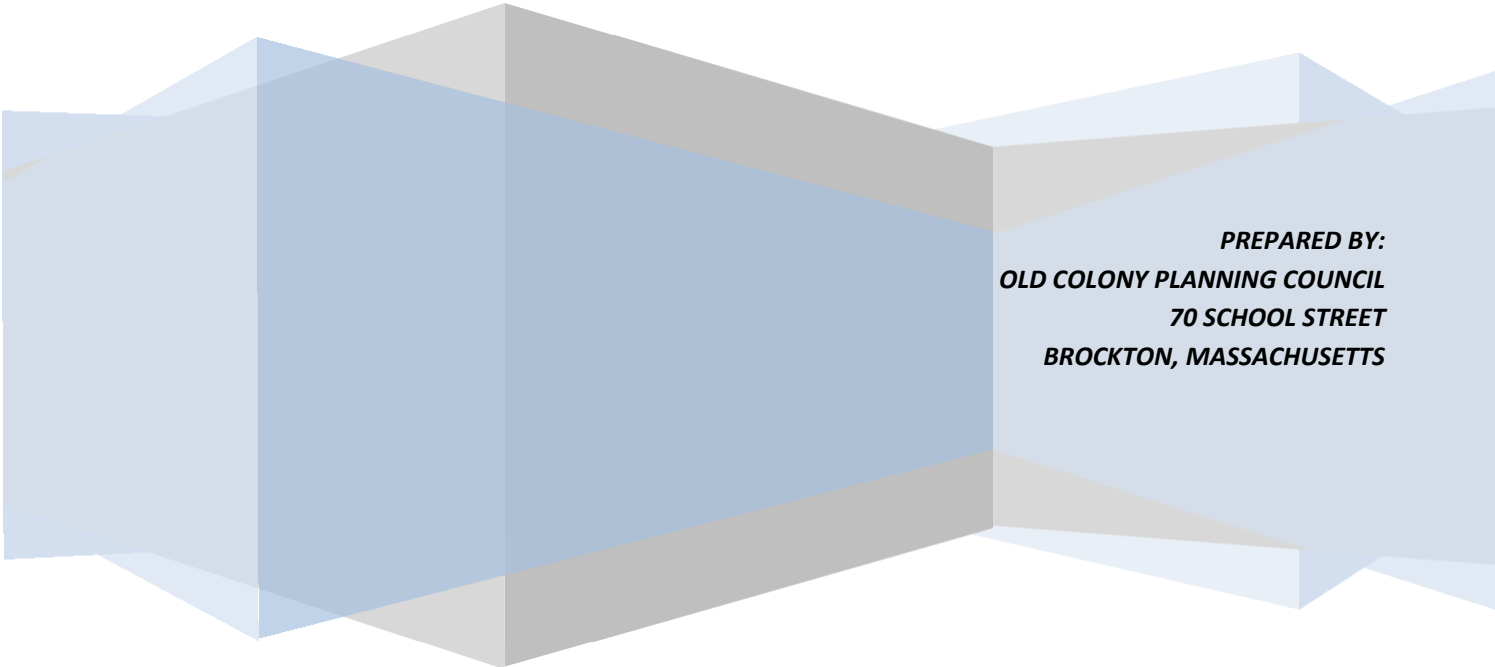


OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

FFY 2013-2016 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

- **ENDORSED BY THE OLD COLONY MPO ON JUNE 19, 2012**
- **AS AMENDED BY THE OLD COLONY MPO ON NOVEMBER 1, 2012**
- **AS AMENDED BY THE OLD COLONY MPO ON MAY 28, 2013**

*PREPARED IN COOPERATION WITH THE BROCKTON AREA TRANSIT AUTHORITY,
THE MASSACHUSETTS DEPARTMENT OF TRANSPORTATION (#69649),
THE FEDERAL HIGHWAY ADMINISTRATION, AND
THE FEDERAL TRANSIT ADMINISTRATION*



**PREPARED BY:
OLD COLONY PLANNING COUNCIL
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PART A. Introduction

The Transportation Improvement Program (TIP) is a listing of transportation projects proposed for implementation during the next four federal fiscal years (2013, 2014, 2015, and 2016). Projects listed in the TIP include those in the Long Range Element and Short Range Element of the Old Colony Regional Transportation Plan. In the TIP, projects are programmed under federal and non-federal funding categories and assigned a local priority. The TIP briefly describes the project as well as its projected costs and funding sources.

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 Massachusetts Department of Transportation Highway Division website: <http://www.massdot.state.ma.us/Highway/flaggers/main.aspx>

1. Development of the TIP

Each year, the TIP is prepared in draft form by the Old Colony Planning Council staff working cooperatively with the staffs of Brockton Area Transit (BAT), Massachusetts Department of Transportation Office of Transportation Planning, and Massachusetts Department of Transportation District 5. Projects are selected from the prior year TIP, from the current Comprehensive Economic Development Strategy (CEDS) project list, from proposals made by local officials or citizens, by members of the Old Colony Joint Transportation Committee (JTC), the Massachusetts Department of Transportation, Brockton Area Transit Authority and/ or the staff itself based on the Regional Transportation Plan. Information concerning current projects is obtained from the MassDOT, the Brockton Area Transit Authority, and/or the community responsible for the design of the project.

As part of the TIP development, current and proposed projects are evaluated using Transportation Evaluation Criteria, and recommended to the Old Colony Metropolitan Planning Organization (MPO) for consideration and approval. The collective staffs evaluate candidate projects for the Old Colony MPO using the Transportation Evaluation Criteria of Condition, Mobility, Safety and Security, Community Effects and Support, Land Use and Economic Development, and Environmental Effects. Once the Old Colony MPO has reviewed and approved the evaluations, the OCPC staff then uses the evaluation results, as well as readiness information, available funding, and other pertinent information to develop a Draft TIP. As part of the development process, the Draft TIP is reviewed by the JTC, the OCPC, and the MPO. The Old Colony MPO then releases it for a 30-Day Public Review Period. Following the 30-Day Public Review Period, the Old Colony MPO considers the comments received, and if no significant adverse comments are received, the Old Colony MPO then endorses the TIP.

FFY 2013-2016 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Governor's designated state clearinghouse, the Massachusetts Department of Transportation, has determined that the review and adoption of the TIP by the Old Colony Metropolitan Planning Organization (MPO) satisfies state Intergovernmental Review concerns.

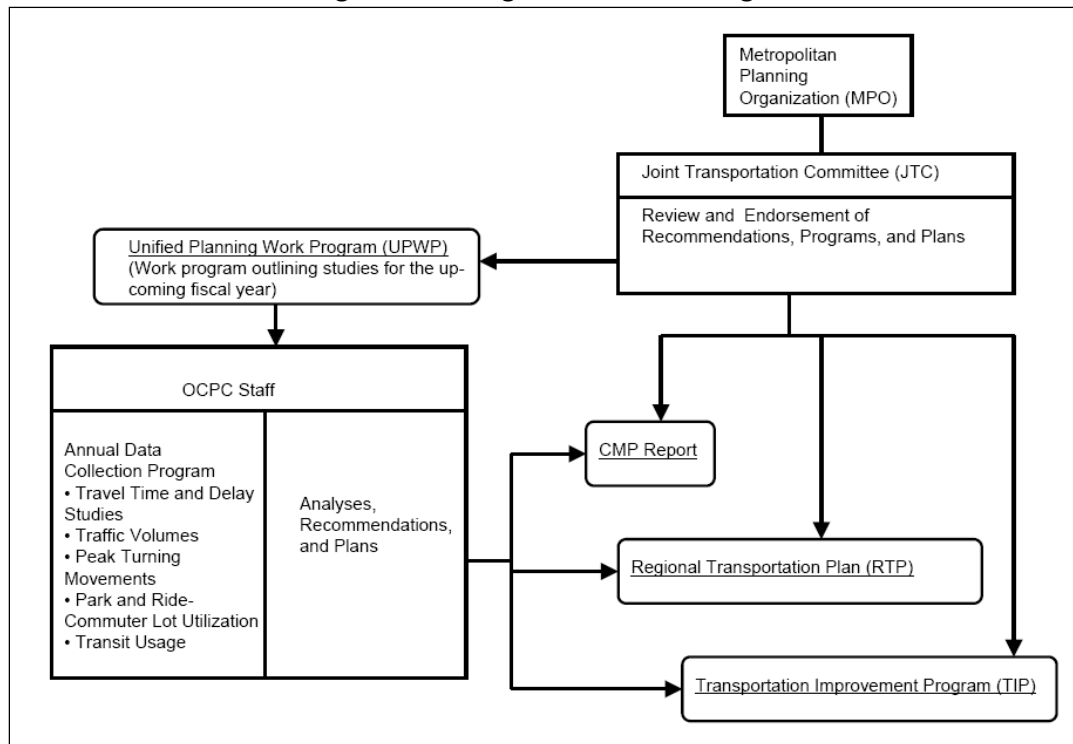
Congestion Management Process

Congestion on a transportation facility may be defined as the level of performance that is deemed unacceptable due to traffic interference. The acceptable level of performance varies from state to state. In addition, the types of transportation modes and links also vary from place to place. Therefore, the regulations require an effective CMP that provides information on enhancing performance and identifies effective congestion reducing strategies that meet the needs of the particular region.

The CMP is, "a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet state and local needs." The CMP includes serious consideration of the implementation of strategies that provide the most efficient and effective use of existing and future transportation facilities. In both metropolitan and non-metropolitan areas, consideration needs to be given to strategies that reduce single occupancy vehicle (SOV) travel and improve existing transportation system efficiency.

The figure below illustrates the integration of the Congestion Management Process within the overall planning process. This process allows for monitoring transportation systems for congestion, reviewing and endorsing plans by local communities that make up the region, and revising monitoring of strategies and overall plans to account for a dynamic management system.

Congestion Management Process Diagram



In general, the root causes of congestion can be summarized into two main categories:

- Too much traffic exists on a facility for the available physical capacity to handle – There is a limited amount of traffic that can be moved on a roadway for a given time, or only so many transit patrons that can be accommodated in a given number of buses or trains. This is considered the physical capacity of the system. Bottlenecks occur at locations where the physical capacity is restricted, with flows from upstream sections (with higher capacities) being funneled into smaller downstream segments. When traffic flow breaks down to stop-and-go conditions, capacity is actually reduced. Bottlenecks can be very specific chokepoints in the system, such as a poorly functioning freeway-to-freeway interchange, or an entire highway corridor where a “system” of bottlenecks exists, such as a closely spaced series of interchanges with local streets. Physical capacity can be reduced by the addition of “intentional” bottlenecks, such as traffic signals and tollbooths. Bottlenecks can also exist on long upgrades and can be created by “surges” in traffic, as experienced around resort areas, or due to specific events (sports events, parades, etc.).

- Traffic Incidents – In addition to the physical capacity, external events can have a major effect on traffic flow. These include traffic incidents such as crashes and vehicle breakdowns; work zones; inclement weather; special events; and poorly timed traffic signals. When these events occur, their main impact is to subtract physical capacity from the roadway. Events also may cause changes in traffic demand by causing travelers to rethink their trips (e.g., snow and other types of severe weather). The level of congestion on a roadway is determined by the interaction of physical capacity with events that are taking place at a given time. The effect of a traffic incident depends on how much physical capacity is present. Consider a traffic crash that blocks a single lane on a freeway. That incident has a much greater impact on traffic flow if only two normal lanes of travel are present than if three lanes are present. Therefore, strategies that improve the physical capacity of bottlenecks also lessen the impacts of roadway events such as traffic incidents, weather, and work zones.

Specific issues that contribute to congestion include:

- Interchange spacing too short on limited access highways
- Inadequate acceleration/deceleration lanes
- Poor access control on arterials
- Lack of incident management plan
- Poor signal timing
- Lack of signal coordination
- Special events/other
- Inclement weather
- Low vehicle occupancy
- Work zones
- Bottlenecks due to too many trips occurring within a narrow time frame
- Adjacent land use development inconsistent with the transportation system
- Crashes
- Driver behavior/distractions
- Lack of adequate roadway, transit, and or parking capacity

The cost of congestion can be measured in dollars as well as time. There is a direct link between transportation investment, travel conditions (congestion and reliability), and economic productivity. Two key trends have a substantial impact on the total cost of moving freight:

- As congestion spreads into the midday, which is typically the peak travel period for trucks, costs that are more direct will be incurred.
- Reliability – For trucks, the ability to hit delivery windows predictably will decrease and will add even more costs as firms struggle to optimize delivery schedules. This is especially a problem for truckers who must meet “just-in-time” delivery schedules set by shippers, manufacturers, and retailers.

The currently identified congested corridors are summarized as follows:

- Route 3 From Plymouth/Bourne Town Line To Pembroke/Norwell Town Line
- Route 3A in Kingston and Plymouth
- Route 18 From Route 3 to Route 106 in East Bridgewater
- Route 24 From Raynham/ Bridgewater Town Line To I-93
- Route 27 in Brockton and Stoughton
- Route 28 in Avon, Brockton, West Bridgewater, and Bridgewater
- Route 44 and Samoset Street in Plymouth
- Route 104 in Bridgewater from Route 106 to Route 24
- Route 106 in Halifax, East Bridgewater, West Bridgewater, and Easton
- Route 123 in Abington, Brockton, and Easton
- Route 138 From The Canton/ Stoughton Town Line To Stoughton Square
- Route 139 From The Junction Of Route 139/53 In Pembroke To The Pembroke/Marshfield Town Line
- Harrison Boulevard/ New Pond Street/Central Street In Avon And Stoughton (between Route 28 and Route 27)
- Main Street / North Main Street In Brockton From Plain Street To Avon Town Line

The CMP is also designed to identify key intersections that demonstrate congestion, excessive delays, and circulation problems. The CMP identifies these congested facilities through studies completed by OCPC and other agencies and organizations, and through the ongoing monitoring of facilities. Standard operating procedures have been adopted for data collection that allows the monitoring of intersections within the region specifically targeted due to congestion. The CMP has identified numerous congested intersections, based on a threshold of LOS “D” or less, within the Old Colony region.

In addition to the intersection locations, there are a number of community centers in the region including, Bridgewater Center (Central Square), East Bridgewater Center, Downtown Brockton, Stoughton Center, and West Bridgewater Center, that experience chronic congestion and circulation problems requiring on-going efforts to improve traffic flow and reduce delays.

2. Prioritization

Qualifying factors for a project to be listed in the active year element (FFY 2013).

- Project must have Project Review Committee (PRC) approval and/or a MassDOT ID number (PROJIS)
- Need for project to be implemented (safety, congestion, etc.)
- Financial feasibility of project
- Project must have reasonable progress in design, as to assure that the project can be implemented in the active year
- Level of impact of the project (ADTs, Location, NHS, Safety)
- Local and regional support for the project

- Project has appeared on previous TIPs
- Project has been derived from the Management Systems (Congestion, Land Use, Safety, and Pavement)
- Consideration of Transportation Evaluation Criteria

3. Public Participation, Coordination, and Consultation

Transportation planning is one component of the Comprehensive Planning Process that includes land use/growth management, housing, open space and recreation, economic development, historic preservation, and water quality. It is important that these potentially conflicting elements be consistent with one another in order to facilitate the efficient movement of people and goods in the region. The first step in obtaining consistency is the use of a common database, coordination, and consultation with appropriate agencies and groups. Each of the functional planning areas uses common land use, population and employment statistics, and forecasts.

An underlying principle of the metropolitan planning process is public participation, coordination, and consultation with appropriate agencies and groups. As such, a successful public participation model was developed and utilized. Legal advertisements are not a panacea for public participation. With that in mind, the staff engaged the public to the maximum extent possible. Various strategies were deployed, documented, and evaluated.

This FFY 2013-2016 Transportation Improvement Program was developed in accordance with the Public Participation Plan (PPP) for the Old Colony Planning Council Region. Brockton Area Transit utilizes the Old Colony MPO's public participation as its public participation process.

Public participation in the TIP development process is welcomed and encouraged. The public is able to participate in the development of the TIP by attending various meetings and reviews designated for the TIP, or by contacting the OCPC offices. The development process is as such:

- Review previous years TIPs
- List all projects carried over from the latest TIP and new suggestions for projects
- Review list of Projects with the JTC, OCPC, and MPO
- Consideration of the Congestion Management Process
- Consideration of Transportation Evaluation Criteria
- Development of future projects
- Adoption of the fiscal year Transportation Improvement Program

Staff utilized a diverse methodology for coordination, consultation, and engaging the public to maximum extent possible in the development of the TIP. The methodology is presented below.

- Old Colony MPO - The MPO provided oversight of the TIP development and has the responsibility of ultimately endorsing the TIP.

- Old Colony Planning Council (OCPC) - The Old Colony Planning Council discussed the TIP development and provided both planning and policy guidance at regularly scheduled Council meetings. Meetings took place typically during the last Wednesday of the month.

- Old Colony Joint Transportation Committee (JTC) - Functioning as the advisory group to the Old Colony MPO and Old Colony Planning Council, this group assisted with the identification of transportation deficiencies and provided regular input and review of TIP products. The Committee consists of superintendents and or directors of highway/ department of public works, town planners, engineers, etc. Typically, meetings took place during the second Thursday of the month. As such, regular input and guidance occurred.

FFY 2013-2016 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

- Transit Providers – Council staff solicited input regarding transit issues from the BAT, GATRA, MBTA, South Shore Community Action Council, as well as a private carrier (P&B).
- Coordination and consultation activities - Coordination and consultation, and/ or information dissemination activities took place with multiple agencies and groups. As such, these coordination and consultation activities routinely take place with: Brockton Area Transit Authority, Brockton 21st Century Cooperation, Cape Verdean Association of Brockton, Chief Elected Officials, Departments of Public Works and Highway Departments, Executive Office of Transportation, Latino Health Institute, Greater Attleboro Taunton Transit Authority, MassDOT District 5, MBTA, Metro South Chamber of Commerce, NAACP, Plymouth and Brockton (P&B), Plymouth Area Chamber of Commerce, Plymouth County Development Council, South Shore Chamber of Commerce, and South Shore Community Action Council.
- Transportation Advisory Network (TAN) - The TAN consists of over 200 members. Members include chief elected officials, legislators, planning boards, MassDOT, FHWA, FTA, transit providers, minority groups, town clerks, and transportation officials. The objective was to provide continuing outreach to a wide network. Council staff provided announcements of product availability, upcoming events, and meetings associated with the TIP to the TAN.
- Media Outlets and places of public convenience - Staff utilized multiple media outlets and places of public convenience to solicit public comment, advertise meetings, and advertise TIP availability. The media outlets and places of public convenience consisted of newspaper legal advertisements, websites (Old Colony Planning Council, town and city halls, local cable access (all communities with cable access).
- Copies of the Draft TIP on the OCPC website and Office so residents and stakeholders from member communities had many opportunities to review the Draft TIP. Copies of the Draft TIP were provided upon request.
- 30-Day Public Review Period - During the public review period for the Draft TIP, copies were available and their availability was advertised using multiple media outlets and the TAN. During the period, public meetings were held and the Council staff was available to discuss the Draft TIP with the public upon request.

Furthermore, the 2011 Transit Directory was utilized. The Directory is a listing of public and private transit agencies providing both internal service within the region and service to points outside the region, particularly the Greater Boston Area.

Environmental Justice

Environmental Justice is an important part of the planning process and is considered in all phases of planning. A truly integrated and effective planning process actively considers and promotes environmental justice within projects and groups of projects, across the total plan, and in policy decisions. All reasonably foreseeable adverse social, economic, and environmental effects on minority populations and low-income populations must be identified and addressed. There are three fundamental Environmental Justice principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.

Public involvement is an integral part of transportation planning and project development decision-making. The U.S. DOT Order (5610.2) on Environmental Justice directs the provision for minority populations and low-income populations greater access to information on and opportunities for public participation in matters that may affect human health and the environment.

Effective public involvement in the planning process and the project-development process can alert State and local agencies about environmental justice concerns so that they do not result in surprises during the project-development stage. Continuous interaction between community members and transportation professionals is critical to successfully identify and resolve potential Environmental Justice concerns.

The staff has public-involvement procedures established that provide for consideration of Environmental Justice. These procedures provide an inclusive, representative, and equal opportunity for two-way communication resulting in appropriate action that reflects this public involvement. Environmental Justice is considered in all aspects of planning and project decision-making, including the design of both the public-involvement plan and the proposed facility.

Environmental Justice analysis asks whether a proposed action or plan causes disproportionately high and adverse effects on minority populations and low-income populations, and whether these populations are denied benefits. A framework of analysis that can determine how a proposed action or plan could differentially affect different populations is important. As such, an analysis of benefits and burdens is utilized. In addition, computer mapping of Environmental Justice Areas along with past, present and future projects funded through the transportation improvement program, available transit services and their associated walking times, commuter parking facilities, pavement conditions, high crash locations, areas of congestion is utilized to measure the distribution of funding (to ensure geographic equity), to determine priorities areas of need/ and or concern.

Examinations of potential Benefits and Burdens because of the implementation of the TIP were conducted. Examples of Benefits considered were Mobility, Accessibility, Infrastructure condition, Environment, Reliability, Safety, Security, Load factors, Efficiency, and Consultation with riders in improving bus services to the transit-dependent. While, examples of Burdens considered were: Air, noise, and water pollution and soil contamination, Destruction or disruption of community cohesion or a community's economic vitality, Destruction or disruption of the availability of public and private facilities and services, Adverse employment effects, Displacement of persons, businesses, farms, or nonprofit organizations, Increased traffic congestion, isolation, exclusion, or separation of minority or low-income individuals within a given community or from the broader community, and The denial of, reduction in, or significant delay in the receipt of, benefits of programs, policies, or activities.

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An assessment of the benefits and burdens of the Transportation Improvement Program (TIP) was completed to identify all regionally significant projects constructed and/ or programmed in the Old Colony Transportation Improvement Program during the period of 2004 – 2016. Constructed projects funded through the TIP were included to provide a benchmark of investments. Transportation Improvement Program and analyzed the location of these improvements relative to locations of minority and low-income populations. For the purposes of identifying these populations, the staff utilized the MassGIS Environmental Justice GIS Shape file. Polygons in the Environmental Justice (EJ) Populations layer represent neighborhoods across the state with high minority, non-English speaking, low-income, and foreign-born populations. Data in this layer were derived from Summary File 3 at the block group level (Summary Level 150) from 2000 U.S. Census data).

Regionally, it was determined that about 50.0% of the identified improvement projects, representing approximately 54.5% percent of the identified investment dollars on the FFY 2013-2016 TIP are located in or immediately adjacent to EJ communities. This exceeds the 25.9 percent of the region's population identified as living in EJ communities. Non-mappable projects, such as transit vehicle replacements or rehabilitations, bridge and roadway repair line items for future projects to be defined, and other non-location-specific projects are not included in this analysis. Moreover, many of the projects that are not located directly within an EJ community are projects of key regional significance, such as interstate highway improvements. These improvements benefit the region as a whole, and provide access to many key employment centers, including downtown Brockton and regional shopping centers.

Investment Value of TIP Projects 2013-2016 (Programmed and Planned)

Type	Population Represented in EJ Communities (2000)	Percent Population Represented	TIP Project Investment	Percent Projects in EJ/ Non EJ Communities by Total Investment (\$)
Within EJ Communities	83,272	25.9%	\$16,765,444	54.5%
Outside EJ Communities	238,243	74.1%	\$14,000,802	45.5%
Totals	321,515	100.0%	\$30,766,246	100%

OCPC undertook further analysis to determine the level of investments during the period of 2004-2012 through previous Transportation Improvement Programs. From that analysis, it was concluded that about 47.7 percent of the identified improvement projects, representing approximately 51.6 percent of the identified investment dollars allocated during the TIP years of 2004-2012 are located in or immediately adjacent to EJ communities. This exceeds the 25.9 percent of the region’s population identified as living in EJ communities.

Investment Value of TIP Projects 2004 - 2012 (Projects Implemented)

Type	Population Represented in EJ Communities (2000)	Percent Population Represented	TIP Project Investment	Percent Projects in EJ/ Non EJ Communities by Total Investment (\$)
Within EJ Communities	83,272	25.9%	\$61,722,148	51.6%
Outside EJ Communities	238,243	74.1%	\$57,991,405	48.4%
Totals	321,515	100.0%	\$119,713,554	100%

From the examination of benefits and burdens, it is the determination that no projects implemented because of the TIP will result in adverse impacts to the Environmental Justice Areas in the Old Colony region.

As such, from the review, it may be concluded that the public investment and involvement in the regional transportation planning process and the resultant FFY 2013-2016 Transportation Improvement Program and previous TIPs (dating back to 2004 demonstrate that the benefits of the regional transportation planning process accrue to both EJ and Non-EJ communities. Low-income and minority populations are not disproportionately impacted and are beneficiaries of the transportation planning process in the Old Colony Region.

As such, the Old Colony Planning Council continues to work with our regional partners in the advancement of environmental justice principles throughout the regional planning process. Such analyses will be conducted annually and included in the endorsed TIP.

**Thirty-Day Public Review Period
Legal Advertisements**

The Brockton Enterprise

- NOTICE OF PUBLIC COMMENT/REVIEW
FOR THE**
- DRAFT FFY 2012-2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT
 - DRAFT FFY 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
 - DRAFT FFY 2013 UNIFIED PLANNING WORK PROGRAM (UPWP)

In accordance with the Public Participation Process developed by the Old Colony Metropolitan Planning Organization (MPO), Old Colony Planning Council (OCPC) is making the DRAFT FFY 2012-215 Transportation Improvement Program (TIP) Amendment, the DRAFT FFY 2013-2016 Transportation Improvement Program (TIP), and the DRAFT FFY 2013 Unified Planning Work Program (UPWP) available for public review and comment. The TIP serves as a prioritized listing of highway, bridge, and transit projects proposed for implementation during the next several federal fiscal years. Copies of these documents are available for review at the OCPC Offices (8:30 a.m. to 4:00 p.m.), at <http://www.ocpcrpa.org/>, and/or upon request. This notice will initiate a Public Review Period. Written comments will be accepted until 9:00 AM on June 19, 2012. This process will also be used as Brockton Area Transit Authority's (BAT) public participation process. The Brockton Area Transit Authority, the FTA Section 5307(c) applicant, has consulted with the Old Colony Metropolitan Planning Organization and concurs that the public involvement process adopted by the Old Colony MPO for development of the TIP satisfies the public hearing requirements that pertain to the development of the Program of Projects for the regular Section 5307, Urbanized Area Formula Program, grant applications including the provisions for public notice and the time established for public review and comment. A public meeting of the OCPC and Old Colony MPO advisory committee, the Old Colony Joint Transportation Committee, will be held on June 14, 2012. Please contact Charles Kilmer at 508-583-1833 Extension 206 for further information. Written comments should be sent to:

Old Colony Planning Council
70 School Street
Brockton, MA 02301
Attention: Charles Kilmer

12743948 5/15/12

The Patriot Ledger

- NOTICE OF PUBLIC COMMENT/REVIEW FOR THE**
- DRAFT FFY 2012-2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT
 - DRAFT FFY 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
 - DRAFT FFY 2013 UNIFIED PLANNING WORK PROGRAM (UPWP)

In accordance with the Public Participation Process developed by the Old Colony Metropolitan Planning Organization (MPO), Old Colony Planning Council (OCPC) is making the DRAFT FFY 2012-215 Transportation Improvement Program (TIP) Amendment, the DRAFT FFY 2013-2016 Transportation Improvement Program (TIP), and the DRAFT FFY 2013 Unified Planning Work Program (UPWP) available for public review and comment. The TIP serves as a prioritized listing of highway, bridge, and transit projects proposed for implementation during the next several federal fiscal years. Copies of these documents are available for review at the OCPC Offices (8:30 a.m. to 4:00 p.m.), at , and/or upon request. This notice will initiate a Public Review Period. Written comments will be accepted until 9:00 AM on June 19, 2012. This process will also be used as Brockton Area Transit Authority's (BAT) public participation process. The Brockton Area Transit Authority, the FTA Section 5307(c) applicant, has consulted with the Old Colony Metropolitan Planning Organization and concurs that the public involvement process adopted by the Old Colony MPO for development of the TIP satisfies the public hearing requirements that pertain to the development of the Program of Projects for the regular Section 5307, Urbanized Area Formula Program, grant applications including the provisions for public notice and the time established for public review and comment. A public meeting of the OCPC and Old Colony MPO advisory committee, the Old Colony Joint Transportation Committee, will be held on June 14, 2012. Please contact Charles Kilmer at 508-583-1833 Extension 206 for further information.

Written comments should be sent to:
Old Colony Planning Council
70 School Street
Brockton, MA 02301
Attneion: Charles Kilmer

12755251

5/30/2012

FFY 2013-2016 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Brockton Area Transit Authority, the FTA Section 5307(c) applicant, has consulted with the Old Colony Metropolitan Planning Organization and concurs that the public involvement process adopted by the MPO for development of the TIP satisfies the public hearing requirements that pertain to the development of the Program of Projects for the regular Section 5307, Urbanized Area Formula Program, grant applications including the provisions for public notice and the time established for public review and comment.

For FTA projects that are not routine, i.e. Section 5307 applications that require an environmental assessment or an environmental impact statement the public involvement provided for herein for the TIP review is not sufficient. FTA will require additional public involvement, as presented in the joint FHWA/FTA environmental regulations, 23 C.F.R. part 771 for grant approval.

Comments received from the thirty-day public review can be obtained by contacting Charles Kilmer at 508-583-1833, Extension 206.

4. Transportation Funding Programs

The major sources of transportation funding are the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the Federal Aviation Administration (FAA). The United States Congress authorizes funding for these transportation projects through federal legislation. For highways and mass transportation, the most recent authorization was the SAFETEA-LU (2005). Federal funding received from SAFETEA-LU is allocated to different funding programs. State funds are also a key component for transportation purposes. Some of these programs are listed below.

Highway Funding Programs

- **American Recovery and Reinvestment Act (ARRA)** is an economic stimulus package enacted by the 111th United States Congress in February 2009 that intended to provide a stimulus to the U.S. economy in the wake of the economic downturn.
- **National Highway System (NHS)** consists primarily of existing Interstate routes and portions of the Primary System. The program was established to focus federal resources on roads that are the most important to interstate travel and national defense, roads that connect with other modes of transportation, and others that are essential for international commerce.
- **Interstate Maintenance (IM)** includes resurfacing, restoration, and rehabilitation as eligible activities for maintaining Interstate facilities. Reconstruction is also eligible if it does not add capacity. However, high-occupancy-vehicle (HOV) and auxiliary lanes can be added.
- **Surface Transportation Program (STP)** is a block grant program that may be used for any roads (including NHS) that are not functionally classified as local or rural minor collectors. These roads are collectively referred to as federal-aid eligible roads. Bridge projects paid for with STP funds are not restricted to federal-aid roads but may be on any public road. Transit capital projects are also eligible under this program.
- **Congestion Mitigation and Air Quality Improvement Program (CMAQ)** directs funds toward transportation projects in Clean Air Act non-attainment areas for ozone and carbon monoxide. These projects will contribute to meeting the attainment of national ambient air quality

standards. The state receives funds based on its share of the population of air quality non-attainment areas weighted by degree of air pollution.

- **Highway Safety Improvement Program (HSIP)** is a program that aims to reduce the number of fatal and injury crashes by targeting high crash locations. Projects, using (HSIP) funding, are required, by SAFETEA-LU, the Federal Legislation, to be selected based a data driven process.
- **Bridge Replacement and Rehabilitation Program** provides funds for rehabilitation and replacement of any bridge on a public road. Bridges on the federal-aid system or off the federal-aid system are eligible for these funds. Eligible are bridge painting, seismic retrofitting, and calcium magnesium applications.
- **Other Federal Aid** includes projects that received federal funding outside the federal-aid program. Funds in this category are generally approved as line items appended to various pieces of federal legislation. Projects in this category are generally intended to improve public safety within a specified region that might not qualify for funding through other sources.
- **Non-Federal Aid (NFA)** contains all projects not receiving federal funds. Various categories of state funding are included in this group such as bikeways, State Aid (Chapter 90) and highway construction, and maintenance (Chapter 497).
- **Public Works Economic Development (PWED)** projects are funded entirely with state funds and are often part of state grant projects targeting downtown revitalization.

Transit Funding Programs

- **49 U.S.C. Section 5307** provides capital, preventative maintenance, and operating assistance to transit systems in urbanized areas.
- **49 U.S.C. Section 5309** provides funding for the construction or extension of new transit service projects, modernization of existing rail systems, and major bus purchases and related facilities.
- **49 U.S.C. Section 5310** is the Elderly and Persons with Disabilities program, which provides capital assistance to private non-profit service carriers.
- **49 U.S.C. Section 5311** provides funding capital and operating assistance to transit systems in non-urbanized areas (Rural Transit).
- **49 U.S.C. Section 5316** provides funding for transportation services designed to transport welfare recipients and low income individuals to and from jobs and to develop transportation services for residents of urban centers and rural and suburban areas to suburban employment opportunities.
- **49 U.S.C. Section 5317** provides funding to encourage service and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act.
- **Mobility Assistance Program (MAP)** is a state funded program similar to Section 5310, but provides capital assistance to public non-profit service carriers. MAP funds are intended for use

FFY 2013-2016 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

by public agencies, such as Councils on Aging, South Shore Community Action Council, and the Brockton Area Transit Authority (BAT), to provide van service to elderly and disabled persons.

Part B. Highway and Bridge Project Listing by Community

The following list is not a prioritized list of projects for funding. This is an informational list of identified projects regardless of funding sources.

1. Project List

COMMUNITY	DESCRIPTION	ID	TIP LOCATION
ABINGTON	ABINGTON - SAFE ROUTES TO SCHOOL (WOODWARD SCHOOL)	PRE - PRC	Potential
ABINGTON	ABINGTON SAFE ROUTES TO SCHOOL (CENTER SCHOOL)	605693	Supplemental List
ABINGTON & WEYMOUTH	WEYMOUTH- ABINGTON- RECONSTRUCTION & WIDENING ON ROUTE 18 (MAIN STREET) FROM HIGHLAND PLACE TO ROUTE 139 (4.0 MILES)	601630	Supplemental List
ABINGTON/ WHITMAN	ROUTE 18 CAPACITY ENHANCEMENT FROM ROUTE 139 TO ROUTE 14	PRE - PRC	Potential
AVON	ROUTE 28 (EAST MAIN STREET) AT EAST/WEST SPRING STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENT	PRE - PRC	Potential
AVON	WEST MAIN STREET RECONSTRUCTION (HARRISON BOULEVARD TO ROUTE 28)	PRE - PRC	Potential
BRIDGEWATER	BRIDGEWATER- BRIDGE REHABILITATION, B-23-009, OAK STREET OVER THE TOWN RIVER	53430	Supplemental List
BRIDGEWATER	BRIDGEWATER- SIGNAL & INTERSECTION IMPROVEMENTS AT STATE ROUTE 18 & HIGH STREET	603660	2014
BRIDGEWATER	HIGH STREET RECONSTRUCTION FROM HAYWARD STREET TO PLYMOUTH STREET	PRE - PRC	Potential
BRIDGEWATER	MILL STREET RECONSTRUCTION FROM PLYMOUTH STREET TO HIGH STREET	PRE - PRC	Potential
BRIDGEWATER	SOUTH STREET@ ROUTE 104 SIGNALIZATION AND GEOMETRIC IMPROVEMENT	PRE - PRC	Potential
BRIDGEWATER	SUMMER STREET RECONSTRUCTION FROM GROVE STREET TO FLAGG STREET	PRE - PRC	Potential
BRIDGEWATER	TITICUT STREET BRIDGE REPLACEMENT OVER TAUNTON RIVER	PRE - PRC	Potential
BRIDGEWATER	TOWN RIVER LANDING PEDESTRIAN BRIDGE ENHANCEMENT PROJECT	PRE - PRC	Potential
BROCKTON	BROCKTON- DOWNTOWN ROAD & STREETScape IMPROVEMENTS (PHASE I)	603675	2013
BROCKTON	BROCKTON- INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/QUINCY STREET/MASSASOIT BOULEVARD	606143	Supplemental List
BROCKTON	BROCKTON- RESURFACING & RELATED WORK ON PERKINS AVENUE, FROM SUMMER STREET TO MAIN STREET (2,800 FT.)	601642	Supplemental List
BROCKTON	BROCKTON- RESURFACING & RELATED WORK ON WEST ELM STREET, FROM WARREN AVENUE TO WEST STREET (6,800 FT.)	601644	2014
BROCKTON	BROCKTON- SAFE ROUTES TO SCHOOL (BROOKFIELD ELEMENTARY SCHOOL)	606519	2013
BROCKTON	BROCKTON- SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 123 (BELMONT STREET)/LINWOOD STREET/LORRAINE AVENUE	606036	2015

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BROCKTON	ITS REVENUE COLLECTION EQUIPMENT	PRE - PRC	Potential
BROCKTON	MAIN STREET AT FOREST AVENUE TRAFFIC SIGNALS AND GEOMETRIC IMPROVEMENTS	PRE - PRC	Potential
BROCKTON	MAIN STREET RECONSTRUCTION FROM WHITE AVENUE TO HAYWARD AVENUE	PRE - PRC	Potential
BROCKTON	NORTH MAIN STREET RECONSTRUCTION FROM PROSPECT STREET TO COURT WAY	PRE - PRC	Potential
BROCKTON	PEDESTRIAN/ BIKEWAY CONNECTIONS TO THE INTERMODAL TRANSPORTATION CENTRE	PRE - PRC	Potential
BROCKTON	ROUTE 28 RECONSTRUCTION FROM EAST ASHLAND STREET TO PLAIN STREET	PRE - PRC	Potential
DUXBURY	DUXBURY- BRIDGE REPLACEMENT, D-14-010 (48H & 48J), ROUTE 3 (PILGRIM HIGHWAY) NB/SB OVER FRANKLIN STREET	605294	Supplemental List
DUXBURY	DUXBURY- INTERSECTION IMPROVEMENTS @ KINGSTOWN WAY (ROUTE 53) & WINTER STREET	603462	Supplemental List
DUXBURY	DUXBURY- SIGNAL INSTALLATION @ ROUTE 3 (NB & SB) RAMPS & ROUTE 3A (TREMONT STREET)	606002	Supplemental List
EAST BRIDGEWATER	ROUTE 106 RECONSTRUCTION WHITMAN STREET TO HALIFAX TOWN LINE	PRE - PRC	Potential
EASTON	CENTRAL STREET RESURFACING FROM WASHINGTON TO DEPOT	PRE - PRC	Potential
EASTON	EASTON - ROUTE 123 (DEPOT STREET) RECONSTRUCTION ON FROM NEWELL CIRCLE TO ROUTE 138	PRE - PRC	Potential
EASTON	EASTON- INTERSECTION IMPROVEMENTS @ ROUTE 138 & TURNPIKE AVENUE	604098	Supplemental List
EASTON	EASTON- SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 138 (TURNPIKE STREET) AND ROUTE 106 (FOUNDRY STREET)	606071	2014
EASTON	ROUTE 106 - EASTMAN STREET, MANSFIELD TOWN LINE TO ROUTE 123	PRE - PRC	Potential
EASTON	ROUTE 106 - FOUNDRY STREET, BAY ROAD TO MORSE ROAD	PRE - PRC	Potential
EASTON	ROUTE 106 - FOUNDRY STREET, EASTMAN STREET TO BAY ROAD	PRE - PRC	Potential
EASTON	ROUTE 138 @ ELM STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	Potential
EASTON	ROUTE 138 @ PLYMOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENT	PRE - PRC	Potential
EASTON	ROUTE 138 @ UNION STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	Potential
HALIFAX	ROUTE 106 RECONSTRUCTION (ROUTE 105 TO BRIDGEWATER TOWN LINE)	PRE - PRC	Potential
HALIFAX	ROUTE 58 RECONSTRUCTION (LINGAN STREET TO PLYMPTON TL)	606379	Supplemental List
KINGSTON	KINGSTON- RECONSTRUCTION ON ROUTE 106 (MAIN STREET, WAPPING ROAD) (5,300 FEET)	601164	Supplemental List
KINGSTON	ROUTE 27 @ ROUTE 106 SIGNAL REPLACEMENT AND GEOMETRIC IMPROVEMENTS	PRE - PRC	Potential
KINGSTON	ROUTE 3A AT CRESCENT STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	Potential
OLD COLONY	OLD COLONY REGIONAL BICYCLE PARKING PROGRAM (BICYCLE RACK GRANT PROGRAM)		2013

