWY/HWY CROSSINGS- HAZARD ELIMINATION | \$1,433,018 | \$5,272,979 | \$0 | \$6,705,997 | \$1,000,000 | \$5,705,997 |
| RLWY/HWY CROSSINGS- PROTECTIVE DEVICES | \$1,433,018 | \$3,213,976 | \$0 | \$4,646,994 | \$1,000,000 | \$3,646,994 |
| CMAQ | \$71,338,630 | \$3,288,701 | (\$15,000,000) | \$59,627,331 | \$54,900,759 | \$4,726,572 |
| PLANNING | \$24,435,443 | \$459,673 | \$0 | \$24,895,115 | \$24,035,573 | \$859,542 |
| FEDERAL AID SUB-TOTAL: | \$706,844,693 | \$71,669,801 | \$0 | \$778,514,494 | \$712,563,317 | \$65,951,177 |

Estimated Obligation Authority \$726,662,005

MassDOT Fiscal Constraint Analysis for FFY 2019 - 2023
Estimated Final STIP

Federal Fiscal Year 2023

2019-2023 STIP - 92% Reversion

| FUNDING CATEGORY | I ANTICIPATED NET APPORTIONMENTS OF FEDERAL FUNDS | II ESTIMATED CARRYOVER BALANCE | III ANTICIPATED TRANSFER OF FUNDS | IV TOTAL FUNDS AVAILABLE (10/1) SUBJECT TO OBLIGATION AUTHORITY | V PROGRAMMED OBLIGATIONS | VI ESTIMATED BALANCE REMAINING |
|---|--|--------------------------------------|---|--|--------------------------------|--------------------------------------|
| EARMARKS | \$0 | \$16,320,350 | | \$16,320,350 | \$0 | \$16,320,350 |
| HIP FLEX | \$0 | \$0 | | \$0 | \$0 | \$0 |
| HIP NON-FLEX OVER 200K | \$0 | \$5,347,695 | | \$5,347,695 | \$0 | \$5,347,695 |
| -BOSTON URBAN AREA | \$0 | \$0 | | \$0 | \$0 | \$0 |
| -BARNSTABLE URBAN AREA | \$0 | \$579,596 | | \$579,596 | \$0 | \$579,596 |
| -SPRINGFIELD, CHICOPEE, HOLYOKE | \$0 | \$3,171,575 | | \$3,171,575 | \$0 | \$3,171,575 |
| -WORCESTER URBAN AREA | \$0 | \$0 | | \$0 | \$0 | \$0 |
| -PROVIDENCE, PAWTUCKET | \$0 | \$1,552,864 | | \$1,552,864 | \$0 | \$1,552,864 |
| -OTHER AREAS (RURAL & SMALL URBAN) | \$0 | \$43,660 | | \$43,660 | \$0 | \$43,660 |
| HIP NON-FLEX 5K-200K | \$0 | \$0 | | \$0 | \$0 | \$0 |
| HIP NON-FLEX UNDER 5K | \$0 | \$3,182,160 | | \$3,182,160 | \$0 | \$3,182,160 |
| HIP BRIDGE | | \$0 | | \$0 | \$0 | \$0 |
| NHPP-EXEMPT | \$9,286,246 | \$0 | | \$9,286,246 | \$9,286,246 | (\$0) |
| MISCELLANEOUS / ALLOCATED FUNDS | \$344,611 | \$17,320,815 | | \$17,665,426 | \$0 | \$17,665,426 |
| FEDERAL AID TOTAL > | \$716,475,550 | \$110,658,661 | \$0 | \$827,134,210 | \$721,849,563 | \$105,284,647 |
| STATE MATCH FOR FEDERAL AID | | | | | \$146,708,599 | |
| NON-FEDERAL AID + FEDERAL AID TOTAL > | | | | | \$868,558,163 | |

| 2019 Boston Region Transportation Improvement Program | | | | | | | | | | | |
|--|-------------------------|--------------------|------------------------------------|-------------------|---|------------------|----------------|------------------------|----------------|-------------------|---|
| Amendment / Adjustment Type | STIP Program | MassDOT Project ID | Metropolitan Planning Organization | Municipality Name | MassDOT Project Description | MassDOT District | Funding Source | Total Programmed Funds | Federal Funds | Non-Federal Funds | Additional Information <small>Present Information as follows, if available: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-federal match; g) earmark details; h) TAP project proponent; i) other information</small> |
| | Earmark Discretionary | BN0011 | Boston Region | Salem | Salem Ferry Vessel Acquisition | 4 | Other FA | \$ 106,540 | \$ 85,232 | \$ 21,308 | New project; Funding source is Other Federal Aid - Ferry Boat Discretionary; City of Salem is providing 20% match |
| | Earmark Discretionary | BN0012 | Boston Region | Multiple | MBTA Ferry Improvements | N/A | Other FA | \$ 1,758,689 | \$ 1,406,951 | \$ 351,738 | New project; Flexed funds are being obligated to the mid-life overhaul of MBTA ferry vessels. |
| | Other Federal Aid | 606453 | Boston Region | Boston | Boston- Improvements on Boylston Street, from Intersection of Brookline Avenue & Park Drive to Ipswich Street | 6 | HPP | \$ 507,874 | \$ 406,290 | \$ 101,575 | Repurposed earmark MA 124 (for design) |
| | Non-Interstate Pavement | 608587 | Boston Region | Dedham | DEDHAM- RESURFACING AND RELATED WORK ON ROUTE 109 | 6 | Other FA | \$ 1,049,659 | \$ 839,727 | \$ 209,932 | Other FA = HIP (Other); Cost increase from \$5,525,503 to \$6,755,217 |
| Other Federal Aid subtotal | | | | | | | | \$ 37,175,839 | \$ 29,740,671 | \$ 7,435,168 | ◀ Funding Split Varies by Funding Source |
| ▶ Section 2A / State Prioritized Reliability Projects | | | | | | | | | | | |
| ▶ Bridge Program / Inspections | | | | | | | | | | | |
| | Bridge Program | | Boston Region | | Bridge Inspection | | | \$ - | \$ - | \$ - | |
| Bridge Program / Inspections subtotal | | | | | | | | \$ - | \$ - | \$ - | ◀ Funding Split Varies by Funding Source |
| ▶ Bridge Program / Off-System | | | | | | | | | | | |
| | | | Boston Region | | Bridge Program | | | | | | |
| Bridge Program / Off-System subtotal | | | | | | | | \$ - | \$ - | \$ - | ◀ 80% Federal + 20% Non-Federal |
| ▶ Bridge Program / On-System (NHS) | | | | | | | | | | | |
| AMENDMENT:Change Additional Information | Bridge Program | 604952 | Boston Region | Multiple | LYNN- SAUGUS- BRIDGE REPLACEMENT, L-18-016-S-05-008, ROUTE 107 OVER THE SAUGUS RIVER (AKA - BELDEN G. BLY BRIDGE) | 4 | NHPP-On | \$ 15,872,427 | \$ 12,697,942 | \$ 3,174,485 | AC Year 1 of 5, Total Cost = \$98,990,455 |
| | Bridge Program | 604173 | Boston Region | BOSTON | BOSTON- BRIDGE REPLACEMENT, B-16-016, NORTH WASHINGTON STREET OVER THE BOSTON INNER HARBOR | 6 | NHPP-On | \$ 17,915,882 | \$ 14,332,706 | \$ 3,583,176 | AC Year 3 of 6, Total Project Cost = \$193,058,158. Paid down \$5.8 million advanced construction balance from FFY 2018 AR. (Original programmed amount: \$25,184,931; cost decrease includes \$1,453,810 state match) |
| | Bridge Program | 607954 | Boston Region | DANVERS | DANVERS - BRIDGE REPLACEMENT, D-03-018, ST 128 OVER WATERS RIVER | 4 | NHPP-On | \$ 25,201,594 | \$ 20,181,275 | \$ 5,040,319 | Original programmed amount was obligated in FFY 2017 and project was advertised, didn't advance. FFY 2017 obligated amount = \$17.3 million. Only the cost difference (\$4.3 million) counts against the current Obligation Authority. Final design increased project cost to \$25,201,594 |
| | Bridge Program | 605287 | Boston Region | CHELSEA | CHELSEA- ROUTE 1 VIADUCT REHABILITATION (SB/NB) ON C-09-007 & C-09-011 | 6 | NHPP-On | \$ 71,877,130 | \$ 57,341,704 | \$ 14,335,428 | AC Year 2 of 4, Total Cost \$213,972,889 |
| Bridge Program / On-System (NHS) subtotal | | | | | | | | \$ 130,667,033 | \$ 104,533,626 | \$ 28,133,407 | ◀ Funding Split Varies by Funding Source |
| ▶ Bridge Program / On-System (Non-NHS) | | | | | | | | | | | |
| | Bridge Program | | Boston Region | | Bridge Program / On-System (Non-NHS) | | | \$ - | \$ - | \$ - | |
| Bridge Program / On-System (Non-NHS) subtotal | | | | | | | | \$ - | \$ - | \$ - | ◀ 80% Federal + 20% Non-Federal |
| ▶ Bridge Program / Systematic Maintenance | | | | | | | | | | | |
| | Bridge Program | 608234 | Boston Region | RANDOLPH | RANDOLPH- BRIDGE PRESERVATION OF 2 BRIDGES: R-01-005 & R-01-007 | 6 | NHPP-On | \$ 4,984,738 | \$ 3,987,791 | \$ 996,948 | |
| Bridge Program / Systematic Maintenance subtotal | | | | | | | | \$ 4,984,738 | \$ 3,987,791 | \$ 996,948 | ◀ Funding Split Varies by Funding Source |