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OLD COLONY	OLD COLONY REGIONAL BICYCLE PARKING PROGRAM (BICYCLE RACK GRANT PROGRAM)		2014
OLD COLONY	OLD COLONY REGIONAL BICYCLE PARKING PROGRAM (BICYCLE RACK GRANT PROGRAM)		2016
PEMBROKE	PEMBROKE- RECONSTRUCTION ON ROUTE 14, FROM THE HANSON T.L. TO WASHINGTON STREET (ROUTE 53)	604957	Supplemental List
PEMBROKE	PEMBROKE- RECONSTRUCTION ON ROUTE 14, FROM THE HANSON T.L. TO WASHINGTON STREET (ROUTE 53) ADVANCE CONSTRUCTION	604957	2016
PEMBROKE	PEMBROKE- REHABILITATION ON ROUTE 36 (CENTER STREET)	600380	2016
PEMBROKE	ROUTE 53 AT PLEASANT STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	Potential
PLYMOUTH	CARVER ROAD/SUMMER ST/FEDERAL FURNACE/SLEEPY HOLLOW ROAD SIGNALIZATION	PRE - PRC	Potential
PLYMOUTH	CHERRY STREET RECONSTRUCTION FROM INDUSTRIAL PARK ROAD TO COMMERCE WAY	PRE - PRC	Potential
PLYMOUTH	FEDERAL FURNACE ROAD RECONSTRUCTION FROM CARVER TOWN LINE TO SOUTH MEADOW ROAD	PRE - PRC	Potential
PLYMOUTH	JENNY GRIST MILL/ BILLINGTON SEA WALKWAY	PRE - PRC	Potential
PLYMOUTH	LONG POND ROAD RECONSTRUCTION (DREW ROAD TO CLARK ROAD)	PRE - PRC	Potential
PLYMOUTH	PLYMOUTH- BRIDGE PRESERVATION, P-13-026, ROUTE 3 (PILGRIM HIGHWAY) OVER BILLINGTON STREET	605100	Supplemental List
PLYMOUTH	PLYMOUTH- IMPROVEMENTS ON OBERY STREET, FROM SOUTH STREET TO A.A. CARANCI WAY/PLYMOUTH NORTH H.S. DRIVE INTERSECTION	606264	2015
PLYMOUTH	PLYMOUTH- RECONSTRUCTION OF ROUTE 44 (SAMOSET STREET) FROM ROUTE 3 (NB RAMP) EASTERLY TO WATER STREET	600426	2013
PLYMOUTH	PLYMOUTH- RECONSTRUCTION OF TAYLOR AVENUE, FROM WHITE HORSE ROAD TO MANOMET POINT ROAD, INCLUDES P-13-010	605038	Supplemental List
PLYMOUTH	ROUTE 3 AT EXIT 3 INTERCHANGE AND VICINITY ACCESS IMPROVEMENTS	PRE - PRC	Potential
PLYMOUTH	ROUTE 3A AT SOUTH STREET SIGNALIZATION	PRE - PRC	Potential
PLYMOUTH	ROUTE 3A STATE ROAD AND HERRING POND ROAD SIGNALIZATION	PRE - PRC	Potential
PLYMOUTH	SAMOSET STREET @ MARC DRIVE/ MOBILE HOME ESTATES SIGNALIZATION	PRE - PRC	Potential
PLYMOUTH	TOWN WHARF PEDESTRIAN AND ROADWAY IMPROVEMENTS	PRE - PRC	Potential
PLYMOUTH	WATER STREET RECONSTRUCTION (ROUTE 3A TO NELSON STREET)	PRE - PRC	Potential
STOUGHTON	BAY ROAD RECONSTRUCTION	PRE - PRC	Potential
STOUGHTON	CANTON (ROUTE 27)/TOSCA/CENTRAL INTERSECTION IMPROVEMENTS	PRE - PRC	Potential
STOUGHTON	CANTON STREET (ROUTE 27) & SCHOOL STREET SIGNALIZATION	PRE - PRC	Potential
STOUGHTON	TURNPIKE AND CENTRAL STREETS RESURFACING	PRE - PRC	Potential
WEST BRIDGEWATER	BELMONT STREET BRIDGE REHABILITATION	PRE - PRC	Potential

FFY 2013-2016 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WEST BRIDGEWATER	BRIDGE REHABILITATION ARCH STREET	PRE - PRC	Potential
WEST BRIDGEWATER	ROUTE 106 @ EAST STREET SIGNALIZATION	PRE - PRC	Potential
WEST BRIDGEWATER	ROUTE 106 @ HOWARD STREET SIGNALIZATION	PRE - PRC	Potential
WEST BRIDGEWATER	ROUTE 28 @ MATFIELD STREET SIGNALIZATION	PRE - PRC	Potential
WEST BRIDGEWATER	SOUTH STREET RESURFACING AND SIDEWALKS	PRE - PRC	Potential
WEST BRIDGEWATER	WEST BRIDGEWATER- BRIDGE REPLACEMENT, W-18-012, SR 106 (WEST CENTER STREET) OVER THE HOCKOMOCK RIVER	605351	Supplemental List
WEST BRIDGEWATER	WEST BRIDGEWATER- INTERSECTION IMPROVEMENTS AT ROUTE 106 & ROUTE 28 (CENTRAL SQUARE)	603457	2013
WEST BRIDGEWATER	WEST BRIDGEWATER- RECONSTRUCTION ON ROUTE 106, FROM ROUTE 28 (CENTRAL SQUARE) TO EASTON T.L.	603456	Supplemental List
WEST BRIDGEWATER	WEST STREET BRIDGE REHABILITATION	PRE - PRC	Potential

FFY 2013-2016 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Part C. TIP - Federal Requirements and Project List

1. Endorsement of the FFY 2013-2016 Old Colony Transportation Improvement Program (TIP) and Air Quality Conformity Determination

Whereas, the 1990 Clean Air Act Amendments (CAAA) require Metropolitan Planning Organizations within non-attainment areas and/or attainment areas with maintenance plans to perform air quality conformity determinations prior to the approval of transportation plans and transportation improvement programs, and at such other times as required by regulation.


Whereas, the air quality conformity analysis prepared for the 2013-2016 Old Colony Transportation Improvement Program also demonstrates air quality conformity of the 2012 Old Colony Regional Transportation Plan, and that all regionally significant transportation projects in the 2013-2016 Old Colony Transportation Improvement Program are contained in the 2012 Old Colony Regional Transportation Plan, and that all regionally significant projects in the 2016 to 2035 timeframe of the Old Colony Regional Transportation Plan are modeled in the 2013-2016 Old Colony Transportation Improvement Program's air quality conformity analyses;

Whereas, the Old Colony MPO has completed its review accordance with Section 176(c) (4) of the Clean Air Act as amended in 1990 [42 U.S.C. 7251 (a)], and hereby certifies that implementation of the 2012 Old Colony Regional Transportation Plan satisfies the conformity criteria specified in both 40 CFR Part 51 and 93 (8/15/1997) and 310 CMR 60.03 (12/30/1994). Based on the results of the conformity analyses, the 2012 Old Colony Regional Transportation Plan and FFY 2013-2016 Old Colony TIP are consistent with the air quality goals of, and in conformity with, the Massachusetts State Implementation Plan;


Therefore, in accordance with 23 CFR Part 450 Section 322 (Development and content of the Metropolitan Transportation Plan) of the March 16, 2007 Final Rules for Statewide and Metropolitan Planning, the MPO hereby endorses the FFY 2013-2016 Old Colony Transportation Improvement Program.


for Richard Davey, Secretary and CEO
Massachusetts Department of Transportation

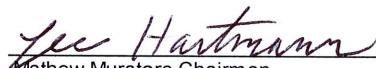
6/19/12
Date


For The Honorable Linda M. Balzotti, Mayor
City of Brockton

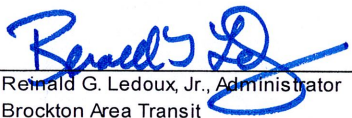
6/19/12
Date


Frank DePaola, P.E., Highway Administrator
Massachusetts Department of Transportation

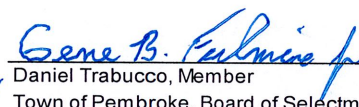
6-19-12
Date


for Mathew Muratore Chairman
Town of Plymouth, Board of Selectmen

6/19/12
Date


Renald G. Ledoux, Jr., Administrator
Brockton Area Transit


6.19.12
Date


for Daniel Trabucco, Member
Town of Pembroke, Board of Selectmen

6/19/12
Date


Robert G. Moran, President
Old Colony Planning Council

6-19-12
Date


Eldon Moreira, Member
Town of West Bridgewater, Board of Selectmen

6/19/12
Date

FFY 2013-2016 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

2. Old Colony MPO Self Certification Compliance Statement

This will certify that the Comprehensive, Continuing, Cooperative Transportation Planning Process for the Old Colony Metropolitan Planning Organization is addressing major issues facing the region and certifies that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 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 US DOT funded projects;
6. 23 CFR 230, regarding the implementation of an Equal Employment Opportunity Program on Federal and Federal-aid Highway construction contracts.
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
11. 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, a Member of Congress, in connection with the awarding of any Federal contract.

Richard Davey
for Richard Davey, Secretary and CEO
Massachusetts Department of Transportation

6/19/12
Date

Linda M. Balzotti
for The Honorable Linda M. Balzotti, Mayor
City of Brockton

6/19/12
Date

Frank DePaola
for Frank DePaola, P.E., Highway Administrator
Massachusetts Department of Transportation

6/19/12
Date

Matthew Muratore
for Matthew Muratore Chairman
Town of Plymouth, Board of Selectmen

6/19/12
Date

Reinold G. Ledoux, Jr.
Reinold G. Ledoux, Jr., Administrator
Brockton Area Transit

6-19-12
Date

Daniel Trabucco
for Daniel Trabucco, Member
Town of Pembroke, Board of Selectmen

6/19/12
Date

Robert G. Moran
Robert G. Moran, President
Old Colony Planning Council

6-19-12
Date

Eldon G. Moreira
Eldon G. Moreira, Member
Town of West Bridgewater, Board of Selectmen

6/19/12
Date

FFY 2013-2016 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The currently endorsed Unified Planning Work Program, Regional Transportation Plan, and Transportation Improvement Program, together with any amendments, were developed in accordance with FHWA/ FTA regulations governing the implementation of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and EPA regulations governing, the implementation of the Clean Air Act Amendments of 1990, and fully incorporate the applicable requirements of the 1964 Civil Rights Act and the Americans with Disabilities Act of 1990. From a certification review conducted in 2006 (2011), the FHWA and FTA have determined that the transportation planning process of the MPO substantially meets the requirements of the Metropolitan Planning Rule 23 CFR Part 450 Subpart C and 49 CFR Part 613. In addition, FHWA and FTA have jointly certified the transportation planning process.

3. Amendment / Adjustment / Administrative Modification Procedures & Substitutions

Transportation Improvement Programs, no matter how well planned may need to be changed from their original MPO endorsed form. There are different actions that may be taken in order to change the endorsed TIP. These actions vary, depending on the extent of the change, and have different impacts on the TIP.

The procedures for changing the TIP are:

TIP Amendment

- A TIP Amendment is the most extensive change procedure that a TIP may be required to go through. A TIP amendment requires the proposed changes to undergo a thirty-day public review period and be formally endorsed at a MPO meeting by the MPO if no significant comments are received. However, the Old Colony MPO, at their discretion, may vote to abbreviate the public comment period under what they consider extraordinary circumstances beyond the MPO's control.

The following triggers TIP Amendments;

- ✓ Significant funding changes in a project
- ✓ A project not programmed on the TIP is requested to be put on the TIP. (Moving a project back from the previous TIP to the current TIP is an exception – see below)

TIP Adjustment/ Administrative Modification

- A TIP Adjustment/ Administrative Modification is a minor Amendment. The Adjustment procedure requires an administrative action (the change), Joint Transportation Committee advice, and MPO signatory notification of the change. Adjustments or Administrative Modifications to the RTP are minor amendments such as adding projects to the Illustrative Project Listing, and the procedure requires an administrative action (the change), JTC advice, and Old Colony MPO notification of the change.

The following triggers TIP Adjustments;

- ✓ A project currently on the TIP is moved into the active year element (FFY 2012), including Mega projects as long as the TIP remains financially constrained
- ✓ A modest funding change
- ✓ A project is split into one or more projects
- ✓ A project listed in the FFY 2012-2015 TIP, and listed in the 2012 *Remaining Projects* that is not advertised in FFY 2012 is moved into the FFY 2013-2016 TIP.

4. Financial Summary and Targets

Highway Projects - Federal Aid

Fiscal Year	Federal Target	Federal Programmed
2013	\$ 5,627,781	\$ 8,156,884
2014	\$ 6,759,980	\$ 6,555,002
2015	\$ 5,081,140	\$ 5,078,585
2016	\$ 6,504,645	\$ 6,094,286
Totals	\$ 23,973,546	\$ 25,884,757

Transit Projects

Fiscal Year	Federal Apportionment	Federal Programmed*
2012	---	\$ 6,674,170
2013	---	\$ 3,011,925
2014	---	\$ 8,383,675
2015	---	\$ 3,160,000
Totals	\$ -	\$ 21,229,770

*MAP, & State Funds totals not included.

The Old Colony MPO Transportation Improvement Program is financially constrained for FFY 2013 and FFY 2015 according to the definition in the Federal Register 23 CFR Part 450.324. Please note that project costs programmed in the TIP are expressed in Year of Expenditure (YOE) dollars. The cost inflation factor utilized is increased 4% annually. The projects programmed for this region meet the funding estimates of federal and state funds available in each of these fiscal years. These estimates were provided by the state and refined as part of the State Transportation Improvement Program (STIP) development process.

The financial plan contained herein is financially constrained, and indicates that the Old Colony MPO Transportation Improvement Program reflects the highway program emphasis on the maintenance and operation of the current roadway and bridge system with the ability to provide for additional capital improvements.

Only projects for which funds can be expected have been included.

FFY 2013-2016 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

5. Summary of Funding Categories (FFY 2013-2016)

Funding Category	2013	2014	2015	2016	Total
BRIDGE		\$ -	\$ -		\$ -
CMAQ	\$ 911,909	\$ 911,909	\$ 911,909	\$ 911,909	\$ 3,647,636
NHS	\$ -	\$ -	\$ -	\$ -	\$ -
STP	\$ 5,609,869	\$ 7,025,117	\$ 4,926,587	\$ 6,705,949	\$ 24,267,522
HSIP	\$ 455,954	\$ 455,954	\$ 455,954	\$ 455,954	\$ 1,823,816
STP/Enh	\$ -	\$ -	\$ -	\$ -	\$ -
ITS					\$ -
SRTS	\$ 618,125				\$ 618,125
HPP, TI and/ or S117	\$ 3,492,055			\$ -	\$ 3,492,055
Subtotal FHWA/ State	\$ 11,087,912	\$ 8,392,980	\$ 6,294,450	\$ 8,073,812	\$ 33,849,154
5307 - Operating	\$ 6,793,125	\$ 3,125,000	\$ 3,250,000	\$ 3,375,000	\$ 16,543,125
5307 - Capital	\$ 915,000	\$ 910,000	\$ 910,000	\$ 910,000	\$ 3,645,000
5309	\$ -	\$ -	\$ 900,000	\$ -	\$ 900,000
5310	\$ -	\$ -	\$ -	\$ -	\$ -
5311	\$ -	\$ -	\$ -	\$ -	\$ -
5316 - JARC	\$ -	\$ -	\$ -	\$ -	\$ -
5317 - New Freedom	\$ 100,340	\$ 103,850	\$ 107,350	\$ -	\$ 311,540
SoGR	\$ 675,000	\$ -	\$ -	\$ 1,900,000	\$ 2,575,000
Livability	\$ -	\$ -	\$ -	\$ 750,000	\$ 750,000
TIGER	\$ -	\$ -	\$ -	\$ 1,900,000	\$ 1,900,000
Subtotal FTA/ State	\$ 8,483,465	\$ 4,138,850	\$ 5,167,350	\$ 8,835,000	\$ 26,624,665
Grand Total	\$ 19,571,377	\$ 12,531,830	\$ 11,461,800	\$ 16,908,812	\$ 60,473,819

6. Operating vs. Capital Expenditures

2013	Highway	Transit	Total
Operating	\$ 11,087,912	\$6,893,465	\$ 17,981,377
Capital	\$ -	\$1,590,000	\$ 1,590,000
Total	\$ 11,087,912	\$ 8,483,465	\$ 19,571,377
Total Percent Operating		91.88%	
Total Percent Capital		8.12%	

2014	Highway	Transit	Total
Operating	\$ 8,392,980	\$3,228,850	\$ 11,621,830
Capital	\$ -	\$910,000	\$ 910,000
Total	\$ 8,392,980	\$ 4,138,850	\$ 12,531,830
Total Percent Operating		92.74%	
Total Percent Capital		7.26%	

2015	Highway	Transit	Total
Operating	\$ 6,294,450	\$3,357,350	\$ 9,651,800
Capital	\$ -	\$1,810,000	\$ 1,810,000
Total	\$ 6,294,450	\$ 5,167,350	\$ 11,461,800
Total Percent Operating		84.21%	
Total Percent Capital		15.79%	

2016	Highway	Transit	Total
Operating	\$ 8,073,812	\$3,375,000	\$ 11,448,812
Capital	\$ -	\$5,460,000	\$ 5,460,000
Total	\$ 8,073,812	\$ 8,835,000	\$ 16,908,812
Total Percent Operating		67.71%	
Total Percent Capital		32.29%	

**Includes Federal and Non-Federal Funds*

2013 Old Colony MPO Transportation Improvement Program

05/15/2012 Draft Released
06/19/2012 Endorsed

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							
600426	PLYMOUTH- RECONSTRUCTION OF ROUTE 44 (SAMOSET STREET) FROM ROUTE 3 (NB RAMP) EASTERLY TO WATER STREET	5	STP	\$ 4,044,720	\$ 3,235,776	\$ 808,944	25% Design; Total Cost YOE is \$4,318,290; Funded by STP, STP-E, and CMAQ
600426	PLYMOUTH- RECONSTRUCTION OF ROUTE 44 (SAMOSET STREET) FROM ROUTE 3 (NB RAMP) EASTERLY TO WATER STREET - ENHANCEMENT ELEMENTS	5	TE	\$ 182,380	\$ 145,904	\$ 36,476	25% Design; Total Cost YOE is \$4,318,290; Funded by STP, STP-E, and CMAQ; Identified Transportation Enhancement Fund (STP-E) eligible project components (2-for-1 state match portion)
	OLD COLONY REGIONAL BICYCLE PARKING PROGRAM (BICYCLE RACK GRANT PROGRAM)	5	STP	\$ 50,000	\$ 40,000	\$ 10,000	
603457	WEST BRIDGEWATER- INTERSECTION IMPROVEMENTS AT ROUTE 106 & ROUTE 28 (CENTRAL SQUARE)	5	STP	\$ 138,247	\$ 110,598	\$ 27,649	75% Design; HPP-1931; Total Cost YOE is \$2,805,960; Funded by SAFETEA-LU HPP Earmark, STP, HSIP, and CMAQ
STP Subtotal ►				\$ 4,415,347	\$ 3,532,278	\$ 883,069	◀ 80% Federal + 20% Non-Federal
► HSIP - Highway Safety Improvement Program							
603457	WEST BRIDGEWATER- INTERSECTION IMPROVEMENTS AT ROUTE 106 & ROUTE 28 (CENTRAL SQUARE)	5	HSIP	\$ 455,954	\$ 410,359	\$ 45,595	75% Design; HPP-1931; Total Cost YOE is \$2,805,960; Funded by SAFETEA-LU HPP Earmark, STP, HSIP, and CMAQ
HSIP Subtotal ►				\$ 455,954	\$ 410,359	\$ 45,595	◀ Funding Split Varies by Project Specifications
► CMAQ - Congestion Mitigation and Air Quality Improvement Program							
603457	WEST BRIDGEWATER- INTERSECTION IMPROVEMENTS AT ROUTE 106 & ROUTE 28 (CENTRAL SQUARE)	5	CMAQ	\$ 861,909	\$ 689,527	\$ 172,382	75% Design; HPP-1931; Total Cost YOE is \$2,805,960; Funded by SAFETEA-LU HPP Earmark, STP, HSIP, and CMAQ
	OLD COLONY REGIONAL BICYCLE PARKING PROGRAM (BICYCLE RACK GRANT PROGRAM)	5	CMAQ	\$ 50,000	\$ 40,000	\$ 10,000	
CMAQ Subtotal ►				\$ 911,909	\$ 729,527	\$ 182,382	◀ 80% Federal + 20% Non-Federal
► Section 1A / Fiscal Constraint Analysis							
Total Federal Aid Target Funds Programmed ►				\$ 5,783,210	\$ 6,977,732	◀ Total Target	\$ 1,194,522 Target Funds Available
Total STP Programmed ►				\$ 4,415,347	\$ 5,609,869	◀ Max. STP	\$ 1,194,522 STP Available
Total HSIP Programmed ►				\$ 455,954	\$ 455,954	◀ Min. HSIP	\$ - HSIP Minimum Met
Total CMAQ Programmed ►				\$ 911,909	\$ 911,909	◀ Min. CMAQ	\$ -
► Section 1B / Federal Aid Bridge Projects							
No Projects Programmed				\$ -	\$ -	\$ -	
BR Subtotal ►				\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Section 1C / Federal Aid Non-Target Projects							
► Earmarks							
603675	BROCKTON- DOWNTOWN ROAD & STREETSCAPE IMPROVEMENTS (PHASE I)	5	TI (2005)	\$ 2,142,205	\$ 1,713,764	\$ 428,441	TI-178
603457	WEST BRIDGEWATER- INTERSECTION IMPROVEMENTS AT ROUTE 106 & ROUTE 28 (CENTRAL SQUARE)	5	HPP (2005)	\$ 1,349,850	\$ 1,079,880	\$ 269,970	75% Design; HPP-1931; Total Cost YOE is \$2,805,960; Funded by SAFETEA-LU HPP Earmark, HSIP, and CMAQ
Earmarks Subtotal ►				\$ 3,492,055	\$ 2,793,644	\$ 698,411	◀ Funding Split Varies by Earmark
► Other							
600426	PLYMOUTH- RECONSTRUCTION OF ROUTE 44 (SAMOSET STREET) FROM ROUTE 3 (NB RAMP) EASTERLY TO WATER STREET - ENHANCEMENT ELEMENTS	5	TE	\$ 91,190	\$ 72,952	\$ 18,238	25% Design; Total Cost YOE is \$4,318,290; Funded by STP, STP-E, and CMAQ; Identified Transportation Enhancement Fund (STP-E) eligible project components (2-for-1 state match portion)
606519	BROCKTON- SAFE ROUTES TO SCHOOL (BROOKFIELD ELEMENTARY SCHOOL)	5	SRTS	\$ 618,125	\$ 618,125	\$ -	25% Design; Total Cost YOE is \$618,125
Other Subtotal ►				\$ 709,315	\$ 691,077	\$ 18,238	◀ 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
► NHS - National Highway System							
No Projects Programmed				\$ -	\$ -	\$ -	
NHS Subtotal ►				\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Other							
No Projects Programmed				\$ -	\$ -	\$ -	
Other Subtotal ►				\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Section 2A / Non-Federal Projects							
No Projects Programmed				\$ -	\$ -	\$ -	
Non-Federal Projects Subtotal ►				\$ -	\$ -	\$ -	◀ 100% Non-Federal
► Section 2B / Non-Federal Bridge Projects							
No Projects Programmed				\$ -	\$ -	\$ -	
Non-Federal Bridge Projects Subtotal ►				\$ -	\$ -	\$ -	◀ 100% Non-Federal
2013 Old Colony MPO TIP Summary				TIP Section 1: ▼	TIP Section 2: ▼	Total of All Projects ▼	
Total ►				\$ 9,984,580	\$ -	\$ 9,984,580	◀ Total Spending in Region
Federal Funds ►				\$ 8,156,884	\$ 8,156,884	\$ -	◀ Total Federal Spending in Region
Non-Federal Funds ►				\$ 1,827,696	\$ -	\$ 1,827,696	◀ 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 Old Colony TIP GHG Tracking

MassDOT Project ID	MassDOT Project Description	Funding Source	Total Programmed Funds	GHG Analysis Type	GHG Impact by the Numbers	GHG Impact Description	Additional Description
► Section 1A / Federal Aid Target Projects							
► STP - Surface Transportation Program							
600426	PLYMOUTH- RECONSTRUCTION OF ROUTE 44 (SAMOSET STREET) FROM ROUTE 3 (NB RAMP) EASTERLY TO WATER STREET	STP	\$ 4,044,720	Quantified	-175.029 kg Winter CO Emissions per year; -4,979.445 kg Summer CO Emissions per year	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	Includes the addition of sidewalks.
600426	PLYMOUTH- RECONSTRUCTION OF ROUTE 44 (SAMOSET STREET) FROM ROUTE 3 (NB RAMP) EASTERLY TO WATER STREET - ENHANCEMENT ELEMENTS	TE	\$ 182,380	Quantified	-175.029 kg Winter CO Emissions per year; -4,979.445 kg Summer CO Emissions per year	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	Includes the addition of sidewalks.
					Quantified Impact ►	0	
► HSIP - Highway Safety Improvement Program							
603457	WEST BRIDGEWATER- INTERSECTION IMPROVEMENTS AT ROUTE 106 & ROUTE 28 (CENTRAL SQUARE)	HSIP	\$ 455,954	Quantified	-55,775.082 kg Winter CO Emissions per year; -1,586,789.018 kg Summer CO Emissions per year	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	
					Quantified Impact ►	0	
► CMAQ - Congestion Mitigation and Air Quality Improvement							
603457	WEST BRIDGEWATER- INTERSECTION IMPROVEMENTS AT ROUTE 106 & ROUTE 28 (CENTRAL SQUARE)	CMAQ	\$ 861,909	Quantified	-55,775.082 kg Winter CO Emissions per year; -1,586,789.018 kg Summer CO Emissions per year	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	
0	OLD COLONY REGIONAL BICYCLE PARKING PROGRAM (BICYCLE RACK GRANT)	CMAQ	\$ 50,000	Qualitative		Assumed Nominal Decrease in Emissions from Bicycle Infrastructure	
					Quantified Impact ►	0	
► Section 1B / Federal Aid Bridge Projects							
0	No Projects Programmed		0	\$ -	Qualitative		N/A
					Quantified Impact ►	0	
► Section 1C / Federal Aid Non-Target Projects							
► Earmarks							
603675	BROCKTON- DOWNTOWN ROAD & STREETSCAPE IMPROVEMENTS (PHASE I)	TI (2005)	\$ 2,142,205	Qualitative	TBD	Assumed Nominal Decrease in Emissions from Sidewalk Infrastructure	Project consists of roadway and streetscape improvements including sidewalks, street lighting and other amenities on Main Street and Center Street in the downtown area.
603457	WEST BRIDGEWATER- INTERSECTION IMPROVEMENTS AT ROUTE 106 & ROUTE 28 (CENTRAL SQUARE)	HPP (2005)	\$ 1,349,850	Quantified	-55,775.082 kg Winter CO Emissions per year; -1,586,789.018 kg Summer CO Emissions per year	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	
					Quantified Impact ►	0	
► Other							
600426	PLYMOUTH- RECONSTRUCTION OF ROUTE 44 (SAMOSET STREET) FROM ROUTE 3 (NB RAMP) EASTERLY TO WATER STREET - ENHANCEMENT ELEMENTS	TE	\$ 91,190	Quantified	-175.029 kg Winter CO Emissions per year; -4,979.445 kg Summer CO Emissions per year	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	In 2013, the project 600426 includes the addition of sidewalks. This can be deemed a qualitative impact and has been changed to reflect its new impact description.
606519	BROCKTON- SAFE ROUTES TO SCHOOL (BROOKFIELD ELEMENTARY SCHOOL)	SRTS	\$ 618,125	Qualitative	TBD	Assumed Nominal Decrease in Emissions from Bicycle and Sidewalk Improvements	Project consists of constructing sidewalks and other related work at the Brookfield Elementary School.
					Quantified Impact ►	0	
► Section 1D / Federal Aid Major & State Category Projects							
► IM - Interstate Maintenance							
0	No Projects Programmed		0	\$ -	Qualitative		N/A
					Quantified Impact ►	0	
► NHS - National Highway System							
0	No Projects Programmed		0	\$ -	Qualitative		N/A
					Quantified Impact ►	0	
► Other							
0	No Projects Programmed		0	\$ -	Qualitative		N/A
					Quantified Impact ►	0	
► Section 2A / Non-Federal Projects							
0	No Projects Programmed		0	\$ -	Qualitative		N/A
					Quantified Impact ►	0	
► Section 2B / Non-Federal Bridge Projects							
0	No Projects Programmed		0	\$ -	Qualitative		N/A
					Quantified Impact ►	0	
					Quantified Impact ►	0	
					Total Quantified Impact ▼		
					Quantified Impact ►	0	

2013 Old Colony TIP GHG Tracking Summary

Total Quantified Impact ▼

Quantified Impact ► 0

2014 Old Colony MPO Transportation Improvement Program

05/15/2012 Draft Released
06/19/2012 Endorsed

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							
603660	BRIDGEWATER- SIGNAL & INTERSECTION IMPROVEMENTS AT STATE ROUTE 18 & HIGH STREET	5	STP	\$ 1,434,827	\$ 1,147,862	\$ 286,965	25% Design; Total Cost YOE is \$2,296,736; Funded by STP, HSIP and CMAQ
601644	BROCKTON- RESURFACING & RELATED WORK ON WEST ELM STREET, FROM WARREN AVENUE TO WEST STREET (6,800 FT.)	5	STP	\$ 4,004,767	\$ 3,203,814	\$ 800,953	25% Design; Total Cost YOE is \$4,460,721; Funded by STP, STP-E, and HSIP
606071	EASTON- SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 138 (TURNPIKE STREET) AND ROUTE 106 (FOUNDRY STREET)	5	STP	\$ 1,329,301	\$ 1,063,441	\$ 265,860	25% Design; Total Cost YOE is 1,329,301; Funded by STP
STP Subtotal ►				\$ 6,768,895	\$ 5,415,116	\$ 1,353,779	◀ 80% Federal + 20% Non-Federal
► HSIP - Highway Safety Improvement Program							
601644	BROCKTON- RESURFACING & RELATED WORK ON WEST ELM STREET, FROM WARREN AVENUE TO WEST STREET (6,800 FT.)	5	HSIP	\$ 455,954	\$ 410,359	\$ 45,595	25% Design; Total Cost YOE is \$4,460,721; Funded by STP, STP-E, and HSIP
HSIP Subtotal ►				\$ 455,954	\$ 410,359	\$ 45,595	◀ Funding Split Varies by Project Specifications
► CMAQ - Congestion Mitigation and Air Quality Improvement Program							
603660	BRIDGEWATER- SIGNAL & INTERSECTION IMPROVEMENTS AT STATE ROUTE 18 & HIGH STREET	5	CMAQ	\$ 861,909	\$ 689,527	\$ 172,382	25% Design; Total Cost YOE is \$2,296,736 and CMAQ
	OLD COLONY REGIONAL BICYCLE PARKING PROGRAM (BICYCLE RACK GRANT PROGRAM)	5	CMAQ	\$ 50,000	\$ 40,000	\$ 10,000	
CMAQ Subtotal ►				\$ 911,909	\$ 729,527	\$ 182,382	◀ 80% Federal + 20% Non-Federal
► Section 1A / Fiscal Constraint Analysis							
Total Federal Aid Target Funds Programmed ►				\$ 8,136,758	\$ 8,392,980	◀ Total	\$ 256,222 Target Funds Available
Total STP Programmed ►				\$ 6,768,895	\$ 7,025,117	◀ Max. STP	\$ 256,222 STP Available
Total HSIP Programmed ►				\$ 455,954	\$ 455,954	◀ Min. HSIP	\$ - HSIP Minimum Met
Total CMAQ Programmed ►				\$ 911,909	\$ 911,909	◀ Min. CMAQ	\$ - CMAQ Minimum Met
► Section 1B / Federal Aid Bridge Projects							
No Projects Programmed				\$ -	\$ -	\$ -	
BR Subtotal ►				\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► 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							
No Projects Programmed				\$ -	\$ -	\$ -	
IM Subtotal ►				\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal
► NHS - National Highway System							
No Projects Programmed				\$ -	\$ -	\$ -	
NHS Subtotal ►				\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Other							
No Projects Programmed				\$ -	\$ -	\$ -	
Other Subtotal ►				\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Section 2A / Non-Federal Projects							
No Projects Programmed				\$ -	\$ -	\$ -	
Non-Federal Projects Subtotal ►				\$ -	\$ -	\$ -	◀ 100% Non-Federal
► Section 2B / Non-Federal Bridge Projects							
No Projects Programmed				\$ -	\$ -	\$ -	
Non-Federal Bridge Projects Subtotal ►				\$ -	\$ -	\$ -	◀ 100% Non-Federal

2014 Old Colony MPO TIP Summary

	TIP Section 1: ▼	TIP Section 2: ▼	Total of All Projects ▼	
Total ►	\$ 8,136,758	\$ -	\$ 8,136,758	◀ Total Spending in Region
Federal Funds ►	\$ 6,555,002	\$ -	\$ 6,555,002	◀ Total Federal Spending in Region
Non-Federal Funds ►	\$ 1,581,756	\$ -	\$ 1,581,756	◀ 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 Old Colony TIP GHG Tracking

MassDOT Project ID	MassDOT Project Description	Funding Source	Total Programmed Funds	GHG Analysis Type	GHG Impact by the Numbers	GHG Impact Description	Additional Description
Section 1A / Federal Aid Target Projects							
STP - Surface Transportation Program							
603660	BRIDGEWATER- SIGNAL & INTERSECTION IMPROVEMENTS AT STATE ROUTE 18 & HIGH STREET	STP	\$ 1,434,827	Quantified	-3,304,784 kg Winter CO Emissions per Year; -94,020.393 kg Summer CO Emissions per year	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	Project consists of traffic signal installation, sidewalks, and geometric upgrades.
601644	BROCKTON- RESURFACING & RELATED WORK ON WEST ELM STREET, FROM WARREN AVENUE TO WEST STREET (6,800 FT.)	STP	\$ 4,004,767	Quantified	-12,609,518 kg Winter CO Emissions per year; -358,738.067 kg Summer CO Emissions per year	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	Project consists of roadway, sidewalk, traffic signals and related improvements on West Elm Street from Warren Avenue to West Street.
606071	EASTON- SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 138 (TURNPIKE STREET) AND ROUTE 106 (FOUNDRY STREET)	STP	\$ 1,329,301	Quantified	-2,084,439 kg Winter CO Emissions per year; -59,301.843 kg Summer CO Emissions per year	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	Project consists of traffic signal replacement, sidewalks, and geometric upgrades.
Quantified Impact					0		
HSIP - Highway Safety Improvement Program							
601644	BROCKTON- RESURFACING & RELATED WORK ON WEST ELM STREET, FROM WARREN AVENUE TO WEST STREET (6,800 FT.)	HSIP	\$ 455,954	Quantified	-12,609,518 kg Winter CO Emissions per year; -358,738.067 kg Summer CO Emissions per year	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	Project consists of roadway, sidewalk, traffic signals and related improvements on West Elm Street from Warren Avenue to West Street.
Quantified Impact					0		
CMAQ - Congestion Mitigation and Air Quality Improvement							
603660	BRIDGEWATER- SIGNAL & INTERSECTION IMPROVEMENTS AT STATE ROUTE 18 & HIGH STREET	CMAQ	\$ 861,909	Quantified	-3,304,784 kg Winter CO Emissions per Year; -94,020.393 kg Summer CO Emissions per year	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	Project consists of traffic signal installation, sidewalks, and geometric upgrades.
0	OLD COLONY REGIONAL BICYCLE PARKING PROGRAM (BICYCLE RACK GRANT PROGRAM)	CMAQ	\$ 50,000	Qualitative	TBD	Assumed Nominal Decrease in Emissions from Bicycle Infrastructure	
Quantified Impact					0		
Section 1B / Federal Aid Bridge Projects							
0	No Projects Programmed		\$ -	Qualitative		N/A	
Quantified Impact					0		
Section 1C / Federal Aid Non-Target Projects							
Earmarks							
0	No Projects Programmed		\$ -	Qualitative		N/A	
Quantified Impact					0		
Other							
0	No Projects Programmed		\$ -	Qualitative		N/A	Avenue to West Street.
Quantified Impact					0		
Section 1D / Federal Aid Major & State Category Projects							
IM - Interstate Maintenance							
0	No Projects Programmed		\$ -	Qualitative		N/A	
Quantified Impact					0		
NHS - National Highway System							
0	No Projects Programmed		\$ -	Qualitative		N/A	
Quantified Impact					0		
Other							
0	No Projects Programmed		\$ -	Qualitative		N/A	
Quantified Impact					0		
Section 2A / Non-Federal Projects							
0	No Projects Programmed		\$ -	Qualitative		N/A	
Quantified Impact					0		
Section 2B / Non-Federal Bridge Projects							
0	No Projects Programmed		\$ -	Qualitative		N/A	
Quantified Impact					0		
2014 Old Colony TIP GHG Tracking Summary					Total Quantified Impact		
Quantified Impact					0		

2015 Old Colony MPO Transportation Improvement Program

05/15/2012 Draft Released
06/19/2012 Endorsed

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							
606036	BROCKTON- SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 123 (BELMONT STREET)/LINWOOD STREET/LORRAINE AVENUE	5	STP	\$ 1,204,898	\$ 963,918	\$ 240,980	25% Design; Total Cost YOE is \$ 2,572,761; Funded by STP, HSIP, and CMAQ
606264	PLYMOUTH- IMPROVEMENTS ON OBERY STREET, FROM SOUTH STREET TO A.A. CARANCI WAY/PLYMOUTH NORTH H.S. DRIVE INTERSECTION	5	STP	\$ 3,718,476	\$ 2,974,781	\$ 743,695	25% Design; Total Cost YOE is \$ 3,718,476; Funded by STP
STP Subtotal ▶				\$ 4,923,374	\$ 3,938,699	\$ 984,675	◀ 80% Federal + 20% Non-Federal

▶ HSIP - Highway Safety Improvement Program							
606036	BROCKTON- SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 123 (BELMONT STREET)/LINWOOD STREET/LORRAINE AVENUE	5	HSIP	\$ 455,954	\$ 410,359	\$ 45,595	25% Design; Total Cost YOE is \$ 2,572,761; Funded by STP, HSIP, and CMAQ
HSIP Subtotal ▶				\$ 455,954	\$ 410,359	\$ 45,595	◀ Funding Split Varies by Project Specifications

▶ CMAQ - Congestion Mitigation and Air Quality Improvement Program							
606036	BROCKTON- SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 123 (BELMONT STREET)/LINWOOD STREET/LORRAINE AVENUE			\$ 911,909	\$ 729,527	\$ 182,382	25% Design; Total Cost YOE is \$ 2,572,761; Funded by STP, HSIP, and CMAQ
CMAQ Subtotal ▶				\$ 911,909	\$ 729,527	\$ 182,382	◀ 80% Federal + 20% Non-Federal

▶ Section 1A / Fiscal Constraint Analysis							
Total Federal Aid Target Funds Programmed ▶				\$ 6,291,237	\$ 6,294,450	◀ Total	\$ 3,213 Target Funds Available
Total STP Programmed ▶				\$ 4,923,374	\$ 4,926,587	◀ Max. STP	\$ 3,213 STP Available
Total HSIP Programmed ▶				\$ 455,954	\$ 455,954	◀ Min. HSIP	\$ - HSIP Minimum Met
Total CMAQ Programmed ▶				\$ 911,909	\$ 911,909	◀ Min. CMAQ	\$ - CMAQ Minimum Met

▶ Section 1B / Federal Aid Bridge Projects							
No Projects Programmed				\$ -	\$ -	\$ -	
BR Subtotal ▶				\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

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

▶ NHS - National Highway System							
No Projects Programmed				\$ -	\$ -	\$ -	
NHS Subtotal ▶				\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
▶ Other							
No Projects Programmed				\$ -	\$ -	\$ -	
Other Subtotal ▶				\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

▶ Section 2A / Non-Federal Projects							
No Projects Programmed				\$ -	\$ -	\$ -	
Non-Federal Projects Subtotal ▶				\$ -	\$ -	\$ -	◀ 100% Non-Federal

▶ Section 2B / Non-Federal Bridge Projects							
No Projects Programmed				\$ -	\$ -	\$ -	
Non-Federal Bridge Projects Subtotal ▶				\$ -	\$ -	\$ -	◀ 100% Non-Federal

2015 Old Colony MPO TIP Summary

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

Total ▶	\$ 6,291,237	\$ -	\$ 6,291,237	◀ Total Spending in Region
Federal Funds ▶	\$ 5,078,585	\$ -	\$ 5,078,585	◀ Total Federal Spending in Region
Non-Federal Funds ▶	\$ 1,212,652	\$ -	\$ 1,212,652	◀ 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 Old Colony TIP GHG Tracking

MassDOT Project ID ▼	MassDOT Project Description ▼	Funding Source ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG Impact by the Numbers ▼	GHG Impact Description ▼	Additional Description ▼
► Section 1A / Federal Aid Target Projects							
► STP - Surface Transportation Program							
606036	BROCKTON- SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 123 (BELMONT STREET)/LINWOOD STREET/LORRAINE AVENUE	STP	\$ 1,204,898	Quantified	-2,571.619 kg Winter CO Emissions per Year; -73,162.015 kg Summer CO Emissions per year	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	Traffic signal and safety improvements at Route 123 (Belmont Street) /Linwood Street/Lorraine Avenue intersection and related work is proposed.
606264	PLYMOUTH- IMPROVEMENTS ON OBERY STREET, FROM SOUTH STREET TO A.A. CARANCI WAY/PLYMOUTH NORTH H.S. DRIVE INTERSECTION	STP	\$ 3,718,476	Quantified	TBD	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	Project includes roadway reconstruction, sidewalks and roundabout.
Quantified Impact ►					0		
► HSIP - Highway Safety Improvement Program							
606036	BROCKTON- SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 123 (BELMONT STREET)/LINWOOD STREET/LORRAINE AVENUE	HSIP	\$ 455,954	Quantified	-2,571.619 kg Winter CO Emissions per Year; -73,162.015 kg Summer CO Emissions per year	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	Traffic signal and safety improvements at Route 123 (Belmont Street) /Linwood Street/Lorraine Avenue intersection and related work is proposed.
Quantified Impact ►					0		
► CMAQ - Congestion Mitigation and Air Quality Improvement							
606036	BROCKTON- SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 123 (BELMONT STREET)/LINWOOD STREET/LORRAINE AVENUE	0	\$ 911,909	Quantified	-2,571.619 kg Winter CO Emissions per Year; -73,162.015 kg Summer CO Emissions per year	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	Traffic signal and safety improvements at Route 123 (Belmont Street) /Linwood Street/Lorraine Avenue intersection and related work is proposed.
Quantified Impact ►					0		
► Section 1B / Federal Aid Bridge Projects							
0	No Projects Programmed	0	\$ -	Qualitative	0	N/A	
Quantified Impact ►					0		
► Section 1C / Federal Aid Non-Target Projects							
► Earmarks							
0	No Projects Programmed	0	\$ -	Qualitative	0	N/A	
Quantified Impact ►					0		
► Other							
0	No Projects Programmed	0	\$ -	Qualitative	0	N/A	
Quantified Impact ►							
► Section 1D / Federal Aid Major & State Category Projects							
► IM - Interstate Maintenance							
0	No Projects Programmed	0	\$ -	Qualitative	0	N/A	
Quantified Impact ►					0		
► NHS - National Highway System							
0	No Projects Programmed	0	\$ -	Qualitative	0	N/A	
Quantified Impact ►					0		
► Other							
0	No Projects Programmed	0	\$ -	Qualitative	0	No Assumed Impact/Negligible Impact on Emissions	
Quantified Impact ►					0		
► Section 2A / Non-Federal Projects							
0	No Projects Programmed	0	\$ -	Qualitative	0	N/A	
Quantified Impact ►					0		
► Section 2B / Non-Federal Bridge Projects							
0	No Projects Programmed	0	\$ -	Qualitative	0	N/A	
Quantified Impact ►					0		
2015 Old Colony TIP GHG Tracking Summary					Total Quantified Impact ▼		
Quantified Impact ►					0		

2016 Old Colony MPO Transportation Improvement Program

05/15/2012 Draft Released
06/19/2012 Endorsed

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							
600380	PEMBROKE - REHABILITATION ON ROUTE 36 (CENTER STREET)	5	STP	\$ 3,422,264	\$ 2,737,811	\$ 684,453	25% Design; Total Cost YOE is \$3,422,264 ; Funded by STP
604957	PEMBROKE- RECONSTRUCTION ON ROUTE 14, FROM THE HANSON T.L. TO WASHINGTON STREET (ROUTE 53)	5	STP	\$ 3,283,685	\$ 2,626,948	\$ 656,737	75% Design; Total Cost YOE is \$8,573,921 ; Funded by STP; Advance Construction Phase 1; Advance Construction Phase 2 to be included in FFY 2017 in the amount of \$4,428,327.
STP Subtotal				\$ 6,705,949	\$ 5,364,759	\$ 1,341,190	◀ 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							
604957	PEMBROKE- RECONSTRUCTION ON ROUTE 14, FROM THE HANSON T.L. TO WASHINGTON STREET (ROUTE 53)	5	CMAQ	\$ 861,909	\$ 689,527	\$ 172,382	75% Design; Total Cost YOE is \$8,573,921 ; Funded by STP; Advance Construction Phase 1; Advance Construction Phase 2 to be included in FFY 2017 in the amount of \$4,428,327.
CMAQ Subtotal				\$ 911,909	\$ 729,527	\$ 182,382	◀ 80% Federal + 20% Non-Federal
Section 1A / Fiscal Constraint Analysis							
Total Federal Aid Target Funds Programmed				\$ 7,617,858	\$ 8,073,812	◀ Total	\$ 455,954 Target Funds Available
Total STP Programmed				\$ 6,705,949	\$ 6,705,949	◀ Max. STP	\$ - STP Available
Total HSIP Programmed				\$ -	\$ 455,954	◀ Min. HSIP	\$ 455,954 HSIP Minimum Not Met
Total CMAQ Programmed				\$ 911,909	\$ 911,909	◀ Min. CMAQ	\$ - CMAQ Minimum Met
Section 1B / Federal Aid Bridge Projects							
No Projects Programmed				\$ -	\$ -	\$ -	
BR Subtotal				\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
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							
No Projects Programmed				\$ -	\$ -	\$ -	
IM Subtotal				\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal
NHS - National Highway System							
No Projects Programmed				\$ -	\$ -	\$ -	
NHS Subtotal				\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
Other							
No Projects Programmed				\$ -	\$ -	\$ -	
Other Subtotal				\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
Section 2A / Non-Federal Projects							
No Projects Programmed				\$ -	\$ -	\$ -	
Non-Federal Projects Subtotal				\$ -	\$ -	\$ -	◀ 100% Non-Federal
Section 2B / Non-Federal Bridge Projects							
No Projects Programmed				\$ -	\$ -	\$ -	
Non-Federal Bridge Projects Subtotal				\$ -	\$ -	\$ -	◀ 100% Non-Federal

2016 Old Colony MPO TIP Summary

	TIP Section 1:	TIP Section 2:	Total of All Projects	
Total	\$ 7,617,858	\$ -	\$ 7,617,858	◀ Total Spending in Region
Federal Funds	\$ 6,094,286	\$ -	\$ 6,094,286	◀ Total Federal Spending in Region
Non-Federal Funds	\$ 1,523,572	\$ -	\$ 1,523,572	◀ 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 Old Colony TIP GHG Tracking

MassDOT Project ID	MassDOT Project Description	Funding Source	Total Programmed Funds	GHG Analysis Type	GHG Impact by the Numbers	GHG Impact Description	Additional Description
Section 1A / Federal Aid Target Projects							
STP - Surface Transportation Program							
600380	PEMBROKE - REHABILITATION ON ROUTE 36 (CENTER STREET)	STP	\$ 3,422,264	Qualitative	TBD	Assumed Nominal Decrease in Emissions from Other Improvements	Project includes roadway reconstruction and sidewalks.
604957	PEMBROKE- RECONSTRUCTION ON ROUTE 14, FROM THE HANSON T.L. TO WASHINGTON STREET (ROUTE 53)	STP	\$ 3,283,685	Qualitative	TBD	Assumed Nominal Decrease in Emissions from Other Improvements	Project includes roadway reconstruction, sidewalks and roundabout.
Quantified Impact					0		
HSIP - Highway Safety Improvement Program							
0 No Projects Programmed		0	\$ -	Qualitative	0	N/A	
Quantified Impact					0		
CMAQ - Congestion Mitigation and Air Quality Improvement							
0	OLD COLONY REGIONAL BICYCLE PARKING PROGRAM (BICYCLE RACK GRANT PROGRAM)	CMAQ	\$ 50,000	Qualitative	TBD	Assumed Nominal Decrease in Emissions from Bicycle Infrastructure	
604957	PEMBROKE- RECONSTRUCTION ON ROUTE 14, FROM THE HANSON T.L. TO WASHINGTON STREET (ROUTE 53)	CMAQ	\$ 861,909	Qualitative	TBD	Assumed Nominal Decrease in Emissions from Bicycle Infrastructure	
Quantified Impact					0		
Section 1B / Federal Aid Bridge Projects							
0 No Projects Programmed		0	\$ -	Qualitative	0	N/A	
Quantified Impact					0		
Section 1C / Federal Aid Non-Target Projects							
Earmarks							
0 No Projects Programmed		0	\$ -	Qualitative	0	N/A	
Quantified Impact					0		
Other							
0 No Projects Programmed		0	\$ -	Qualitative	0	N/A	
Quantified Impact					0		
Section 1D / Federal Aid Major & State Category Projects							
IM - Interstate Maintenance							
0 No Projects Programmed		0	\$ -	Qualitative	0	N/A	
Quantified Impact					0		
NHS - National Highway System							
0 No Projects Programmed		0	\$ -	Qualitative	0	N/A	
Quantified Impact					0		
Other							
0 No Projects Programmed		0	\$ -	Qualitative	0	N/A	
Quantified Impact					0		
Section 2A / Non-Federal Projects							
0 No Projects Programmed		0	\$ -	Qualitative	0	N/A	
Quantified Impact					0		
Section 2B / Non-Federal Bridge Projects							
0 No Projects Programmed		0	\$ -	Qualitative	0	N/A	
Quantified Impact					0		
Total Quantified Impact					0		

2016 Old Colony TIP GHG Tracking Summary

Total
Quantified
Impact ▼
0

Regional Transit Outlook
Project List (FFY 2013)

5/15/2012 Draft Released
6/19/2012 Endorsed

FTA Program ▾	Regional Transit Authority ▾	Project Description ▾	FTA Scope & Activity Line Item Codes	Carryover or Earmark Details ▾	Federal Funds ▾	State Match Sources					RTA Funds ▾	Total Cost ▾
						RTACAP ▾	MAP ▾	ITCCAP ▾	TDC ▾	SCA ▾		
5307 ▶	BAT	Capital Parts	11.12.40	Carryover, FFY11	\$96,000	\$24,000	\$0	\$0	\$0	\$0	\$0	\$120,000
	BAT	Support Equipment	11.42.20	Carryover, FFY11	\$40,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$50,000
	BAT	ITC Improvements	11.34.03	Carryover, FFY11	\$16,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$20,000
	BAT	AVL/GPS Fixed Route	11.52.04	Carryover, FFY11	\$175,000	\$175,000	\$0	\$0	\$0	\$0	\$0	\$350,000
	BAT	VOH (3) 2005 Vehicles	11.17.01	Carryover, FFY11	\$187,500	\$187,500	\$0	\$0	\$0	\$0	\$0	\$375,000
	BAT	PM/ADA/Operating/		Carryover, FFY12	\$2,460,000	\$0	\$0	\$0	\$0	\$615,000	\$0	\$3,075,000
	BAT	PM/ADA/Operating/Capital			\$2,974,500	\$0	\$0	\$0	\$0	\$0	\$743,625	\$3,718,125
		5307 Subtotal ▶			\$5,949,000	\$400,500	\$0	\$0	\$0	\$615,000	\$743,625	\$7,708,125
5309 ▶					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		5309 Subtotal ▶			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5310 ▶	<i>(Do Not Enter Request - Part of Competitive Application)</i>				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<i>(application to be submitted from statewide allocation)</i>				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		5310 Subtotal ▶			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5311 ▶	<i>(Do Not Enter Request - Part of Competitive Application)</i>				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<i>(application to be submitted from statewide allocation)</i>				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		5311 Subtotal ▶			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5316 ▶	<i>(Do Not Enter Request - Part of Competitive Application)</i>				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<i>(application to be submitted from statewide allocation)</i>				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		5316 Subtotal ▶			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5317 ▶	BAT	Rockland Service			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
					\$50,170	\$0	\$0	\$0	\$0	\$0	\$50,170	\$100,340
		5317 Subtotal ▶			\$50,170	\$0	\$0	\$0	\$0	\$0	\$50,170	\$100,340
SoGR ▶	BAT	Intermodal Centre & Maintenance Facility Paving	11.34.03		\$675,000	\$0	\$0	\$0	\$135,000	\$0	\$0	\$675,000
Livability ▶					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TIGER ▶					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		<i>(for previously awarded competitive grants)</i>				\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Grants Subtotal ▶			\$675,000	\$0	\$0	\$0	\$135,000	\$0	\$0	\$675,000
Other ▶					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Subtotal ▶			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Non-Federal (RTACAP)▶					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Non-Federal (Other State & Locally Funded Projects)▶					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Subtotal ▶			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		TOTAL PROGRAMMED			\$6,674,170	\$400,500	\$0	\$0	\$135,000	\$615,000	\$793,795	\$8,483,465

Fiscal Constraint Analysis

Federal Funding Source ▾	Programmed ▾	Available ▾		(+/-) ▾	State Funding Source ▾	Programmed ▾	Available ▾		(+/-) ▾
FFY 13 / 5307	\$ 5,949,000	\$ 2,878,581		\$ (3,070,419)	RTACAP	\$ 400,500	\$ 400,500	\$ -	n/a
FFY 13 / 5309	\$ -	\$ -		\$ -	ITCCAP	\$ -	\$ -	\$ -	n/a
					SCA	\$ 615,000	\$ -	\$ -	n/a
					TDC	\$ 135,000	n/a	n/a	n/a

Regional Transit Outlook
Project List (FFY 2014)

5/15/2012 Draft Released
 06/19/2012 Endorsed

FTA Program	Regional Transit Authority	Project Description	FTA Scope & Activity Line Item Codes	Carryover or Earmark Details	Federal Funds	State Match Sources					RTA Funds	Total Cost
						RTACAP	MAP	ITCCAP	TDC	SCA		
5307 ▶	BAT	Capital Parts	11.12.40		\$96,000	\$24,000	\$0	\$0	\$0	\$0	\$0	\$120,000
	BAT	Support Vehicle	11.42.11		\$24,000	\$6,000	\$0	\$0	\$0	\$0	\$0	\$30,000
	BAT	Support Equipment	11.42.20		\$40,000	\$30,000	\$0	\$0	\$0	\$0	\$0	\$70,000
	BAT	Vehicle Overhaul (4)	11.17.01		\$180,000	\$360,000	\$0	\$0	\$0	\$0	\$0	\$540,000
	BAT	Proximity Passes for Paratransit	11.42.10		\$120,000	\$30,000	\$0	\$0	\$0	\$0	\$0	\$150,000
	BAT	PM/ADA/Operating			\$2,500,000	\$0	\$0	\$0	\$0	\$625,000	\$0	\$3,125,000
5307 Subtotal ▶					\$2,960,000	\$450,000	\$0	\$0	\$0	\$625,000	\$0	\$4,035,000
5309 ▶					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5309 Subtotal ▶					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5310 ▶	(Do Not Enter Request - Part of Competitive Application)				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	(application to be submitted from statewide allocation)				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5310 Subtotal ▶					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5311 ▶	(Do Not Enter Request - Part of Competitive Application)				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	(application to be submitted from statewide allocation)				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5311 Subtotal ▶					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5316 ▶	(Do Not Enter Request - Part of Competitive Application)				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	(application to be submitted from statewide allocation)				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5316 Subtotal ▶					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5317 ▶	BAT	Rockland Service			\$51,925	\$0	\$0	\$0	\$0	\$0	\$51,925	\$103,850
5317 Subtotal ▶					\$51,925	\$0	\$0	\$0	\$0	\$0	\$51,925	\$103,850
SoGR ▶					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Livability ▶					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TIGER ▶					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	(for previously awarded competitive grants)				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants Subtotal ▶					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other ▶					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal ▶					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Non-Federal (RTACAP)▶					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Non-Federal (Other State & Locally Funded Projects)▶					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal ▶					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL PROGRAMMED					\$3,011,925	\$450,000	\$0	\$0	\$0	\$625,000	\$51,925	\$4,138,850

Fiscal Constraint Analysis

Federal Funding Source	Programmed	Available	(+/-)	State Funding Source	Programmed	Available	(+/-)
FFY 14 / 5307	\$ 2,960,000	\$ 2,878,581	\$ (81,419)	RTACAP	\$ 450,000	\$ 450,270	\$ 270
FFY 14 / 5309	\$ -	\$ -	\$ -	ITCCAP	\$ -	\$ -	n/a
				SCA	\$ 625,000	\$ -	n/a
				TDC	\$ -	n/a	n/a

Regional Transit Outlook
Project List (FFY 2015)

5/15/2012 Draft Released
 06/19/2012 Endorsed

FTA Program	Regional Transit Authority	Project Description	FTA Scope & Activity Line Item Codes	Carryover or Earmark Details	Federal Funds	State Match Sources					RTA Funds	Total Cost
						RTACAP	MAP	ITCCAP	TDC	SCA		
5307	BAT	Capital Parts	11.12.40		\$96,000	\$24,000	\$0	\$0	\$0	\$0	\$0	\$120,000
	BAT	Support Equipment	11.42.20		\$40,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$50,000
	BAT	ITC Improvements	11.34.03		\$40,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$50,000
	BAT	Bus Washer	11.42.20		\$104,000	\$26,000	\$0	\$0	\$0	\$0	\$0	\$130,000
	BAT	Vehicle Overhaul (4)	11.17.01		\$180,000	\$380,000	\$0	\$0	\$0	\$0	\$0	\$560,000
	BAT	PM/ADA/Operating	11.42.20		\$2,600,000	\$0	\$0	\$0	\$0	\$650,000	\$0	\$3,250,000
5307 Subtotal					\$3,060,000	\$450,000	\$0	\$0	\$0	\$650,000	\$0	\$4,160,000
5309	BAT	Intermodal Repairs	11.34.03		\$200,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$250,000
	BAT	Maintenance Facility Repairs	11.44.02		\$400,000	\$100,000	\$0	\$0	\$0	\$0	\$0	\$500,000
	BAT	Signal Prioritization	11.42.20		\$120,000	\$30,000	\$0	\$0	\$0	\$0	\$0	\$150,000
5309 Subtotal					\$720,000	\$180,000	\$0	\$0	\$0	\$0	\$0	\$900,000
5310	(Do Not Enter Request - Part of Competitive Application)				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	(application to be submitted from statewide allocation)				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5310 Subtotal					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5311	(Do Not Enter Request - Part of Competitive Application)				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	(application to be submitted from statewide allocation)				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5311 Subtotal					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5316	(Do Not Enter Request - Part of Competitive Application)				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	(application to be submitted from statewide allocation)				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5316 Subtotal					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5317	BAT	Rockland Service			\$53,675	\$0	\$0	\$0	\$0	\$0	\$53,675	\$107,350
5317 Subtotal					\$53,675	\$0	\$0	\$0	\$0	\$0	\$53,675	\$107,350
SoGR	BAT	Hybrid Buses (3)	11.12.01		\$1,900,000	\$0	\$0	\$0	\$380,000	\$0	\$0	\$1,900,000
Livability	BAT	Transit Coaches (2)	11.12.01		\$750,000	\$0	\$0	\$0	\$0	\$0	\$0	\$750,000
					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TIGER	BAT	Hybrid Buses (3)	11.12.01		\$1,900,000	\$0	\$0	\$0	\$380,000	\$0	\$0	\$1,900,000
					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants Subtotal					\$4,550,000	\$0	\$0	\$0	\$760,000	\$0	\$0	\$4,550,000
Other	Subtotal				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Non-Federal (RTACAP)	Subtotal				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Non-Federal (Other State & Locally Funded Projects)	Subtotal				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL PROGRAMMED					\$8,383,675	\$630,000	\$0	\$0	\$760,000	\$650,000	\$53,675	\$9,717,350

Fiscal Constraint Analysis

Federal Funding Source	Programmed	Available	(+/-)	State Funding Source	Programmed	Available	(+/-)
FFY 15 / 5307	\$ 3,060,000	\$ 2,878,581	\$ (181,419)	RTACAP	\$ 630,000	\$ 450,270	\$ (179,730)
FFY 15 / 5309	\$ 720,000	\$ -	\$ (720,000)	ITCCAP	\$ -	\$ -	n/a
				SCA	\$ 650,000	\$ -	n/a
				TDC	\$ 760,000	n/a	n/a

Regional Transit Outlook
Project List (FFY 2016)

5/15/2012 Draft Released
 6/19/2012 Endorsed

FTA Program	Regional Transit Authority	Project Description	FTA Scope & Activity Line Item Codes	Carryover or Earmark Details	Federal Funds	State Match Sources					RTA Funds	Total Cost
						RTACAP	MAP	ITCCAP	TDC	SCA		
5307	BAT	Capital Parts	11.12.40		\$120,000	\$30,000	\$0	\$0	\$0	\$0	\$0	\$150,000
	BAT	Support Vehicle	11.42.11		\$24,000	\$6,000	\$0	\$0	\$0	\$0	\$0	\$30,000
	BAT	Support Equipment	11.42.20		\$96,000	\$24,000	\$0	\$0	\$0	\$0	\$0	\$120,000
	BAT	ITC Improvements	11.34.03		\$40,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$50,000
	BAT	Vehicle Overhaul (4)	11.17.01		\$180,000	\$380,000	\$0	\$0	\$0	\$0	\$0	\$560,000
	BAT	PM/ADA/Operating			\$2,700,000	\$0	\$0	\$0	\$0	\$675,000	\$0	\$3,375,000
5307 Subtotal					\$3,160,000	\$450,000	\$0	\$0	\$0	\$675,000	\$0	\$4,285,000
5309					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5309 Subtotal					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5310	(Do Not Enter Request - Part of Competitive Application)				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	(application to be submitted from statewide allocation)				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5310 Subtotal					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5311	(Do Not Enter Request - Part of Competitive Application)				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	(application to be submitted from statewide allocation)				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5311 Subtotal					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5316	(Do Not Enter Request - Part of Competitive Application)				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	(application to be submitted from statewide allocation)				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5316 Subtotal					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5317	(Do Not Enter Request - Part of Competitive Application)				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	(application to be submitted from statewide allocation)				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5317 Subtotal					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SoGR					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Livability					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TIGER					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants Subtotal					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Non-Federal (RTACAP)					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Non-Federal (Other State & Locally Funded Projects)					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL PROGRAMMED					\$3,160,000	\$450,000	\$0	\$0	\$0	\$675,000	\$0	\$4,285,000

Fiscal Constraint Analysis

Federal Funding Source	Programmed	Available	(+/-)	State Funding Source	Programmed	Available	(+/-)
FFY 16 / 5307	\$ 3,160,000	\$ 2,878,581	\$ (281,419)	RTACAP	\$ 450,000	\$ 450,270	\$ 270
FFY 16 / 5309	\$ -	\$ -	\$ -	ITCCAP	\$ -	\$ -	n/a
				SCA	\$ 675,000	\$ -	n/a
				TDC	\$ -	n/a	n/a

FFY 2013-2016 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

9. Statewide Project Summary Listing

FFY 2013:		Federal Cost	Total Cost
Statewide Infrastructure Program	STP Flex	\$4,800,000	\$6,000,000
Statewide HSIP	STP Safety	\$4,000,000	\$5,000,000
Statewide Safe Routes to School Program	SRS	\$4,200,000	\$4,200,000
Statewide CMAQ	CMAQ	\$29,600,000	\$37,000,000
Statewide Transportation Enhancements	STP ENH	\$6,000,000	\$7,500,000
Statewide Recreational Trails		\$626,400	\$783,000
Statewide ITS	CMAQ	\$12,600,000	\$15,750,000
Statewide Design And Right Of Way	STP Flex	\$0	\$0
Statewide Interstate Maintenance Program	IM	\$60,000,000	\$75,000,000
Statewide NHS Preservation Program	NHS	\$9,600,000	\$12,000,000
Statewide Railroad Grade Crossings	STP Safety	\$8,000,000	\$10,000,000
Statewide Stormwater Retrofits		\$8,000,000	\$10,000,000
Statewide ADA Implementation Plan		\$2,400,000	\$3,000,000
Statewide Bridge Maintenance Program		\$0	\$10,000,000
Statewide Bridge Replacement and Rehabilitation	BR On/Off	\$0	\$139,175,000
Statewide Bridge Inspection	BR On/Off	\$5,000,000	\$6,250,000
	TOTALS	\$154,826,400	\$341,658,000
FFY 2014:		Federal Cost	Total Cost
Statewide Infrastructure Program (Including Noise Barriers)	STP Flex	\$4,800,000	\$6,000,000
Statewide HSIP	STP Safety	\$4,800,000	\$6,000,000
Statewide Safe Routes to School Program	SRS	\$5,200,000	\$5,200,000
Statewide CMAQ	CMAQ	\$26,400,000	\$33,000,000
Statewide Transportation Enhancements	STP ENH	\$10,000,000	\$12,500,000
Statewide Recreational Trails		\$800,000	\$1,000,000
Statewide ITS	CMAQ	\$12,560,000	\$15,700,000
Statewide Design And Right Of Way	STP Flex	\$0	\$0
Statewide Interstate Maintenance Program	IM	\$52,200,000	\$65,250,000
Statewide NHS Preservation Program	NHS	\$23,375,000	\$29,218,750
Statewide Railroad Grade Crossings	STP Safety	\$8,000,000	\$10,000,000
Statewide Stormwater Retrofits		\$8,000,000	\$10,000,000
Statewide ADA Implementation Plan		\$3,200,000	\$4,000,000
Statewide Bridge Maintenance Program	BR On/Off	\$8,000,000	\$10,000,000
Statewide Bridge Replacement and Rehabilitation	BR On/Off	\$0	\$99,175,000
Statewide Bridge Inspection	BR On/Off	\$5,000,000	\$6,250,000
	TOTALS	\$172,335,000	\$313,293,750

FFY 2013-2016 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

FFY 2015:		Federal Cost	Total Cost
Statewide Infrastructure Program (Including Noise Barriers)	STP Flex	\$4,800,000	\$6,000,000
Statewide HSIP	STP Safety	\$4,000,000	\$5,000,000
Statewide Safe Routes to School Program	SRS	\$5,200,000	\$5,200,000
Statewide CMAQ	CMAQ	\$19,200,000	\$24,000,000
Statewide Transportation Enhancements	STP ENH	\$10,000,000	\$12,500,000
Statewide Recreational Trails		\$800,000	\$1,000,000
Statewide ITS	CMAQ	\$10,160,000	\$12,700,000
Statewide Design And Right Of Way	STP Flex	\$0	\$0
Statewide Interstate Maintenance Program	IM	\$50,400,000	\$63,000,000
Statewide NHS Preservation Program	NHS	\$20,400,000	\$25,500,000
Statewide Railroad Grade Crossings	STP Safety	\$400,000	\$500,000
Statewide Stormwater Retrofits		\$8,000,000	\$10,000,000
Statewide ADA Implementation Plan		\$3,200,000	\$4,000,000
Statewide Bridge Maintenance Program	BR On/Off	\$8,000,000	\$10,000,000
Statewide Bridge Replacement and Rehabilitation	BR On/Off	\$0	\$122,000,000
Statewide Bridge Inspection	BR On/Off	\$5,000,000	\$6,250,000
	TOTALS	\$149,560,000	\$307,650,000
FFY 2016:		Federal Cost	Total Cost
Statewide Infrastructure Program (Including Noise Barriers)	STP Flex	\$4,800,000	\$6,000,000
Statewide HSIP	STP Safety	\$4,000,000	\$5,000,000
Statewide Safe Routes to School Program	SRS	\$5,180,000	\$5,180,000
Statewide CMAQ	CMAQ	\$18,400,000	\$23,000,000
Statewide Transportation Enhancements	STP ENH	\$10,000,000	\$12,500,000
Statewide Recreational Trails		\$800,000	\$1,000,000
Statewide ITS	CMAQ	\$10,160,000	\$12,700,000
Statewide Design And Right Of Way	STP Flex	\$0	\$0
Statewide Interstate Maintenance Program	IM	\$50,400,000	\$63,000,000
Statewide NHS Preservation Program	NHS	\$20,400,000	\$25,500,000
Statewide Railroad Grade Crossings	STP Safety	\$2,000,000	\$2,500,000
Statewide Stormwater Retrofits			\$10,000,000
Statewide ADA Implementation Plan		\$3,200,000	\$4,000,000
Statewide Bridge Maintenance Program	BR On/Off	\$8,000,000	\$10,000,000
Statewide Bridge Replacement and Rehabilitation	BR On/Off	\$0	\$82,000,000
Statewide Bridge Inspection	BR On/Off	\$5,000,000	\$6,250,000
	TOTALS	\$142,340,000	\$268,630,000

10. FFY 2013-2016 Federal Aid Mega Projects

No Federal Aid Mega Projects within the Old Colony Region are currently programmed in FFY 2013-2016.

FFY 2013-2016 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

11. Annual Listing of Obligated Projects (FFY 2012 Advertisements)

COMMUNITY	ID	ADVERTISED	DESCRIPTION	TOTAL COST	FEDERAL	STATE
BROCKTON	600365	*	BROCKTON: RESURFACING & RELATED WORK ON A SECTION OF ROUTE 27	\$4,430,000	\$ 3,544,000	\$ 886,000
BROCKTON, BRIDGEWATER, WEST BRIDGEWATER	606793	*	BRIDGEWATER-BROCKTON-WEST BRIDGEWATER: INSTALLATION OF ANTI-GLARE SCREENS ALONG ROUTE 24	\$455,954	\$ 410,359	\$ 45,595
EASTON	606225	3/24/2012	EASTON: SAFE ROUTES TO SCHOOL (F.L. OLMSTED SCHOOL)	\$445,390	\$ 445,390	\$ -
PEMBROKE	604870	*	PEMBROKE: RESURFACING AND RELATED WORK AT VARIOUS LOCATIONS ON ROUTE 139	\$1,117,024	\$ 893,619	\$ 223,405
			Total Cost of Projects Advertised:	\$ 6,448,368	\$ 5,293,368	\$ 1,155,000

* Projects anticipated to be advertised or completed by October 1, 2012

✓ As of the endorsement of the FFY 2013-2016 TIP on June 19, 2012, all of the projects programmed in FFY 2012 of the FFY 2012-2015 TIP were advertised for construction bids, or constructed.

* Projects anticipated to be advertised or completed by October 1, 2012

12. Air Quality Conformity Documentation

The Commonwealth of Massachusetts is classified as serious nonattainment for ozone, and is divided into two nonattainment areas. The Eastern Massachusetts ozone nonattainment area includes Barnstable, Bristol, Dukes, Essex, Middlesex, Nantucket, Norfolk, Plymouth, Suffolk, and Worcester counties. Berkshire, Franklin, Hampden, and Hampshire counties comprise the Western Massachusetts ozone nonattainment area. With these classifications, the 1990 Clean Air Act Amendments (CAAA) required 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 ozone standard.

In 2002, the cities of Lowell, Waltham, Worcester and Springfield were re-designated to attainment for carbon monoxide with EPA-approved limited maintenance plans. In 1996, the communities of Boston, Cambridge, Chelsea, Everett, Malden, Medford, Quincy, Revere, and Somerville were classified as attainment for carbon monoxide (CO). Air quality conformity analysis must still be completed in these communities, as they have a carbon monoxide maintenance plan approved into the State Implementation Plan (SIP). The year 2010 carbon monoxide motor vehicle emission budget established for the Boston CO attainment area with a maintenance plan is 228.33 tons of carbon monoxide per winter day.

The CAAA also required Metropolitan Planning Organizations (MPOs) within nonattainment areas to perform conformity determinations prior to the approval of their Regional Transportation Plans (RTPs) and Transportation Improvement Programs (TIPs). Periodically, air quality analyses are conducted on all the RTPs, the purposes of which are to evaluate the RTPs' air quality impacts on the SIP. Conformity determinations are then performed to ensure that all regionally significant projects are included in the RTPs and the TIPs, and that they meet the air quality goals of the SIP. The Federal Highway Administration (FHWA) – in consultation with the Environmental Protection Agency (EPA New England) and the Massachusetts Department of Environmental Protection (DEP) – confirm and approve these conformity determinations (more details and background of major conformity milestones in recent years are provided in the Old Colony MPO 2012 Regional Transportation Plan).

Previously, the Massachusetts Department of Transportation found the emission levels from the 2012 Regional Transportation Plans – as well as from the 2012-2015 TIPs – to be in conformance with the SIP. Each MPO had certified (and continues to certify) that all activities outlined in its RTP and its TIP:

- will not cause or contribute to any new violation of any standard in any area;
- will not increase the frequency or severity of any existing violation of any standard in any area; and,
- will not delay the timely attainment of any standard or any required interim emission reductions or other milestones in any area.

Key elements of this FY 2013–2016 TIP related to air quality conformity are as follows:

- This TIP is financially constrained, and all projects in the TIP come from the conforming Old Colony MPO 2012 Regional Transportation Plan.
- All regionally significant RTP projects for 2013 through 2016 (both Federal and Non-Federal Aid) are programmed in the TIP.

- All regionally significant projects included in the TIP have been included in the air quality analysis for the conforming Plan. These projects are of the same design and concept as presented in the 2012 conforming RTP (projects in the TIP come from the conforming Plan).
- In the Eastern Massachusetts Ozone Non-Attainment Area, a new conformity analysis was performed because certain regionally significant transportation project(s) programmed in the 2013-2016 TIPs (and included in the transportation models) changed their projected completion timeframe by crossing one or more milestone years used (2016, 2020, 2025, 2035), compared to the mix and timelines of projects assumed for the previously performed and approved conformity analyses done in 2011.
- Specifically, the new conformity analysis continued to demonstrate that emissions levels for all build scenarios remain below established emission budgets for all pollutants and all milestone years, meeting the federal conformity criteria (see emission tables).
- All other of the latest planning assumptions relative to conformity analyses (latest emission rates, latest socio-economic projections, etc.) remain unchanged from the previously completed and approved conformity analyses on each 2012-2015 TIP.
- Therefore, this TIP, in combination with the TIPs from the other MPOs in the Eastern Massachusetts Non-Attainment area, demonstrates air quality conformity.

Timely Implementation of Transportation Control Measures

Transportation Control Measures (TCMs) have been required in the SIP in revisions submitted to EPA in 1979 and 1982. All SIP TCMs have been accomplished through construction or through implementation of ongoing programs. All of the projects have been included in the Region's Transportation Plan (present or past) as recommended projects or projects requiring further study.

DEP submitted to EPA its strategy of programs to show Reasonable Further Progress of a 15% reduction of VOCs in 1996 and the further 9% reduction of NO_x toward attainment of the National Ambient Air Quality Standards (NAAQS) for ozone in 1999. Within that strategy, there are no specific TCM projects. The strategy does call for traffic flow improvements to reduce congestion and, therefore, improve air quality. Other transportation-related projects that have been included in the SIP control strategy are listed below:

- *Enhanced Inspection and Maintenance Program*
- *California Low Emission Vehicle Program*
- *Reformulated Gasoline for On- and Off-Road Vehicles*
- *Stage II Vapor Recovery at Gasoline Refueling Stations*
- *Tier I Federal Vehicle Standards*

Air Quality Conformity Analysis

On April 2, 2008, EPA found that the 2008 and 2009 motor vehicle emissions budgets (MVEBs) in the January 31, 2008 Massachusetts 8-hour ozone State Implementation Plan revision were adequate for transportation conformity purposes. The submittal included 2008 and 2009 MVEBs for the Boston-Lawrence-Worcester (Eastern Massachusetts) and Springfield (Western Massachusetts) 8-hour ozone nonattainment areas. Massachusetts submitted these budgets as part of the 8-hour ozone attainment demonstration and reasonable further progress plan for both nonattainment areas, and as a result of

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EPA's adequacy finding, these budgets were required to be used for conformity determinations. EPA later determined (in 2010) that only the most recent MVEBs - 2009 - be used for future conformity determinations.

In 2011, air quality analyses were conducted on behalf of all the 2012-2015 Regional Transportation Improvement Programs (TIPs), the purposes of which were to evaluate the TIPs' air quality impacts on the SIP. Conformity determinations were performed to ensure that all regionally significant projects were included in the TIPs. The Massachusetts Department of Transportation found the emission levels from the 2012-2015 TIPs to be in conformance with the SIP. On November 8, 2011, EPA confirmed that both the Eastern and Western Massachusetts Non-Attainment areas collectively demonstrated transportation conformity, with concurrence on the conformity analyses from Massachusetts DEP on 11/2/11. On November 30, 2011, FHWA and FTA determined that the TIPs were in conformity with the Clean Air Act and the EPA conformity regulations (40 CFR Part 51).

The conformity test is to show consistency with the emissions budgets set forth in the SIP. Additional specific information regarding the analysis and modeling methods, latest planning assumptions, and consultation procedures are all detailed in the Old Colony MPO 2012 RTP. The emissions from the following MPOs have been combined to show conformity with the SIP for the Eastern Massachusetts Ozone Nonattainment Area:

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

* These regions do not contain any official urbanized areas, but are considered to be MPOs for planning purposes.