| 2020 Boston Region Transportation Improvement Program | | | | | | | | | | | | |
|---|-------------------------|--------------------|------------------------------------|-------------------|---|------------------|----------------|--|---------------|-------------------|---|--|
| Amendment / Adjustment Type | STIP Program | MassDOT Project ID | Metropolitan Planning Organization | Municipality Name | MassDOT Project Description | MassDOT District | Funding Source | Total Programmed Funds | Federal Funds | Non-Federal Funds | Additional Information | |
| ▶ Section 1B / Earmark or Discretionary Grant Funded Projects | | | | | | | | | | | | |
| ▶ Other Federal Aid | | | | | | | | | | | | |
| | | | Boston Region | | Other Federal Aid | | HPP | \$ - | \$ - | \$ - | | |
| | | | | | | | | Other Federal Aid subtotal ▶ | \$ - | \$ - | \$ - | ◀ Funding Split Varies by Funding Source |
| ▶ Section 2A / State Prioritized Reliability Projects | | | | | | | | | | | | |
| ▶ Bridge Program / Inspections | | | | | | | | | | | | |
| | Bridge Program | | Boston Region | | Bridge Inspection | | | \$ - | \$ - | \$ - | | |
| | | | | | | | | Bridge Program / Inspections subtotal ▶ | \$ - | \$ - | \$ - | ◀ Funding Split Varies by Funding Source |
| ▶ Bridge Program / Off-System | | | | | | | | | | | | |
| | Bridge Program | | Boston Region | | Bridge Program / Off-System | | | \$ - | \$ - | \$ - | | |
| | | | | | | | | Bridge Program / Off-System subtotal ▶ | \$ - | \$ - | \$ - | ◀ 80% Federal + 20% Non-Federal |
| ▶ Bridge Program / On-System (NHS) | | | | | | | | | | | | |
| | Bridge Program | 605342 | Boston Region | STOW | STOW- BRIDGE REPLACEMENT, S-29-001, (ST 02) GLEASONDALE ROAD OVER THE ASSABET RIVER | 3 | NHPP-On | \$ 6,706,556 | \$ 5,365,245 | \$ 1,341,311 | | |
| | Bridge Program | 604173 | Boston Region | BOSTON | BOSTON- BRIDGE REPLACEMENT, B-16-016, NORTH WASHINGTON STREET OVER THE BOSTON INNER HARBOR | 6 | NHPP-On | \$ 24,184,931 | \$ 19,347,945 | \$ 4,836,986 | AC Year 4 of 6, Total Project Cost = \$163,058,158. | |
| | Bridge Program | 605287 | Boston Region | CHELSEA | CHELSEA- ROUTE 1 VIADUCT REHABILITATION (SB/NB) ON C-09-007 & C-09-011 | 6 | NHPP-On | \$ 40,952,933 | \$ 32,762,346 | \$ 8,190,587 | AC Year 3 of 4, Total Cost = \$213,972,689 | |
| AMENDMENT-Increase Cost | Bridge Program | 604952 | Boston Region | Multiple | LYNN- SAUGUS- BRIDGE REPLACEMENT, L-18-016-S-05-008, ROUTE 107 OVER THE SAUGUS RIVER (AKA - BELDEN G. BLY BRIDGE) | 4 | NHPP-On | \$ 19,359,863 | \$ 15,487,730 | \$ 3,871,933 | AC Year 2 of 5, Total Cost = \$98,690,455 | |
| | | | | | | | | Bridge Program / On-System (NHS) subtotal ▶ | \$ 91,204,083 | \$ 72,963,267 | \$ 18,240,817 | ◀ Funding Split Varies by Funding Source |
| ▶ Bridge Program / On-System (Non-NHS) | | | | | | | | | | | | |
| | Bridge Program | | Boston Region | | Bridge Program / On-System (Non-NHS) | | NHPP-Off | \$ - | \$ - | \$ - | | |
| | | | | | | | | Bridge Program / On-System (Non-NHS) subtotal ▶ | \$ - | \$ - | \$ - | ◀ 80% Federal + 20% Non-Federal |
| ▶ Bridge Program / Systematic Maintenance | | | | | | | | | | | | |
| | Bridge Program | | Boston Region | | Bridge Program / Systematic Maintenance | | | \$ - | \$ - | \$ - | | |
| | | | | | | | | Bridge Program / Systematic Maintenance subtotal ▶ | \$ - | \$ - | \$ - | ◀ Funding Split Varies by Funding Source |
| ▶ Interstate Pavement | | | | | | | | | | | | |
| | Interstate Pavement | 608208 | Boston Region | Multiple | QUINCY- MILTON- BOSTON INTERSTATE MAINTENANCE AND RELATED WORK ON I-93 | 6 | NHPP | \$ 24,264,576 | \$ 21,838,118 | \$ 2,426,458 | | |
| | | | | | | | | Interstate Pavement subtotal ▶ | \$ 24,264,576 | \$ 21,838,118 | \$ 2,426,458 | ◀ 90% Federal + 10% Non-Federal |
| ▶ Non-Interstate Pavement | | | | | | | | | | | | |
| | Non-Interstate Pavement | 609101 | Boston Region | Peabody | PEABODY- PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 128 | 4 | NHPP | \$ 4,712,448 | \$ 3,769,958 | \$ 942,490 | | |
| | Non-Interstate Pavement | 608480 | Boston Region | Multiple | FOXBOROUGH- WALPOLE- RESURFACING AND RELATED WORK ON US ROUTE 1 | 5 | NHPP | \$ 8,036,933 | \$ 6,429,546 | \$ 1,607,387 | | |
| | Non-Interstate Pavement | 608482 | Boston Region | Multiple | CAMBRIDGE- SOMERVILLE- RESURFACING AND RELATED WORK ON ROUTE 28 | 6 | NHPP | \$ 8,541,312 | \$ 6,833,050 | \$ 1,708,262 | | |
| | Non-Interstate Pavement | 608487 | Boston Region | Marlborough | MARLBOROUGH- RESURFACING AND RELATED WORK ON ROUTE 20 | 3 | NHPP | \$ 14,358,240 | \$ 11,486,592 | \$ 2,871,648 | | |
| | Non-Interstate Pavement | 608484 | Boston Region | Multiple | CANTON- MILTON- RESURFACING AND RELATED WORK ON ROUTE 138 | 6 | NHPP | \$ 17,941,664 | \$ 14,353,331 | \$ 3,588,333 | | |
| | | | | | | | | Non-Interstate Pavement subtotal ▶ | \$ 53,590,597 | \$ 42,872,478 | \$ 10,718,119 | ◀ 80% Federal + 20% Non-Federal |
| ▶ Roadway Improvements | | | | | | | | | | | | |
| | Roadway Improvements | | Boston Region | | Roadway Improvements | | | \$ - | \$ - | \$ - | | |