The milestone and analysis year transportation model networks are composed of projects proposed in this 2013-2016 TIP. Projects in these networks consist of all in-place "regionally significant" projects that can reasonably be expected to be completed by a given analysis/horizon year with consideration of available funding commitments. This project group would include, but not be limited to, regionally significant projects where at least one of the following steps has occurred within the past three years:

- Comes from the first year of a previously conforming TIP,
- Completed the NEPA process, or
- Currently under construction or are undergoing right-of-way acquisition

A complete listing of future regionally significant projects for the entire Eastern Massachusetts Ozone Non-Attainment Area is provided below:

FFY 2013-2016 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Regionally Significant Projects Included in the Regional Transportation Models for the Eastern Massachusetts Ozone Non-Attainment Area

Analysis Year	Community	Description of Projects Under Construction – Boston Region
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 Rt 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	1000 Additional Park and Ride Spaces
Analysis Year	Community	Description of Recommended Plan Projects – Boston Region
2016	Beverly	Beverly Station Commuter Rail Parking Garage
2016	Boston	Conley Haul Road
2016	Hanover	Route 53 Final Phase (widening to 4 lanes between Rt 3 and Rt 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
2020	Boston	Sullivan Square/Rutherford Avenue Improvements
2020	Salem	Bridge Street (widening to 4 lanes between Flint and Washington St.)
2020	Somerville, Medford	Green Line Extension to Mystic Valley Parkway (Route 16)
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	I-95/I-93 Interchange (new direct connect ramps)
2025	Newton, Needham	Needham Street/Highland Avenue (includes widening Charles River Bridge)
2025	Woburn	Montvale Avenue (widening between 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 Rt. 99)
2035	Wilmington	Tri-Town Interchange (new "Lowell Junction" interchange on I-93 between Route 125 and Dascomb Rd.)
Analysis Year	Community	Project Description - Cape Cod Region
2020	Barnstable	Yarmouth Rd. /Rt 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 Buzzard's Bay, Middleborough
2035	Mashpee	Mashpee Rotary Ring Roads (connectors, Great Neck Rd, Routes 28 and 151)
Analysis Year	Community	Project Description - Central Massachusetts Region
2016	Northborough	Rt 20 Church to South, signal coordination in corridor
2016	Shrewsbury/Worcester	Rt 9 Bridge over Lake Quinsigamond: widening, additional lane each direction
2016	Auburn	Rt 12/20 to Auburn TL capacity improvements and raised median

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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/Rt 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 and Hope)
2035	Millbury, Sutton	Route 146 Improvements: Route 122A to Central Turnpike
Analysis Year	Community	Project Description – Martha’s Vineyard Region
n/a	n/a	none
Analysis Year	Community	Project Description – 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.
Analysis Year	Community	Project Description – 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
Analysis Year	Community	Project Description – Nantucket Region
n/a	n/a	none
Analysis Year	Community	Project Description – Northern Middlesex Region
2016	Westford	Route 110 Minot’s Corner to Nixon widen to 4 lanes
2020	Billerica	Middlesex Turnpike Improvements Phase 3 – widening Plank St. to Manning
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, and 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
Analysis Year	Community	Project Description – 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
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
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)

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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
Analysis Year	Community	Project Description – 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

Using the latest planning assumptions, the Massachusetts Department of Transportation, Office of Transportation Planning, in coordination with MPO staff, estimated the emissions for VOC and NOx for all MPOs in Eastern Massachusetts through a combination of the statewide and Boston Region travel demand models. The VOC mobile source emission budget for 2009 and beyond for the Eastern Massachusetts Nonattainment Area has been set at 63.50 tons per summer day and the 2009 (and beyond) mobile source budget for NOx is 174.96 tons per summer day. As shown in Tables 1 and 2, the results of the air quality analysis demonstrate that the VOC and NOx emissions from all Action scenarios are less than the VOC and NOx emissions budgets for the Eastern Massachusetts Nonattainment Area:

TABLE 1
VOC Emissions Estimates for the Eastern Massachusetts Ozone Nonattainment Area
(all emissions in tons per summer day)

Year	Old Colony MPO Action Emissions	Eastern MA Action Emissions	Budget	Difference (Action – Budget)
2010	n/a	64.974	n/a	n/a
2016	2.0009	36.232	63.50	-27.268
2020	1.7691	32.386	63.50	-31.114
2025	1.6559	30.988	63.50	-32.512
2035	1.6954	31.063	63.50	-32.437

**TABLE 2
NOx Emissions Estimates for the Eastern Massachusetts Ozone Nonattainment Area
(all emissions in tons per summer day)**

Year	Old Colony MPO Action Emissions	Eastern MA Action Emissions	Budget	Difference (Action – Budget)
2010	n/a	178.925	n/a	n/a
2016	3.4136	66.219	174.96	-108.741
2020	2.2196	45.188	174.96	-129.772
2025	1.6763	36.521	174.96	-138.439
2035	1.4418	29.038	174.96	-145.922

In summary, this TIP is derived from the conforming 2012 Regional Transportation Plan, and the latest conformity determination analysis has been prepared in accordance with EPA’s final conformity regulations. The air quality analyses outlined in this document demonstrate that the implementation of the TIP satisfies the conformity criteria where applicable and is consistent with the air quality goals in the Massachusetts SIP.

Specifically, the Old Colony MPO has found the emission levels from this FFY 2013-2016 TIP, in combination with the emission levels from the other MPOs in its nonattainment area, demonstrate conformity with the SIP, the Clean Air Act, and the EPA conformity regulations (40 CFR part 51).

Congestion Mitigation and Air Quality Improvement (CMAQ) Program

The Congestion Mitigation and Air Quality Improvement (CMAQ) Program was created under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, continued under the Transportation Equity Act for the 21st Century (TEA-21), and reauthorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005. SAFETEA-LU placed a renewed focus on advancing cost-effective transportation projects that improve air quality. Specifically, the bill highlighted diesel engine retrofits as a priority for CMAQ expenditures, due to the cost-effective emissions reduction benefits that can be achieved through many retrofit technologies. SAFETEA-LU also established priority-funding consideration for cost-effective congestion mitigation activities that improve air quality. The goals of the CMAQ program support this initiative in three main ways: promoting operational and technological improvements, targeting major freight bottlenecks, and relieving urban congestion.

The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the national ambient air quality standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (PM). The main goal of the CMAQ program is to reduce emissions in nonattainment and maintenance areas and to mitigate congestion. Congestion relief can contribute to improvements in air quality by reducing travel delays, engine idle time, and unproductive fuel consumption.

Since congestion relief projects also reduce idling, the negative emissions effects of “stop and go” driving, and the number of vehicles on the road, they have a corollary benefit of improving air quality. Based on their emissions reductions, these types of projects, including investments in improved system pricing and operations, are eligible for CMAQ funding.

Eligible projects and programs include:

- Transportation Control Measures (TCMs)
- Traffic Flow Improvements
- Extreme Low-Temperature Cold Start Programs
- Alternate Fuels and Vehicles
- Congestion Reduction & Traffic Flow Improvements
- Transit Improvements
- Bicycle and Pedestrian Facilities and Programs
- Travel Demand Management
- Public Education and Outreach Activities
- Transportation Management Associations
- Carpooling and Vanpooling
- Freight/Intermodal
- Diesel Engine Retrofits & Other Advanced Truck Technologies
- Idle Reduction
- Training
- Inspection/Maintenance (I/M) Programs
- Experimental Pilot Programs

13. Special Efforts

The Brockton Area Transit Authority

Brockton Area Transit: Accessible Transportation Program

The US Department of Transportation, in 1986, published a final rule entitled, “Non-discrimination on the Basis of Handicap in Financial Assistance Programs.” The rule carried out section 504 of the Rehabilitation Act of 1973 and section 317 © of the Surface Transportation Assistance Act of 1982. The rule requires recipients of the FTA financial assistance to establish programs to provide transit services to handicapped persons, establishes service criteria, and places a limit on the amount of money recipients must spend to meet these criteria.

BAT is required to develop a five (5) year plan addressing transportation for the physically disabled.

Program Background

Planning for accessible transportation has been an integral part of the Brockton Area Transit Development Program. Developed jointly in 1975 by the Old Colony Planning Council, the City of Brockton, and a consulting firm, funding assistance for this study was provided under a FTA Technical Studies Grant (Section 9, now 5307).

A principal tenet of this planning effort was to identify the transportation needs of elderly and handicapped individuals and the social service agencies with which a coordinated service could be developed. The study produced estimates of the number of potential elderly and handicapped transit users within the area and denoted the locations containing large concentrations of potential users. Data

collection for this identification involved meeting with social service agency representatives, the surveying of the general public and the use of secondary sources.

This study created the overall design and schedule for the implementation of a two faceted Dial-a-Bat service namely, Dial-a-Ride and subscription service. In addition, it formed the basis for ensuring the routing of regularly scheduled services to areas with high concentrations of elderly and handicapped individuals.

The specific strategies adopted from Elderly and Disabled efforts are as follows:

- 50% fare for elderly and disabled users of regular BAT service.
- Routing of regular BAT service to serve elderly and disabled individuals without accessible transportation needs. All elderly and handicapped public housing sites have been included as stops on regular BAT routes. One particular route, the Mini-Maller connects three sites with the Westgate Mall, a major retail shopping center.
- The institution of both advance and reservation Dial-a-Ride and subscription service for the elderly, disabled, and clients of social service agencies in the Brockton area known as Dial-a-Bat, began service in February 1977.
- Coordination of Dial-a-Bat with the transportation services of approximately 16 social service agencies.
- Develop and modify the Section 504 program in an effort to improve transit services for the elderly and disabled.

This planning effort also produced the following capital plans for developing accessible transportation facilities:

- Incorporation of wheelchair accessible improvements into the plans for the development of a Brockton BAT Centre, which made all the docking facilities 100% accessible. BAT commenced operation at the new terminal in February 1999.
- As of 1991, the Dial-a-Bat fleet included 33 paratransit vehicles, all of which are lifts equipped vans.
- Creation of accessible fixed route service through the anticipated purchase of six (6) wheelchair equipped commuter coaches with FTA Section 3 funds. The vehicles have been leased to private inter-city bus companies such as Plymouth and Brockton Street Railway Company and Interstate Coach.

Accessible Transportation Service and Facilities

Section 223 of the American with Disabilities Act (ADA) requires public entities operating fixed route systems to provide paratransit as a complement to their fixed route service. This service is intended for persons with disabilities who are unable to use accessible fixed route transit. The paratransit level of service is to be “comparable,” not identical, to fixed route service as the operations of fixed route service and paratransit differ markedly.

The first category of “ADA Paratransit Eligible” people consists of individuals who as a result of their disabilities, cannot independently board, ride, or disembark from accessible vehicles. Persons with mental or visual impairments, as well as physical disabilities, may be eligible in this category (e.g., persons who are unable to determine where to get off the bus).

The second category of ADA Paratransit Eligibility concerns individuals who have a “specific impairment-related condition” which prevents them from getting to a boarding or disembarking location. Examples are people with chronic fatigue syndrome, visual or mental impairments, or special temperature sensitivities whose disabilities do not allow them to get to a stop or from a stop to their destination.

The third eligibility category includes individuals who need a level change mechanism to use a bus or other vehicle during times when an accessible bus that the person can use is not being employed on the route on which they want to travel.

The US Department of Transportation is amending its existing Section 504 rule to avoid potential overlapping, duplication, or confusion between ADA and 504 requirements. For this reason, a number of provisions of the 504 rule are being removed. The basic relationship between Section 504 and ADA is that a recipient of DOT funds complies with its Section 504 obligations. In 1996, Brockton Area Transit Authority completed the update of its fleet. The BAT fleet is now 100% accessible.

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14. FFY 2012 TIP Transit Project Status

Transit

Federal				Approval		
RTA	Section	Description	Federal Funds	Status	Grant #	Comments
BAT	5307	Fare Collection Equip. Support Equip., Service Vehicle,	\$960,000	Approved	MA-90-X555	\$274,068 remaining
BAT	5307	Capital Parts, Intermodal Paving and support equipment	\$396,168	Approved	MA-90-X502	\$39,143 remaining
BAT	5307	Bus Replacement	\$261,000	Approved	MA-90-X565	\$261,000 remaining
BAT	5309	Bus Replacement (1)	\$237,500	Approved	MA-04-0034	\$104,729 remaining
BAT	5307	Bus Replacement	\$338,580	Approved	MA-04-0062	\$338,580 remaining
BAT	5307	Bus Replacement	\$520,000	Approved	MA-95-X011	\$520,000 remaining
BAT	5307	PM, ADA Misc. Support Equip. etc.	\$2,045,464	Approved	MA-90-X624	\$604,988 remaining
SSCAC	5310	Capital – Purchase of 3 (8-12) passenger lift equipped minivans	\$121,600		See State	

State				Approval		
RTA	Section	Description	State Funds	Status	Grant #	Comments
BAT	MAP	Mobility Assistance	\$400,000	Awarded	See State	
Easton	MAP	Mobility Assistance	\$48,000	Awarded	See State	
Whitman	MAP	Mobility Assistance	\$55,000	Awarded	See State	

FFY 2013-2016 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Transit Continued

FTA Funding Program	Estimated Authorization FFY 2012	Old Colony TIP Programmed FFY 2012	BALANCE FFY 2012
Section 5307			
Planning	\$ -	\$ -	\$ -
Capital	\$ 264,000	\$ 264,000	\$ -
Operating/Preventive Maintenance	\$ 2,583,476	\$ 2,583,476	\$ -
Transit Enhancement	\$ -	\$ -	\$ -
Subtotal	\$ 2,847,476	\$ 2,847,476	\$ -
Carryover*			
<u>5307 Carryover - bus support equipment, preventative maintenance, planning, bus replacements, miscellaneous support equipment, includes Flex Funds, CMAQ capital bus.</u>	\$ 2,838,938	\$ 2,838,938	\$ -
Subtotal	\$ 2,838,938	\$ 2,838,938	\$ -
SECTION 5307 TOTALS	\$ 5,686,414	\$ 5,686,414	\$ -
ARRA			
	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -
Subtotal	\$ -	\$ -	\$ -
ARRA TOTALS	\$ -	\$ -	\$ -
Section 5309			
	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -
Subtotal	\$ -	\$ -	\$ -
SECTION 5309 TOTALS	\$ -	\$ -	\$ -
Section 5310			
Capital (SSCAC -- Purchase of lift equipped passenger mini-busses)	\$ 250,000	\$ 250,000	\$ -
Section 5316 (Boston UZA)			
Job Access and Reverse Commuting (JARC)	\$ 1,582,243	\$ 1,582,243	\$ -
Carryover*	\$ -	\$ -	\$ -
Section 3037 (BAT)			
Job Access and Reverse Commute (JARC)	\$ 32,500	\$ 32,500	\$ -
Section 5317 (Boston UZA)			
New Freedom	\$ 1,242,242	\$ 1,242,242	\$ -
Carryover*	\$ -	\$ -	\$ -
OTHER TOTALS	\$ 3,106,985	\$ 3,106,985	\$ -
Other Transit Funding			
CMAQ FHWA TO FTA	\$0	\$0	\$0
STP FHWA TO FTA	\$0	\$0	\$0

*Carryover funding from previous years.

FFY 2013-2016 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Part D. Supplemental Project List

1. Other Regional Priorities

COMMUNITY	DESCRIPTION	ID	DESIGN STATUS	FUNDING	COST
ABINGTON	ABINGTON SAFE ROUTES TO SCHOOL (CENTER SCHOOL)	605693	100	SRTS	\$489,600
ABINGTON & WEYMOUTH	WEYMOUTH- ABINGTON- RECONSTRUCTION & WIDENING ON ROUTE 18 (MAIN STREET) FROM HIGHLAND PLACE TO ROUTE 139 (4.0 MILES)	601630	25	STP	\$36,700,705
BRIDGEWATER	BRIDGEWATER- BRIDGE REHABILITATION, B-23-009, OAK STREET OVER THE TOWN RIVER	53430	0	BR	\$800,000
BROCKTON	BROCKTON- RESURFACING & RELATED WORK ON PERKINS AVENUE, FROM SUMMER STREET TO MAIN STREET (2,800 FT.)	601642	0	STP	\$500,000
BROCKTON	BROCKTON- INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/QUINCY STREET/MASSASOIT BOULEVARD	606143	0	STP/ HSIP	\$3,600,000
DUXBURY	DUXBURY- INTERSECTION IMPROVEMENTS @ KINGSTOWN WAY (ROUTE 53) & WINTER STREET	603462	100	STP	\$1,448,081
DUXBURY	DUXBURY- BRIDGE REPLACEMENT, D-14-010 (48H & 48J), ROUTE 3 (PILGRIM HIGHWAY) NB/SB OVER FRANKLIN STREET	605294	0	BR	\$5,520,000
DUXBURY	DUXBURY- SIGNAL INSTALLATION @ ROUTE 3 (NB & SB) RAMPS & ROUTE 3A (TREMONT STREET)	606002	0	STP	\$2,400,000
EASTON	EASTON- INTERSECTION IMPROVEMENTS @ ROUTE 138 & TURNPIKE AVENUE	604098	0	STP	\$1,440,000
HALIFAX	ROUTE 58 RECONSTRUCTION (LINGAN STREET TO PLYMPTON TL)	606379	0	TBD	\$3,960,000
KINGSTON	KINGSTON- RECONSTRUCTION ON ROUTE 106 (MAIN STREET, WAPPING ROAD) (5,300 FEET)	601164	25	STP	\$3,750,000
PEMBROKE	PEMBROKE- RECONSTRUCTION ON ROUTE 14, FROM THE HANSON T.L. TO PEMBROKE PLAZA ADVANCE CONSTRUCTION PHASE 2	604957	75	STP	\$4,428,327
PLYMOUTH	PLYMOUTH- RECONSTRUCTION OF TAYLOR AVENUE, FROM WHITE HORSE ROAD TO MANOMET POINT ROAD, INCLUDES P-13-010	605038	75	STP	\$5,106,000
PLYMOUTH	PLYMOUTH- BRIDGE PRESERVATION, P-13-026, ROUTE 3 OVER BILLINGTON STREET	605100	0	BR	\$1,750,485
WEST BRIDGEWATER	WEST BRIDGEWATER- RECONSTRUCTION ON ROUTE 106, FROM ROUTE 28 TO EASTON T.L.	603456	0	STP	\$6,000,000
WEST BRIDGEWATER	WEST BRIDGEWATER- BRIDGE REPLACEMENT, W-18-012, RT 106 OVER THE HOCKOMOCK RIVER	605351	0	ABP	\$2,658,001
Total of All Potential Projects					\$ 80,095,245

** This is an Informational List of Other Regional Priorities Regardless of Funding Source*

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2. Potential Projects Identified by Communities and/ or Studies Conducted by OCPC as Part of the Unified Planning Work Program. In order for projects to advance, communities must follow the project initiation process in the MassDOT Project Development & Design Guide Book.

COMMUNITY	DESCRIPTION	ID	FUNDING	COST
ABINGTON	ABINGTON - SAFE ROUTES TO SCHOOL (WOODWARD SCHOOL)	PRE - PRC	TBD	\$500,000
ABINGTON/ WHITMAN	ROUTE 18 CAPACITY ENHANCEMENT FROM ROUTE 139 TO ROUTE 14	PRE - PRC	TBD	\$3,000,000
AVON	ROUTE 28 (EAST MAIN STREET) AT EAST/WEST SPRING STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENT	PRE - PRC	TBD	\$750,000
AVON	WEST MAIN STREET RECONSTRUCTION (HARRISON BOULEVARD TO ROUTE 28)	PRE - PRC	TBD	\$500,000
BRIDGEWATER	HIGH STREET RECONSTRUCTION FROM HAYWARD STREET TO PLYMOUTH STREET	PRE - PRC	TBD	\$5,500,000
BRIDGEWATER	MILL STREET RECONSTRUCTION FROM PLYMOUTH STREET TO HIGH STREET	PRE - PRC	TBD	\$1,100,000
BRIDGEWATER	SOUTH STREET@ ROUTE 104 SIGNALIZATION AND GEOMETRIC IMPROVEMENT	PRE - PRC	TBD	\$750,000
BRIDGEWATER	SUMMER STREET RECONSTRUCTION FROM GROVE STREET TO FLAGG STREET	PRE - PRC	TBD	\$5,100,000
BRIDGEWATER	TITICUT STREET BRIDGE REPLACEMENT OVER TAUNTON RIVER	PRE - PRC	TBD	\$500,000
BRIDGEWATER	TOWN RIVER LANDING PEDESTRIAN BRIDGE ENHANCEMENT PROJECT	PRE - PRC	TBD	\$880,660
BROCKTON	ITS REVENUE COLLECTION EQUIPMENT	PRE - PRC	TBD	\$500,000
BROCKTON	MAIN STREET AT FOREST AVENUE TRAFFIC SIGNALS AND GEOMETRIC IMPROVEMENTS	PRE - PRC	TBD	\$750,000
BROCKTON	MAIN STREET RECONSTRUCTION FROM WHITE AVENUE TO HAYWARD AVENUE	PRE - PRC	TBD	\$2,000,000
BROCKTON	NORTH MAIN STREET RECONSTRUCTION FROM PROSPECT STREET TO COURT WAY	PRE - PRC	TBD	\$1,500,000
BROCKTON	PEDESTRIAN/ BIKEWAY CONNECTIONS TO THE INTERMODAL TRANSPORTATION CENTRE	PRE - PRC	TBD	\$300,000
BROCKTON	ROUTE 28 RECONSTRUCTION FROM EAST ASHLAND STREET TO PLAIN STREET	PRE - PRC	TBD	\$2,500,000
EAST BRIDGEWATER	ROUTE 106 RECONSTRUCTION WHITMAN STREET TO HALIFAX TOWN LINE	PRE - PRC	TBD	\$4,500,000
EASTON	CENTRAL STREET RESURFACING FROM WASHINGTON TO DEPOT	PRE - PRC	TBD	\$550,000
EASTON	EASTON - ROUTE 123 (DEPOT STREET) RECONSTRUCTION ON FROM NEWELL CIRCLE TO ROUTE 138	PRE - PRC	TBD	\$4,950,000
EASTON	ROUTE 106 - EASTMAN STREET, MANSFIELD TOWN LINE TO ROUTE 123	PRE - PRC	TBD	\$280,715
EASTON	ROUTE 106 - FOUNDRY STREET, BAY ROAD TO MORSE ROAD	PRE - PRC	TBD	\$1,689,350
EASTON	ROUTE 106 - FOUNDRY STREET, EASTMAN STREET TO BAY ROAD	PRE - PRC	TBD	\$1,400,000
EASTON	ROUTE 138 @ ELM STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	TBD	\$750,000

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EASTON	ROUTE 138 @ PLYMOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENT	PRE - PRC	TBD	\$750,000
EASTON	ROUTE 138 @ UNION STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	TBD	\$750,000
HALIFAX	ROUTE 106 RECONSTRUCTION (ROUTE 105 TO BRIDGEWATER TOWN LINE)	PRE - PRC	TBD	\$1,000,000
KINGSTON	ROUTE 27 @ ROUTE 106 SIGNAL REPLACEMENT AND GEOMETRIC IMPROVEMENTS	PRE - PRC	TBD	\$750,000
KINGSTON	ROUTE 3A AT CRESCENT STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	TBD	\$750,000
PEMBROKE	ROUTE 53 AT PLEASANT STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	TBD	\$750,000
PLYMOUTH	CARVER ROAD/SUMMER ST/FEDERAL FURNACE/SLEEPY HOLLOW ROAD SIGNALIZATION	PRE - PRC	TBD	\$750,000
PLYMOUTH	CHERRY STREET RECONSTRUCTION FROM INDUSTRIAL PARK ROAD TO COMMERCE WAY	PRE - PRC	TBD	\$2,600,000
PLYMOUTH	FEDERAL FURNACE ROAD RECONSTRUCTION FROM CARVER TOWN LINE TO SOUTH MEADOW ROAD	PRE - PRC	TBD	\$5,500,000
PLYMOUTH	JENNY GRIST MILL/ BILLINGTON SEA WALKWAY	PRE - PRC	TBD	\$1,500,000
PLYMOUTH	LONG POND ROAD RECONSTRUCTION (DREW ROAD TO CLARK ROAD)	PRE - PRC	TBD	\$5,000,000
PLYMOUTH	ROUTE 3 AT EXIT 3 INTERCHANGE AND VICINITY ACCESS IMPROVEMENTS	PRE - PRC	TBD	\$28,000,000
PLYMOUTH	ROUTE 3A AT SOUTH STREET SIGNALIZATION	PRE - PRC	TBD	\$750,000
PLYMOUTH	ROUTE 3A STATE ROAD AND HERRING POND ROAD SIGNALIZATION	PRE - PRC	TBD	\$750,000
PLYMOUTH	SAMOSET STREET @ MARC DRIVE/ MOBILE HOME ESTATES SIGNALIZATION	PRE - PRC	TBD	\$750,000
PLYMOUTH	TOWN WHARF PEDESTRIAN AND ROADWAY IMPROVEMENTS	PRE - PRC	TBD	\$750,000
PLYMOUTH	WATER STREET RECONSTRUCTION (ROUTE 3A TO NELSON STREET)	PRE - PRC	TBD	\$1,500,000
STOUGHTON	BAY ROAD RECONSTRUCTION	PRE - PRC	TBD	\$1,000,000
STOUGHTON	CANTON STREET (ROUTE 27) & SCHOOL STREET SIGNALIZATION	PRE - PRC	TBD	\$750,000
STOUGHTON	CANTON (ROUTE 27)/TOSCA/CENTRAL INTERSECTION IMPROVEMENTS	PRE - PRC	TBD	\$750,000
STOUGHTON	TURNPIKE AND CENTRAL STREETS RESURFACING	PRE - PRC	TBD	\$522,000
WEST BRIDGEWATER	BELMONT STREET BRIDGE REHABILITATION	PRE - PRC	TBD	\$500,000
WEST BRIDGEWATER	BRIDGE REHABILITATION ARCH STREET	PRE - PRC	TBD	\$500,000
WEST BRIDGEWATER	ROUTE 106 @ EAST STREET SIGNALIZATION	PRE - PRC	TBD	\$750,000
WEST BRIDGEWATER	ROUTE 106 @ HOWARD STREET SIGNALIZATION	PRE - PRC	TBD	\$750,000
WEST BRIDGEWATER	ROUTE 28 @ MATFIELD STREET SIGNALIZATION	PRE - PRC	TBD	\$750,000
WEST BRIDGEWATER	SOUTH STREET RESURFACING AND SIDEWALKS	PRE - PRC	TBD	\$300,000
WEST BRIDGEWATER	WEST STREET BRIDGE REHABILITATION	PRE - PRC	TBD	\$500,000
Total of All Potential Projects				\$ 99,922,725

3. Thirty Day Public Review – Notice of Availability and Comments

**NOTICE OF PUBLIC COMMENT/REVIEW
FOR THE**

- **DRAFT FFY 2012-2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT**
- **DRAFT FFY 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**
- **DRAFT FFY 2013 UNIFIED PLANNING WORK PROGRAM (UPWP)**

In accordance with the Public Participation Process developed by the Old Colony Metropolitan Planning Organization (MPO), Old Colony Planning Council (OCPC) is making the DRAFT FFY 2012-215 Transportation Improvement Program (TIP) Amendment, the DRAFT FFY 2013-2016 Transportation Improvement Program (TIP), and the DRAFT FFY 2013 Unified Planning Work Program (UPWP) available for public review and comment. The TIP serves as a prioritized listing of highway, bridge, and transit projects proposed for implementation during the next several federal fiscal years. Copies of these documents are available for review at the OCPC Offices (8:30 a.m. to 4:00 p.m.), at <http://www.ocpcrpa.org/>, and/or upon request. This notice will initiate a Public Review Period. Written comments will be accepted until 9:00 AM on June 19, 2012. This process will also be used as Brockton Area Transit Authority's (BAT) public participation process. The Brockton Area Transit Authority, the FTA Section 5307(c) applicant, has consulted with the Old Colony Metropolitan Planning Organization and concurs that the public involvement process adopted by the Old Colony MPO for development of the TIP satisfies the public hearing requirements that pertain to the development of the Program of Projects for the regular Section 5307, Urbanized Area Formula Program, grant applications including the provisions for public notice and the time established for public review and comment. A public meeting of the OCPC and Old Colony MPO advisory committee, the Old Colony Joint Transportation Committee, will be held on June 14, 2012. Please contact Charles Kilmer at 508-583-1833 Extension 206 for further information.

Written comments should be sent to:

Old Colony Planning Council
70 School Street
Brockton, MA 02301

Attention: Charles Kilmer

Draft FFY 2013-2016 Old Colony Transportation Improvement Program (TIP) Comment Matrix

Date	Name	Representation	Comment	Response
May 14, 2012	Madelyn Kubiak	Bridgewater resident	Please place the High/Broad light Mass DOT project 663660 in the Transportation Improvement Plan (TIP) for the Fiscal year 2013.	Noted.
May 14, 2012	David A. Kubiak, P.E.	Boston resident	I am writing to urge you to support accelerating the High/Broad Traffic Light Project in Bridgewater, MassDOT Project #663660, <u>from FY14 to FY13</u> , in the Transportation Improvement Plan (TIP). While I now live in Boston, I visit Bridgewater and pass through the High/Broad Street intersection often, usually traveling along High Street. The dangerous condition of this intersection should not be allowed to continue any longer than necessary for expedited design and construction.	Noted.
May 24, 2012	Shelagh Smith		In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO FY2013! This intersection is a hazard; anyone who drives through it takes their lives in their hands. Please make this a priority.	Noted.
May 24, 2012	Diane Despopoulos	Bridgewater resident	In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO FY2013!	Noted.
May 24, 2012	Stephanie Lee		In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) to FY2013. This is an extremely dangerous intersection that I have witnessed several accidents at. I tried to avoid the intersection when possible because it is so dangerous and difficult to navigate safely.	Noted.
May 24, 2012	Unsigned email		"In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO FY2013!"	Noted.
May 24, 2012	Mark Sullivan	Bridgewater	I had an accident crossing route 18 in 1997 traveling from	Noted.

Draft FFY 2013-2016 Old Colony Transportation Improvement Program (TIP) Comment Matrix

		resident	one side of High Street to the other. I now will travel out of the way to avoid crossing. It is very dangerous! Please move this project to the top of the list.	
May 24, 2012	Lisa Dennen		In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO FY2013.	Noted.
May 24, 2012	Debbie Bruemmel	Bridgewater resident	I hope to see this project move forward ASAP. In early December of 2011, my 17 year old son was in a serious accident there. He is ok but 7,000 damage to his car. The other driver was taking a left with no directional in an unregistered car. A parent's worse nightmare to get this call and go to the scene of the accident with 5 cruisers there. The people that leave on the corner (where the signs are) were kind enough to help him out. I could go on and on..but bottom line is I have lived in Bridgewater for 20 years and this intersection continues to be the worse. It needs to have a light, before some other parent gets the call that I did and maybe god forbid won't be as fortunate as my son was.	Noted.
May 24, 2012	Robert & Donna Paula	Bridgewater resident	In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO FY2013!	Noted.
May 24, 2012	David Sheibley	Bridgewater resident	In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO FY2013! As you have probably seen, this is a very dangerous intersection and a light would make travel around Bridgewater much safer.	Noted.
May 24, 2012	Allison & Brian Adduci	Bridgewater resident	In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) to FY2013. I pass through this intersection every day as I live just north of the intersection. It is extremely dangerous and very difficult to	Noted.

Draft FFY 2013-2016 Old Colony Transportation Improvement Program (TIP) Comment Matrix

			take a left onto High St from Broad Street.	
May 24, 2012	Amy Jackson	Bridgewater resident	In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) to FY2013. I pass through this intersection every day either by car or by foot, as I live just north of the intersection. It is extremely dangerous (there have been many accidents) and very difficult to take a left onto High St from Broad Street.	Noted.
May 24, 2012	Marilee Kenney Hunt	Bridgewater resident	In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) To FY 2013!	Noted.
May 30, 2012	Kim Irving		"In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO Fiscal Year 2013!"	Noted.
May 30, 2012	Nancy Reed Imai	Bridgewater resident	In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO Fiscal Year 2013. Our intersection is long overdue for this important safety update.	Noted.
May 30, 2012	Lee Batjiaka	Bridgewater resident	In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO Fiscal Year 2013! I drive through that intersection daily and it is the most dangerous intersection in the area. People race through at over 50 mph and there are multiple accidents.	Noted.
May 30, 2012	Kathlene Fava		As one of the many who has found themselves in an accident at this intersection, I cannot stress enough how imperative this traffic light is. Please help us prevent more accidents and advance MassDOT Project #603660 to Fiscal Year 2013. Thank you for your assistance in this matter.	Noted.
May 30, 2012	Mary Steele		In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts	Noted.

Draft FFY 2013-2016 Old Colony Transportation Improvement Program (TIP) Comment Matrix

			(MassDOT Project #603660) TO Fiscal Year 2013!	
May 30, 2012	Laurie Hartrey	Bridgewater resident	In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO Fiscal Year 2013!"	Noted.
May 30, 2012	Merry Boegner	Bridgewater resident	In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO Fiscal Year 2013!	Noted.
May 30, 2012	Daniel Westgate	Bridgewater resident	In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO Fiscal Year 2013.	Noted.
May 30, 2012	Ruth Douillette	Bridgewater resident	<p>I urge you to do whatever it takes to speed up the time frame for Bridgewater's High St.and Broad traffic light project so that it can be completed as soon as possible--a 2013 date would be great.</p> <p>Many accidents have occurred at this dangerous intersection, including fatalities, and with the known issues at this crossroads, to delay the project any further is to put more lives at stake.</p> <p>I've been a resident of Bridgewater for 23 years and have had many occasion to enter Broad Street via High Street and it's never been a comfortable experience. It requires extreme vigilance and patience to do it safely. Because of the heavy traffic on Broad and the lack of visibility from certain angles, it's always been a dangerous entry point. Thanks for your consideration in expediting the MassDOT project #603660.</p>	Noted.
May 30, 2012	Brian Crosby		I thoroughly request that a traffic light be installed at the intersection of High & Broad Streets. Last year I moved to High Street and wish I had realized how bad this intersection truly is. I need to cross over Route 18 everyday going to and coming home from work. When I am not waiting 10-15 minutes to cross the busy roadway, I feel as if I am taking my life in my own hands doing so. I bite down	Noted.

Draft FFY 2013-2016 Old Colony Transportation Improvement Program (TIP) Comment Matrix

			hard, hold my breath, and get across the street as quick as possible because I am afraid of being hit by the other people who fly up and down Route 18. This is truly a dangerous intersection that needs to regulating of traffic.	
May 30, 2012	Gina Monahan	Bridgewater resident	In the interest of public safety please advance the traffic light at Broad and High Streets in Bridgewater, MA, (MA DOT project 603660) to fiscal year 2013.	Noted.
May 30, 2012	Donna Henry		My name is Donna Henry and I grew up in Bridgewater on clover Drive where my parents still reside. I am writing you this in concern of the intersection on RT.18 and High St . That intersection is very dangerous at all times of the day. I think putting a blinking light at that intersection was a waste of time and money for the town, it needs a regular traffic light. And this matter needs to be addressed now before it results in more accidents, Please don't wait. . I know many people that avoide that intersection and have to go into the center of town by going down Hayward street. Which is a residential neighborhood with children and should not have that amount of traffic.	Noted.
May 30, 2012	Lucinda Studley		In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO Fiscal Year 2013. For years this intersection has been very dangerous. Please don't make us wait any longer for our traffic light. Lives are at stake!	Noted.
May 30, 2012	Unsigned email		Please, this is important! In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO Fiscal Year 2013!	Noted.
May 30, 2012	Paula and John Myers	Bridgewater resident	We have lived on High Street in the Town of Bridgewater for 36 years and we learned very quickly to avoid the High	Noted.

Draft FFY 2013-2016 Old Colony Transportation Improvement Program (TIP) Comment Matrix

			<p>Street and Broad intersection because it was dangerous and impossible to get out of High Street at that intersection. We learned to go down to Crapo or up to Comfort in order to get out onto Broad Street.</p> <p>In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) To Fiscal Year 2013!</p>	
May 30, 2012	Linda McDermott	Bridgewater resident	<p>My 13-year-old son and husband were in an accident very close to the intersection of High Street and Broad Street on Route 18 in Bridgewater in February of this year. They were hit so hard that their vehicle rolled over. A medflight was called but because they were both wearing seatbelts, it was cancelled and an ambulance brought them to the hospital instead. Fortunately, their injuries were not life-threatening. My son couldn't sleep for a few days and our whole family was shaken up for quite a while. It was a very traumatic accident which may not have happened if there was a light at that intersection.</p> <p>Also, I teach CCD at St. Thomas Church in Bridgewater and have to drive through that intersection to get to the church. I usually have a van full of children and literally hold my breath every time I have to cross over. It is very dangerous and needs serious attention.</p> <p>I implore you to please advance the traffic light installation at High and Broad Street in Bridgewater, Massachusetts (MassDOT Project #603660) To Fiscal Year 2013.</p>	Noted.
May 30, 2012	Enid Weinheimer		<p>In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO Fiscal Year 2013!</p>	Noted.
May 30, 2012	Debbie Sylvester	Bridgewater resident	<p>In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) to Fiscal Year 2013!</p>	Noted.
May 30, 2012	Daniel Traer	Bridgewater	<p>I am a concerned citizen of Bridgewater with two small</p>	Noted.

Draft FFY 2013-2016 Old Colony Transportation Improvement Program (TIP) Comment Matrix

		resident	children who travels through that intersection on a daily basis. Most days I attempt to avoid it but I always find myself driving through it holding my breath that someone does not slam into me. A traffic light at that intersection is needed, it was needed 15 years ago. Waiting a couple years to put in a light will only result in more serious accidents and possible fatalities. I urge you to move this project to the top of the pile and begin work ASAP. The statistics were laid out at the town meeting, that intersection has more than 2.5 times as many accidents as the state intersection average (per million cars), and we need a light for the public's safety.	
May 30, 2012	Paula Lehtola		Please make every effort to install a street light at Broad and High Streets in Bridgewater in the 2013 season.	Noted.
May 30, 2012	Beth		In the interest of public safety please advance the Broad and High street traffic light in Bridgewater Ma.	Noted.
May 30, 2012	Barbara Freeman	Bridgewater resident	"In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO Fiscal Year 2013!"	Noted.
May 30, 2012	Unsigned email		As a concerned citizen of Bridgewater, and living in a location that requires me to navigate the often scary intersection of Rt 18 & High Street I have seen far too many near misses - In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO Fiscal Year 2013	Noted.
May 30, 2012	Vivian Bena	Bridgewater resident	In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO Fiscal Year 2013. Let's do this before someone else gets injured!!!	Noted.
May 30, 2012	Bryan Sharland		In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO Fiscal Year 2013. I drive by	Noted.

Draft FFY 2013-2016 Old Colony Transportation Improvement Program (TIP) Comment Matrix

			<p>this intersection every day on my way to my second job, and always fear going by it due to the horrible visibility, high speed of cars passing, and very real danger of getting into an accident. Please take this into consideration. Thank you!</p>	
May 30, 2012	John Myers		<p>"In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts to fiscal year 2013.</p> <p>This is one of the worst intersections in the state. I have lived at 337 High street for for 36 years And I will not use this intersection in my travels.</p>	Noted.
May 30, 2012	Kimberly Newbury	Bridgewater resident	<p>In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO Fiscal Year 2013! It is a very dangerous intersection. I now have a teenage son who drives through that intersection- please make it as safe as possible by installing a traffic light, as soon as possible!</p>	Noted.
May 30, 2012	John Sparling	Bridgewater resident	<p>In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO Fiscal Year 2013! I am very aware of the risks associated with this intersection as my ex-wife was almost killed in an accident there. Because of the lack of lights, frustrated drivers try all too often to squeeze into traffic causing extremely dangerous situations. There are many near misses on a daily basis ... all which could be mitigated by the presence of traffic lights.</p>	Noted.
May 30, 2012	Lisa Ciccese		<p>First and foremost the safety of people intersecting at the High St and Route 18 cross has been neglected by the town of Bridgewater for too many years. The growth of traffic has increased, logically so has the danger. I moved to Bridgewater 21 years ago and thought a light should have been there back then. I asked about it and had been told a</p>	Noted.

Draft FFY 2013-2016 Old Colony Transportation Improvement Program (TIP) Comment Matrix

			<p>projected date of putting a light there was i believe 2001 which at that time I thought was too long. Seeing other lights put up in Bridgewater, clearly this one was much more important. Are we waiting for a fatal accident for it to be addressed, Are there any records kept for traffic incidents at that junction? Why are we waiting for such a tragic event that could well have been prevented. I just do not want to say I told you so, because the odds are increasing.</p>	
May 30, 2012	Joyce Middleton	Bridgewater resident	<p>In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO Fiscal Year 2013!"</p>	Noted.
May 30, 2012	Roy Logan	Bridgewater resident	<p>"In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO Fiscal Year 2013!"</p> <p>We have lived in the area of this intersection for 50 years, and for many years now have refused to gamble on using this intersection. I prefer to go the long way around to get down town, even if it does mean dealing with the college traffic.</p>	Noted.
May 30, 2012	David Miller	Bridgewater resident	<p>My name is David J. Miller of 150 Satucket Trail, Bridgewater, MA., and I am writing to you requesting you advance the High St./Broad St. Traffic Light Project, Mass DOT Project #603660, to the 2013 Fiscal Budget. I am an 11 year resident of the Town of Bridgewater, with my wife Rosemary, and three children, one being my 17 yr. old son David Jr, making him the third driver of our family. We have all had the wonderfully HORRIBLE experience of attempting to safely, cross from one side of High St., across the battle zone of Broad St., with no one slowing down for the USELESS flashing yellow light facing the Broad St (Rt. 18) on coming "Expressway" traffic, trying to ram our vehicles</p>	Noted.

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			<p>at any chance they get. My son has gone so far as, to now totally avoid this intersection, which is a direct, faster route to the Bridgewater/Raynham High School about a 1 1/2 miles away. This adds to my concern, because we have dozen & dozen of brand new drivers every year, taking their lives into their own hands to learn how to safely attempt to get across this intersection. (Not easy for new drivers to say the least). My profession is a 28yr veteran of the Boston Police K-9 Unit. I have plenty of experience when it come to road jobs, and you could say I was one of your regulars in helping to build the CAT Project in Boston, along with several recent bridge jobs, I have worked with your fine crews at the Mass DOT. This intersection has caused enough headaches, and hard-aches for the residents on both sides of the intersection, as well as the commuters through our town. Between multiple serious motor vehicle accident, and property damage, as well as taking valuable time & resources away from our Police and Fire Departments in town, when they have to respond to these incidents. I would just simply request that you seriously consider moving this project, as fast as possible to completion. It would mean a great deal to those of us who have to deal with this everyday.</p>	
May 30, 2012	Danielle Myers		In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO Fiscal Year 2013!	Noted.
May 30, 2012	Susan White		In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO Fiscal Year 2013! I have lived and worked in the Bridgewater area for many eyars and it has always been a very dangerous intersection.	Noted.
May 30, 2012	Virginia Lundstedt	Bridgewater resident	I am a resident of Bridgewater and wanted to express to you the urgency surrounding the advancement of MassDOT	Noted.

Draft FFY 2013-2016 Old Colony Transportation Improvement Program (TIP) Comment Matrix

			project #603660. In the interest of public safety, a traffic light at the intersection of High & Broad Streets is critical!! This intersection is extremely dangerous. I have been in a few "near miss" situations there myself and have observed several more. I have also witnessed first hand one accident. I now drive out of my way to avoid this intersection due to the level of dangerousness that it presents. Please advance this project to fiscal year 2013!!	
May 30, 2012	Pauline Lysko		In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO Fiscal Year 2013!	Noted.
May 30, 2012	Lisa Sparling		"In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO Fiscal Year 2013!"	Noted.
May 30, 2012	Peter Brown		"In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO Fiscal Year 2013!"	Noted.
May 30, 2012	Carlton Hunt	Bridgewater resident	As one of those who crosses Route 18 @ High street regularly I am urging you to advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO Fiscal Year 201 in the interest of public safety!	Noted.
May 30, 2012	Michael DeVincenzo	Bridgewater resident	In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO Fiscal Year 2013!	Noted.
May 30, 2012	Brian Banks		"In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO Fiscal Year 2013!"	Noted.
May 30, 2012	Carolyn Anderson	Bridgewater resident	In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO Fiscal Year 2013!"	
May 30, 2012	Claudia Peart	Bridgewater	"In the interest of public safety, please advance the High &	Noted.

Draft FFY 2013-2016 Old Colony Transportation Improvement Program (TIP) Comment Matrix

		resident	Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO Fiscal Year 2013!"	
May 30, 2012	Suzanne M. Stefano-Feeney	Bridgewater resident	In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO Fiscal Year 2013.	Noted.
May 30, 2012	Tricia R Preble	Bridgewater resident	"In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO Fiscal Year 2013!" I live several houses away from this intersection, and think that having a light would be extremely beneficial in helping to reduce the number of accidents there.	Noted.
May 30, 2012	Hank Stefano		"In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO Fiscal Year 2013	Noted.
May 30, 2012	Sam Feeney		In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO Fiscal Year 2013.	Noted.
May 30, 2012	Unsigned email		In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO Fiscal Year 2013.	Noted.
May 31, 2012	Stephen McDonough	Bridgewater resident	I'm writing to you to urge you to advance the High Street and Broad Street Traffic Light in Bridgewater MA (MassDOT project #603660) to the Fiscal year 2013. I personally have witnessed many accidents at this corner. I also saw a motorcyclist left in the middle of the street after an oncoming collision. The traffic is much to heavy coming up Rt 18 and the public could really benefit with the safety of a new light.	Noted.
May 31, 2012	Bonnie Mills		I am emailing you to please support bridgewater in putting a traffic light up at the intersection of High St. And route. 18. It is a very dangerous intersection. I myself have almost been hit there. I hope This happens for the safety of our community	Noted.

Draft FFY 2013-2016 Old Colony Transportation Improvement Program (TIP) Comment Matrix

May 31, 2012	Joan DeLano		<p>In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts - MassDOT Project #603660- to Fiscal Year 2013!</p> <p>This is such a dangerous intersection. Many people use this intersection to avoid the horrific traffic in Bridgewater Center. Please act to save lives.</p>	Noted.
May 31, 2012	Anne Collins	Bridgewater resident	<p>In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO Fiscal Year 2013! This intersection is the most dangerous intersection I have encountered on the South Shore.</p>	Noted.
May 31, 2012	Adelene Ellenberg	Bridgewater resident	<p>I am writing to you to express my strong support for a traffic light at the intersection of High and Broad Streets, in Bridgewater, MA.</p> <p>As it happens, I am an attorney who has been involved in the area of personal injury law. Many of my cases involve automobile accidents. Over the years, I have had several cases involving personal injury lawsuits arising from accidents that have occurred at this intersection. The injuries that occurred were serious, and the damage to the cars were severe.</p> <p>As a resident of Bridgewater, I avoid using this intersection at all costs, even though it is frequently the shortest route to my destination. I avoid this intersection precisely because of the cases that I have been involved in.</p> <p>A traffic light at this intersection would be most welcome, and I urge you to recommend its installation.</p>	Noted.
5/31/2012	Michelle McGonagle		<p>"In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOTProject #603660) TO Fiscal Year 2013!"</p> <p>I pass through this intersection several times a month, and it is by far the most dangerous part of my one hour drive to</p>	Noted.

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			that area. Please work to get this light installed.	
6/1/2012	Jim Tynan		"In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO Fiscal Year 2013!" I would like you consider a traffic light at High and Broad Street. It's nearly impossible and perilous during the day to exit High St. because of the traffic on Route 18.	Noted.
6/3/2012	Beverly Saccocia	Bridgewater resident	Please advance the proposal regarding the lights st high street. It is so dangerous. To exit high street onto route 18. I go way out of my way to avoid that intersection if at all possible. You cannot see people coming from Bridgewater center and you have to hope they are not speeding when you take a left from either direction when you try to join route 18 from the high street area. Too many accidents there!	Noted.
6/4/2012	Old Colony Comprehensive Economic Development Strategy Committee	Old Colony Region	The Old Colony CEDS Committee supports the overall FFY 2013-2016 Old Colony TIP.	Noted.
6/5/2012	Carla A. Raimer	Bridgewater resident	In the interest of public safety, please advance the High & Broad Street Traffic Light in Bridgewater, MA(Project#603660 to fiscal year 2013.	Noted.
6/5/2012	Paul M. Raimer	Bridgewater resident	In the interest of public safety, please advance the High & Broad Street Traffic Light in Bridgewater, MA (Mass DOT Project #603660) to fiscal year 2013. Your attention and consideration in this matter is appreciated.	Noted.
June 6, 2012	Kristy Colon, President	Bridgewater Town Council	On June 5 th , 2012, the Town Council assembled in the Town of Bridgewater approved resolution #R-2012-007, which	Noted.

Draft FFY 2013-2016 Old Colony Transportation Improvement Program (TIP) Comment Matrix

			<p>speaks to the Massachusetts Department of Transportation (MassDOT) Project #603660. As you are aware, this project is to have signalization improvements placed at the intersection of High Street and Broad Street in Bridgewater.</p> <p>Please note of the recommendation of the Bridgewater Town Council, being the duly elected legislative body of the Town of Bridgewater, to make every attempt possible to place this project in the Transportation Improvement Program for the fiscal year 2013.</p> <p>The Town Council and a group of more than two thousand citizen petitioners feel that this project should be expedited in the interest of the public safety of our community</p>	
6/6/2012	Janet Rezendes		<p>In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO Fiscal Year 2013. A good friend of mine lives near the intersection and has had many days ruined because of accidents practically in front of her house. I am very worried that one day it will be her who will be in an accident. The safety of many people are at risk. Please make this project a high priority.</p>	Noted.
6/6/2012	Lori DiMartino		<p>"In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO Fiscal Year 2013!"</p>	Noted.
6/6/2012	Carrie Coakley		<p>"In the interest of public safety, please advance the High & Broad Street Traffic light in Bridgewater, Massachusetts (MassDOT Project #603660) TO Fiscal Year 2013!"</p> <p>I lived at 610 High Street in Bridgewater, where I or someone I love drove through this intersection everyday. This intersection is extremely dangerous and would greatly benefit from a new traffic light instead of the blinking light</p>	Noted.

Draft FFY 2013-2016 Old Colony Transportation Improvement Program (TIP) Comment Matrix

			that is there now. I would really appreciate your assistance in making this a priority for the 2013 fiscal year.	
6/10/2012	Karen Hanlon		Please put a traffic light at High Street and Route 18 in Bridgewater MA	Noted.
6/11/2012	Kerri Bachand		Im writing to propose installing a traffic light at the "intersection" of High St. and Rt. 18; the blinking light that is there is not sufficient for the amount of traffic that drive at excessive speeds down route 18. Also, being that High St. does not go straight across Rt 18, but more of an "S" shape and is located just at the top of a hill makes crossing over 18 a very stressful, dangerous place to cross. The cars come <i>so fast</i> over the hill, which acts like a major blind-spot. I am asking that you make putting a traffic light at this site a priority for the 2013 fiscal year budget.	Noted.
6/12/2012	Bill Wood	District 6 Representative, Bridgewater Town Council	<p>I write to you today to add to the public comments you are collecting for the Intersection Safety Improvement project at Broad Street (Route 18) and High Street in Bridgewater. This project is being tracked as project number 603660 by the MassDOT.</p> <p>The intersection of High and Broad is close to my home and is in the heart of the district I represent on the Town Council of Bridgewater. When gathering signatures for my election and asking potential constituents what they wanted, what they needed, the traffic light was always #1 or #2. When I was sure of my place on the Town Council, I met with Town Manager Troy Clarkson. Number one on that very first discussion list was the status of the light at High and Broad. In the almost two years since we had that meeting, this intersection remains in the same position on my priority list. I am constantly asked by neighbors for the project status.</p>	Noted.

Draft FFY 2013-2016 Old Colony Transportation Improvement Program (TIP) Comment Matrix

			<p>The statistics tell much of the story of the intersection, but empirical evidence tells the rest.</p> <p>Friends were bringing their son to Bridgewater State University recently when their GPS directed them through the intersection; they had never traveled that way before. Without prompting, they later told me later how difficult it was to cross Route 18 at High Street.</p> <p>May folks in the neighborhood tell me that they would rather go the long way around, through the center of town, than to go through the intersection; they fear the intersection. This action probably adds to the traffic problem in the center of town.</p> <p>Heading East or Westbound makes no difference, if there is a single car coming in the opposite direction, the game at the intersection changes dramatically and as a driver, you must not only judge speed and gaps of the North and Southbound traffic, but you must now also guess the intention of the other driver. Will he break into the intersection even though it's my turn? Will he turn even if he doesn't have a blinker on? The guessing game is made even more difficult when you see that driver is on his or her cell phone and not paying full attention.</p> <p>Bridgewater State University has begun a signalization project at the intersection of Route 104 and Hayward Street. Their traffic design will cause the traffic along High Street to increase. Their project is Job #10875.01 from VHB.</p> <p>I've lived near this intersection for almost 20 years and I've</p>	
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Draft FFY 2013-2016 Old Colony Transportation Improvement Program (TIP) Comment Matrix

			<p>been witness to multiple accidents and hundreds of close calls at High and Broad. I can tell you that I've seen two design proposals for the intersection and the one that was presented at the May 3rd presentation will solve most of the problems by stopping the north and southbound traffic while allowing the east and westbound traffic to proceed independently of each other.</p> <p>This project has had several false starts. It was on the list when Winter Street was signalized many years ago, and it was on the list after. Town Manager Troy Clarkson and I started talking about this intersection two years ago and we are potentially looking at another two years unless the project funding can be accelerated.</p> <p>The need is clear and the community support is solid as demonstrated by the over 2000 signatures gathered by Bryan McSheffrey and others. There hasn't been one person, to my knowledge, who has spoken out against signalizing High&Broad. As a Town Councilor, a neighborhood resident, and as a user of the intersection, I strongly support his project and hope that the financial resources needed to bring the project forward expeditiously are approved.</p> <p>If you need this information mailed to you, please let me know, otherwise, this will be my only submission for comments.</p>	
6/12/2012	Paul Maloney, P.E., Metropolitan Planner	FHWA	This is the 2nd version of the TIP that I have reviewed. The first had a page totally devoted to the membership of the MPO and staff. There should be such a page here, as a courtesy to the reader, so they know who the decision makers are. Please add this.	Noted. Corrections and supplemental text to be added.

Draft FFY 2013-2016 Old Colony Transportation Improvement Program (TIP) Comment Matrix

			<p><u>For the 2013 Element</u></p> <p><u>Page 3</u> Insert 'and bottleneck due to geometric constraints, too,' after Bottlenecks due to too many trips occurring within a narrow time frame.</p> <p><u>Page 26</u> 25% Design status for Year 1 projects is not optimal. Please work closely with the project sponsor and Mass DOT to develop these projects to advance in the intended program year.</p> <p>Please add "CMAQ minimum met"</p> <p>Please add Total Cost and Status Update (603675)</p> <p>Please provide some type of description: infrastructure, non-infrastructure. What improvements are anticipated? (606519)</p> <p><u>For the 2014 Element</u></p> <p><u>Page 28</u></p> <p>It is recommended that Year 2 projects at 25% Design, have continuous coordination with the project sponsor and Mass DOT to keep them progressing toward advancement. Formatting is inconsistent from 2013 to 2014 elements. The actual target, as shown in the Federal Regional Target Table, for 2014, is \$3,392,981. Just a dollar off, but not consistent.</p>	
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Draft FFY 2013-2016 Old Colony Transportation Improvement Program (TIP) Comment Matrix

			<p><u>For the 2016 Element</u></p> <p><u>Page 32</u></p> <p>The actual target, as shown in the Federal Regional Target Table, for 2016, is \$8,073,813. One dollar off, but not consistent.</p> <p>It would be preferable to see the term "STP exceeds maximum" with another term like "STP available" FHWA notes that the HSIP and CMAQ minimums have not been met in the 1016 element. Please work with Mass DOT to meet these minimum programming amounts with eligible projects.</p> <p>The funding source "Other" must be replaced with an actual funding source, like STP. (606942)</p> <p><u>Section beginning on Page 61:</u></p> <p>Nice use of graphics that certainly addresses SAFETEA-LU's visualization requirement. Nice job!</p>	
6/14/2012	Chief Christopher Delmonte	Bridgewater Police Department	I cannot attend the meeting on June 19, but I would like to reinforce with the committee my opinion that this intersection is a significant traffic safety hazard (has been for many years) and should be made a priority by moving it to the FY 2013 TIP.	
6/14/2012	Old Colony Joint Transportation Committee	Old Colony Region	The Old Colony JTC supports and approves the overall FFY 2013-2016 TIP, and recommends Old Colony MPO endorsement.	Noted.
6/18/2012	Guillaume	Bridgewater	Forwarding my email to William Wood this morning, I was	Noted.

Draft FFY 2013-2016 Old Colony Transportation Improvement Program (TIP) Comment Matrix

	Dougados	resident	<p>planning on sending you a note as well anyway before I saw he copied you.</p> <p>I'm still shaken by the experience 5 hours later, I've reviewed the events in my head non stop this morning trying to figure out how I missed seeing that motorcycle before starting my turn but still can't figure it out, he really appeared fast out of the blue from behind the car that was turning right into High Street. If I was not quick enough on my breaks or had a lead foot when I started going, there would have been blood on the pavement today, that's for sure.</p> <p>Hello Bill, Could you please pass this message to the town council next time it takes place?</p> <p>This morning I was going to work and going through the intersection as usual. From High Street I take a left to Broad Street towards East Bridgewater. There was quite a bit of traffic today but I finally got a spot to make the turn; no car coming up on my right for a good distance and one car coming down on my left but turning right on High Street. I was clear to go and start engaging into the intersection.</p> <p>At that moment, a motorcycle emerges from behind the turning car at high speed... (about 50 I think) I had time to stop as I just started to engage and my car was not yet completely into the intersection and avoided a disaster.</p> <p>I did not see the motorcycle at all until he passed the turning car, either he was coming so fast from behind the</p>	
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Draft FFY 2013-2016 Old Colony Transportation Improvement Program (TIP) Comment Matrix

			<p>hill before the intersection that he was hidden by the bump then right on me or he was closely following the turning car and was hidden behind until he passed it.</p> <p>It was a large and heavy motorcycle like a Harley and I have a small car; should he had hit the door of my car at that speed, both of us would probably have been killed and my unborn child would have never known his father assuming my wife would survive the crash as she was sitting next to me.</p> <p>I know this intersection has been in discussion for more than a decade and that a traffic light is scheduled for 2015. It is fortunate that nobody died here but there will be many accidents until the work is done and people could die before it is done. It can't wait until 2015 in my opinion, which I know I share with 100% of town residents who know about this intersection, at least the speed sign should be changed from 40 to 25 right before the intersection until the work is done.</p>	
6/18/2012	David Mohler, AICP, Executive Director	MassDOT – Office of Transportation Planning	<p>The Air Quality Conformity narrative is to be included within the body of the document, while the Greenhouse Gas narrative should be located in the Appendix.</p> <p>The regional target for programming of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds is a minimum; the Old Colony MPO is encouraged to over-program its CMAQ target to the degree that project expenses are CMAQ-eligible; however, the overall regional target remains in effect, so if CMAQ funding is over-programmed, you will need to under-program your STP target by the same amount;</p> <ul style="list-style-type: none"> ▪ Because the CMAQ target is a minimum, please program the full amount of the region's FFY 2013 	

Draft FFY 2013-2016 Old Colony Transportation Improvement Program (TIP) Comment Matrix

			<p align="center">bicycle parking program with CMAQ funds.</p> <p>In federal fiscal year 2014, project 601644 is incorrectly listed as STP in the HSIP section;</p> <p>In federal fiscal year 2015 and 2016, you do not need to program project 606942 since it is a statewide program;</p> <p>In federal fiscal years 2013 and 2014, there is a STP balance available; please work with MassDOT Highway District 5 to develop a project to use those funds;</p> <p>The FFY 2016 element is not currently fiscally constrained: the project program does not meet the CMAQ or HSIP targets, and the STP programming exceeds its target by an equivalent amount; MassDOT Highway Division District 5 staff feel that the CMAQ target could likely be met with eligible components of the Pembroke – Route 14 project (before programming with CMAQ funds, please ensure that portions of are, in fact eligible for CMAQ); since there are no FFY 2016 project elements expected to qualify for HSIP funds, the amount of funding allocated to the first year of the Pembroke – Route 14 project should be reduced, and an HSIP eligible project should be identified in order to satisfy the documents fiscal constraint;</p> <p>Please include all guidance documents forwarded to you by this office to include the regional targets, statewide projects, etc.</p>	
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4. Operations and Maintenance Expenditures Summary

Massachusetts Department of Transportation - Highway Division
 Summary of Operating and Maintenance Expenditures
 Old Colony - 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	\$1,936,730	\$0	\$0
Drawbridge Maintenance	\$161,171	\$174,280	\$107,981
Structure Maintenance	\$2,708,194	\$3,094,940	\$2,282,715
		\$0	
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	\$10,070	\$788	\$12,579
Hwy Reconstr - No Added Capacity	\$0	\$0	\$0
Hwy Reconstr - Minor Widening	\$0	\$0	\$0
Hwy Reconstr - Major Widening	\$0	\$0	\$0
04 - Roadway Resurfacing			
Resurfacing	\$190,805	\$494,055	\$546,914
05 - Intersection & Safety			
Impact Attenuators	\$0	\$13,411	\$16,962
Safety Improvements	\$54,852	\$0	\$0
Traffic Signals	\$0	\$32,554	\$31,311
06 - Signs & Lighting			
Lighting and Electrical	\$54,395	\$27,923	\$60,358
Sign Installation / Upgrading	\$0	\$48,771	\$48,291
Structural Signing	\$0	\$148	\$392
07 - Guardrail			
Guard Rail and Fencing	\$0	\$145,157	\$72,241
08 - Maintenance			
Catch Basin Cleaning	\$0	\$227,138	\$300,892
Crack Sealing	\$0	\$20,320	\$73,928
Landscape and Roadside Develop	\$0	\$24,665	\$41,538
Mowing and Spraying	\$162,279	\$5,810	\$6,856
Pavement Marking	\$0	\$132,377	\$181,482
Sewer and Water	\$0	\$19,234	\$5,511
Process/Recycle/Tmsprt Soils	\$0	\$0	\$127
Contract Hwy Maint.	\$0	\$213,840	\$320,403
09 - Facilities			
Chemical Storage Sheds	\$145,707	\$9,697	\$2,154
Vertical Construction	\$0	\$126,209	\$73,213
10 - Bikeways (Excluded)	n/a	n/a	n/a
11 - Other			
Miscellaneous / No Prequal	\$0	\$58,075	\$74,545
Asbestos Removal	\$0	\$0	\$0
Demolition	\$0	\$0	\$0
Drilling and Boring	\$0	\$4,836	\$686
Hazardous Waste Remediation	\$0	\$1,335	\$517
Utilities	\$0	\$0	\$0
Change in Project Value	\$0	\$0	\$0
Highway Sweeping	\$0	\$0	\$0
Intelligent Transportation Sys	\$0	\$0	\$0
Unknown	\$0	\$12,537	\$0
Underground Tank Removal Replace	\$0	\$0	\$0
Section I Total:	\$5,424,202	\$4,888,100	\$4,261,594

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

12 - Snow and Ice Operations & Materials	\$3,180,931	\$4,866,074	\$2,002,086
13 - District Maintenance (Mowing, Litter Management, Sight Distance Clearing, Etc.)	\$820,710	\$809,478	\$694,279
Section II Total:	\$4,001,641	\$5,675,552	\$2,696,365

Grand Total NFA: **\$9,425,843** **\$10,563,652** **\$6,957,960**

Massachusetts Department of Transportation - Highway Division
Summary of Operating and Maintenance Expenditures
Old Colony 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	\$0	\$0	\$0
Structure Maintenance	\$0	\$0	\$0
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	\$0	\$0	\$0
Hwy Reconstr - No Added Capacity	\$2,349,378	\$802,807	\$253,212
Hwy Reconstr - Minor Widening	\$6,437,780	\$3,359,034	\$3,074,872
Hwy Reconstr - Major Widening	\$0	\$0	\$0
04 - Roadway Resurfacing			
Resurfacing	\$265,430	\$5,916,997	\$13,871,948
05 - Intersection & Safety			
Impact Attenuators	\$0	\$0	\$0
Safety Improvements	\$0	\$0	\$0
Traffic Signals	\$77,531	\$26,380	\$1,491,258
06 - Signs & Lighting			
Lighting and Electrical	\$0	\$0	\$0
Sign Installation / Upgrading	\$5,157	\$0	\$0
Structural Signing	\$0	\$0	\$0
07 - Guardrail			
Guard Rail and Fencing	\$0	\$122	\$0
08 - Maintenance			
Contract Highway Maintenance	\$0	\$2,724	\$217,640
Landscape and Roadside Develop	\$0	\$0	\$0
Pavement Marking	\$0	\$0	\$13,868
Catch Basin Cleaning	\$0	\$0	\$0
09 - Facilities			
Vertical Construction	\$0	\$425	\$0
10 - Bikeways (Excluded)	n/a	n/a	n/a
11 - Other			
Intelligent Transportation Sys	\$131,432	\$142,948	\$29,201
Miscellaneous / No prequal	\$19,538	\$3,467	\$0
Reclamation	\$0	\$0	\$0
Drilling & Boring	\$0	\$564	\$0
Unknown	\$0	\$15,508	\$0
Demolition	\$0	\$0	\$0
Utilities	\$0	\$0	\$0
Marine Construction	\$0	\$3,101	\$0
Section I Total	\$9,286,247	\$10,274,077	\$18,951,998

Section II - Federal Aid Highway Operations

11 - Other			
ITS Operations - I-93 HOV Lane Operation and Towing	\$0	\$0	\$0
ITS Operations - Traffic Operations Center (South Boston)	\$0	\$0	\$0
Section II Total	\$0	\$0	\$0

Grand Total Federal Aid:	\$9,286,247	\$10,274,077	\$18,951,998
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**Old Colony MPO
Operations and Maintenance Summary Table
For the Brockton Area Transit Authority
State Fiscal Year 2013-2016**

The numbers below represent actual numbers for the previous year, the current year budget/forecast approved by the RTA Advisory Board, and Projections for the out-years as used in the Program Preview meetings with the State. The figures provided in the below table are estimates and a forecast of projected funds necessary to meet the operating needs of the regional transit authority.

<i>Operating Revenue</i>	<i>Previous</i>	<i>Current</i>	<i>Year Two</i>	<i>Year Three</i>	<i>Year Four</i>
	2012	2013	2014	2015	2016
Farebox	\$ 3,557,000	\$ 3,623,885	\$ 3,714,482	\$ 3,807,344	\$ 3,902,528
Section 5307	\$ 2,400,000	\$ 2,460,000	\$ 2,521,500	\$ 2,584,538	\$ 2,649,151
Section 5311					
CMAQ/TDM					
Fully Funded *					
Job Access/Reverse Commute	\$ 160,000	\$ 160,000	\$ 181,835	\$ 186,381	\$ 191,040
JARC/ New Freedom New Service	\$ 90,000	\$ 13,400	\$ -	\$ -	\$ -
Advertising	\$ 100,000	\$ 100,000	\$ 102,500	\$ 105,063	\$ 107,689
Interest Income	\$ 10,000	\$ 10,000	\$ 10,250	\$ 10,506	\$ 10,769
Rental Income	\$ 29,000	\$ 24,000	\$ 24,600	\$ 25,215	\$ 25,845
State Contract Assistance **	\$ 5,097,990	\$ 5,250,930	\$ 5,382,203	\$ 5,516,758	\$ 5,654,677
Local Assessment	\$ 2,455,010	\$ 2,529,785	\$ 2,593,030	\$ 2,657,855	\$ 2,724,302
Other: (Define)	\$ 208,000	\$ 184,000	\$ 188,600	\$ 193,315	\$ 198,148
TOTAL	\$ 14,107,000	\$ 14,356,000	\$ 14,719,000	\$ 15,086,975	\$ 15,464,149
<i>Operating Expenses ***</i>	<i>Previous</i>	<i>Current</i>	<i>Year Two</i>	<i>Year Three</i>	<i>Year Four</i>
	2012	2013	2014	2015	2016
TOTAL (See Description Below)	\$ 14,107,000	\$ 14,356,000	\$ 14,719,000	\$ 15,086,975	\$ 15,464,149

Footnotes:

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

** Operating assistance provided by the State

*** Description of Operating Expenses: Salaries and Wages; Fringe Benefits; Legal, Accounting and Professional Services; Promotion/Marketing; Insurance; Equipment Leases and Rentals; Real Property Leases and Rentals; Non-capitalized Maintenance/Repair; Fuel costs; Tire costs; Office Supplies and Equipment; Interest Expense; Utilities; Management Fees; Travel and Training; and Other miscellaneous expense items.

5. Federal Regional Funding Targets (FFY 2013-2016)

Summary of Proposed FFY 2013 - 2016 MPO Targets
March 14, 2012

	Current 2013	Proposed 2013	Current 2014	Proposed 2014	Current 2015	Proposed 2015	Proposed 2016
Base Obligation Authority	\$560,000,000	\$550,000,000	\$560,000,000	\$550,000,000	\$560,000,000	\$550,000,000	\$550,000,000
Redistribution, as Estimated by FHWA	\$0	\$50,000,000	\$0	\$50,000,000	\$0	\$50,000,000	\$50,000,000
Total Estimated Obligation Authority Available:	\$560,000,000	\$600,000,000	\$560,000,000	\$600,000,000	\$560,000,000	\$600,000,000	\$600,000,000
Central Artery/Tunnel or ABP GANS Obligation Authority	-\$170,710,000	-\$141,005,000	-\$178,390,000	-\$122,840,000	-\$150,000,000	-\$150,000,000	-\$150,000,000
Total Non-Earmarked O/A Available Statewide	\$389,290,000	\$458,995,000	\$381,610,000	\$477,160,000	\$410,000,000	\$450,000,000	\$450,000,000
Total Non-Earmarked Available Statewide (Including State Match)	\$475,737,500	\$561,443,750	\$466,137,500	\$584,993,750	\$501,625,000	\$551,450,000	\$551,455,000
Statewide Infrastructure Items:							
Statewide Infrastructure Program	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000
Statewide HSIP Program	\$5,000,000	\$5,000,000	\$5,000,000	\$6,000,000	\$5,000,000	\$5,000,000	\$5,000,000
Statewide Safe Routes to Schools Program	\$3,500,000	\$4,200,000	\$3,500,000	\$5,200,000	\$3,500,000	\$5,200,000	\$5,180,000
Statewide CMAQ	\$6,250,000	\$37,000,000	\$6,250,000	\$33,000,000	\$6,250,000	\$24,000,000	\$23,000,000
Statewide Transportation Enhancements	\$3,500,000	\$7,500,000	\$3,500,000	\$12,500,000	\$3,500,000	\$12,500,000	\$12,500,000
Statewide Recreational Trails	\$783,000	\$783,000	\$783,000	\$1,000,000	\$783,000	\$1,000,000	\$1,000,000
Statewide ITS	\$6,250,000	\$15,750,000	\$6,250,000	\$15,700,000	\$6,250,000	\$12,700,000	\$12,700,000
Statewide Design and Right of Way	\$2,000,000	\$0	\$2,000,000	\$0	\$2,000,000	\$0	\$0
Statewide Interstate Maintenance Program	\$75,000,000	\$75,000,000	\$75,000,000	\$65,250,000	\$75,000,000	\$63,000,000	\$63,000,000
Statewide NHS Preservation Program	\$12,000,000	\$12,000,000	\$12,000,000	\$29,218,750	\$12,000,000	\$25,500,000	\$25,500,000
Statewide Railroad Grade Crossings	\$500,000	\$10,000,000	\$500,000	\$10,000,000	\$500,000	\$500,000	\$2,500,000
Statewide Stormwater Retrofits	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000
Statewide ADA Implementation Plan	\$3,000,000	\$3,000,000	\$3,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000
Subtotal Statewide Infrastructure Items:	\$130,783,000	\$186,233,000	\$130,783,000	\$197,868,750	\$130,783,000	\$169,400,000	\$170,380,000
Other Statewide Items:							
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$43,750,000	\$42,750,000	\$43,750,000	\$41,750,000	\$43,750,000	\$41,750,000	\$41,750,000
Planning	\$23,000,000	\$23,000,000	\$23,000,000	\$23,000,000	\$23,000,000	\$23,000,000	\$23,000,000
DBEs, CEPO, Pavement Lab Retrofits, and Misc. Programs	\$0	\$1,000,000	\$0	\$1,000,000	\$0	\$1,000,000	\$1,000,000
Subtotal Other Statewide Items:	\$66,750,000	\$66,750,000	\$66,750,000	\$65,750,000	\$66,750,000	\$65,750,000	\$65,750,000
Regional Major Infrastructure Projects:	\$21,875,000	\$0	\$15,625,000	\$21,875,000	\$40,000,000	\$40,000,000	\$40,000,000
Bridge Program:							
Statewide Bridge Maintenance Program	\$0	\$10,000,000	\$0	\$10,000,000	\$0	\$10,000,000	\$10,000,000
Statewide Bridge Repl. / Rehab Program	\$121,483,328	\$139,175,000	\$121,483,328	\$99,175,000	\$121,483,328	\$122,000,000	\$82,000,000
Statewide Bridge Inspection Program	\$6,250,000	\$6,250,000	\$6,250,000	\$6,250,000	\$6,250,000	\$6,250,000	\$6,250,000
Subtotal Federal Aid Bridge Program:	\$127,733,328	\$155,425,000	\$127,733,328	\$115,425,000	\$127,733,328	\$138,250,000	\$98,250,000
Regional Targets:							
Minimum Regional CMAQ Component:	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000
Minimum Regional HSIP Component:	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000
Maximum Regional Non-CMAQ / HSIP Component:	\$98,596,173	\$123,035,750	\$95,246,173	\$154,075,000	\$106,358,673	\$108,050,000	\$147,075,000
Total Regional Target	\$128,596,173	\$153,035,750	\$125,246,173	\$184,075,000	\$136,358,673	\$138,050,000	\$177,075,000

TITLE 23 - TRANSPORTATION FUNDING

FEDERAL FISCAL YEAR 2013
FEDERAL REGIONAL TARGETS
March 14, 2012

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$550,000,000		
Redistribution, as Estimated by FHWA	\$50,000,000		
Total Estimated Obligation Authority Available:	\$600,000,000		
Central Artery/Tunnel Obligation Authority	(141,005,000)		
Total Non-Earmarked Available Statewide - (Including State Match)	458,995,000	102,448,750	561,443,750
Statewide Infrastructure Items:			
Statewide Infrastructure Program	\$4,800,000	\$1,200,000	\$6,000,000
Statewide HSIP Program	\$4,500,000	\$500,000	\$5,000,000
Statewide Safe Routes to Schools Program	\$4,200,000	\$0	\$4,200,000
Statewide CMAQ	\$29,600,000	\$7,400,000	\$37,000,000
Statewide Transportation Enhancements	\$6,000,000	\$1,500,000	\$7,500,000
Statewide Recreational Trails	\$626,400	\$156,600	\$783,000
Statewide ITS	\$12,600,000	\$3,150,000	\$15,750,000
Statewide Design and Right of Way	\$0	\$0	\$0
Statewide Interstate Maintenance Program	\$67,500,000	\$7,500,000	\$75,000,000
Statewide NHS Preservation Program	\$9,600,000	\$2,400,000	\$12,000,000
Statewide Railroad Grade Crossings	\$8,000,000	\$2,000,000	\$10,000,000
Statewide Stormwater retrofits	\$8,000,000	\$2,000,000	\$10,000,000
Statewide ADA Implementation Plan	\$2,400,000	\$600,000	\$3,000,000
Subtotal Statewide Infrastructure Items:	\$157,826,400	\$28,406,600	\$186,233,000
Other Statewide Items:			
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$34,200,000	\$8,550,000	\$42,750,000
Planning	\$18,400,000	\$4,600,000	\$23,000,000
DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs	\$800,000	\$200,000	\$1,000,000
Subtotal Other Statewide Items:	\$53,400,000	\$13,350,000	\$66,750,000
Regional Major Infrastructure Projects:	\$0	\$0	\$0
Bridge Program:			
Statewide Bridge Maintenance Program	\$8,000,000	\$2,000,000	\$10,000,000
Statewide Bridge Repl. / Rehab Program	\$111,340,000	\$27,835,000	\$139,175,000
Statewide Bridge Inspection Program	\$5,000,000	\$1,250,000	\$6,250,000
Subtotal Federal Aid Bridge Program:	\$124,340,000	\$31,085,000	\$155,425,000
Total Regional Targets:			
Minimum Regional CMAQ Component:	\$16,000,000	\$4,000,000	\$20,000,000
Minimum Regional HSIP Component:	\$9,000,000	\$1,000,000	\$10,000,000
Maximum Regional Non-CMAQ / HSIP Component:	\$98,428,600	\$24,607,150	\$123,035,750
Total Regional Target	\$123,428,600	\$29,607,150	\$153,035,750

Region	Regional Share (%)	Regional Minimum HSIP Component With State Match	Regional Minimum CMAQ Component With State Match	Total Regional Target With State Match	STP with State Match
Berkshire Region	3.5596	\$355,964	\$711,929	\$5,447,528	\$4,379,635
Boston Region	42.9671	\$4,296,710	\$8,593,421	\$65,755,029	\$52,864,898
Cape Cod	4.5851	\$458,514	\$917,028	\$7,016,906	\$5,641,363
Central Mass	8.6901	\$869,013	\$1,738,026	\$13,299,007	\$10,691,968
Franklin Region	2.5397	\$253,975	\$507,949	\$3,886,719	\$3,124,796
Martha's Vineyard	0.3100	\$30,997	\$61,994	\$474,363	\$381,373
Merrimack Valley	4.4296	\$442,956	\$885,911	\$6,778,806	\$5,449,939
Montachusett	4.4596	\$445,955	\$891,911	\$6,824,712	\$5,486,846
Nantucket	0.2200	\$21,998	\$43,996	\$336,645	\$270,652
Northern Middlesex	3.9096	\$390,961	\$781,922	\$5,983,099	\$4,810,217
Old Colony	4.5595	\$455,954	\$911,909	\$6,977,732	\$5,609,869
Pioneer Valley	10.8099	\$1,080,992	\$2,161,984	\$16,543,041	\$13,300,065
Southeastern Mass	8.9601	\$896,010	\$1,792,021	\$13,712,162	\$11,024,131
Total:	100.00	\$10,000,000	\$20,000,000	\$153,035,750	\$123,035,750

Note 1: Base Obligation Authority includes Estimated Equity Bonus Exempt from Limitation

TITLE 23 - TRANSPORTATION FUNDING

FEDERAL FISCAL YEAR 2014
FEDERAL REGIONAL TARGETS
March 14, 2012

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$550,000,000		
Redistribution, as Estimated by FHWA	\$50,000,000		
Total Estimated Obligation Authority Available:	\$600,000,000		
Central Artery/Tunnel Obligation Authority	(122,840,000)		Final CAT/GANS
Total Non-Earmarked Available Statewide - (Including State Match)	477,160,000	107,833,750	584,993,750
Statewide Infrastructure Items:			
Statewide Infrastructure Program	\$4,800,000	\$1,200,000	\$6,000,000
Statewide HSIP Program	\$5,400,000	\$600,000	\$6,000,000
Statewide Safe Routes to Schools Program	\$5,200,000	\$0	\$5,200,000
Statewide CMAQ	\$26,400,000	\$6,600,000	\$33,000,000
Statewide Transportation Enhancements	\$10,000,000	\$2,500,000	\$12,500,000
Statewide Recreational Trails	\$800,000	\$200,000	\$1,000,000
Statewide ITS	\$12,560,000	\$3,140,000	\$15,700,000
Statewide Design and Right of Way	\$0	\$0	\$0
Statewide Interstate Maintenance Program	\$58,725,000	\$6,525,000	\$65,250,000
Statewide NHS Preservation Program	\$23,375,000	\$5,843,750	\$29,218,750
Statewide Railroad Grade Crossings	\$8,000,000	\$2,000,000	\$10,000,000
Statewide Stormwater retrofits	\$8,000,000	\$2,000,000	\$10,000,000
Statewide ADA Implementation Plan	\$3,200,000	\$800,000	\$4,000,000
Subtotal Statewide Infrastructure Items:	\$166,460,000	\$31,408,750	\$197,868,750
Other Statewide Items:			
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$33,400,000	\$8,350,000	\$41,750,000
Planning	\$18,400,000	\$4,600,000	\$23,000,000
DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs	\$800,000	\$200,000	\$1,000,000
Subtotal Other Statewide Items:	\$52,600,000	\$13,150,000	\$65,750,000
Regional Major Infrastructure Projects:	\$17,500,000	\$4,375,000	\$21,875,000
Bridge Program:			
Statewide Bridge Maintenance Program	\$8,000,000	\$2,000,000	\$10,000,000
Statewide Bridge Repl. / Rehab Program	\$79,340,000	\$19,835,000	\$99,175,000
Statewide Bridge Inspection Program	\$5,000,000	\$1,250,000	\$6,250,000
Subtotal Federal Aid Bridge Program:	\$92,340,000	\$23,085,000	\$115,425,000
Total Regional Targets:			
Minimum Regional CMAQ Component:	\$16,000,000	\$4,000,000	\$20,000,000
Minimum Regional HSIP Component:	\$9,000,000	\$1,000,000	\$10,000,000
Maximum Regional Non-CMAQ / HSIP Component:	\$123,260,000	\$30,815,000	\$154,075,000
Total Regional Target	\$148,260,000	\$35,815,000	\$184,075,000