| 2021 Boston Region Transportation Improvement Program | | | | | | | | | | | |
|--|------------------------|----------------------|--------------------------------------|---------------------|---|--------------------|------------------|--------------------------|-----------------|---------------------|--|
| Amendment / Adjustment Type ▼ | STIP Program ▼ | MassDOT Project ID ▼ | Metropolitan Planning Organization ▼ | Municipality Name ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | Funding Source ▼ | Total Programmed Funds ▼ | Federal Funds ▼ | Non-Federal Funds ▼ | Additional Information ▼ <i>Present information as follows, if applicable:</i> a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information |
| ► Section 1B / Earmark or Discretionary Grant Funded Projects | | | | | | | | | | | |
| ► Other Federal Aid | | | | | | | | | | | |
| | Earmark Discretionary | 606501 | Boston Region | Holbrook | HOLBROOK- RECONSTRUCTION OF UNION STREET (ROUTE 139), FROM LINFIELD STREET TO CENTRE STREET/WATER STREET | 5 | HPP | \$ 1,527,250 | \$ 1,221,800 | \$ 305,450 | Demo ID MA177 |
| | Roadway Reconstruction | 606476 | Boston Region | Boston | BOSTON- ROADWAY, CEILING & WALL RECONSTRUCTION, NEW JET FANS, AND OTHER CONTROL SYSTEMS IN SUMNER TUNNEL | 6 | Other FA | \$ 12,655,015 | \$ 10,124,012 | \$ 2,531,003 | Construction; NHPP+HSIP+Other Federal Aid Total Cost = \$126,544,931; Total MPO Contribution = \$22,115,687; AC Yr 1 of 3; Other Federal Aid = HIP (Boston) |
| | Roadway Reconstruction | 606476 | Boston Region | Boston | BOSTON- ROADWAY, CEILING & WALL RECONSTRUCTION, NEW JET FANS, AND OTHER CONTROL SYSTEMS IN SUMNER TUNNEL | 6 | Other FA | \$ 17,830,184 | \$ 14,264,147 | \$ 3,566,037 | Construction; NHPP+HSIP+Other Federal Aid Total Cost = \$126,544,931; Total MPO Contribution = \$22,115,687; AC Yr 1 of 3; Other Federal Aid = HIP (Boston) |
| | | | Boston Region | | Other Federal Aid | | HPP | \$ - | \$ - | \$ - | |
| Other Federal Aid subtotal ► | | | | | | | | \$ 32,012,449 | \$ 25,609,959 | \$ 6,402,490 | ◄ Funding Split Varies by Funding Source |
| ► Section 2A / State Prioritized Reliability Projects | | | | | | | | | | | |
| ► Bridge Program / Inspections | | | | | | | | | | | |
| | Bridge Program | | Boston Region | | Bridge Inspection | | | \$ - | \$ - | \$ - | |
| Bridge Program / Inspections subtotal ► | | | | | | | | \$ - | \$ - | \$ - | ◄ Funding Split Varies by Funding Source |
| ► Bridge Program / Off-System | | | | | | | | | | | |
| | Bridge Program | 608637 | Boston Region | MAYNARD | MAYNARD- BRIDGE REPLACMENT, M-10-006, CARRYING FLORIDA ROAD OVER THE ASSABET RIVER | 3 | STP-BR-OFF | \$ 1,646,400 | \$ 1,317,120 | \$ 329,280 | |
| Bridge Program / Off-System subtotal ► | | | | | | | | \$ 1,646,400 | \$ 1,317,120 | \$ 329,280 | ◄ 80% Federal + 20% Non-Federal |
| ► Bridge Program / On-System (NHS) | | | | | | | | | | | |
| | Bridge Program | 604173 | Boston Region | BOSTON | BOSTON- BRIDGE REPLACEMENT, B-16-016, NORTH WASHINGTON STREET OVER THE BOSTON INNER HARBOR | 6 | NHPP-On | \$ 24,184,931 | \$ 19,347,945 | \$ 4,836,986 | AC Year 5 of 6, Total Cost = \$193,058,158 |
| | Bridge Program | 605287 | Boston Region | CHELSEA | CHELSEA- ROUTE 1 VIADUCT REHABILITATION (SB/NB) ON C-09-007 & C-09-011 | 6 | NHPP-On | \$ 29,992,990 | \$ 23,994,392 | \$ 5,998,598 | AC Year 4 of 4, Total Cost = \$213,972,689 |
| AMENDMENT: Increase Cost | Bridge Program | 604952 | Boston Region | Multiple | LYNN- SAUGUS- BRIDGE REPLACEMENT, L-18-016-S-05-008, ROUTE 107 OVER THE SAUGUS RIVER (AKA - BELDEN G. BLY BRIDGE) | 4 | NHPP-On | \$ 23,602,193 | \$ 18,881,754 | \$ 4,720,439 | AC Year 3 of 5, Total Cost = \$98,990,455 |
| Bridge Program / On-System (NHS) subtotal ► | | | | | | | | \$ 77,780,114 | \$ 62,224,091 | \$ 15,556,023 | ◄ Funding Split Varies by Funding Source |
| ► Bridge Program / On-System (Non-NHS) | | | | | | | | | | | |
| | Bridge Program | 608596 | Boston Region | ESSEX | ESSEX- SUPERSTRUCTURE REPLACEMENT, E-11-001 (2TV), ROUTE 133/MAIN STREET OVER ESSEX RIVER | 4 | NHPP-Off | \$ 4,511,360 | \$ 3,609,088 | \$ 902,272 | |
| | Bridge Program | | Boston Region | | | | NHPP-Off | \$ - | \$ - | \$ - | |
| Bridge Program / On-System (Non-NHS) subtotal ► | | | | | | | | \$ 4,511,360 | \$ 3,609,088 | \$ 902,272 | ◄ 80% Federal + 20% Non-Federal |
| ► Bridge Program / Systematic Maintenance | | | | | | | | | | | |
| | Bridge Program | 608610 | Boston Region | NEWTON | NEWTON- STEEL SUPERSTRUCTURE CLEANING (FULL REMOVAL) AND PAINTING OF N-12-055 | 6 | NHPP-On | \$ 2,304,000 | \$ 1,843,200 | \$ 460,800 | |
| Bridge Program / Systematic Maintenance subtotal ► | | | | | | | | \$ 2,304,000 | \$ 1,843,200 | \$ 460,800 | ◄ Funding Split Varies by Funding Source |
| ► Interstate Pavement | | | | | | | | | | | |

| 2022 Boston Region Transportation Improvement Program | | | | | | | | | | | | | |
|--|-------------------------|----------------------|--------------------------------------|---------------------|---|--------------------|------------------|--|-----------------|---------------------|---|---------------|--|
| Amendment / Adjustment Type ▼ | STIP Program ▼ | MassDOT Project ID ▼ | Metropolitan Planning Organization ▼ | Municipality Name ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | Funding Source ▼ | Total Programmed Funds ▼ | Federal Funds ▼ | Non-Federal Funds ▼ | Additional Information ▼ <small>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) esmark details; h) TAP project proponent; i) other information</small> | | |
| ► Section 2A / State Prioritized Reliability Projects | | | | | | | | | | | | | |
| ► Bridge Program / Inspections | | | | | | | | | | | | | |
| | Bridge Program | | Boston Region | | Bridge Inspection | | | \$ - | \$ - | \$ - | | | |
| | | | | | | | | Bridge Program / Inspections subtotal ► | | \$ - | \$ - | \$ - | ◀ Funding Split Varies by Funding Source |
| ► Bridge Program / Off-System | | | | | | | | | | | | | |
| | Bridge Program | | Boston Region | | Bridge Program / Off-System | | | \$ - | \$ - | \$ - | | | |
| | | | | | | | | Bridge Program / Off-System subtotal ► | | \$ - | \$ - | \$ - | ◀ 80% Federal + 20% Non-Federal |
| ► Bridge Program / On-System (NHS) | | | | | | | | | | | | | |
| | Bridge Program | 608614 | Boston Region | BOSTON | BOSTON- BRIDGE SUBSTRUCTURE REPAIRS, B-16-179, AUSTIN STREET OVER I-93 RAMPS, MBTA COMMUTER RAIL AND ORANGE LINE | 6 | NHPP-On | \$ 22,132,800 | \$ 17,706,240 | \$ 4,426,560 | | | |
| | Bridge Program | 607327 | Boston Region | WILMINGTON | WILMINGTON- BRIDGE REPLACEMENT, W-38-002, ROUTE 38 (MAIN STREET) OVER THE B&M RAILROAD | 4 | NHPP-On | \$ 10,760,960 | \$ 8,608,768 | \$ 2,152,192 | | | |
| | Bridge Program | 604173 | Boston Region | BOSTON | BOSTON- BRIDGE REPLACEMENT, B-16-016, NORTH WASHINGTON STREET OVER THE BOSTON INNER HARBOR | 6 | NHPP-On | \$ 22,621,004 | \$ 18,098,803 | \$ 4,524,201 | AC Year 6 of 6, Total Cost = \$193,058,158 | | |
| AMENDMENT Change Additional Information | Bridge Program | 604952 | Boston Region | Multiple | LYNN- SAUGUS- BRIDGE REPLACEMENT, L-18-016-S-05-008, ROUTE 107 OVER THE SAUGUS RIVER (AKA - BELDEN G. BLY BRIDGE) | 4 | NHPP-On | \$ 23,703,134 | \$ 18,962,507 | \$ 4,740,627 | AC Year 4 of 5, Total Cost = \$98,990,465 | | |
| | | | | | | | | Bridge Program / On-System (NHS) subtotal ► | | \$ 79,217,898 | \$ 63,374,318 | \$ 15,843,580 | ◀ Funding Split Varies by Funding Source |
| ► Bridge Program / On-System (Non-NHS) | | | | | | | | | | | | | |
| | Bridge Program | 608929 | Boston Region | WILMINGTON | WILMINGTON- BRIDGE REPLACEMENT, W-38-003, BUTTERS ROW OVER MBTA | 4 | NHPP-Off | \$ 5,183,360 | \$ 4,146,688 | \$ 1,036,672 | | | |
| | Bridge Program | | Boston Region | | | | NHPP-Off | \$ - | \$ - | \$ - | | | |
| | | | | | | | | Bridge Program / On-System (Non-NHS) subtotal ► | | \$ 5,183,360 | \$ 4,146,688 | \$ 1,036,672 | ◀ 80% Federal + 20% Non-Federal |
| ► Bridge Program / Systematic Maintenance | | | | | | | | | | | | | |
| | Bridge Program | 608866 | Boston Region | NEWTON-WESTON | NEWTON- WESTON- STEEL SUPERSTRUCTURE CLEANING (FULL REMOVAL) AND PAINTING OF 3 BRIDGES: N-12-051, W-29-011 & W-29-028 | 6 | NHPP-On | \$ 2,349,900 | \$ 1,879,920 | \$ 469,980 | | | |
| | | | | | | | | Bridge Program / Systematic Maintenance subtotal ► | | \$ 2,349,900 | \$ 1,879,920 | \$ 469,980 | ◀ Funding Split Varies by Funding Source |
| ► Interstate Pavement | | | | | | | | | | | | | |
| | Interstate Pavement | 608210 | Boston Region | Multiple | FOXBOROUGH- PLAINVILLE- WRENTHAM- FRANKLIN I.M. RESURFACING WORK ON I-495 | 5 | NHPP | \$ 11,497,920 | \$ 10,348,128 | \$ 1,149,792 | | | |
| | | | | | | | | Interstate Pavement subtotal ► | | \$ 11,497,920 | \$ 10,348,128 | \$ 1,149,792 | ◀ 90% Federal + 10% Non-Federal |
| ► Non-Interstate Pavement | | | | | | | | | | | | | |
| | Non-Interstate Pavement | 608817 | Boston Region | Multiple | SALEM- LYNN- RESURFACING AND RELATED WORK ON RTE 107 | 4 | NHPP | \$ 2,527,560 | \$ 2,022,048 | \$ 505,512 | | | |
| | Non-Interstate Pavement | 608498 | Boston Region | Multiple | HINGHAM- WEYMOUTH- BRAintree- RESURFACING AND RELATED WORK ON ROUTE 53 | 8 | NHPP | \$ 7,929,600 | \$ 6,343,680 | \$ 1,585,920 | | | |
| | Non-Interstate Pavement | 608818 | Boston Region | DANVERS | DANVERS- RESURFACING AND RELATED WORK ON ROUTE 114 | 4 | NHPP | \$ 1,850,240 | \$ 1,480,192 | \$ 370,048 | | | |
| | | | | | | | | Non-Interstate Pavement subtotal ► | | \$ 12,307,400 | \$ 9,845,920 | \$ 2,461,480 | ◀ 80% Federal + 20% Non-Federal |
| ► Roadway Improvements | | | | | | | | | | | | | |
| | Roadway Improvements | 608599 | Boston Region | Multiple | CANTON- SHARON- FOXBOROUGH- NORWOOD- WALPOLE- STORMWATER IMPROVEMENTS ALONG ROUTE 1, ROUTE 1A & INTERSTATE 95 | 5 | STP-TE | \$ 526,235 | \$ 420,988 | \$ 105,247 | | | |
| | Roadway Improvements | | Boston Region | | Roadway Improvements | | | \$ - | \$ - | \$ - | | | |
| | | | | | | | | Roadway Improvements subtotal ► | | \$ 526,235 | \$ 420,988 | \$ 105,247 | ◀ 80% Federal + 20% Non-Federal |
| ► Safety Improvements | | | | | | | | | | | | | |
| | Safety Improvements | | Boston Region | | Safety Improvements | | | \$ - | \$ - | \$ - | | | |
| | | | | | | | | Safety Improvements subtotal ► | | \$ - | \$ - | \$ - | ◀ Funding Split Varies by Funding Source |