Region	Regional Share (%)	Regional Minimum HSIP Component With State Match	Regional Minimum CMAQ Component With State Match	Total Regional Target With State Match	STP with State Match
Berkshire Region	3.5596	\$355,964	\$711,929	\$6,552,415	\$5,484,521
Boston Region	42.9671	\$4,296,710	\$8,593,421	\$79,091,696	\$66,201,565
Cape Cod	4.5851	\$458,514	\$917,028	\$8,440,099	\$7,064,557
Central Mass	8.6901	\$869,013	\$1,738,026	\$15,996,359	\$13,389,319
Franklin Region	2.5397	\$253,975	\$507,949	\$4,675,037	\$3,913,114
Martha's Vineyard	0.3100	\$30,997	\$61,994	\$570,575	\$477,585
Merrimack Valley	4.4296	\$442,956	\$885,911	\$8,153,707	\$6,824,840
Montachusett	4.4596	\$445,955	\$891,911	\$8,208,924	\$6,871,058
Nantucket	0.2200	\$21,998	\$43,996	\$404,925	\$338,931
Northern Middlesex	3.9096	\$390,961	\$781,922	\$7,196,613	\$6,023,730
Old Colony	4.5595	\$455,954	\$911,909	\$8,392,981	\$7,025,117
Pioneer Valley	10.8099	\$1,080,992	\$2,161,984	\$19,898,358	\$16,655,383
Southeastern Mass	8.9601	\$896,010	\$1,792,021	\$16,493,311	\$13,805,280
Total:	100.00	\$10,000,000	\$20,000,000	\$184,075,000	\$154,075,000

Note 1: Base Obligation Authority includes Estimated Equity Bonus Exempt from Limitation

TITLE 23 - TRANSPORTATION FUNDING

FEDERAL FISCAL YEAR 2015
FEDERAL REGIONAL TARGETS
March 14, 2012

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$550,000,000		
Redistribution, as Estimated by FHWA	\$50,000,000		
Total Estimated Obligation Authority Available:	\$600,000,000		
ABP GANS Repayment	(150,000,000)		First ABP Gans
Total Non-Earmarked Available Statewide - (Including State Match)	450,000,000	101,450,000	551,450,000
Statewide Infrastructure Items:			
Statewide Infrastructure Program	\$4,800,000	\$1,200,000	\$6,000,000
Statewide HSIP Program	\$4,500,000	\$500,000	\$5,000,000
Statewide Safe Routes to Schools Program	\$5,200,000	\$0	\$5,200,000
Statewide CMAQ	\$19,200,000	\$4,800,000	\$24,000,000
Statewide Transportation Enhancements	\$10,000,000	\$2,500,000	\$12,500,000
Statewide Recreational Trails	\$800,000	\$200,000	\$1,000,000
Statewide ITS	\$10,160,000	\$2,540,000	\$12,700,000
Statewide Design and Right of Way	\$0	\$0	\$0
Statewide Interstate Maintenance Program	\$56,700,000	\$6,300,000	\$63,000,000
Statewide NHS Preservation Program	\$20,400,000	\$5,100,000	\$25,500,000
Statewide Railroad Grade Crossings	\$400,000	\$100,000	\$500,000
Statewide Stormwater retrofits	\$8,000,000	\$2,000,000	\$10,000,000
Statewide ADA Implementation Plan	\$3,200,000	\$800,000	\$4,000,000
Subtotal Statewide Infrastructure Items:	\$143,360,000	\$26,040,000	\$169,400,000
Other Statewide Items:			
Award Adjustments, Change Orders, Project Value Changes, Etc. Planning	\$33,400,000	\$8,350,000	\$41,750,000
DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs	\$18,400,000	\$4,600,000	\$23,000,000
	\$800,000	\$200,000	\$1,000,000
Subtotal Other Statewide Items:	\$52,600,000	\$13,150,000	\$65,750,000
Regional Major Infrastructure Projects:	\$32,000,000	\$8,000,000	\$40,000,000
Bridge Program:			
Statewide Bridge Maintenance Program	\$8,000,000	\$2,000,000	\$10,000,000
Statewide Bridge Repl. / Rehab Program	\$97,600,000	\$24,400,000	\$122,000,000
Statewide Bridge Inspection Program	\$5,000,000	\$1,250,000	\$6,250,000
Subtotal Federal Aid Bridge Program:	\$110,600,000	\$27,650,000	\$138,250,000
Total Regional Targets:			
Minimum Regional CMAQ Component:	\$16,000,000	\$4,000,000	\$20,000,000
Minimum Regional HSIP Component:	\$9,000,000	\$1,000,000	\$10,000,000
Maximum Regional Non-CMAQ / HSIP Component:	\$86,440,000	\$21,610,000	\$108,050,000
Total Regional Target	\$111,440,000	\$26,610,000	\$138,050,000

Region	Regional Share (%)	Regional Minimum HSIP Component With State Match	Regional Minimum CMAQ Component With State Match	Total Regional Target With State Match	STP with State Match
Berkshire Region	3.5596	\$355,964	\$711,929	\$4,914,089	\$3,846,195
Boston Region	42.9671	\$4,296,710	\$8,593,421	\$59,316,086	\$46,425,955
Cape Cod	4.5851	\$458,514	\$917,028	\$6,329,788	\$4,954,245
Central Mass	8.6901	\$869,013	\$1,738,026	\$11,996,726	\$9,389,687
Franklin Region	2.5397	\$253,975	\$507,949	\$3,506,119	\$2,744,196
Martha's Vineyard	0.3100	\$30,997	\$61,994	\$427,912	\$334,922
Merrimack Valley	4.4296	\$442,956	\$885,911	\$6,115,003	\$4,786,136
Montachusett	4.4596	\$445,955	\$891,911	\$6,156,414	\$4,818,548
Nantucket	0.2200	\$21,998	\$43,996	\$303,680	\$237,686
Northern Middlesex	3.9096	\$390,961	\$781,922	\$5,397,215	\$4,224,333
Old Colony	4.5595	\$455,954	\$911,909	\$6,294,450	\$4,926,587
Pioneer Valley	10.8099	\$1,080,992	\$2,161,984	\$14,923,093	\$11,680,117
Southeastern Mass	8.9601	\$896,010	\$1,792,021	\$12,369,424	\$9,681,392
Total:	100.00	\$10,000,000	\$20,000,000	\$138,050,000	\$108,050,000

Note 1: Base Obligation Authority includes Estimated Equity Bonus Exempt from Limitation

TITLE 23 - TRANSPORTATION FUNDING

FEDERAL FISCAL YEAR 2016
 FEDERAL REGIONAL TARGETS
 March 14, 2012

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$550,000,000		
Redistribution, as Estimated by FHWA	\$50,000,000		
Total Estimated Obligation Authority Available:	\$600,000,000		
ABP GANS Repayment	(150,000,000)		
Total Non-Earmarked Available Statewide - (Including State Match)	450,000,000	101,455,000	551,455,000
Statewide Infrastructure Items:			
Statewide Infrastructure Program	\$4,800,000	\$1,200,000	\$6,000,000
Statewide HSIP Program	\$4,500,000	\$500,000	\$5,000,000
Statewide Safe Routes to Schools Program	\$5,180,000	\$0	\$5,180,000
Statewide CMAQ	\$18,400,000	\$4,600,000	\$23,000,000
Statewide Transportation Enhancements	\$10,000,000	\$2,500,000	\$12,500,000
Statewide Recreational Trails	\$800,000	\$200,000	\$1,000,000
Statewide ITS	\$10,160,000	\$2,540,000	\$12,700,000
Statewide Design and Right of Way	\$0	\$0	\$0
Statewide Interstate Maintenance Program	\$56,700,000	\$6,300,000	\$63,000,000
Statewide NHS Preservation Program	\$20,400,000	\$5,100,000	\$25,500,000
Statewide Railroad Grade Crossings	\$2,000,000	\$500,000	\$2,500,000
Statewide Stormwater retrofits	\$8,000,000	\$2,000,000	\$10,000,000
Statewide ADA Implementation Plan	\$3,200,000	\$800,000	\$4,000,000
Subtotal Statewide Infrastructure Items:	\$144,140,000	\$26,240,000	\$170,380,000
Other Statewide Items:			
Award Adjustments, Change Orders, Project Value Changes, Etc. Planning	\$33,400,000	\$8,350,000	\$41,750,000
DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs	\$18,400,000	\$4,600,000	\$23,000,000
	\$800,000	\$200,000	\$1,000,000
Subtotal Other Statewide Items:	\$52,600,000	\$13,150,000	\$65,750,000
Regional Major Infrastructure Projects:	\$32,000,000	\$8,000,000	\$40,000,000
Bridge Program:			
Statewide Bridge Maintenance Program	\$8,000,000	\$2,000,000	\$10,000,000
Statewide Bridge Repl. / Rehab Program	\$65,600,000	\$16,400,000	\$82,000,000
Statewide Bridge Inspection Program	\$5,000,000	\$1,250,000	\$6,250,000
Subtotal Federal Aid Bridge Program:	\$78,600,000	\$19,650,000	\$98,250,000
Total Regional Targets:			
Minimum Regional CMAQ Component:	\$16,000,000	\$4,000,000	\$20,000,000
Minimum Regional HSIP Component:	\$9,000,000	\$1,000,000	\$10,000,000
Maximum Regional Non-CMAQ / HSIP Component:	\$117,660,000	\$29,415,000	\$147,075,000
Total Regional Target	\$142,660,000	\$34,415,000	\$177,075,000

Region	Regional Share (%)	Regional Minimum HSIP Component With State Match	Regional Minimum CMAQ Component With State Match	Total Regional Target With State Match	STP with State Match
Berkshire Region	3.5596	\$355,964	\$711,929	\$6,303,240	\$5,235,346
Boston Region	42.9671	\$4,296,710	\$8,593,421	\$76,083,999	\$63,193,867
Cape Cod	4.5851	\$458,514	\$917,028	\$8,119,139	\$6,743,597
Central Mass	8.6901	\$869,013	\$1,738,026	\$15,388,049	\$12,781,010
Franklin Region	2.5397	\$253,975	\$507,949	\$4,497,255	\$3,735,331
Martha's Vineyard	0.3100	\$30,997	\$61,994	\$548,878	\$455,887
Merrimack Valley	4.4296	\$442,956	\$885,911	\$7,843,638	\$6,514,771
Montachusett	4.4596	\$445,955	\$891,911	\$7,896,755	\$6,558,889
Nantucket	0.2200	\$21,998	\$43,996	\$389,526	\$323,533
Northern Middlesex	3.9096	\$390,961	\$781,922	\$6,922,940	\$5,750,057
Old Colony	4.5595	\$455,954	\$911,909	\$8,073,813	\$6,705,949
Pioneer Valley	10.8099	\$1,080,992	\$2,161,984	\$19,141,664	\$15,898,688
Southeastern Mass	8.9601	\$896,010	\$1,792,021	\$15,866,104	\$13,178,073
Total:	100.00	\$10,000,000	\$20,000,000	\$177,075,000	\$147,075,000

Note 1: Base Obligation Authority includes Estimated Equity Bonus Exempt from Limitation

6. Greenhouse Gas Monitoring and Evaluation Calculations

FFY 2013-2016 Old Colony Transportation Improvement Program (TIP) Greenhouse Gas Monitoring and Evaluation

Introduction

This section summarizes the greenhouse gas (GHG) impacts that are anticipated to result from the projects that are included in this FFY 2013 – 2016 Old Colony Transportation Improvement Program (TIP). It includes a summary of the state laws and policies that call for reducing greenhouse gas in order to mitigate global climate change, actions that are being to respond to these state laws and policies, the role of regional planning and TIP development in reducing GHG emission and tracking these reductions, and the projected GHG emission impacts from the projects programmed in the TIP.

State Policy Context

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 GHG reduction targets, and implementing policies and initiatives to achieve these targets. In keeping with the law, on December 29, 2010 the Massachusetts Executive Office of Energy and Environmental Affairs (EOEEA), in consultation with other state agencies and the public, released the Massachusetts *Clean Energy and Climate Plan for 2020*. This implementation plan 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 therefore the transportation sector is a key focus of the *Clean Energy and Climate Plan*. 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 multi-modal, "complete streets" design standards; providing choice in transportation services; and by working with MPOs and other partners to prioritize and program a balance of 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 enable denser, smart growth development patterns that support reduced GHG emissions.

GreenDOT Policy and Metropolitan Planning Organizations

The Commonwealth's thirteen metropolitan planning organizations (MPOs) are integrally involved in helping to achieve the GreenDOT goals and supporting the GHG reductions mandated under the GWSA. The MPOs are most directly involved in helping to achieve the GHG emissions reductions under the second goal – to promote healthy transportation modes through prioritizing and programming an appropriate balance of roadway, transit, bicycle and pedestrian investments – and assist in the third goal by supporting smart growth development patterns through the creation of a balanced multi-modal transportation system. This will be realized through the transportation goals and policies espoused in the Regional Transportation Plans (RTPs), the major projects planned in the RTPs, and the mix of new transportation projects that are programmed and implemented through the TIPs. The GHG tracking and evaluation processes 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 projects.

Regional GHG Tracking and Evaluation in RTPs

MassDOT coordinated with MPOs and regional planning agency (RPA) staffs on the implementation of GHG tracking and evaluation in development of each MPO's 2035 RTPs, which were adopted in September 2011. In particular, the Old Colony RTP in Chapter 2 – Mission, Goals, Objectives, and Performance Measures, and Chapter 8 – Environmental Quality, Climate Change, Hazards, and Energy, address the topic of climate change and efforts to reduce greenhouse gas emissions.

Working together, MassDOT and the MPOs have attained the following milestones:

- Modeling and long-range statewide projections for GHG emissions resulting from the transportation sector. Using the Boston 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 RTPs, along with a discussion of climate change and a statement of MPO support for reducing GHG emissions as a regional goal.

Project-Level GHG Tracking and Evaluation in the Transportation Improvement Program

It is also important to monitor and evaluate the GHG impacts of the transportation projects that are programmed in the MPO Transportation Improvement Programs (TIP). The TIP includes both the larger, regionally-significant projects from the RTPs, which have already had their aggregate GHG impacts calculated and reported in the RTP, as well as smaller projects that are not included in the RTP but that may nevertheless have impacts on GHG emissions. The principal objective of this tracking is to enable the MPOs to evaluate 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 the following approach for identifying anticipated GHG impacts and quantifying GHG impacts of projects, when appropriate, through the TIP. Different types of projects will have different anticipated GHG emissions impacts. The different project categories are outlined on the next two pages with this region's project tracking sheet on the third page.

- Projects with Quantified Impacts

- **RTP Projects** - Major capacity expansion projects (e.g. Green Line Extension, I-95 Whittier Bridge Replacement) would be expected to have a significant impact on GHG emissions. However, these projects are included in the RTPs and analyzed using the statewide model or Boston regional model, which would reflect their GHG impacts. Therefore, no independent TIP calculations are required.
- **Quantified Decrease in Emissions** - Projects that would be expected to produce a measurable decrease in emissions. The approach for calculating these impacts is described below. These projects should be categorized in the following manner:
 - **Quantified Decrease in Emissions from Traffic Operational Improvement** - An intersection reconstruction or signalization project that is projected to reduce delay and congestion.
 - **Quantified Decrease in Emissions from Pedestrian and Bicycle Infrastructure** - A shared-use path that would enable increased walking and biking and decreased vehicle-miles traveled (VMT).
 - **Quantified Decrease in Emissions from New/Additional Transit Service** - A bus or shuttle service that would enable increased transit ridership and decreased VMT
 - **Quantified Decrease in Emissions from a Park and Ride Lot** A park-and-ride lot that would enable increased transit ridership/ increased ridesharing and decreased VMT
 - **Quantified Decrease in Emissions from Bus Replacement** A bus replacement that would directly reduce GHG emissions generated by that bus service.
 - **Quantified Decrease in Emissions from Other Improvement**
- **Quantified Increase in Emissions** – Projects that would be expected to produce a measurable increase in emissions.
- **Calculation of GHG Impacts for TIP Projects** - The Office of Transportation Planning at MassDOT provided the spreadsheets that are used for determining Congestion Management and Air Quality Improvement (CMAQ) eligibility. These spreadsheets require the same inputs as the CMAQ calculations, and have been adapted to provide CO₂ impacts. The data and analysis required for these calculations is available from functional design reports that should be submitted for projects that would produce a measurable GHG impact.
- **Projects with Assumed Impacts**
 - **No Assumed Impact/Negligible Impact on Emission** - 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 GHG impact.
 - **Assumed Nominal Decrease in Emissions** - Projects that would be expected to produce a minor decrease 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 be not data or analysis to support any projections of GHG impacts. These projects should be categorized in the following manner:
 - **Assumed Nominal Decrease in Emissions from Sidewalk Infrastructure**
 - **Assumed Nominal Decrease in Emissions from Bicycle Infrastructure**

- Assumed Nominal Decrease in Emissions from Sidewalk and Bicycle Infrastructure
- Assumed Nominal Decrease in Emissions from Intelligent Transportation Systems (ITS) and/or Traffic Operational Improvements
- Assumed Nominal Decrease in Emissions from Other Improvements
- Assumed Nominal Increase in Emissions - Projects that would be expected to produce a minor increase in emissions that cannot be calculated with any precision.

Regional Greenhouse Gas Impact Summary Tables for FFY 2013 – 2016 Old Colony TIP

The following tables summarize the calculated quantitative and assumed qualitative impacts of the projects included in the regional FFY 2013 – 2016 Old Colony TIP.

2013 Regional Project Tracking

MassDOT Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG Impact by the Numbers
606519	BROCKTON- SAFE ROUTES TO SCHOOL (BROOKFIELD ELEMENTARY SCHOOL)	Qualitative	Assumed Nominal Decrease in Emissions from Bicycle and Sidewalk Improvements	N/A
	OLD COLONY REGIONAL BICYCLE PARKING PROGRAM (BICYCLE RACK GRANT PROGRAM)	Qualitative	Assumed Nominal Decrease in Emissions from Bicycle Infrastructure	N/A
600426	PLYMOUTH- RECONSTRUCTION OF ROUTE 44 (SAMOSET STREET) FROM ROUTE 3 (NB RAMP) EASTERLY TO WATER STREET	Quantified	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	-175.029 kg Winter CO -4,979.445 kg Summer CO
603457	WEST BRIDGEWATER- INTERSECTION IMPROVEMENTS AT ROUTE 106 & ROUTE 28 (CENTRAL SQUARE)	Quantified	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	-55,775.082 kg Winter CO -1,586,789.018 kg Summer CO
Total Impact Winter (in kilograms)				-55,950.111
Total Impact Summer (in kilograms)				-1,591,768.463

2014 Regional Project Tracking

MassDOT Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG Impact by the Numbers
603660	BRIDGEWATER- SIGNAL & INTERSECTION IMPROVEMENTS AT STATE ROUTE 18 & HIGH STREET	Quantified	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	-3,304.784 kg Winter CO -94,020.393 kg Summer CO
601644	BROCKTON- RESURFACING & RELATED WORK ON WEST ELM STREET, FROM WARREN AVENUE TO WEST STREET (6,800 FT.)	Quantified	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	-12,609.518 kg Winter CO -358,738.067 kg Summer CO
606071	EASTON- SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 138 (TURNPIKE STREET) AND ROUTE 106 (FOUNDRY STREET)	Quantified	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	-2,084.439 kg Winter CO -59,301.843 kg Summer CO
	OLD COLONY REGIONAL BICYCLE PARKING PROGRAM (BICYCLE RACK GRANT PROGRAM)	Qualitative	Assumed Nominal Decrease in Emissions from Bicycle Infrastructure	N/A
Total Impact Winter (in kilograms)				-17,998.741
Total Impact Summer (in kilograms)				-512,060.303

2015 Regional Project Tracking

MassDOT Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG Impact by the Numbers
606036	BROCKTON- SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 123 (BELMONT STREET)/LINWOOD STREET/LORRAINE AVENUE	Quantified	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	-2,571.619 kg Winter CO -73,162.015 kg Summer CO
606264	PLYMOUTH- IMPROVEMENTS ON OBERY STREET, FROM SOUTH STREET TO A.A. CARANCI WAY/PLYMOUTH NORTH H.S. DRIVE INTERSECTION	Quantified	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	TBD
Total Impact Winter (in kilograms)				-2,571.619
Total Impact Summer (in kilograms)				-73,162.015

2016 Regional Project Tracking

MassDOT Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG Impact by the Numbers
	OLD COLONY REGIONAL BICYCLE PARKING PROGRAM (BICYCLE RACK GRANT PROGRAM)	Qualitative	Assumed Nominal Decrease in Emissions from Bicycle Infrastructure	N/A
600380	PEMBROKE - REHABILITATION ON ROUTE 36 (CENTER STREET)	Qualitative	Assumed Nominal Decrease in Emissions from Other Improvements	N/A
604957	PEMBROKE- RECONSTRUCTION ON ROUTE 14, FROM THE HANSON T.L. TO WASHINGTON STREET (ROUTE 53) Advance Construction Phase 1	Qualitative	Assumed Nominal Decrease in Emissions from Other Improvements	N/A
Total Impact Winter (in kilograms)				N/A
Total Impact Summer (in kilograms)				N/A

7. Administrative Modifications and Amendments

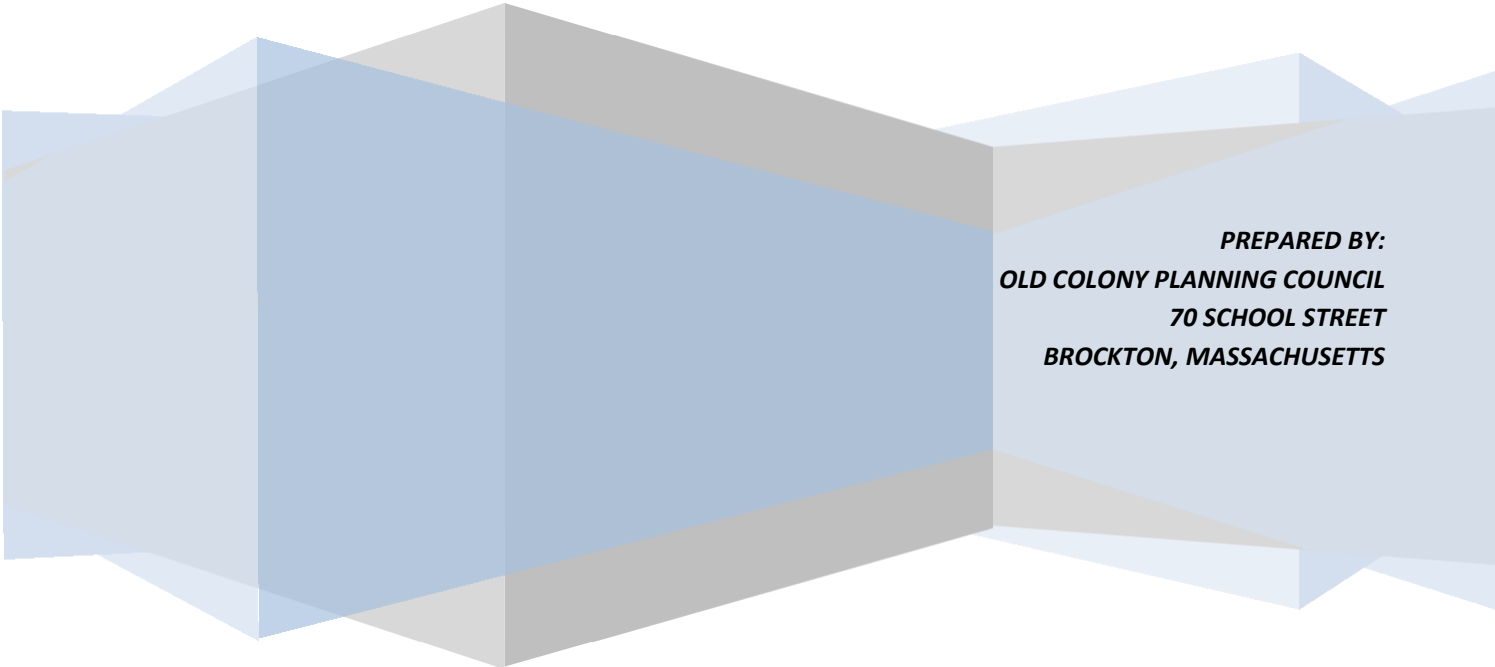
Administrative Modifications and/ or Amendments, should they take place during the course of FFY 2013, shall be included in this section.

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

FFY 2013-2016 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT

ENDORSED BY THE OLD COLONY MPO ON NOVEMBER 1, 2012

*PREPARED IN COOPERATION WITH THE BROCKTON AREA TRANSIT AUTHORITY,
THE MASSACHUSETTS DEPARTMENT OF TRANSPORTATION (#69649),
THE FEDERAL HIGHWAY ADMINISTRATION, AND
THE FEDERAL TRANSIT ADMINISTRATION*



**PREPARED BY:
OLD COLONY PLANNING COUNCIL
70 SCHOOL STREET
BROCKTON, MASSACHUSETTS**

Old Colony Metropolitan Planning Organization

Endorsement of the Amendments to the FFY 2013-2016 Old Colony Transportation Improvement Program (TIP)

This is to certify that the Signatories of the Old Colony Metropolitan Planning Organization, at their MPO meeting on November 1, 2012, hereby approve and endorse the Amendments to the FFY 2013-2016 Old Colony Transportation Improvement Program (TIP) in their entirety for the Old Colony Region, in accordance with 23 CFR Part 450 Section 324 (Development and content of the Transportation Improvement Program) of the March 16, 2007 Final Rules for Statewide and Metropolitan Planning.


Signatory Certification:


Richard Davey, Secretary and CEO
Massachusetts Department of Transportation

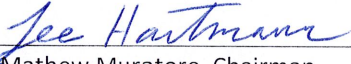
11/01/12
Date


The Honorable Linda M. Balzotti, Mayor
City of Brockton

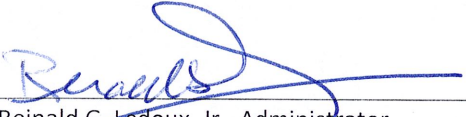
11/1/12
Date


Frank DePaola, P.E., Highway Administrator
Massachusetts Department of Transportation


11/1/12
Date


Mathew Muratore, Chairman
Town of Plymouth, Board of Selectmen

11/1/12
Date


Reinald G. Ledoux, Jr., Administrator
Brockton Area Transit

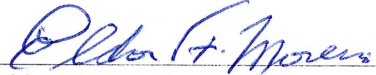
Date


Daniel Trabucco, Member
Town of Pembroke, Board of Selectmen

11/1/12
Date


Robert G. Moran, President
Old Colony Planning Council

11/1/12
Date


Eldon Moreira, Member
Town of West Bridgewater, Board of Selectmen

11/1/12
Date

2013 Old Colony MPO Transportation Improvement Program

05/15/2012 Draft TIP Released
06/19/2012 TIP Endorsed

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							
600426	PLYMOUTH- RECONSTRUCTION OF ROUTE 44 (SAMOSET STREET) FROM ROUTE 3 (NB RAMP) EASTERLY TO WATER STREET	5	STP	\$ 4,044,720	\$ 3,235,776	\$ 808,944	25% Design; Total Cost YOE is \$4,318,290; Funded by STP, STP-E, and CMAQ
600426	PLYMOUTH- RECONSTRUCTION OF ROUTE 44 (SAMOSET STREET) FROM ROUTE 3 (NB RAMP) EASTERLY TO WATER STREET - ENHANCEMENT ELEMENTS	5	TE	\$ 182,380	\$ 145,904	\$ 36,476	25% Design; Total Cost YOE is \$4,318,290; Funded by STP, STP-E, and CMAQ; Identified Transportation Enhancement Fund (STP-E) eligible project components (2-for-1 state match portion)
603457	OLD COLONY REGIONAL BICYCLE PARKING PROGRAM (BICYCLE RACK GRANT PROGRAM)	5	STP	\$ 50,000	\$ 40,000	\$ 10,000	
603457	WEST BRIDGEWATER- INTERSECTION IMPROVEMENTS AT ROUTE 106 & ROUTE 28 (CENTRAL SQUARE)	5	STP	\$ 138,247	\$ 110,598	\$ 27,649	75% Design; HPP-1931; Total Cost YOE is \$2,805,960; Funded by SAFETEA-LU HPP Earmark, STP, HSIP, and CMAQ
STP Subtotal				\$ 4,415,347	\$ 3,532,278	\$ 883,069	◀ 80% Federal + 20% Non-Federal
HSIP - Highway Safety Improvement Program							
603457	WEST BRIDGEWATER- INTERSECTION IMPROVEMENTS AT ROUTE 106 & ROUTE 28 (CENTRAL SQUARE)	5	HSIP	\$ 455,954	\$ 410,359	\$ 45,595	75% Design; HPP-1931; Total Cost YOE is \$2,805,960; Funded by SAFETEA-LU HPP Earmark, STP, HSIP, and CMAQ
HSIP Subtotal				\$ 455,954	\$ 410,359	\$ 45,595	◀ Funding Split Varies by Project Specifications
CMAQ - Congestion Mitigation and Air Quality Improvement Program							
603457	WEST BRIDGEWATER- INTERSECTION IMPROVEMENTS AT ROUTE 106 & ROUTE 28 (CENTRAL SQUARE)	5	CMAQ	\$ 861,909	\$ 689,527	\$ 172,382	75% Design; HPP-1931; Total Cost YOE is \$2,805,960; Funded by SAFETEA-LU HPP Earmark, STP, HSIP, and CMAQ
603457	OLD COLONY REGIONAL BICYCLE PARKING PROGRAM (BICYCLE RACK GRANT PROGRAM)	5	CMAQ	\$ 50,000	\$ 40,000	\$ 10,000	
CMAQ Subtotal				\$ 911,909	\$ 729,527	\$ 182,382	◀ 80% Federal + 20% Non-Federal
Section 1A / Fiscal Constraint Analysis							
Total Federal Aid Target Funds Programmed				\$ 5,783,210	\$ 6,977,732	◀ Total Target	\$ 1,194,522 Target Funds Available
Total STP Programmed				\$ 4,415,347	\$ 5,609,869	◀ Max. STP	\$ 1,194,522 STP Available
Total HSIP Programmed				\$ 455,954	\$ 455,954	◀ Min. HSIP	\$ - HSIP Minimum Met
Total CMAQ Programmed				\$ 911,909	\$ 911,909	◀ Min. CMAQ	\$ -
Section 1B / Federal Aid Bridge Projects							
No Projects Programmed				\$ -	\$ -	\$ -	
BR Subtotal				\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
Section 1C / Federal Aid Non-Target Projects							
Earmarks							
603675	BROCKTON- DOWNTOWN ROAD & STREETScape IMPROVEMENTS (PHASE I)	5	TI (2005)	\$ 2,142,205	\$ 1,713,764	\$ 428,441	TI-178
603457	WEST BRIDGEWATER- INTERSECTION IMPROVEMENTS AT ROUTE 106 & ROUTE 28 (CENTRAL SQUARE)	5	HPP (2005)	\$ 1,349,850	\$ 1,079,880	\$ 269,970	75% Design; HPP-1931; Total Cost YOE is \$2,805,960; Funded by SAFETEA-LU HPP Earmark, HSIP, and CMAQ
AMEND IN THE FOLLOWING PROJECT:							
	BAT - Bus STD 35 FT HE (3) & Bus STD 35 FT (2) and Parts	5	REF	\$ 2,600,000	\$ 2,600,000		Repurposed Federal Earmarks. FTA Scope & Activity Line Item Codes ~ 11.12.02
Earmarks Subtotal				\$ 6,092,055	\$ 5,393,644	\$ 698,411	◀ Funding Split Varies by Earmark
Other							
600426	PLYMOUTH- RECONSTRUCTION OF ROUTE 44 (SAMOSET STREET) FROM ROUTE 3 (NB RAMP) EASTERLY TO WATER STREET - ENHANCEMENT ELEMENTS	5	TE	\$ 91,190	\$ 72,952	\$ 18,238	25% Design; Total Cost YOE is \$4,318,290; Funded by STP, STP-E, and CMAQ; Identified Transportation Enhancement Fund (STP-E) eligible project components (2-for-1 state match portion)
606519	BROCKTON- SAFE ROUTES TO SCHOOL (BROOKFIELD ELEMENTARY SCHOOL)	5	SRTS	\$ 618,125	\$ 618,125	\$ -	25% Design; Total Cost YOE is \$618,125
Other Subtotal				\$ 709,315	\$ 691,077	\$ 18,238	◀ 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
NHS - National Highway System							
No Projects Programmed				\$ -	\$ -	\$ -	
NHS Subtotal				\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
Other							
No Projects Programmed				\$ -	\$ -	\$ -	
Other Subtotal				\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
Section 2A / Non-Federal Projects							
No Projects Programmed				\$ -	\$ -	\$ -	
Non-Federal Projects Subtotal				\$ -	\$ -	\$ -	◀ 100% Non-Federal
Section 2B / Non-Federal Bridge Projects							
No Projects Programmed				\$ -	\$ -	\$ -	
Non-Federal Bridge Projects Subtotal				\$ -	\$ -	\$ -	◀ 100% Non-Federal

2013 Old Colony MPO TIP Summary

	TIP Section 1: Total of All Projects	TIP Section 2: Total of All Projects	
Total	\$ 12,584,580	\$ 12,584,580	◀ Total Spending in Region
Federal Funds	\$ 10,756,884	\$ 10,756,884	◀ Total Federal Spending in Region
Non-Federal Funds	\$ 1,827,696	\$ 1,827,696	◀ 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>

FTA Program ▼	Regional Transit Authority ▼	Project Description ▼	FTA Scope & Activity Line Item Codes	Carryover or Earmark Details ▼	Federal Funds ▼	State Match Sources					RTA Funds ▼	Total Cost ▼
						RTACAP ▼	MAP ▼	ITCCAP ▼	TDC ▼	SCA ▼		
5307 ▶	BAT	Capital Parts	11.12.40	Carryover, FFY11	\$96,000	\$24,000	\$0	\$0	\$0	\$0	\$0	\$120,000
	BAT	Support Equipment	11.42.20	Carryover, FFY11	\$40,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$50,000
	BAT	ITC Improvements	11.34.03	Carryover, FFY11	\$16,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$20,000
	BAT	AVL/GPS Fixed Route	11.52.04	Carryover, FFY11	\$175,000	\$175,000	\$0	\$0	\$0	\$0	\$0	\$350,000
AMEND PROJECT DESCRIPTION AND COSTS FOR THE FOLLOWING PROJECT:												
	BAT	VOH (3) 2005 Vehicles	11.17.01	Carryover, FFY11	\$187,500	\$187,500	\$0	\$0	\$0	\$0	\$0	\$375,000
	BAT	VOH (4 to 5) 2005 Vehicles	11.17.01	Carryover, FFY11, FFY12	\$387,500	\$237,500	\$0	\$0	\$0	\$0	\$0	\$625,000
	BAT	PM/ADA/Operating/		Carryover, FFY12	\$2,460,000	\$0	\$0	\$0	\$0	\$615,000	\$0	\$3,075,000
	BAT	PM/ADA/Operating/Capital			\$2,974,500	\$0	\$0	\$0	\$0	\$0	\$743,625	\$3,718,125
				5307 Subtotal ▶	\$6,149,000	\$450,500	\$0	\$0	\$0	\$615,000	\$743,625	\$7,958,125
5309 ▶					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
				5309 Subtotal ▶	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5310 ▶		(Do Not Enter Request - Part of Competitive Application)			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		(application to be submitted from statewide allocation)			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
				5310 Subtotal ▶	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5311 ▶		(Do Not Enter Request - Part of Competitive Application)			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		(application to be submitted from statewide allocation)			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
				5311 Subtotal ▶	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5316 ▶		(Do Not Enter Request - Part of Competitive Application)			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		(application to be submitted from statewide allocation)			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
				5316 Subtotal ▶	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5317 ▶	BAT	Rockland Service			\$50,170	\$0	\$0	\$0	\$0	\$0	\$50,170	\$100,340
				5317 Subtotal ▶	\$50,170	\$0	\$0	\$0	\$0	\$0	\$50,170	\$100,340
SoGR ▶	BAT	Intermodal Centre & Maintenance Facility Paving	11.34.03		\$675,000	\$0	\$0	\$0	\$135,000	\$0	\$0	\$675,000
Livability ▶					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TIGER ▶					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		(for previously awarded competitive grants)			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
				Grants Subtotal ▶	\$675,000	\$0	\$0	\$0	\$135,000	\$0	\$0	\$675,000
Other ▶					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
				Subtotal ▶	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Non-Federal (RTACAP)▶					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Non-Federal (Other State & Locally Funded Projects)▶					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
				Subtotal ▶	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
				TOTAL PROGRAMMED	\$6,874,170	\$450,500	\$0	\$0	\$135,000	\$615,000	\$793,795	\$8,733,465

Fiscal Constraint Analysis					State Funding Source				
Federal Funding Source ▼	Programmed ▼	Available ▼	(+/-) ▼		Funding Source ▼	Programmed ▼	Available ▼	(+/-) ▼	
FFY 13 / 5307	\$ 6,149,000	\$ 2,878,581	\$ (3,270,419)		RTACAP	\$ 450,500	\$ 400,500	\$ (50,000)	
FFY 13 / 5309	\$ -	\$ -	\$ -		ITCCAP	\$ -	\$ -	n/a	n/a
					SCA	\$ 615,000	\$ -	n/a	n/a
					TDC	\$ 135,000	n/a	n/a	n/a

FTA Program ▼	Regional Transit Authority ▼	Project Description ▼	FTA Scope & Activity Line Item Codes	Carryover or Earmark Details ▼	Federal Funds ▼	State Match Sources					RTA Funds ▼	Total Cost ▼
						RTACAP ▼	MAP ▼	ITCCAP ▼	TDC ▼	SCA ▼		
5307 ▶	BAT	Capital Parts	11.12.40		\$96,000	\$24,000	\$0	\$0	\$0	\$0	\$0	\$120,000
	BAT	Support Equipment	11.42.20		\$40,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$50,000
	BAT	ITC Improvements	11.34.03		\$40,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$50,000
	BAT	Bus Washer	11.42.20		\$104,000	\$26,000	\$0	\$0	\$0	\$0	\$0	\$130,000
	BAT	Vehicle Overhaul (4)	11.17.01		\$180,000	\$380,000	\$0	\$0	\$0	\$0	\$0	\$560,000
	BAT	PM/ADA/Operating			\$2,600,000	\$0	\$0	\$0	\$0	\$650,000	\$0	\$3,250,000
		5307 Subtotal ▶			\$3,060,000	\$450,000	\$0	\$0	\$0	\$650,000	\$0	\$4,160,000
5309 ▶	BAT	Intermodal Repairs	11.34.03		\$200,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$250,000
	BAT	Maintenance Facility Repairs	11.44.02		\$400,000	\$100,000	\$0	\$0	\$0	\$0	\$0	\$500,000
	BAT	Signal Prioritization	11.42.20		\$120,000	\$30,000	\$0	\$0	\$0	\$0	\$0	\$150,000
		5309 Subtotal ▶			\$720,000	\$180,000	\$0	\$0	\$0	\$0	\$0	\$900,000
5310 ▶	(Do Not Enter Request - Part of Competitive Application)				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	(application to be submitted from statewide allocation)				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		5310 Subtotal ▶			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5311 ▶	(Do Not Enter Request - Part of Competitive Application)				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	(application to be submitted from statewide allocation)				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		5311 Subtotal ▶			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5316 ▶	(Do Not Enter Request - Part of Competitive Application)				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	(application to be submitted from statewide allocation)				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		5316 Subtotal ▶			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5317 ▶	BAT	Rockland Service			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
					\$53,675	\$0	\$0	\$0	\$0	\$53,675	\$0	\$107,350
		5317 Subtotal ▶			\$53,675	\$0	\$0	\$0	\$0	\$53,675	\$0	\$107,350
SoGR ▶	BAT	Hybrid Buses (3)	11.12.01		\$1,900,000	\$0	\$0	\$0	\$380,000	\$0	\$0	\$1,900,000
	BAT	Transit Coaches (2)	11.12.01		\$750,000	\$0	\$0	\$0	\$0	\$0	\$0	\$750,000
Livability ▶					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TIGER ▶	BAT	Hybrid Buses (3)	11.12.01		\$1,900,000	\$0	\$0	\$0	\$380,000	\$0	\$0	\$1,900,000
					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Grants Subtotal ▶			\$4,550,000	\$0	\$0	\$0	\$760,000	\$0	\$0	\$4,550,000
Other ▶					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Subtotal ▶			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Non-Federal (RTACAP)▶					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Non-Federal (Other State & Locally Funded Projects)▶					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Subtotal ▶			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		TOTAL PROGRAMMED			\$8,383,675	\$630,000	\$0	\$0	\$760,000	\$650,000	\$53,675	\$9,717,350

Fiscal Constraint Analysis

Federal Funding Source ▼	Programmed ▼	Available ▼	(+/-) ▼	State Funding Source ▼	Programmed ▼	Available ▼	(+/-) ▼
FFY 15 / 5307	\$ 3,060,000	\$ 2,878,581	\$ (181,419)	RTACAP	\$ 630,000	\$ 450,270	\$ (179,730)
FFY 15 / 5309	\$ 720,000	\$ -	\$ (720,000)	ITCCAP	\$ -	\$ -	n/a
				SCA	\$ 650,000	\$ -	n/a
				TDC	\$ 760,000	n/a	n/a

AMEND IN THE FOLLOWING PROJECT:

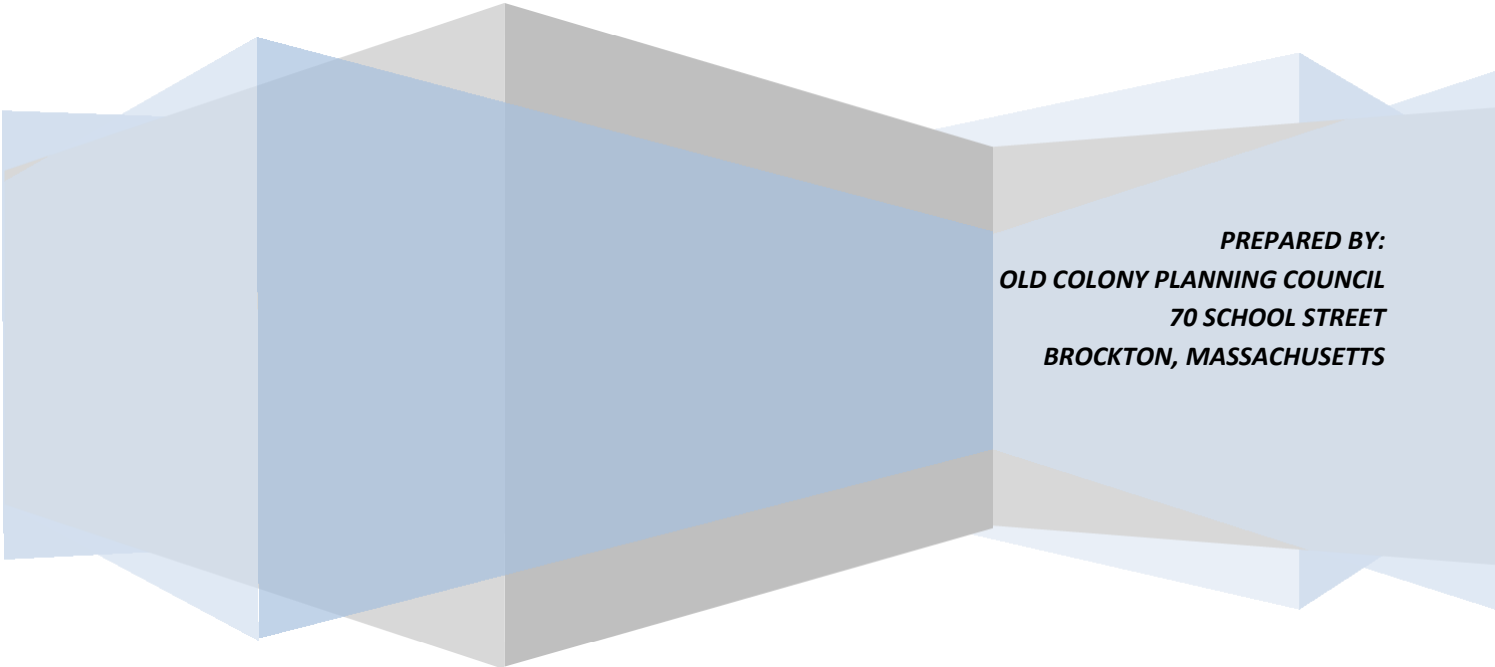
Supplemental Project List	Projects recognized by the Old Colony MPO. For Informational purposes and subject to available funds.											
FTA Program ▼	Transit Authority ▼	Project Description ▼	Activity Line Item Codes	Carryover or Earmark Details ▼	Federal Funds ▼	State Match Sources					RTA Funds ▼	Total Cost ▼
						RTACAP ▼	MAP ▼	ITCCAP ▼	TDC ▼	SCA ▼		
5309 ▶ / Other ▶	BAT	Customer Call Center			\$600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$600,000

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

FFY 2013-2016 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT

ENDORSED BY THE OLD COLONY MPO ON MAY 28, 2013

*PREPARED IN COOPERATION WITH THE BROCKTON AREA TRANSIT AUTHORITY,
THE MASSACHUSETTS DEPARTMENT OF TRANSPORTATION (#69649),
THE FEDERAL HIGHWAY ADMINISTRATION, AND
THE FEDERAL TRANSIT ADMINISTRATION*




**PREPARED BY:
OLD COLONY PLANNING COUNCIL
70 SCHOOL STREET
BROCKTON, MASSACHUSETTS**

Old Colony Metropolitan Planning Organization

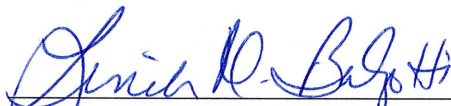
Endorsement of the Amendments to the FFY 2013-2016 Old Colony Transportation Improvement Program (TIP)

This is to certify that the Signatories of the Old Colony Metropolitan Planning Organization, at their MPO meeting on May 28, 2013, hereby approve and endorse the Amendments to the FFY 2013-2016 Old Colony Transportation Improvement Program (TIP) in their entirety for the Old Colony Region.


Signatory Certification:


Richard Davey, Secretary and CEO
Massachusetts Department of Transportation


28 May 13
Date


The Honorable Linda M. Balzotti, Mayor
City of Brockton


5/28/13
Date


Frank DePaola, P.E., Highway Administrator
Massachusetts Department of Transportation

28 May 13
Date


Mathew Muratore, Chairman
Town of Plymouth, Board of Selectmen

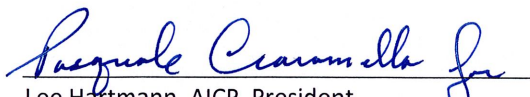
Date


Reinald G. Ledoux, Jr., Administrator
Brockton Area Transit

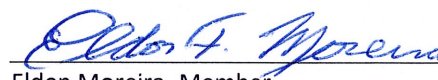
28 May 2013
Date


Daniel Trabucco, Member
Town of Pembroke, Board of Selectmen

5/28/13
Date


Lee Hartmann, AICP, President
Old Colony Planning Council

5-28-13
Date


Eldon Moreira, Member
Town of West Bridgewater, Board of Selectmen

5/28/13
Date

05/15/2012 Draft TIP Released; 06/19/2012 TIP Endorsed

10/16/2012 Draft TIP Amendment Released; 11/01/2012 TIP Amendment Endorsed

04/23/2013 Draft TIP Amendment Released; 05/28/2013 TIP Amendment Endorsed

2013 Old Colony MPO Transportation Improvement Program

MassDOT Project ID	MassDOT Project Description	MassDOT District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds	Additional Information
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Section 1A / Federal Aid Target Projects
STP - Surface Transportation Program

Amend out partial amount to CMAQ, Change Design Status to 100%, and Increase Total Cost YOE to \$4,901,470							
600426	PLYMOUTH- RECONSTRUCTION OF ROUTE 44 (SAMOSET STREET) FROM ROUTE 3 (NB RAMP) EASTERLY TO WATER STREET	5	STP	\$ 4,044,720	\$ 3,235,776	\$ 808,944	25% Design; Total Cost YOE is \$4,318,290; Funded by STP, STP-E, and CMAQ
600426	PLYMOUTH- RECONSTRUCTION OF ROUTE 44 (SAMOSET STREET) FROM ROUTE 3 (NB RAMP) EASTERLY TO WATER STREET	5	STP	\$ 3,213,796	\$ 2,571,037	\$ 642,759	100% Design; Total Cost YOE is \$4,901,470; Funded by STP, STP-E, and CMAQ
Amend Design Status to 100% and Increase Total Cost YOE to \$4,901,470							
600426	PLYMOUTH- RECONSTRUCTION OF ROUTE 44 (SAMOSET STREET) FROM ROUTE 3 (NB RAMP) EASTERLY TO WATER STREET - ENHANCEMENT ELEMENTS	5	TE	\$ 182,380	\$ 145,904	\$ 36,476	25% Design; Total Cost YOE is \$4,318,290; Funded by STP, STP-E, and CMAQ; Identified Transportation Enhancement Fund (STP-E) eligible project components (2-for-1 state match portion)
600426	PLYMOUTH- RECONSTRUCTION OF ROUTE 44 (SAMOSET STREET) FROM ROUTE 3 (NB RAMP) EASTERLY TO WATER STREET - ENHANCEMENT ELEMENTS	5	TE	\$ 182,380	\$ 145,904	\$ 36,476	100% Design; Total Cost YOE is \$4,901,470; Funded by STP, STP-E, and CMAQ; Identified Transportation Enhancement Fund (STP-E) eligible project components (2-for-1 state match portion)
Amend out to CMAQ, Change Design Status to PS&E, and Increase Total Cost YOE to \$3,375,180							
603457	WEST BRIDGEWATER- INTERSECTION IMPROVEMENTS AT ROUTE 106 & ROUTE 28 (CENTRAL SQUARE)	5	STP	\$ 138,247	\$ 110,598	\$ 27,649	PS&E Design; HPP-1931; Total Cost YOE is \$3,375,180; Funded by SAFETEA-LU HPP Earmark, STP, HSIP, and CMAQ
STP Subtotal ▶				\$ 3,396,176	\$ 2,716,941	\$ 679,235	◀ 80% Federal + 20% Non-Federal

HSIP - Highway Safety Improvement Program

Amend Design Status to PS&E, and Increase Total Cost YOE to \$3,375,180							
603457	WEST BRIDGEWATER- INTERSECTION IMPROVEMENTS AT ROUTE 106 & ROUTE 28 (CENTRAL SQUARE)	5	HSIP	\$ 455,954	\$ 410,359	\$ 45,595	75% Design; HPP-1931; Total Cost YOE is \$2,805,960; Funded by SAFETEA-LU HPP Earmark, STP, HSIP, and CMAQ
603457	WEST BRIDGEWATER- INTERSECTION IMPROVEMENTS AT ROUTE 106 & ROUTE 28 (CENTRAL SQUARE)	5	HSIP	\$ 455,954	\$ 410,359	\$ 45,595	PS&E Design; HPP-1931; Amend Total Cost YOE to \$3,375,180; Amend Funded by SAFETEA-LU HPP Earmark, HSIP, and CMAQ
HSIP Subtotal ▶				\$ 455,954	\$ 410,359	\$ 45,595	◀ Funding Split Varies by Project Specifications

CMAQ - Congestion Mitigation and Air Quality Improvement Program

Amend In STP Amount, Change Design Status to PS&E, and Increase Total Cost YOE to \$3,375,180							
603457	WEST BRIDGEWATER- INTERSECTION IMPROVEMENTS AT ROUTE 106 & ROUTE 28 (CENTRAL SQUARE)	5	CMAQ	\$ 861,909	\$ 689,527	\$ 172,382	75% Design; HPP-1931; Total Cost YOE is \$2,805,960; Funded by SAFETEA-LU HPP Earmark, STP, HSIP, and CMAQ
603457	WEST BRIDGEWATER- INTERSECTION IMPROVEMENTS AT ROUTE 106 & ROUTE 28 (CENTRAL SQUARE)	5	CMAQ	\$ 1,569,376	\$ 1,255,501	\$ 313,875	PS&E Design; HPP-1931; Amend Total Cost YOE to \$3,375,180; Amend Funded by SAFETEA-LU HPP Earmark, HSIP, and CMAQ
Amend in Partial Amount from STP, Change Design Status to 100% and Increase Total Cost YOE to \$4,901,470							
600426	PLYMOUTH- RECONSTRUCTION OF ROUTE 44 (SAMOSET STREET) FROM ROUTE 3 (NB RAMP) EASTERLY TO WATER STREET	5	CMAQ	\$ 1,414,104	\$ 1,131,283	\$ 282,821	100% Design; Total Cost YOE is \$4,901,470; Funded by STP, STP-E, and CMAQ
	OLD COLONY REGIONAL BICYCLE PARKING PROGRAM (BICYCLE RACK GRANT PROGRAM)	5	CMAQ	\$ 50,000	\$ 40,000	\$ 10,000	
CMAQ Subtotal ▶				\$ 3,033,480	\$ 2,426,784	\$ 606,696	◀ 80% Federal + 20% Non-Federal

Section 1A / Fiscal Constraint Analysis

Total Federal Aid Target Funds Programmed ▶	\$ 6,885,610	\$ 6,977,732	◀ Total Target	\$ 92,122	Target Funds Available
Total STP Programmed ▶	\$ 3,396,176	\$ 5,609,869	◀ Max. STP	\$ 2,213,693	STP Available
Total HSIP Programmed ▶	\$ 455,954	\$ 455,954	◀ Min. HSIP	\$ -	HSIP Minimum Met
Total CMAQ Programmed ▶	\$ 3,033,480	\$ 911,909	◀ Min. CMAQ	\$ (2,121,571)	

Section 1B / Federal Aid Bridge Projects

No Projects Programmed	\$ -	\$ -	\$ -	\$ -			
BR Subtotal ▶				\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

2013 Old Colony MPO Transportation Improvement Program

MassDOT Project ID	MassDOT Project Description	MassDOT District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds	Additional Information
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► Section 1C / Federal Aid Non-Target Projects

► Earmarks

Amend Design Status to 25% Design and Total Cost YOE to \$1,971,608

603675	BROCKTON- DOWNTOWN ROAD & STREETSCAPE IMPROVEMENTS (PHASE I)	5	TI (2005)	\$ 2,142,205	\$ 1,713,764	\$ 428,441	TI-178
603675	BROCKTON- DOWNTOWN ROAD & STREETSCAPE IMPROVEMENTS (PHASE I)	5	TI (2005)	\$ 1,971,608	\$ 1,577,286	\$ 394,322	25% Design; Total Cost YOE is \$1,971,608; TI-178

Amend Design Status to PS&E, and Increase Total Cost YOE to \$3,375,180

603457	WEST BRIDGEWATER- INTERSECTION IMPROVEMENTS AT ROUTE 106 & ROUTE 28 (CENTRAL SQUARE)	5	HPP (2005)	\$ 1,349,850	\$ 1,079,880	\$ 269,970	75% Design; HPP-1931; Total Cost YOE is \$2,805,960; Funded by SAFETEA-LU HPP Earmark, HSIP, and CMAQ
603457	WEST BRIDGEWATER- INTERSECTION IMPROVEMENTS AT ROUTE 106 & ROUTE 28 (CENTRAL SQUARE)	5	HPP (2005)	\$ 1,349,850	\$ 1,079,880	\$ 269,970	PS&E Design; HPP-1931; Total Cost YOE is \$3,375,180; Funded by SAFETEA-LU HPP Earmark, HSIP, and CMAQ
	BAT - BUS STD 35 FT HE (3) & BUS STD 35 FT (2) AND PARTS	5	REF	\$ 2,600,000	\$ 2,600,000		Repurposed Federal Earmarks. FTA Scope & Activity Line Item Codes ~ 11.12.02
Earmarks Subtotal ►				\$ 5,921,458	\$ 5,257,166	\$ 664,292	◀ Funding Split Varies by Earmark

► Other

Amend Design Status to 100% and Increase Total Cost YOE to \$4,901,470

600426	PLYMOUTH- RECONSTRUCTION OF ROUTE 44 (SAMOSET STREET) FROM ROUTE 3 (NB RAMP) EASTERLY TO WATER STREET - ENHANCEMENT ELEMENTS	5	TE	\$ 91,190	\$ 72,952	\$ 18,238	25% Design; Total Cost YOE is \$4,318,290; Funded by STP, STP-E, and CMAQ; Identified Transportation Enhancement Fund (STP-E) eligible project components (2-for-1 state match portion)
600426	PLYMOUTH- RECONSTRUCTION OF ROUTE 44 (SAMOSET STREET) FROM ROUTE 3 (NB RAMP) EASTERLY TO WATER STREET - ENHANCEMENT ELEMENTS	5	TE	\$ 91,190	\$ 72,952	\$ 18,238	100% Design; Total Cost YOE is \$4,901,470; Funded by STP, STP-E, and CMAQ; Identified Transportation Enhancement Fund (STP-E) eligible project components (2-for-1 state match portion)

Amend Design Status to PS&E and Total Cost YOE to \$597,500

606519	BROCKTON- SAFE ROUTES TO SCHOOL (BROOKFIELD ELEMENTARY SCHOOL)	5	SRTS	\$ 618,125	\$ 618,125	\$ -	25% Design; Total Cost YOE is \$618,125
606519	BROCKTON- SAFE ROUTES TO SCHOOL (BROOKFIELD ELEMENTARY SCHOOL)	5	SRTS	\$ 597,500	\$ 597,500	\$ -	PS&E Design; Amend Total Cost YOE to \$597,500
Other Subtotal ►				\$ 688,690	\$ 670,452	\$ 18,238	◀ 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

► NHS - National Highway System

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

► Other

				\$ -	\$ -	\$ -	
Other Subtotal ►				\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Section 2A / Non-Federal Projects

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

► Section 2B / Non-Federal Bridge Projects

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

				TIP Section 1: ▼	TIP Section 2: ▼	Total of All Projects ▼	
Total ►	\$ 13,495,758	\$ -	\$ 13,495,758	◀ Total Spending in Region			
Federal Funds ►	\$ 11,481,702	\$ -	\$ 11,481,702	◀ Total Federal Spending in Region			
Non-Federal Funds ►	\$ 2,014,056	\$ -	\$ 2,014,056	◀ Total Non-Federal Spending in Region			

2013 Old Colony MPO TIP Summary

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>

8. Statewide Project Detailed Listing

3/8/2012 ABP Projects Utilizing GANS Funds (Debt Service Projects)

Project ID	Project Description	Advertise	Total Federal Participating Cost	CAPE Status
604421	BOSTON- CAMBRIDGE- BRIDGE REHABILITATION, B-16-009=C-01-002, CAMBRIDGE STREET OVER THE CHARLES RIVER (MEMORIAL & STORROW DRIVE) (AKA - LONGFELLOW BRIDGE) *EARLY ACTION - PHASE 1*	1/30/2010	\$63,503,564	CONTRACTED
603602	ASHLAND- BRIDGE REPLACEMENT, A-14-002, ROUTE 135 (UNION STREET) OVER THE SUDBURY RIVER	6/12/2010	\$3,911,137	CONTRACTED
604634	FITCHBURG- BRIDGE REPLACEMENT, F-04-053, ASHBY WEST ROAD OVER THE SCOTT RESERVOIR OUTLET	6/19/2010	\$1,286,830	COMPLETE
600776	WELLESLEY- BRIDGE REPLACEMENT, W-13-007, ROCKLAND STREET OVER CONRAIL	7/24/2010	\$2,843,746	CONTRACTED
604788	UXBRIDGE- BRIDGE REPLACEMENT, U-02-030, RIVER ROAD OVER THE IRONSTONE BROOK	7/24/2010	\$2,534,465	COMPLETE
606255	MEDFORD - BRIDGE REPLACEMENT ON I-93 CORRIDOR	9/11/2010	\$90,009,684	ABP PORTION COMPLETE
601796	WEST BROOKFIELD- BRIDGE REPLACEMENT, W-19-006, LONG HILL ROAD OVER CSX RR	9/18/2010	\$3,648,878	TERMINATED
603443	BOSTON- BRIDGE REPLACEMENT, B-16-167, RIVER STREET OVER MBTA	9/18/2010	\$10,133,607	CONTRACTED
603704	CHARLEMONT- BRIDGE REPLACEMENT, C-05-036, MOUNTAIN ROAD OVER HARTWELL BROOK	7/23/2011	\$1,411,807	CONTRACTED
603670	BOURNE- WAREHAM- BRIDGE REPLACEMENT, B-17-017=W-06-012, US ROUTE 6 & STATE ROUTE 28 (CRANBERRY HIGHWAY) OVER COHASSET NARROWS	8/13/2011	\$16,281,083	CONTRACTED
604729	SHREWSBURY- WORCESTER- BRIDGE REHABILITATION, S-14-001=W-44-018, STATE ROUTE 9 (BELMONT STREET) OVER LAKE QUINSIGAMOND (AKA - KENNETH F. BURNS BRIDGE)	12/2/2011	\$143,773,752	BID

024090	KINGSTON- BRIDGE REPLACEMENT, K-01-002, ELM STREET OVER THE JONES RIVER	9/17/2011	\$3,038,511	BID
603654	BOSTON- BRIDGE REPLACEMENT, B-16-163, MORTON STREET OVER THE MBTA & CSX RAILROAD	4/7/2012	\$10,574,787	P S & E CAPE
604382	QUINCY- WEYMOUTH- BRIDGE REPLACEMENT, Q-01-001=W-32-001, STATE ROUTE 3A (WASHINGTON STREET) OVER THE FORE RIVER	10/29/2011	\$326,163,125	25% CAPE - ADVERTISE PACKAGE
603892	DENNIS- BRIDGE REPLACEMENT, D-07-001, UPPER COUNTY ROAD OVER SWAN RIVER			BUNDLED INTO PROJECT 605291
605291	DENNIS- BRIDGE REPLACEMENT, D-07-006, MAIN STREET (SR 28) OVER WATER SWAN POND RIVER	5/5/2012	\$10,899,283	75% CAPE
604361	BOSTON- CAMBRIDGE- BRIDGE REHABILITATION, B-16-009=C-01-002, CAMBRIDGE STREET OVER THE CHARLES RIVER (MEMORIAL DRIVE & STORROW DRIVE) (AKA - LONGFELLOW BRIDGE)	2/4/2012	\$260,099,120	25% DESIGN CRA ESTIMATE w/ ADJUSTMENTS
605223	FALL RIVER- BRIDGE REHABILITATION, F-02-059, SR 79 (WESTERN EXPRESSWAY) INCLUDING ALL CONNECTING RAMPS	4/28/2012	\$93,802,735	NOTE: Partial GANS Funding & Reduced TFPC
601096	AMESBURY- NEWBURYPORT- SALISBURY - BRIDGE REPLACEMENTS ON ROUTE I-95, A-07-016=N-11-007, OVER MERRIMACK RIVER (WHITTIER BRIDGE) & A-07-017 OVER EVANS PLACE	4/14/2012	\$283,675,000	25% DESIGN
603690	CHATHAM- BRIDGE REPLACEMENT, C-07-001, BRIDGE STREET OVER THE MITCHELL RIVER	5/11/2013	\$10,555,222	25% CAPE
604660	EVERETT- MEDFORD- BRIDGE REPLACEMENT, E-12-004=M-12-018, REVERE BEACH PARKWAY (ROUTE 16) OVER THE MALDEN RIVER (AKA - WOODS MEMORIAL DRAW BRIDGE)	7/6/2013	\$46,853,664	25% CAPE?
605510	MEDFORD- BRIDGE RECONSTRUCTION, M-12-017, REVERE BEACH PARKWAY OVER MBTA AND CORPORATION WAY			BUNDLED INTO PROJECT 604660

FFY2013 - 2016 Statewide Infrastructure Program

FF Year	Project	Location/Description	TFPCC	YOE	STP-Infrastructure	Comments
2013	604937	Lexington- Newton- Waltham- Wellesley- Weston- Traffic Sign Replacement On I-95, From Wellesley (Route 9) To Lexington (Routes 4/225) Approx. 13 Miles	\$2,800,000.00		\$2,800,000.00	AC 2 of 2. TFPC \$3M.
2013	606092	District 4- Highway Lighting Upgrades On The Lowell Connector, From The I-495 Ramps To Gorham Street	\$2,800,000.00		\$2,800,000.00	AC 2 of 2. TFPC \$4.1M
2013	605444	Seekonk- Dartmouth- Guide & Traffic Sign Replacement On I-195 & State Route 24	\$5,300,000.00		\$400,000.00	AC 1 of 2. TFPC \$5.3M.

\$ 6,000,000.00

FF Year	Project	Location/Description	TFPCC	YOE	STP-Infrastructure	Comments
2014	605444	Seekonk- Dartmouth- Guide & Traffic Sign Replacement On I-195 & State Route 24	\$4,900,000.00	\$4,900,000.00	\$4,900,000.00	AC 2 of 2. TFPC \$5.3M with 0% YOE.
2014	603917	Stoneham- Woburn- Lighting Upgrades On I-93	\$1,100,000.00	\$1,100,000.00	\$1,100,000.00	AC 1 of 4. TFPC \$17.16M with 4% YOE.

\$ 6,000,000.00

FF Year	Project	Location/Description	TFPCC	YOE	STP-Infrastructure	Comments
2015	603917	Stoneham- Woburn- Lighting Upgrades On I-93	\$5,400,000.00	\$5,400,000.00	\$5,400,000.00	AC 2 of 4. TFPC \$17.16M with 4% YOE.
2015	605733	Boston- Highway Lighting System Replacement On I-93, From Southampton Street To Neponset Avenue	\$600,000.00	\$600,000.00	\$600,000.00	AC 1 of 3. TFPC \$2,106,000 with 8% YOE.

\$ 6,000,000.00

FF Year	Project	Location/Description	TFPCC	YOE	STP-Infrastructure	Comments
2016	605733	Boston- Highway Lighting System Replacement On I-93, From Southampton Street To Neponset Avenue	\$1,350,000.00	\$1,350,000.00	\$1,350,000.00	AC 2 of 3. TFPC \$2,106,000 with 8% YOE.
2016	603917	Stoneham- Woburn- Lighting Upgrades On I-93	\$3,600,000.00	\$3,600,000.00	\$3,600,000.00	AC 3 of 4. TFPC \$17.16M with 4% YOE.
2016	605703	Lowell- Methuen- Traffic Sign Replacement & Related Work On I-495	\$1,050,000.00	\$1,050,000.00	\$1,050,000.00	AC 1 of 2. TFPC \$4.256M with 12% TFPC.

\$ 6,000,000.00

FFY 2013 - 2016 Statewide HSIP (Safety) Program

FF Year	Project Number	Location/Description	TFPCC	HSIP	Comments
2013	606466	Statewide Systematic Low Cost Intersection Improvements - Phase II - Statewide	Unknown	\$ 1,000,000.00	
2013	607069	Statewide- Various Safety Strategies To Be Determined Based On 2012 Shsp And Updates	Unknown	\$ 2,000,000.00	All projects yet to be determined - SHSP update draft should be available by summer 2012
2013	607070	Statewide- Implementation (Phase I) Of The Flashing Yellow Arrow At Signalized Intersections--One Of The "Fhwa Nine Proven Countermeasures"		\$ 1,300,000.00	Development of project scope and PNF underway
2013	605442	Longmeadow - Northampton: Traffic Sign Replacement On I-91 - District 2	\$700,000.00	\$ 700,000.00	AC 2 of 2. TFPCC \$4.4M.
				\$ 5,000,000.00	

FF Year	Project Number	Location/Description	TFPCC	HSIP	Comments
2014	607069	Various Safety Strategies To Be Determined Based On 2012 Shsp And Updates	10/11/7156	\$ 2,000,000.00	All projects yet to be determined - SHSP update draft should be available by summer 2012
2014	605668	Raynham-Signal And Intersection Improvement At Route 44, Orchard Street And Route 24 Nb Off Ramp- District 5	\$2,769,200.00	\$ 1,000,000.00	funded through a variety of sources, fully funded
2014	604964	Lowell- Signal & Intersection Improvements At Vfw Highway, Bridge Street & Lakeview Avenue - District 4	\$2,139,120.00	\$ 1,000,000.00	funded through a variety of sources, fully funded
2014	607071	Statewide- Implementation (Phase II) Of The Flashing Yellow Arrow At Signalized Intersections--One Of The "Fhwa Nine Proven Countermeasures"	Unknown	\$ 1,000,000.00	
2014	606733	Attleboro - Improvements To I-95 Sb / I-295 Sb Ramps Which Is One Of The Highest Truck Rollover Locations In The State District 5	\$2,800,000.00	\$ 1,000,000.00	
				\$ 6,000,000.00	

FF Year	Project Number	Location/Description	TFPCC	HSIP	Comments
2015	607072	Implementation (Phase Iii) Of The Flashing Yellow Arrow At Signalized Intersections--One Of The "Fhwa Nine Proven Countermeasures" - Statewide	Unknown	\$ 1,000,000.00	
2015	607069	Various Safety Strategies To Be Determined Based On 2012 Shsp And Updates	Unknown	\$ 4,000,000.00	All projects yet to be determined - SHSP update draft should be available by summer 2012
				\$ 5,000,000.00	

FF Year	Project Number	Location/Description	TFPCC	HSIP	Comments
2016	607069	Various Safety Strategies to be determined based on 2012 SHSP and updates	Unknown	\$ 5,000,000.00	All projects yet to be determined - SHSP update draft should be available by summer 2012
				\$ 5,000,000.00	

FFY 2013 THROUGH 2016 MASSDOT HIGHWAY DIVISION Safe Routes To Schools PROJECTS

NO.	DESCRIPTION	Dist.	REGION	DESIGN STATUS	STIP year	TFPCC	COMMENTS
2013 PROGRAM/PROJECTS							
	SRTS - Education		Statewide	N/A	2013	837,000	
	SRTS - Planning & Design		Statewide	N/A	2013	545,000	
606521	Braintree - Ross Elementary	6	Boston	0%	2013	552,500	Survey completed soon. 25%/75% expected Jun 12
606516	Wakefield - Dolbeare Elementary	4	Boston	0%	2013	513,125	Board of Selectmen endorsed. 25%/75% expected Oct 12
606519	Brockton - Brookfield School	5	Old Colony	0%	2013	618,125	Survey completed soon. 25%/75% expected Aug 12
	Pittsfield	1	Berkshire	0%	2014	546,000	City endorsed, survey in spring of 12.
	Worcester	3	Central Mass.	0%	2014	583,000	City has not endorsed yet.
						4,194,750	
2014 - PROGRAM/PROJECTS							
	SRTS - Education		Statewide	N/A	2014	855,000	
	SRTS - Planning & Design		Statewide	N/A	2014	570,500	
	Manchester - Memorial Elementary	4	Boston	0%	2014	505,440	PRC approval Summer 12
	Malden - Beebe School	4	Boston	0%	2014	480,480	PRC approval Summer 12
	Milton - Glover Elementary	6	Boston	0%	2014	624,520	PRC approval Fall 12
	Southampton - Norris Elementary	2	Pioneer Valley	0%	2014	572,940	PRC approval Fall 12
	Springfield - Alice Beal School	2	Pioneer Valley	0%	2014	404,560	PRC approval Spring 12
	Westwood - Downey Elementary	6	Boston	0%	2014	569,920	PRC approval Fall 12
	Mansfield - Jordan/Jackson Elementary	5	Southeastern Mass.	0%	2014	609,440	PRC approval Fall 12
						5,196,800	<i>TFPCC includes YOE of 4%</i>
2015 - PROGRAM/PROJECTS							
	SRTS - Education		Statewide	N/A	2015	872,500	
	SRTS - Planning & Design		Statewide	N/A	2015	660,000	
	North Andover - North Andover Middle	4	Merrimack Valley	0%	2015	655,200	PRC approval Spring 12
	Saugus - Veterans Memorial	4	Boston	0%	2015	432,000	PRC approval Fall 12
	Somerville - Healey School	6	Boston	0%	2015	768,960	PRC approval Fall 12
	Fitchburg - South Street Elementary	3	Montachusett	0%	2015	540,000	PRC approval TBD
	TBD					450,000	
	TBD					400,000	
	TBD					400,000	
						5,178,660	<i>TFPCC includes YOE of 8%</i>
2016 - PROGRAM/PROJECTS							
	SRTS - Education		Statewide	N/A		872,500	
	SRTS - Planning & Design		Statewide	N/A		660,000	
	TBD					500,000	
	TBD					500,000	
	TBD					500,000	
	TBD					500,000	
	TBD					500,000	
	TBD					500,000	
	TBD					500,000	
						5,032,500	<i>TFPCC includes YOE of 12%</i>

MassDOT Statewide CMAQ FFY 2013-16

4/30/2012

Year	Region	Location	Proj Num.	District	Design Status	TFPCC	Inflation Adj.
2013	Statewide	MASSRIDES -- TRAVEL OPTIONS PROGRAM	N/A	N/A	N/A	\$2,549,806.00	-
	Statewide	VANPOOLS	N/A	N/A	N/A	\$490,000.00	-
	Statewide	ALTERNATIVE FUEL VEHICLES	N/A	N/A	N/A	\$3,210,194.00	-
	Statewide	ADMINISTRATIVE CONSENT ORDER (ACO) PROJECTS	N/A	N/A	N/A	\$12,791,948.00	-
	Merrimack Valley	METHUEN- INTERCHANGE RECONSTRUCTION ON I-93 AT ROUTE 110/113 ROTARY, INCLUDING REMOVAL OF M-17-017 & M-17-018, REHAB OF M-17-007 & NEW BRIDGE CONSTRUCTION OF M-17-040	605181	4	75% Design	\$17,700,000	-
FFY2013 TOTAL						\$36,741,948.00	-
2014	Statewide	MASSRIDES -- TRAVEL OPTIONS PROGRAM	N/A	N/A	N/A	\$2,618,805.00	-
	Statewide	VANPOOLS	N/A	N/A	N/A	\$562,000.00	-
	Statewide	TRUCK STOP ELECTRIFICATION	N/A	N/A	N/A	\$500,000.00	-
	Statewide	ALTERNATIVE FUEL VEHICLES	N/A	N/A	N/A	\$3,141,195.00	-
	Boston	DUXBURY- INTERSECTION IMPROVEMENTS @ KINGSTOWN WAY (ROUTE 53) & WINTER STREET	603462	5	75% Design	\$1,097,698.00	\$1,141,605.92
	Pioneer Valley	NORTHAMPTON- TRANSIT SIGNAL PRIORITY SYSTEM INSTALLATION ON ROUTE 9	606513	2	100% Design	\$222,936.00	\$231,853.44
	Merrimack Valley	NORTH ANDOVER- TRAFFIC SIGNAL BETTERMENT @ 8 LOCATIONS ALONG ROUTE 125	605730	4	Final Design	\$1,005,943.75	\$1,046,181.50
	Merrimack Valley	SALISBURY- TRAFFIC SIGNAL BETTERMENTS AT 4 LOCATIONS	605735	4	Final Design	\$1,159,487.50	\$1,205,867.00
	Boston	WINCHESTER- SIGNAL & IMPROVEMENTS AT 4 LOCATIONS ON CHURCH STREET & ROUTE 3 (CAMBRIDGE STREET)	601019	4	100% Design	\$3,985,902.51	\$4,145,338.61
	Statewide	DISTRICT 5- TRAFFIC SIGNAL SYSTEMS UPGRADES & REPAIRS AT VARIOUS LOCATIONS (AREAS ABCD)	606697	5	100% Design	\$650,000.00	\$676,000.00
Merrimack Valley	METHUEN- INTERCHANGE RECONSTRUCTION ON I-93 AT ROUTE 110/113 ROTARY, INCLUDING REMOVAL OF M-17-017 & M-17-018, REHAB OF M-17-007 & NEW BRIDGE CONSTRUCTION OF M-17-040	605181	4	75% Design	\$17,700,000	-	
FFY2014 TOTAL						\$32,643,967.76	\$8,446,846.47
2015	Statewide	MASSRIDES -- TRAVEL OPTIONS PROGRAM	N/A	N/A	N/A	\$2,689,512.00	-
	Statewide	VANPOOLS	N/A	N/A	N/A	\$500,000.00	-
	Statewide	DISTRICT 5- TRAFFIC SIGNAL CONTROLLER CABINET & MISCELLANEOUS MATERIALS PURCHASE & INSTALLATION	606055	5	Approved	\$1,430,000.00	\$1,544,400.00
	Statewide	DISTRICT 4- TRAFFIC SIGNAL CONTROLLER CABINET & MISCELLANEOUS MATERIALS PURCHASE & INSTALLATION	606054	4	75% Design	\$1,238,085.00	\$1,337,131.80
	Merrimack Valley	METHUEN- INTERCHANGE RECONSTRUCTION ON I-93 AT ROUTE 110/113 ROTARY, INCLUDING REMOVAL OF M-17-017 & M-17-018, REHAB OF M-17-007 & NEW BRIDGE CONSTRUCTION OF M-17-040	605181	4	75% Design	\$17,700,000	-
FFY2015 TOTAL						\$23,557,597.00	\$2,881,531.80
2016	Statewide	MASSRIDES -- TRAVEL OPTIONS PROGRAM	N/A	N/A	N/A	\$2,762,128.00	-
	Statewide	DISTRICT 6- SCHEDULED & EMERGENCY TRAFFIC SIGNAL REPAIRS AT VARIOUS LOCATIONS	606107	6	Approved	\$500,250.00	\$560,280.00
	Statewide	DISTRICT 4- TRAFFIC SIGNAL REPLACEMENT & FIBER-OPTIC LED CONVERSION AT VARIOUS LOCATIONS	606026	4	Approved	\$1,500,000.00	\$1,680,000.00
	Pioneer Valley	CHICOPEE- SIGNAL & INTERSECTION IMPROVEMENTS AT MEMORIAL DRIVE (ROUTE 33) & BROADWAY	604435	2	25% Design	\$1,378,995.60	\$1,544,475.07
	Pioneer Valley	HOLYOKE- TRAFFIC SIGNAL UPGRADES AT 15 INTERSECTIONS ALONG HIGH & MAPLE STREETS	606450	2	Approved	\$1,504,680.00	\$1,685,241.60
	Boston	WAYLAND- SIGNAL & INTERSECTION IMPROVEMENTS AT ROUTE 27 (MAIN STREET) AND ROUTE 30 (COMMONWEALTH ROAD)	601579	3	25% Design	\$1,833,903.60	\$2,053,972.03
	Boston	STONEHAM- SIGNAL & INTERSECTION IMPROVEMENTS AT ROUTE 28/NORTH STREET	602165	4	25% Design	\$3,142,660.00	\$3,519,779.20
	SE Mass	TAUNTON- INTERSECTION IMPROVEMENTS @ ROUTE 140 (COUNTY STREET) & HART STREET	605679	5	25% Design	\$1,680,680.00	\$1,882,361.60
	Pioneer Valley	SOUTHWICK- INTERSECTION IMPROVEMENTS AT FOUR LOCATIONS ON ROUTE 57 (FEEDING HILLS ROAD)	603477	2	Approved	\$2,160,000.00	\$2,419,200.00
	Pioneer Valley	NORTHAMPTON- INTERSECTION IMPROVEMENTS AT PLEASANT STREET (STATE ROUTE 5) AND CONZ STREET	605066	2	Approved	\$812,500.00	\$910,000.00
	Boston	HOLLISTON- SIGNAL INSTALLATION AT ROUTE 16/126 AND OAK STREET	602462	3	25% Design	\$1,000,000.00	\$1,120,000.00
	Central MA	WORCESTER- SIGNAL & INTERSECTION IMPROVEMENTS @ HOLDEN STREET, DRUMMOND AVENUE & SHORE DRIVE	603251	3	Approved	\$1,050,001.50	\$1,176,001.68
	SE Mass	TAUNTON- INTERSECTION IMPROVEMENTS AT THE HON. GORDON M. OWEN RIVERWAY & WILLIAMS STREET	605367	5	Approved	\$1,500,000.00	\$1,680,000.00
FFY2016 TOTAL						\$20,825,798.70	\$20,231,311.18