2023 Boston Region Transportation Improvement Program

| Amendment / Adjustment Type ▼ | STIP Program ▼ | MassDOT Project ID ▼ | Metropolitan Planning Organization ▼ | Municipality Name ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | Funding Source ▼ | Total Programmed Funds ▼ | Federal Funds ▼ | Non-Federal Funds ▼ | Additional Information ▼ <small>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) remark details; h) TAP project proponent; i) other information</small> |
|--|-------------------------|----------------------|--------------------------------------|---------------------|--|--------------------|------------------|--------------------------|-----------------|---------------------|---|
| AMENDMENT Increase Cost | Bridge Program | 604952 | Boston Region | Multiple | LYNN- SAUGUS- BRIDGE REPLACEMENT, L-18-019-S-05-008, ROUTE 107 OVER THE SAUGUS RIVER (AKA - BELDEN G BLY BRIDGE) | 4 | NHPP-On | \$ 16,453,039 | \$ 13,162,431 | \$ 3,290,608 | AC Year 5 of 5, Total Cost = \$88,900,455 |
| Bridge Program / On-System (NHS) subtotal ▶ | | | | | | | | \$ 47,362,739 | \$ 37,880,191 | \$ 9,472,548 | ◀ Funding Split Varies by Funding Source |
| ▶ Bridge Program / On-System (Non-NHS) | | | | | | | | | | | |
| | Bridge Program | 608197 | Boston Region | BOSTON | BOSTON- SUPERSTRUCTURE REPLACEMENT, B-16-107, CANTERSBURY STREET OVER AMTRAK/MBTA | 6 | NHPP-Off | \$ 4,678,280 | \$ 3,742,624 | \$ 935,656 | |
| Bridge Program / On-System (Non-NHS) subtotal ▶ | | | | | | | | \$ 4,678,280 | \$ 3,742,624 | \$ 935,656 | ◀ 80% Federal + 20% Non-Federal |
| ▶ Bridge Program / Systematic Maintenance | | | | | | | | | | | |
| | Bridge Program | 608609 | Boston Region | Multiple | NEWTON- WESTWOOD- STEEL SUPERSTRUCTURE CLEANING (FULL REMOVAL) AND PAINTING OF 2 BRIDGES: N-12-099 & W-31-008 | 6 | NHPP-Off | \$ 2,142,857 | \$ 1,714,285 | \$ 428,571 | |
| Bridge Program / Systematic Maintenance subtotal ▶ | | | | | | | | \$ 2,142,857 | \$ 1,714,285 | \$ 428,571 | ◀ Funding Split Varies by Funding Source |
| ▶ Interstate Pavement | | | | | | | | | | | |
| | Interstate Pavement | | Boston Region | | Interstate Pavement | | | \$ - | \$ - | \$ - | |
| Interstate Pavement subtotal ▶ | | | | | | | | \$ - | \$ - | \$ - | ◀ 90% Federal + 10% Non-Federal |
| ▶ Non-Interstate Pavement | | | | | | | | | | | |
| | Non-Interstate Pavement | 608495 | Boston Region | Multiple | CONCORD- LINCOLN- LEXINGTON RESURFACING AND RELATED WORK ON ROUTE 2A | 4 | NHPP | \$ 3,480,000 | \$ 2,784,000 | \$ 696,000 | |
| | Non-Interstate Pavement | 609102 | Boston Region | Multiple | WENHAM- MANCHESTER- ESSEX- GLOUCESTER- PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 128 | 4 | NHPP | \$ 13,731,802 | \$ 10,985,442 | \$ 2,746,360 | |
| Non-Interstate Pavement subtotal ▶ | | | | | | | | \$ 17,211,802 | \$ 13,769,442 | \$ 3,442,360 | ◀ 80% Federal + 20% Non-Federal |
| ▶ Roadway Improvements | | | | | | | | | | | |
| | Roadway Improvements | | Boston Region | | Roadway Improvements | | | \$ - | \$ - | \$ - | |
| Roadway Improvements subtotal ▶ | | | | | | | | \$ - | \$ - | \$ - | ◀ 80% Federal + 20% Non-Federal |
| ▶ Safety Improvements | | | | | | | | | | | |
| | Safety Improvements | 609053 | Boston Region | Multiple | CANTON-DEDHAM-NORWOOD- HIGHWAY LIGHTING IMPROVEMENTS AT I93 & I95/128 | 6 | NHPP | \$ 4,000,000 | \$ 3,200,000 | \$ 800,000 | |
| | Safety Improvements | 609058 | Boston Region | Multiple | PEABODY TO GLOUCESTER- GUIDE AND TRAFFIC SIGN REPLACEMENT ON ROUTE 128 | 4 | HSIP | \$ 1,980,848 | \$ 1,764,764 | \$ 196,085 | |
| | Safety Improvements | 609060 | Boston Region | Multiple | LYNNFIELD- PEABODY- DANVERS- GUIDE AND TRAFFIC SIGN REPLACEMENT ON I-95/128 (TASK 'A' INTERCHANGE) | 4 | HSIP | \$ 492,862 | \$ 443,576 | \$ 49,286 | |
| | Safety Improvements | | Boston Region | | Safety Improvements | | | \$ - | \$ - | \$ - | |
| Safety Improvements subtotal ▶ | | | | | | | | \$ 6,453,711 | \$ 5,408,340 | \$ 1,045,371 | ◀ Funding Split Varies by Funding Source |

2019 Cape Cod Region Transportation Improvement Program

| Amendment / Adjustment Type | STIP Program | MassDOT Project ID | Metropolitan Planning Organization | Municipality Name | MassDOT Project Description | MassDOT District | Funding Source | Total Programmed Funds | Federal Funds | Non-Federal Funds | Additional Information |
|-----------------------------|--------------|--------------------|------------------------------------|-------------------|-----------------------------|------------------|----------------|------------------------|---------------|-------------------|------------------------|
|-----------------------------|--------------|--------------------|------------------------------------|-------------------|-----------------------------|------------------|----------------|------------------------|---------------|-------------------|------------------------|

Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) remark details; h) TAP project proponent; i) other information

► Section 1A / Regionally Prioritized Projects

► Regionally Prioritized Projects

| | | | | | | | | | | |
|--|--------|----------|------------|---|---|------|---------------|--------------|--------------|--|
| Roadway Reconstruction | 606272 | Cape Cod | Barnstable | BARNSTABLE- INTERSECTION IMPROVEMENTS AT IYANOUGH ROAD (ROUTE 28) AND YARMOUTH ROAD | 5 | STP | \$ 8,732,008 | \$ 6,985,606 | \$ 1,746,402 | Construction; Total project cost = \$15,756,274 (2019 STBG + 2019 HSIP + 2019 CMAQ + 2019 TAP + 2019 Statewide NFP + 2020 STBG + 2020 HSIP); MPO score = 83; AC Year 1 of 2; Municipality is TAP proponent; RSA performed; CMAQ approved |
| Roadway Reconstruction | 606272 | Cape Cod | Barnstable | BARNSTABLE- INTERSECTION IMPROVEMENTS AT IYANOUGH ROAD (ROUTE 28) AND YARMOUTH ROAD | 5 | HSIP | \$ 458,514 | \$ 412,663 | \$ 45,851 | Construction; Total project cost = \$15,756,274 (2019 STBG + 2019 HSIP + 2019 CMAQ + 2019 TAP + 2019 Statewide NFP + 2020 STBG + 2020 HSIP); MPO score = 83; AC Year 1 of 2; Municipality is TAP proponent; RSA performed; CMAQ approved |
| Roadway Reconstruction | 606272 | Cape Cod | Barnstable | BARNSTABLE- INTERSECTION IMPROVEMENTS AT IYANOUGH ROAD (ROUTE 28) AND YARMOUTH ROAD | 5 | CMAQ | \$ 1,146,285 | \$ 917,028 | \$ 229,257 | Construction; Total project cost = \$15,756,274 (2019 STBG + 2019 HSIP + 2019 CMAQ + 2019 TAP + 2019 Statewide NFP + 2020 STBG + 2020 HSIP); MPO score = 83; AC Year 1 of 2; Municipality is TAP proponent; RSA performed; CMAQ approved |
| Roadway Reconstruction | 606272 | Cape Cod | Barnstable | BARNSTABLE- INTERSECTION IMPROVEMENTS AT IYANOUGH ROAD (ROUTE 28) AND YARMOUTH ROAD | 5 | TAP | \$ 205,809 | \$ 164,647 | \$ 41,162 | Construction; Total project cost = \$15,756,274 (2019 STBG + 2019 HSIP + 2019 CMAQ + 2019 TAP + 2019 Statewide NFP + 2020 STBG + 2020 HSIP); MPO score = 83; AC Year 1 of 2; Municipality is TAP proponent; RSA performed; CMAQ approved |
| Regionally Prioritized Projects subtotal ► | | | | | | | \$ 10,542,616 | \$ 8,479,944 | \$ 2,062,672 | ◀ 80% Federal + 20% Non-Federal |

► Section 1A / Fiscal Constraint Analysis

Section 1A Instructions: MPO Template Name) Choose Regional Name from dropdown list to populate header and MPO column; Column C) Enter ID from ProjectInfo; Column E) Choose Municipality Name from dropdown list; Column H) Choose the Funding Source being used for the project - if multiple funding sources are being used enter multiple lines; Column I) Enter the total amount of funds being programmed in this fiscal year and for each funding source; Column J) Federal funds autocalculates. Please verify the amount and only change if needed for flex. Column K) Non-federal funds autocalculates. Please verify the split/match - if matching an FTA flex, coordinate with Rail & Transit Division before programming; Column L) Enter Additional Information as described - please do not use any other format.

| | | | | | |
|--|----------------------|----------------------|----------------|-------------|-------------------------------|
| Total Regional Federal Aid Funds Programmed ► | \$ 10,542,616 | \$ 10,542,616 | ◀ Total | \$ - | Target Funds Available |
| STP programmed ► | \$ 8,732,008 | \$ 6,985,606 | ◀ STP | | |
| HSIP programmed ► | \$ 458,514 | \$ 412,663 | ◀ HSIP | | |
| CMAQ programmed ► | \$ 1,146,285 | \$ 917,028 | ◀ CMAQ | | |
| TAP programmed ► | \$ 205,809 | \$ 164,647 | ◀ TAP | | |

► Section 1B / Earmark or Discretionary Grant Funded Projects

► Other Federal Aid

| | | | | | | | | | | | |
|------------------------------|-------------------|--------|----------|----------|---|---|--------------|--------------|--------------|--|---|
| AMENDMENT:Add Project | Other Federal Aid | CC1002 | Cape Cod | Falmouth | WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP AUTHORITY - NEW MAINTENANCE AND OFFICE FACILITY | 5 | Other FA | \$ 4,686,016 | \$ 3,577,797 | \$ 1,108,219 | Construction; Transfer to Steamship Authority (through Ferry Boat Formula Grant Program); Steamship Authority providing non-federal funds |
| Other Federal Aid subtotal ► | | | | | | | \$ 4,686,016 | \$ 3,577,797 | \$ 1,108,219 | ◀ Funding Split Varies by Funding Source | |

► Section 2A / State Prioritized Reliability Projects

► Bridge Program / Inspections

| | | | | | |
|---|----------|-------------------|------|------|------|
| Bridge Program | Cape Cod | Bridge Inspection | \$ - | \$ - | \$ - |
| Bridge Program / Inspections subtotal ► | | | \$ - | \$ - | \$ - |

◀ Funding Split Varies by Funding Source

► Bridge Program / Off-System

| | | | | | |
|----------------|----------|-----------------------------|------|------|------|
| Bridge Program | Cape Cod | Bridge Program / Off-System | \$ - | \$ - | \$ - |
|----------------|----------|-----------------------------|------|------|------|

2019 Central Mass Region Transportation Improvement Program

| Amendment / Adjustment Type ▼ | STIP Program ▼ | MassDOT Project ID ▼ | Metropolitan Planning Organization ▼ | Municipality Name ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | Funding Source ▼ | Total Programmed Funds ▼ | Federal Funds ▼ | Non-Federal Funds ▼ | Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i> |
|-------------------------------|----------------|----------------------|--------------------------------------|---------------------|-------------------------------|--------------------|------------------|--------------------------|-----------------|---------------------|--|
|-------------------------------|----------------|----------------------|--------------------------------------|---------------------|-------------------------------|--------------------|------------------|--------------------------|-----------------|---------------------|--|

► Section 1A / Regionally Prioritized Projects

► Regionally Prioritized Projects

| | | | | | | | | | | | |
|---|---------------------------|--------|--------------|-----------|--|---|------|---------------|---------------|--------------|--|
| AMENDMENT:Increase Cost,AMENDMENT:Change Additional Information | Roadway Reconstruction | 604948 | Central Mass | Uxbridge | UXBRIDGE - RECONSTRUCTION OF ROUTE 122 (NORTH MAIN STREET), FROM HARTFORD AVENUE TO ROUTE 16 | 3 | STP | \$ 5,293,760 | \$ 4,235,008 | \$ 1,058,752 | Construction / STP Total Project Cost = \$5,293,760 / PM Score = 12 / Design Status = 100% / Increase cost by \$681,360 |
| AMENDMENT:Decrease Cost,AMENDMENT:Change Additional Information | Roadway Reconstruction | 606125 | Central Mass | Upton | UPTON - RECONSTRUCTION OF HIGH STREET AND HOPKINTON ROAD (PHASE I) | 3 | CMAQ | \$ 3,411,395 | \$ 2,729,116 | \$ 682,279 | Construction / CMAQ + HSIP Total Project Cost = \$6,386,655 / PM Score = 16 / Design Status = 100% / Decreased CMAQ cost by \$793,605 |
| AMENDMENT:Decrease Cost,AMENDMENT:Change Additional Information | Roadway Reconstruction | 606125 | Central Mass | Upton | UPTON - RECONSTRUCTION OF HIGH STREET AND HOPKINTON ROAD (PHASE I) | 3 | HSIP | \$ 2,975,260 | \$ 2,677,734 | \$ 297,526 | Construction / CMAQ + HSIP Total Project Cost = \$6,386,655 / PM Score = 16 / Design Status = 100% / Decreased HSIP cost by \$69,740 |
| | Roadway Reconstruction | 601368 | Central Mass | Worcester | WORCESTER - RESURFACING & RELATED WORK ON ROUTE 122 (GRAFTON STREET), FROM WASHINGTON SQUARE TO RICE SQUARE (1.4 MILES) | 3 | CMAQ | \$ 3,724,000 | \$ 2,979,200 | \$ 744,800 | Construction / CMAQ + HSIP + STP Total Project Cost = \$7,600,000 / PM Score = 18 / Design Status = 75% |
| | Roadway Reconstruction | 601368 | Central Mass | Worcester | WORCESTER - RESURFACING & RELATED WORK ON ROUTE 122 (GRAFTON STREET), FROM WASHINGTON SQUARE TO RICE SQUARE (1.4 MILES) | 3 | HSIP | \$ 1,596,000 | \$ 1,436,400 | \$ 159,600 | Construction / CMAQ + HSIP + STP Total Project Cost = \$7,600,000 / PM Score = 18 / Design Status = 75% |
| | Roadway Reconstruction | 601368 | Central Mass | Worcester | WORCESTER - RESURFACING & RELATED WORK ON ROUTE 122 (GRAFTON STREET), FROM WASHINGTON SQUARE TO RICE SQUARE (1.4 MILES) | 3 | STP | \$ 2,280,000 | \$ 1,824,000 | \$ 456,000 | Construction / CMAQ + HSIP + STP Total Project Cost = \$7,600,000 / PM Score = 18 / Design Status = 75% |
| AMENDMENT:Increase Cost,AMENDMENT:Change Additional Information | Intersection Improvements | 603251 | Central Mass | Worcester | WORCESTER - SIGNAL & INTERSECTION IMPROVEMENTS @ HOLDEN STREET, DRUMMOND AVENUE & SHORE DRIVE, INCLUDES CULVERT EXTENSION OF W-44-122, SHORE DRIVE OVER (UNNAMED) STREAM | 3 | CMAQ | \$ 700,803 | \$ 560,642 | \$ 140,161 | Construction / CMAQ + SW CMAQ Total Project Cost = \$2,705,655 w/ \$700,803 In Central Mass MPO funding / PSAC score 44 / Design Status = 25% / Increase cost by \$384,959 |
| Regionally Prioritized Projects subtotal ► | | | | | | | | \$ 19,981,218 | \$ 16,442,100 | \$ 3,539,118 | ◀ 80% Federal + 20% Non-Federal |

► Section 1A / Fiscal Constraint Analysis

Section 1A Instructions: MPO Template Name) Choose Regional Name from dropdown list to populate header and MPO column; Column C) Enter ID from Project info; Column E) Choose Municipality Name from dropdown list; Column H) Choose the Funding Source being used for the project - if multiple funding sources are being used enter multiple lines; Column I) Enter the total amount of funds being programmed in this fiscal year and for each funding source; Column J) Federal funds autocalculate. Please verify the amount and only change if needed for flex. Column K) Non-federal funds autocalculate. Please verify the split/match - if matching an FTA flex, coordinate with Rail & Transit Division before programming; Column L) Enter Additional Information as described - please do not use any other format.

| | Total Regional Federal Aid Funds Programmed ► | \$ 19,981,218 | \$ 19,981,218 | ◀ Total | \$ - | Target Funds Available |
|-------------------|---|---------------|---------------|---------|------|------------------------|
| STP programmed ► | \$ 7,573,760 | \$ 6,059,008 | ◀ STP | | | |
| HSIP programmed ► | \$ 4,571,260 | \$ 4,114,134 | ◀ HSIP | | | |
| CMAQ programmed ► | \$ 7,836,198 | \$ 6,268,958 | ◀ CMAQ | | | |
| TAP programmed ► | \$ - | \$ - | ◀ TAP | | | |

► Section 1B / Earmark or Discretionary Grant Funded Projects

► Other Federal Aid

| | | | | | | | | | | | |
|------------------------------|--------|--------------|-------------|--|---|-----|--------------|--------------|------------|--|--|
| Other Federal Aid | 608892 | Central Mass | Southbridge | SOUTHBRIDGE - QUINEBAUG RIVER BANK STABILIZATION | 3 | HPP | \$ 1,000,000 | \$ 800,000 | \$ 200,000 | Construction / Total Project Cost = \$1,000,000 / HPP#2173 - MA156 / Design Status = TBD | |
| Other Federal Aid subtotal ► | | | | | | | | \$ 1,000,000 | \$ 800,000 | \$ 200,000 | ◀ Funding Split Varies by Funding Source |

► Section 2A / State Prioritized Reliability Projects

► Bridge Program / Inspections

2019 Central Mass Region Transportation Improvement Program

| Amendment / Adjustment Type ▼ | STIP Program ▼ | MassDOT Project ID ▼ | Metropolitan Planning Organization ▼ | Municipality Name ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | Funding Source ▼ | Total Programmed Funds ▼ | Federal Funds ▼ | Non-Federal Funds ▼ | Additional Information ▼ <i>Present information as follows, if applicable:</i> a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information |
|--|---------------------------|----------------------|--------------------------------------|---------------------|--|--------------------|------------------|--------------------------|-----------------|---------------------|--|
| | Bridge Program | | Central Mass | | Bridge Inspection | | | \$ - | \$ - | \$ - | |
| Bridge Program / Inspections subtotal ▶ | | | | | | | | \$ - | \$ - | \$ - | ◀ Funding Split Varies by Funding Source |
| ▶ Bridge Program / Off-System | | | | | | | | | | | |
| | Bridge Program | 608190 | Central Mass | Brookfield | BROOKFIELD - EAST BROOKFIELD - BRIDGE REPLACEMENT, B-26-006 = E-02-001, SOUTH POND ROAD OVER SOUTH POND INLET | 3 | STP-BR-OFF | \$ 3,421,582 | \$ 2,737,266 | \$ 684,316 | Construction |
| Bridge Program / Off-System subtotal ▶ | | | | | | | | \$ 3,421,582 | \$ 2,737,266 | \$ 684,316 | ◀ 80% Federal + 20% Non-Federal |
| ▶ Bridge Program / On-System (NHS) | | | | | | | | | | | |
| | Bridge Program | | Central Mass | | Bridge Program / On-System (NHS) | | | \$ - | \$ - | \$ - | |
| Bridge Program / On-System (NHS) subtotal ▶ | | | | | | | | \$ - | \$ - | \$ - | ◀ Funding Split Varies by Funding Source |
| ▶ Bridge Program / On-System (Non-NHS) | | | | | | | | | | | |
| | Bridge Program | | Central Mass | | Bridge Program / On-System (Non-NHS) | | | \$ - | \$ - | \$ - | |
| Bridge Program / On-System (Non-NHS) subtotal ▶ | | | | | | | | \$ - | \$ - | \$ - | ◀ 80% Federal + 20% Non-Federal |
| ▶ Bridge Program / Systematic Maintenance | | | | | | | | | | | |
| | Bridge Program | 607908 | Central Mass | Holden | HOLDEN - BRIDGE MAINTENANCE OF H-18-028 & 029, I-190 OVER RIVER STREET & QUINAPOXET RIVER | 3 | NHPP-On | \$ 466,076 | \$ 372,861 | \$ 93,215 | Construction |
| Bridge Program / Systematic Maintenance subtotal ▶ | | | | | | | | \$ 466,076 | \$ 372,861 | \$ 93,215 | ◀ Funding Split Varies by Funding Source |
| ▶ Interstate Pavement | | | | | | | | | | | |
| | Interstate Pavement | | Central Mass | | Interstate Pavement | | | \$ - | \$ - | \$ - | |
| Interstate Pavement subtotal ▶ | | | | | | | | \$ - | \$ - | \$ - | ◀ 90% Federal + 10% Non-Federal |
| ▶ Non-Interstate Pavement | | | | | | | | | | | |
| | Non-Interstate Pavement | | Central Mass | | Non-Interstate Pavement | | | \$ - | \$ - | \$ - | |
| Non-Interstate Pavement subtotal ▶ | | | | | | | | \$ - | \$ - | \$ - | ◀ 80% Federal + 20% Non-Federal |
| ▶ Roadway Improvements | | | | | | | | | | | |
| | Roadway Improvements | | Central Mass | | Roadway Improvements | | | \$ - | \$ - | \$ - | |
| Roadway Improvements subtotal ▶ | | | | | | | | \$ - | \$ - | \$ - | ◀ 80% Federal + 20% Non-Federal |
| ▶ Safety Improvements | | | | | | | | | | | |
| | Safety Improvements | | Central Mass | | Safety Improvements | | | \$ - | \$ - | \$ - | |
| Safety Improvements subtotal ▶ | | | | | | | | \$ - | \$ - | \$ - | ◀ Funding Split Varies by Funding Source |
| ▶ Section 2B / State Prioritized Modernization Projects | | | | | | | | | | | |
| ▶ ADA Retrofits | | | | | | | | | | | |
| | ADA Retrofits | | Central Mass | | ADA Retrofits | | | \$ - | \$ - | \$ - | |
| ADA Retrofits subtotal ▶ | | | | | | | | \$ - | \$ - | \$ - | ◀ 80% Federal + 20% Non-Federal |
| ▶ Intersection Improvements | | | | | | | | | | | |
| AMENDMENT Change Additional Information | Intersection Improvements | 603251 | Central Mass | Worcester | WORCESTER - SIGNAL & INTERSECTION IMPROVEMENTS @ HOLDEN STREET, DRUMMOND AVENUE & SHORE DRIVE, INCLUDES CULVERT EXTENSION OF W-44-122, SHORE DRIVE OVER (UNNAMED) STREAM | 3 | CMAQ | \$ 2,005,070 | \$ 1,604,056 | \$ 401,014 | Construction / CMAQ + SW CMAQ Total Project Cost = \$2,705,655 w/ \$700,803 In Central Mass MPO funding / PSAC score 44 / Design Status = 25% / increase overall project cost by \$304,959 |

2019 Statewide Transportation Improvement Program

| Amendment / Adjustment Type ▾ | STIP Program ▾ | MassDOT Project ID ▾ | Metropolitan Planning Organization ▾ | Municipality Name ▾ | MassDOT Project Description ▾ | MassDOT District ▾ | Funding Source ▾ | Total Programmed Funds ▾ | Federal Funds ▾ | Non-Federal Funds ▾ | Additional Information ▾ <small>Information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</small> |
|---|--|----------------------|--------------------------------------|---------------------|---|--------------------|------------------|--------------------------|-----------------|---------------------|--|
| Bicycles and Pedestrians subtotal ▶ | | | | | | | | \$ - | \$ - | \$ - | ◀ 80% Federal + 20% Non-Federal |
| ► Capacity | | | | | | | | | | | |
| | Capacity | | Statewide | | Capacity | | | \$ - | \$ - | \$ - | |
| | Capacity | | Statewide | | Capacity | | | \$ - | \$ - | \$ - | |
| Capacity subtotal ▶ | | | | | | | | \$ - | \$ - | \$ - | ◀ Funding Split Varies by Funding Source |
| ► Section 3 / Planning / Adjustments / Pass-throughs | | | | | | | | | | | |
| ► Planning / Adjustments / Pass-throughs | | | | | | | | | | | |
| | Planning / Adjustments / Pass-throughs | ABPGAN | Statewide | Multiple | ABP GANS Repayment | Multiple | NHPP | \$ 65,615,392 | \$ 65,615,392 | \$ - | |
| | Planning / Adjustments / Pass-throughs | ABPGAN | Statewide | Multiple | ABP GANS Repayment | Multiple | STP-BR-OFF | \$ 399,608 | \$ 399,608 | \$ - | |
| | Planning / Adjustments / Pass-throughs | EWO | Statewide | Multiple | Award adjustments, change orders, etc. | Multiple | CMAQ | \$ 1,631,250 | \$ 1,305,000 | \$ 326,250 | |
| | Planning / Adjustments / Pass-throughs | EWO | Statewide | Multiple | Award adjustments, change orders, etc. | Multiple | HSIP | \$ 3,267,706 | \$ 2,940,935 | \$ 326,771 | |
| | Planning / Adjustments / Pass-throughs | EWO | Statewide | Multiple | Award adjustments, change orders, etc. | Multiple | NHPP | \$ 8,865,619 | \$ 7,092,495 | \$ 1,773,124 | |
| | Planning / Adjustments / Pass-throughs | EWO | Statewide | Multiple | Award adjustments, change orders, etc. | Multiple | STP | \$ 5,981,250 | \$ 4,785,000 | \$ 1,196,250 | |
| | Planning / Adjustments / Pass-throughs | EWO | Statewide | Multiple | Award adjustments, change orders, etc. | Multiple | STP-BR-OFF | \$ 2,175,000 | \$ 1,740,000 | \$ 435,000 | |
| | Planning / Adjustments / Pass-throughs | EWO | Statewide | Multiple | Award adjustments, change orders, etc. | Multiple | TAP | \$ 543,750 | \$ 435,000 | \$ 108,750 | |
| | Planning / Adjustments / Pass-throughs | MRTDM19 | Statewide | Multiple | MassRides: Travel Demand Management | Multiple | CMAQ | \$ 3,125,000 | \$ 2,500,000 | \$ 625,000 | |
| | Planning / Adjustments / Pass-throughs | MREDU19 | Statewide | Multiple | MassRides: SRTS Education | Multiple | TAP | \$ 200,000 | \$ 160,000 | \$ 40,000 | |
| ADJUSTMENT Remove Funding Source | Planning / Adjustments / Pass-throughs | AFH19 | Statewide | Multiple | Alternative Fuel Infrastructure | Multiple | CMAQ | \$ 400,000 | \$ 320,000 | \$ 80,000 | |
| | Planning / Adjustments / Pass-throughs | EVCHG | Statewide | Multiple | Electric Vehicle Charging Stations | Multiple | CMAQ | \$ 1,500,000 | \$ 900,000 | \$ 600,000 | |
| | Planning / Adjustments / Pass-throughs | FPIRT19 | Statewide | Multiple | Flex to Rail & Transit for Freight Plan Implementation | Multiple | NFP | \$ 2,526,606 | \$ 2,021,285 | \$ 505,321 | |
| | Planning / Adjustments / Pass-throughs | UPWP20 | Statewide | Multiple | Metropolitan Planning | Multiple | PL | \$ 11,345,453 | \$ 9,076,352 | \$ 2,269,091 | |
| | Planning / Adjustments / Pass-throughs | UPWP20 | Statewide | Multiple | Metropolitan Planning | Multiple | SPR | \$ 1,164,884 | \$ 931,007 | \$ 232,977 | |
| | Planning / Adjustments / Pass-throughs | SPR119 | Statewide | Multiple | State Planning and Research Work Program I, (SPR I), Planning | Multiple | SPR | \$ 13,033,371 | \$ 10,426,697 | \$ 2,606,674 | |
| | Planning / Adjustments / Pass-throughs | SPR219 | Statewide | Multiple | State Planning and Research Work Program II, (SPR II), Research | Multiple | RD | \$ 4,500,000 | \$ 3,600,000 | \$ 900,000 | |
| | Planning / Adjustments / Pass-throughs | RRC19 | Statewide | Multiple | Railroad Crossings | Multiple | RRHE | \$ 2,222,222 | \$ 2,000,000 | \$ 222,222 | |
| | Planning / Adjustments / Pass-throughs | RRC19 | Statewide | Multiple | Railroad Crossings | Multiple | RRPD | \$ 2,000,000 | \$ 1,800,000 | \$ 200,000 | |

2020 Statewide Transportation Improvement Program

| Amendment / Adjustment Type ▼ | STIP Program ▼ | MassDOT Project ID ▼ | Metropolitan Planning Organization ▼ | Municipality Name ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | Funding Source ▼ | Total Programmed Funds ▼ | Federal Funds ▼ | Non-Federal Funds ▼ | Additional Information ▼ <small>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) eemark details; h) TAP project proponent; i) other information</small> |
|---|--|----------------------|--------------------------------------|---------------------|--|--------------------|------------------|--------------------------|-----------------|---------------------|---|
| Intelligent Transportation System subtotal ▶ | | | | | | | | \$ 12,500,000 | \$ 10,000,000 | \$ 2,500,000 | ◀ 80% Federal + 20% Non-Federal |
| ▶ Roadway Reconstruction | | | | | | | | | | | |
| Roadway Reconstruction subtotal ▶ | | | | | | | | \$ - | \$ - | \$ - | ◀ Funding Split Varies by Funding Source |
| ▶ Section 2C / State Prioritized Expansion Projects | | | | | | | | | | | |
| ▶ Bicycles and Pedestrians | | | | | | | | | | | |
| | Bicycles and Pedestrians | | Statewide | | Bicycles and Pedestrians | | CMAQ | \$ - | \$ - | \$ - | |
| Bicycles and Pedestrians subtotal ▶ | | | | | | | | \$ - | \$ - | \$ - | ◀ 80% Federal + 20% Non-Federal |
| ▶ Capacity | | | | | | | | | | | |
| | Capacity | | Statewide | | Capacity | | | \$ - | \$ - | \$ - | |
| | Capacity | | Statewide | | Capacity | | | \$ - | \$ - | \$ - | |
| Capacity subtotal ▶ | | | | | | | | \$ - | \$ - | \$ - | ◀ Funding Split Varies by Funding Source |
| ▶ Section 3 / Planning / Adjustments / Pass-throughs | | | | | | | | | | | |
| ▶ Planning / Adjustments / Pass-throughs | | | | | | | | | | | |
| | Planning / Adjustments / Pass-throughs | ABPGAN | Statewide | Multiple | ABP GANS Repayment | Multiple | NHPP | \$ 81,570,000 | \$ 81,570,000 | \$ - | |
| | Planning / Adjustments / Pass-throughs | ABPGAN | Statewide | Multiple | ABP GANS Repayment | Multiple | STP-BR-OFF | \$ 350,000 | \$ 350,000 | \$ - | |
| | Planning / Adjustments / Pass-throughs | EWO | Statewide | Multiple | Award adjustments, change orders, etc. | Multiple | CMAQ | \$ 1,875,000 | \$ 1,500,000 | \$ 375,000 | |
| | Planning / Adjustments / Pass-throughs | EWO | Statewide | Multiple | Award adjustments, change orders, etc. | Multiple | HSIP | \$ 3,888,889 | \$ 3,500,000 | \$ 388,889 | |
| | Planning / Adjustments / Pass-throughs | EWO | Statewide | Multiple | Award adjustments, change orders, etc. | Multiple | NHPP | \$ 27,284,039 | \$ 21,827,231 | \$ 5,456,808 | |
| | Planning / Adjustments / Pass-throughs | EWO | Statewide | Multiple | Award adjustments, change orders, etc. | Multiple | STP | \$ 6,875,000 | \$ 5,500,000 | \$ 1,375,000 | |
| | Planning / Adjustments / Pass-throughs | EWO | Statewide | Multiple | Award adjustments, change orders, etc. | Multiple | STP-BR-OFF | \$ 2,500,000 | \$ 2,000,000 | \$ 500,000 | |
| | Planning / Adjustments / Pass-throughs | EWO | Statewide | Multiple | Award adjustments, change orders, etc. | Multiple | TAP | \$ 625,000 | \$ 500,000 | \$ 125,000 | |
| | Planning / Adjustments / Pass-throughs | MRTDM20 | Statewide | Multiple | MassRides: Travel Demand Management | Multiple | CMAQ | \$ 3,125,000 | \$ 2,500,000 | \$ 625,000 | |
| | Planning / Adjustments / Pass-throughs | MREDU20 | Statewide | Multiple | MassRides: SRTS Education | Multiple | TAP | \$ 200,000 | \$ 160,000 | \$ 40,000 | |
| ADJUSTMENT: Change Additional Information | Planning / Adjustments / Pass-throughs | AFI19 | Statewide | Multiple | Alternative Fuel Infrastructure | Multiple | CMAQ | \$ 1,400,000 | \$ 1,120,000 | \$ 280,000 | Total Project Cost: \$1,400,000 |
| | Planning / Adjustments / Pass-throughs | FPIRT20 | Statewide | Multiple | Flex to Rail & Transit for Freight Plan Implementation | Multiple | NFP | \$ 2,807,340 | \$ 2,021,285 | \$ 505,321 | |