MassDOT Statewide TE FFY 2013 -2016

4/30/2012

Year	Region	Location	Proj Num.	District	Design Status	TFPCC	Inflation Adj.
2013	Pioneer Valley	AGAWAM- CONSTRUCTION OF BIKEWAY LOOP CONNECTING CONNECTICUT RIVERWALK WITH MAIN STREET	<u>603731</u>	2	100% Design	\$2,506,021.08	-
	Boston	BEVERLY- CONSTRUCTION OF A WALKWAY ON BEVERLY HARBORFRONT	<u>602514</u>	4	75% Design	\$570,665.00	-
	Boston	FRAMINGHAM- BIKE PATH CONSTRUCTION & IMPROVEMENTS ON COCHITUATE RAIL TRAIL, FROM SCHOOL STREET TO ROUTE 30	<u>606137</u>	3	25% Design	\$792,731.25	-
	Boston	SALEM- CAUSEWAY PARK CONSTRUCTION	<u>605121</u>	4	25% Design	\$1,441,650.00	-
	Merrimack Valley	METHUEN- INTERCHANGE RECONSTRUCTION ON I-93 AT ROUTE 110/113 ROTARY, INCLUDING REMOVAL OF M-17-017 & M-17-018, REHAB OF M-17-007 & NEW BRIDGE CONSTRUCTION OF M-17-040	<u>605181</u>	4	75% Design	\$188,500.00	-
	Statewide	MassDOT Enhancements Incentive Program (\$2 gets you \$1)	NA	N/A	N/A	\$2,000,000.00	-
FFY2013 TOTAL						\$7,499,567.33	-
2014	Merrimack Valley	HAVERHILL- RIVERWALK CONSTRUCTION (BRADFORD SECTION) FROM ROUTE 125 TO COUNTY ROAD	<u>605720</u>	4	Approved	\$2,208,000.00	\$1,748,199.00
	Pioneer Valley	WEST SPRINGFIELD- CONNECTICUT RIVERWALK & BIKEWAY EXTENSION, FROM ELM STREET TO DOTY CIRCLE, INCLUDES PEDESTRIAN BRIDGE W-21-020	<u>603730</u>	2	100% Design	\$1,519,199.55	\$1,579,967.53
	Boston	ACTON- CARLISLE- WESTFORD- BRUCE FREEMAN RAIL TRAIL (PHASE II-A)	<u>604532</u>	3	25% Design	\$8,450,000.00	\$8,788,000.00
	Merrimack Valley	METHUEN- INTERCHANGE RECONSTRUCTION ON I-93 AT ROUTE 110/113 ROTARY, INCLUDING REMOVAL OF M-17-017 & M-17-018, REHAB OF M-17-007 & NEW BRIDGE CONSTRUCTION OF M-17-040	<u>605181</u>	4	75% Design	\$366,667.00	\$366,667.00
FFY2014 TOTAL						\$12,543,866.55	\$12,482,833.53
2015	Merrimack Valley	NEWBURYPORT- CLIPPER CITY RAIL TRAIL ALONG THE CITY BRANCH (PHASE II)	<u>606503</u>	4	Approved	\$3,000,000.00	\$3,240,000.00
	NPEDC	NANTUCKET- CONSTRUCTION OF IN TOWN SHARED USE PATH (WASHINGTON STREET TO ORANGE STREET)	<u>606433</u>	5	Approved	\$1,000,000.00	\$1,080,000.00
	Berkshire	PITTSFIELD - ASHUWILLTICOOK RAIL TRAIL EXTENTION	<u>606891</u>	1	Initial	\$1,800,000.00	\$1,944,000.00
	Central MA	UXBRIDGE- SOUTHERN NEW ENGLAND TRUNK TRAIL CONSTRUCTION	<u>605215</u>	3	Approved	\$1,159,273.75	\$1,252,015.65
	Berkshire	NORTH ADAMS / WILLIAMSTOWN - MOHAWK BIKE TRAIL PROJECT	N/A	1	Initial	\$4,200,000.00	\$4,536,000.00
Merrimack Valley	METHUEN- INTERCHANGE RECONSTRUCTION ON I-93 AT ROUTE 110/113 ROTARY, INCLUDING REMOVAL OF M-17-017 & M-17-018, REHAB OF M-17-007 & NEW BRIDGE CONSTRUCTION OF M-17-040	<u>605181</u>	4	75% Design	\$366,667.00	\$366,667.00	
FFY2015 TOTAL						\$11,525,940.75	\$12,418,682.65
2016	Merrimack Valley	BOXFORD- GEORGETOWN- NEWBURY- SALISBURY- MULTI-USE TRAIL EXTENSION (BORDERS TO BOSTON TRAIL) *Salisbury section	N/A	4	Approved	\$26,270,248.00	\$3,850,000.00
	Pioneer Valley	WESTFIELD- COLUMBIA GREENWAY RAIL TRAIL CONSTRUCTION (CENTER DOWNTOWN SECTION), FROM COLUMBIA MFG SPUR TO COWLES COURT	<u>606107</u>	2	75% Design	\$6,281,630.65	\$7,035,426.33
	Pioneer Valley	CHICOPEE- CONNECTICUT RIVERWALK & BIKEWAY CONSTRUCTION, FROM THE SPRINGFIELD C.L. TO NASH FIELD	<u>606026</u>	2	25% Design	\$1,398,100.00	\$1,565,872.00
FFY2016 TOTAL						\$33,949,978.65	\$12,451,298.33

**MassDOT - Highway Division
Statewide ITS Program FY13-FY16**

Year	Route/Location	Description	Proj File #	District	Total Federal Participating Cost (TFPC)	YOE	Comments	
2013	Statewide	HOC Operations and Maintenance Support ITS Contract	606414	Statewide	\$500,000			
	Statewide	Consultant Services Contract for ITS design and support services	606913	Statewide	\$500,000			
	Statewide	Consultant Services Contract for ITS design and support services	606914	Statewide	\$500,000			
	I-95 in Burlington, Reading, Woburn	Expansion of Fiber and CCTV, VMS & the Traffic Sensor Network	606432	4	\$4,000,000			
	Statewide	HOC and ITS field equipment operational expenses for 2 years	606915	Statewide	\$1,000,000			
	I-495 from Hopkinton to Lawrence	Design Build ITS/fiber project	606283	3 & 4	\$6,000,000			
	I-93 Braintree/Quincy/Boston	HOV lane Tow Truck Services for 2 years	606497	6	\$550,000			
	I-93 Braintree/Quincy/Boston	HOV lane BTV Operator Contract, 2 year contract**	606498	6	\$1,000,000		**District 6 to provide these services with MassDOT employees	
	I-93 Braintree/Quincy/Boston	HOV lane operating expenses for 2 years	606422	6	\$500,000			
	I-93, I-95, Rte 1	Highway Assistance Patrols, Area 2, 5 routes, 3 year contract* (Year 2)	606427	4	\$600,000		AC Yr 2 of 3. TFPC= \$2.4M over three years in 2012 dollars, Contract 71975	
	I-93, Rte 3, I-95, Rte 24	Highway Assistance Patrols, Area 3, 5 routes, 3 year contract* (Year 2)	606428	6	\$600,000		AC Yr 2 of 3. YOE= \$2.4M over three years in 2012 dollars, Contract 71976	
			Total Federal Fiscal Year 2013 - Target \$15.75M			\$15,750,000		
	2014	Statewide	HOC Operations and Maintenance Support ITS Contract	606916	Statewide	\$499,200	\$520,000	
Statewide		Consultant Services Contract for ITS design and support services	606917	Statewide	\$499,200	\$520,000		
Statewide		Consultant Services Contract for ITS design and support services	606918	Statewide	\$499,200	\$520,000		
Statewide		Consultant Services Contract for ITS design and support services	606919	Statewide	\$499,200	\$520,000		
Statewide		Expansion of CCTV, VMS & the Traffic Sensor Network	606920	Statewide	\$4,800,000	\$5,000,000		
Statewide		Deploy Critical Infrastructure Surveillance	606921	Statewide	\$3,283,200	\$3,420,000		
Statewide		ITS portion of Interstate Maintenance (IM) projects	606922	Statewide	\$1,920,000	\$2,000,000		
I-93, I-95, Rte 1		Highway Assistance Patrols, Area 2, 5 routes, 3 year contract* (year 3)	606427	4	\$1,275,394	\$1,328,535	AC Yr 3 of 3. TFPC= \$2.4M over three years in 2012 dollars, Contract 71975	
I-93, Rte 3, I-95, Rte 24		Highway Assistance Patrols, Area 3, 5 routes, 3 year contract* (year 3)	606428	6	\$1,275,394	\$1,328,535	AC Yr 3 of 3. YOE= \$2.4M over three years in 2012 dollars, Contract 71976	
			Total Federal Fiscal Year 2014 - Target \$15.7M			\$15,157,070	(all new 2014 projects include 4% for inflation)	
2015		Statewide	Consultant Services Contract for ITS design and support services	606923	Statewide	\$496,800	\$540,000	
		Statewide	Consultant Services Contract for ITS design and support services	606924	Statewide	\$496,800	\$540,000	
		Statewide	Consultant Services Contract for ITS design and support services	606925	Statewide	\$496,800	\$540,000	
	Statewide	HOC and ITS field equipment operational expenses for 2 years	606926	Statewide	\$993,600	\$1,080,000		
	Statewide	Expansion of CCTV, VMS & the Traffic Sensor Network	606927	Statewide	\$3,956,000	\$4,300,000		
	Statewide	Deploy Critical Infrastructure Surveillance	606928	Statewide	\$1,104,000	\$1,200,000		
	Statewide	ITS portion of Interstate Maintenance (IM) projects	606929	Statewide	\$1,196,000	\$1,300,000		
	I-93 Braintree/Quincy/Boston	HOV lane Tow Truck Services for 2 years* (Year 1)	606930	6	\$184,000	\$200,000	AC 1 of 2. YOE = \$550,000.	
	I-93 Braintree/Quincy/Boston	HOV lane BTV Operator Contract, 2 year contract** (Year 1)	606931	6	\$184,000	\$200,000	AC 1 of 2. **District 6 to provide these services with MassDOT employees. YOE = \$1M.	
	I-93 Braintree/Quincy/Boston	HOV Operating expenses for two years (year 1)	606932	6	\$184,000	\$200,000	Remainder of cost to be programmed in 2016	
	I-95, Rte 2, I-495, Rte 3	Highway Assistance Patrols, Area 1, 6 routes, 3 year contract* (Year 1)	606939	4	\$460,000	\$500,000	AC 1 of 3. Total Cost = \$2.7 M.	
	I-93, I-95, Rte 1	Highway Assistance Patrols, Area 2, 5 routes, 3 year contract* (Year 1)	606940	4	\$460,000	\$500,000	AC 1 of 3. Total Cost = \$2.4M.	
	I-93, Rte 3, I-95, Rte 24	Highway Assistance Patrols, Area 3, 5 routes, 3 year contract* (Year 1)	606941	6	\$460,000	\$500,000	AC 1 of 3. Total Cost = \$2.4M.	
	I-495, I-95, Rte 24	Highway Assistance Patrols, Area 4, 4 routes, 3 year contract* (Year 1)	606942	5	\$460,000	\$500,000	AC 1 of 3. Total Cost = \$2.1 M.	
	I-395, I-290, I-190, I-495, Rte 2	Highway Assistance Patrols, Area 5, 4 routes, 3 year contract* (Year 1)	606943	3	\$460,000	\$500,000	AC 1 of 3. Total Cost = \$1.9 M.	
	I-91, I-291, I-391	Highway Assistance Patrols, Area 6, 1 route, 3 year contract* (Year 1)	606944	2	\$92,000	\$100,000	AC 1 of 3. Total Cost = \$500k.	
			Total Federal Fiscal Year 2015 - Target \$12.7M			\$12,700,000	(all new 2015 projects include 8% for inflation)	

**MassDOT - Highway Division
Statewide ITS Program FY13-FY16**

Year	Route/Location	Description	Proj File #	District	Total Federal Participating Cost (TFPC)	YOE	Comments
2016	Statewide	Consultant Services Contract for ITS design and support services	606933	Statewide	\$484,000	\$550,000	
	Statewide	Consultant Services Contract for ITS design and support services	606934	Statewide	\$484,000	\$550,000	
	Statewide	Consultant Services Contract for ITS design and support services	606935	Statewide	\$484,000	\$550,000	
	Statewide	Expansion of CCTV, VMS & the Traffic Sensor Network	606936	Statewide	\$3,960,000	\$4,500,000	
	Statewide	Deploy Critical Infrastructure Surveillance	606938	Statewide	\$1,936,000	\$2,200,000	
	Statewide	ITS portion of Interstate Maintenance (IM) projects	606937	Statewide	\$1,012,000	\$1,150,000	
	I-93 Braintree/Quincy/Boston	HOV lane Tow Truck Services for 2 years* (Year 2)	606930	6	\$308,000	\$350,000	AC Yr 2 of 2. 2015 YOE = \$550,000.
	I-93 Braintree/Quincy/Boston	HOV lane BTV Operator Contract, 2 year contract** (Year 2)	606931	6	\$704,000	\$800,000	AC Yr 2 of 2. **District 6 to provide these services with MassDOT employees. 2015 YOE = \$1M.
	I-93 Braintree/Quincy/Boston	HOV Operating expenses for two years (year 2)	606932	6	\$176,000	\$200,000	AC Yr 2 of 2.
	I-93, I-95, Rte 1	Highway Assistance Patrols, Area 1, 6 routes, 3 year contract* (Year 2)	606939	4	\$396,000	\$450,000	AC Yr 2 of 3. TFPC= \$2.7M
	I-93, Rte 3, I-95, Rte 24	Highway Assistance Patrols, Area 2, 5 routes, 3 year contract* (Year 2)	606940	6	\$396,000	\$450,000	AC Yr 2 of 3. TFPC= \$2.4M
	I-93, Rte 3, I-95, Rte 24	Highway Assistance Patrols, Area 3, 5 routes, 3 year contract* (Year 2)	606941	6	\$396,000	\$450,000	AC Yr 2 of 3. TFPC= \$2.4M.
	I-495, I-95, Rte 24	Highway Assistance Patrols, Area 4, 4 routes, 3 year contract* (Year 2)	606942	5	\$352,000	\$400,000	AC Yr 2 of 3. TFPC = \$2.1 M.
	I-395, I-290, I-190, I-495, Rte 2	Highway Assistance Patrols, Area 5, 4 routes, 3 year contract* (Year 2)	606943	3	\$352,000	\$400,000	AC Yr 2 of 3. TFPC = \$1.9 M.
	I-91, I-291, I-391	Highway Assistance Patrols, Area 6, 1 route, 3 year contract* (Year 2)	606944	2	\$88,000	\$100,000	AC Yr 2 of 3. TFPC = \$500k.
			Total Federal Fiscal Year 2016 - Target \$12.7M				\$13,100,000

MassDOT - NHS Preservation Program 2012 - 2016

Year	NHS Route	Location	Proj. Num.	Dist	From	To	Lns+ Shld	Tot Lane Mi	Prelim Cost/ lane mi	Prelim. Office Estimate	Program TFPCC	Inflation Adjusted (4%/YEAR)
2012	2	ACTON- BOXBOROUGH- LITTLETON- RESURFACING & RELATED WORK ON ROUTE 2	604472	3	114.0	119.8	6	34.8	147,000	5,115,600	6,087,564	
	24	RANDOLPH- CANTON- RESURFACING & RELATED WORK ON ROUTE 24	605607	6	37.8	40.1	8	18.6	264,000	4,908,831	5,890,415	
	Total FFY2012:							53.4		10,024,431	11,977,979	
2013	3	WEYMOUTH- RESURFACING & RELATED WORK ON ROUTE 3	605602	6	36.0	38.0	8	16.0	175,000	2,800,000	3,552,640	
	114	MIDDLETON	606126	4	7.9	12.1	3	9.0	155,000	1,395,000	1,769,976	
	6	BOURNE SANDWICH RESURFACING OF ROUTE 6 (MID CAPE HIGHWAY)	606286	5			4	35.0	150,000	5,250,000	6,661,200	
Total FFY2013:							60.0		9,445,000	11,983,816		
2014	20	NORTHBOROUGH- RESURFACING & RELATED WORK ON ROUTE 20	605610	3	122.0	126.5	4	18.0	160,000	2,880,000	3,398,400	\$3,534,336
	28	BOURNE - RESURFACING AND RELATED WORK ON RT.28 (OTIS ROTARY)	606178	5	56.5	62.9	6	38.4	160,000	6,144,000	7,495,680	\$7,795,507
	9	WESTBOROUGH - SOUTHBOROUGH RESURFACING AND RELATED WORK ON ROUTE 9	TBD	3	108.0	113.0	6	30.0	220,000	6,600,000	7,788,000	\$8,099,520
	3	WEYMOUTH - BRAINTREE - QUINCY - RESURFACING AND RELATED WORK ON ROUTE 3	TBD	6	38.0	43.0	8	40.0	200,000	8,000,000	9,440,000	\$9,817,600
Total FFY2014:							126.4		23,624,000	28,122,080	\$29,246,963	
2015	7	SHEFFIELD - GREAT BARRINGTON - RESURFACING AND RELATED WORK ON US RT. 7	605887	1	0.0	7.8	4	31.2	155,000	4,836,000	5,899,920	\$6,371,914
	7	LENOX - PITTSFIELD RESURFACING AND RELATED WORK ROUTE 7	606544	1	25.7	28.7	4.5	13.5	155,000	2,092,500	2,469,150	\$2,567,916
	1	CHELSEA - REVERE - RESURFACING AND RELATED WORK ON ROUTE 1	TBD	6	50.4	54.3	6	23.4	250,000	5,850,000	6,903,000	\$7,455,240
	9	CUMMINGTON RESURFACING AND RELATED WORK ON US ROUTE 9	605582	1	16.7	27.8	4	44.4	155,000	6,882,000	8,396,040	\$9,067,723
Total FFY2015:							112.5		19,660,500	23,668,110	\$25,462,793	
2016	3	PLYMOUTH - KINGSTON RESURFACING AND RELATED WORK ON ROUTE 3	TBD	5	7.8	12.4	6	27.9	150,000	4,185,000	4,938,300	\$5,530,896
	6	DENNIS - HARWICH - BREWSTER - ORLEANS - RESURFACING AND RELATED WORK ON RT. 6	606179	5	78.5	90.9	2.5	31.0	150,000	4,650,000	5,487,000	\$6,145,440
	9	SHREWSBURY - WESTBOROUGH RESURFACING AND RELATED WORK ON ROUTE 9	TBD	3	100.3	108.0	6	46.2	220,000	10,164,000	12,400,080	\$13,888,090
Total FFY2016:							105.1		18,999,000	22,825,380	\$25,564,426	

MassDOT - Interstate Maintenance Resurfacing Program 2012 - 2016

Year	Route	Location	Proj. File Numb.	TFPCC	Dist.	From	To	Est. Total Cost (est. +18%)	4% FACTOR INFLATION	8% FACTOR INFLATION	12% FACTOR INFLATION
2012	I-91	HOLYOKE- WEST SPRINGFIELD- INTERSTATE MAINTENANCE & RELATED WORK ON I-91	605594	\$16,452,096	2	10.8	15.0	16,452,096			
	I-495	BELLINGHAM - MEDWAY - MILFORD - INTERSTATE RESURFACING AND RELATED WORK	606169	\$15,104,755	3	44.5	50.4	15,104,755			
	I-495	HAVERTHILL- INTERSTATE MAINTENANCE & RELATED WORK ON I-495	605598	\$17,794,400	4	105.2	111.0	17,794,400			
	I-93	BOSTON - SOMERVILLE - INTERSTATE MAINTENANCE RESURFACING AND RELATED WORK	606167	\$10,738,000	4	18.5	19.8	10,738,000			
	I-495	MANSFIELD- NORTON - INTERSTATE MAINTENANCE & RELATED WORK ON I-495	605591	\$12,838,400	5	25.2	32.0	12,838,400			
	I-495	WESTFORD- INTERSTATE MAINTENANCE & RELATED WORK ON I-495	605586	\$3,776,000	3	83.1	85.1	3,776,000			
Total FFY2012:				\$76,703,651				76,703,651			
2013	I-495	FRANKLIN - INTERSTATE MAINTENANCE AND RELATED WORK ON I-495	TBD	\$5,154,240	3	42.4	44.5	5,154,240			
	I-95	LYNNFIELD- WAKEFIELD- INTERSTATE MAINTENANCE & RELATED WORK ON I-95	605597	\$12,685,000	4	56.6	60.9	12,685,000			
	I-95	FOXBOROUGH - INTERSTATE MAINTENANCE & RELATED WORK ON I-95	605596	\$9,440,000	5	12.5	16.5	9,440,000			
	I-93	WILMINGTON- WOBURN- INTERSTATE MAINTENANCE & RELATED WORK ON ROUTE I-93	604879	\$14,480,960	4	29.7	35.6	14,480,960			
	I-95	LExINGTON - BURLINGTON - INTERSTATE RESURFACING AND RELATED WORK ON I-95	606170	\$33,205,200	4	44.7	51.4	33,205,200			
Total FFY2013:				\$74,965,400				74,965,400			
2014	I-91	EASTHAMPTON NORTHAMPTON - INTERSTATE MAINTENANCE AND RELATED WORK ON	606582	\$10,797,000	2	20.8	26.9	10,797,000	11,228,880		
	I-91	BERNARDSTON - INTERSTATE MAINTENANCE RESURFACING AND RELATED WORK	606173	\$7,965,000	2	50.4	54.9	7,965,000	8,283,600		
	I-190	WORCESTER- INTERSTATE MAINTENANCE & RELATED WORK ON I-190 (NB)	605588	\$11,044,800	3	0.0	3.9	11,044,800	11,486,592		
	I-95	SHARON WALPOLE - INTERSTATE RESURFACING AND RELATED WORK ON I-95	606171	\$9,912,000	5	16.5	20.7	9,912,000	10,308,480		
	I-495	CHELMSFORD - INTERSTATE MAINTENANCE RESURFACING AND RELATED WORK	606174	\$12,489,120	4	85.1	90.0	12,489,120	12,988,685		
	I-195	NEW BEDFORD -FAIRHAVEN - INTERSTATE MAINTENANCE RESURFACING AND RELATED	606172	\$10,384,000	5	24.8	29.2	10,384,000	10,799,360		
Total FFY2014:				\$65,095,597				62,591,920	65,095,597		
2015	I-84	STURBRIDGE- HOLLAND- INTERSTATE MAINTENANCE & RELATED WORK ON I-84	605592	\$14,337,000	3	0.0	7.5	13,275,000		14,337,000	
	I-95	GEORGETOWN NEWBURY WEST NEWBURY NEWBURYPORT SALISBURY- INTERSTATE R	606549	\$28,674,000	4	77.4	86.4	26,550,000		28,674,000	
		(SALISBURY 3080 FEET TO STATE LINE)	-			90.2	90.82				
	I-495	LOWELL TEWKSBURY ANDOVER	606574	\$20,390,400	4	92.0	100.0	18,880,000		20,390,400	
Total FFY2015:				\$63,401,400				58,705,000		63,401,400	
2016	I-91	HATFIELD WHATELY	606577	\$11,894,400	2	26.9	34.4	10,620,000			11,894,400
	I-290	NORTHBORO - MARLBORO	TBD	\$8,923,443	3	16.1	20.3	7,967,360			8,923,443
	I-495	FRANKLIN INTERSTATE AND RELATED WORK	606546	\$10,149,888	3	39.7	44.5	9,062,400			10,149,888
	I-190	STERLING LEOMINSTER LANCASTER	606575	\$16,493,568	3	8.7	19.1	14,726,400			16,493,568
	I-495	FOXBOROUGH - PLAINVILLE - WRENTHAM - I. M. RESURFACING AND RELATED WORK ON I-495	606176	\$12,475,904	5	32.4	38.3	11,139,200			12,475,904
	I-91	GREENFIELD BERNARDSTON	TBD	\$3,068,755	2	48.6	50.4	2,739,960			3,068,755
Total FFY2016:				\$63,005,958				56,255,320			63,005,958

Resurfacing Work Being Performed Outside of IM-Resurfacing Projects (Add-A-Lane & Design Build).	
Route	Resurfacing \$
I-91 Deerfield Bridge (mm 37.7-40.0)	\$ 3,582,480
I-95 Whittier Bridge (Mm 86.4 - 90.2)	\$ 9,864,800
I-95 Canton - Wellesley (mm 22.56 - 30.0)	\$ 19,314,240
I-93 Canton - Milton (mm 0.0 - 3.4)	\$ 8,826,400
Total	\$ 41,587,920

FFY 2013 THROUGH FFY 2016 STORMWATER RETROFIT FUNDING

YEAR	Project ID	DESCRIPTION	TFPCC	YOE cost	FFY TOTALS
2013	606980	STATEWIDE- STORMWATER RETROFITS AT VARIOUS LOCATIONS (IM/NHS)	\$2,000,000	\$2,000,000	\$10 Million
	606981	DISTRICT 1- STORMWATER RETROFITS AT VARIOUS LOCATIONS	\$1,500,000	\$1,500,000	
	606983	DISTRICT 1- DISTRICT 2- STORMWATER RETROFITS AT VARIOUS LOCATIONS	\$1,500,000	\$1,500,000	
	606984	DISTRICT 3- STORMWATER RETROFITS AT VARIOUS LOCATIONS	\$2,000,000	\$2,000,000	
	606985	DISTRICT 4- STORMWATER RETROFITS AT VARIOUS LOCATIONS	\$2,000,000	\$2,000,000	
	606988	DISTRICT 5- STORMWATER RETROFITS AT VARIOUS LOCATIONS	\$500,000	\$500,000	
	606989	DISTRICT 6- STORMWATER RETROFITS AT VARIOUS LOCATIONS	\$500,000	\$500,000	
2014	606990	STATEWIDE- STORMWATER RETROFITS AT VARIOUS LOCATIONS (IM/NHS)	\$1,923,077	\$2,000,000	\$10 Million
	606991	DISTRICT 1- STORMWATER RETROFITS AT VARIOUS LOCATIONS	\$1,442,308	\$1,500,000	
	606993	DISTRICT 2- STORMWATER RETROFITS AT VARIOUS LOCATIONS	\$1,442,308	\$1,500,000	
	606994	DISTRICT 3- STORMWATER RETROFITS AT VARIOUS LOCATIONS	\$1,442,308	\$1,500,000	
	606995	DISTRICT 4- STORMWATER RETROFITS AT VARIOUS LOCATIONS	\$1,442,308	\$1,500,000	
	606996	DISTRICT 5- STORMWATER RETROFITS AT VARIOUS LOCATIONS	\$961,538	\$1,000,000	
	606997	DISTRICT 6- STORMWATER RETROFITS AT VARIOUS LOCATIONS	\$961,538	\$1,000,000	
2015	606999	STATEWIDE- STORMWATER RETROFITS AT VARIOUS LOCATIONS (IM/NHS)	\$1,851,852	\$2,000,000	\$10 Million
	607000	DISTRICT 1- STORMWATER RETROFITS AT VARIOUS LOCATIONS	\$1,851,852	\$2,000,000	
	607001	DISTRICT 2- STORMWATER RETROFITS AT VARIOUS LOCATIONS	\$1,851,852	\$2,000,000	
	607002	DISTRICT 3- STORMWATER RETROFITS AT VARIOUS LOCATIONS	\$1,851,852	\$2,000,000	
	607003	DISTRICT 4- STORMWATER RETROFITS AT VARIOUS LOCATIONS	\$1,851,852	\$2,000,000	
2016	607004	STATEWIDE- STORMWATER RETROFITS AT VARIOUS LOCATIONS (IM/NHS)	\$1,785,714	\$2,000,000	\$10 Million
	607005	DISTRICT 1- STORMWATER RETROFITS AT VARIOUS LOCATIONS	\$1,785,714	\$2,000,000	
	607007	DISTRICT 2- STORMWATER RETROFITS AT VARIOUS LOCATIONS	\$1,785,714	\$2,000,000	
	607009	DISTRICT 3- STORMWATER RETROFITS AT VARIOUS LOCATIONS	\$1,785,714	\$2,000,000	
	607010	DISTRICT 4- STORMWATER RETROFITS AT VARIOUS LOCATIONS	\$1,785,714	\$2,000,000	

FFY2013 - 2016 ADA retrofit program, project listing

Year	Project ID	Location	Description	TFPCC	YOE cost
2013	607014	Statewide	DISTRICT 1- ADA RETROFITS AT VARIOUS LOCATIONS	\$120,000	
	607015	Statewide	DISTRICT 2- ADA RETROFITS AT VARIOUS LOCATIONS	\$270,000	
	607016	Statewide	DISTRICT 3- ADA RETROFITS AT VARIOUS LOCATIONS	\$460,000	
	607018	Statewide	DISTRICT 4- ADA RETROFITS AT VARIOUS LOCATIONS	\$790,000	
	607019	Statewide	DISTRICT 5- ADA RETROFITS AT VARIOUS LOCATIONS	\$770,000	
	607020	Statewide	DISTRICT 6- ADA RETROFITS AT VARIOUS LOCATIONS	\$590,000	
				\$3,000,000	

2014	607021	Statewide	DISTRICT 1- ADA RETROFITS AT VARIOUS LOCATIONS	\$160,000	\$166,400
	607022	Statewide	DISTRICT 2- ADA RETROFITS AT VARIOUS LOCATIONS	\$340,000	\$353,600
	607023	Statewide	DISTRICT 3- ADA RETROFITS AT VARIOUS LOCATIONS	\$590,000	\$613,600
	607024	Statewide	DISTRICT 4- ADA RETROFITS AT VARIOUS LOCATIONS	\$1,010,000	\$1,050,400
	607025	Statewide	DISTRICT 5- ADA RETROFITS AT VARIOUS LOCATIONS	\$990,000	\$1,029,600
	607026	Statewide	DISTRICT 6- ADA RETROFITS AT VARIOUS LOCATIONS	\$760,000	\$790,400
				\$3,850,000	\$4,004,000

2015	607028	Statewide	DISTRICT 1- ADA RETROFITS AT VARIOUS LOCATIONS	\$150,000	\$162,000
	607030	Statewide	DISTRICT 2- ADA RETROFITS AT VARIOUS LOCATIONS	\$330,000	\$356,400
	607031	Statewide	DISTRICT 3- ADA RETROFITS AT VARIOUS LOCATIONS	\$570,000	\$615,600
	607032	Statewide	DISTRICT 4- ADA RETROFITS AT VARIOUS LOCATIONS	\$970,000	\$1,047,600
	607033	Statewide	DISTRICT 5- ADA RETROFITS AT VARIOUS LOCATIONS	\$950,000	\$1,026,000
	607034	Statewide	DISTRICT 6- ADA RETROFITS AT VARIOUS LOCATIONS	\$730,000	\$788,400
				\$3,700,000	\$3,996,000

2016	607035	Statewide	DISTRICT 1- ADA RETROFITS AT VARIOUS LOCATIONS	\$150,000	\$168,000
	607036	Statewide	DISTRICT 2- ADA RETROFITS AT VARIOUS LOCATIONS	\$320,000	\$358,400
	607038	Statewide	DISTRICT 3- ADA RETROFITS AT VARIOUS LOCATIONS	\$550,000	\$616,000
	607039	Statewide	DISTRICT 4- ADA RETROFITS AT VARIOUS LOCATIONS	\$940,000	\$1,052,800
	607041	Statewide	DISTRICT 5- ADA RETROFITS AT VARIOUS LOCATIONS	\$920,000	\$1,030,400
	607042	Statewide	DISTRICT 6- ADA RETROFITS AT VARIOUS LOCATIONS	\$710,000	\$795,200
				\$3,590,000	\$4,020,800

FFY2013 -2016 Bridge Maintenance projects

Year	Project ID	Location	Description	TFPCC	YOE cost
2013		Statewide	MassDOT District 1	\$310,000	
		Statewide	MassDOT District 2	\$1,850,000	
		Statewide	MassDOT District 3	\$1,520,000	
		Statewide	MassDOT District 4	\$2,470,000	
		Statewide	MassDOT District 5	\$1,900,000	
		Statewide	MassDOT District 6	\$1,940,000	
				\$9,990,000	
2014		Statewide	MassDOT District 1	\$300,000	\$312,000
		Statewide	MassDOT District 2	\$1,780,000	\$1,851,200
		Statewide	MassDOT District 3	\$1,460,000	\$1,518,400
		Statewide	MassDOT District 4	\$2,370,000	\$2,464,800
		Statewide	MassDOT District 5	\$1,830,000	\$1,903,200
		Statewide	MassDOT District 6	\$1,870,000	\$1,944,800
				\$9,610,000	\$9,994,400
2015		Statewide	MassDOT District 1	\$290,000	\$313,200
		Statewide	MassDOT District 2	\$1,710,000	\$1,846,800
		Statewide	MassDOT District 3	\$1,410,000	\$1,522,800
		Statewide	MassDOT District 4	\$2,280,000	\$2,462,400
		Statewide	MassDOT District 5	\$1,760,000	\$1,900,800
		Statewide	MassDOT District 6	\$1,800,000	\$1,944,000
				\$9,250,000	\$9,990,000
2016		Statewide	MassDOT District 1	\$280,000	\$313,600
		Statewide	MassDOT District 2	\$1,650,000	\$1,848,000
		Statewide	MassDOT District 3	\$1,360,000	\$1,523,200
		Statewide	MassDOT District 4	\$2,200,000	\$2,464,000
		Statewide	MassDOT District 5	\$1,700,000	\$1,904,000
		Statewide	MassDOT District 6	\$1,740,000	\$1,948,800
				\$8,930,000	\$10,001,600

BRIDGE (BR) TOTAL A.C. DISTRIBUTION (4/4/2012)

PROJ #	Description	Previous Years	2012	2013	2014	2015	2016	Total Future/Remaining AC Conversions	Total Federal Participating Cost
FY11 and Prior Advertisements									
603370	Boston- Bridge Rehabilitation, B-16-029, Route 99 (Alford Street) Over Mystic River	\$32,330,197	\$14,000,000	\$7,700,000	\$3,000,000	\$0	\$0	\$24,700,000	\$57,030,197
604517	Boston- Bridge Replacement, B-16-020=C-09-004, Chelsea Street Over The Chelsea River	\$121,471,882	\$16,339,448	\$0	\$0	\$0	\$0	\$16,339,448	\$137,811,330
82611	Chicopee- Holyoke- Bridge Rehabilitation, C-13-012=H-21-030, Route 116 (Chicopee/Cabot St) Over Connecticut River & Pv Rr	\$12,858,794	\$8,000,000	\$1,850,000	\$1,000,000	\$0	\$0	\$10,850,000	\$23,708,794
603478	Deerfield- Bridge Rehabilitation, D-06-044 & D-06-045, Route I-91 (Nb & Sb) Over The Deerfield River (Stillwater Road And Lower Road)	\$20,168,902	\$13,000,000	\$5,850,000	\$5,000,000	\$5,000,000	\$0	\$28,850,000	\$49,018,902
601585	Gill- Montague- Bridge Rehabilitation, G-04-010=M-28-031, Avenue A Over Connecticut River & Repair Of G-12-020=M-28-001, Montague City Road Over The Connecticut River	\$39,760,295	\$8,000,000	\$1,312,591	\$0	\$0	\$0	\$9,312,591	\$49,072,886
600988	Groveland- Haverhill- Bridge Replacement, G-15-001=H-12-012, Route 97 & Route 113 Over The Merrimack River (Bates Bridge)	\$42,350,200	\$5,000,000	\$8,584,812	\$0	\$0	\$0	\$13,584,812	\$55,935,012
601845	Lowell- Bridge Replacement, L-15-021, University (Textile) Avenue Over The Merrimack River And Northern Canal	\$26,261,186	\$6,660,552	\$5,502,597	\$4,800,000	\$0	\$0	\$16,963,149	\$43,224,335
	Scheduled AC Conversions		\$71,000,000	\$30,800,000	\$13,800,000	\$5,000,000	\$0	\$120,600,000	\$415,801,456
FY12 Advertisements									
604029	Oak Bluffs- Tisbury- Bridge Replacement, O-01-001=T-04-001, Beach Road Over Lagoon Pond Drawbridge		\$2,000,000	\$9,000,000	\$12,000,000	\$7,000,000	\$0	\$28,000,000	\$30,000,000
606354	Fall River- Somerset- Structural Steel Repairs & Painting, F-02-058=S-16-008, I-195 Over Rte 79 & Taunton River (Braga Bridge - Phase II)		\$45,625,000	\$15,000,000	\$14,375,000	\$0	\$0	\$29,375,000	\$75,000,000
	Scheduled AC Conversions			\$24,000,000	\$26,375,000	\$7,000,000	\$0	\$57,375,000	\$105,000,000
FY13 Advertisements									
603711	Needham- Wellesley- Bridge Rehab/Replacement On I-95/Route 128 (Add-A-Lane - Bridge V). Bridge funds only. See project AC Chart for full TFPC.			\$2,000,000	\$8,500,000	\$0	\$0	\$8,500,000	\$10,500,000
600703	Lexington- Bridge Replacement, L-10-009, Route 2 (EB & WB) Over Route I-95 (Route 128)			\$1,800,000	\$15,000,000	\$15,000,000	\$0	\$30,000,000	\$31,800,000
	Scheduled AC Conversions				\$23,500,000	\$15,000,000	\$0	\$38,500,000	\$42,300,000
FY14 Advertisements									
						\$0	\$0	\$0	\$0
	Scheduled AC Conversions					\$0	\$0	\$0	\$0
FY15 Advertisements									
603722	Lexington- Bridge Replacement, L-10-010, Route 2A (Marrett Road) Over I-95/Route 128					\$1,456,261	\$10,000,000	\$20,660,978	\$22,117,239
600867	Boston- Bridge Replacement, B-16-237, Massachusetts Avenue (Route 2A) Over Commonwealth Avenue					\$2,700,000	\$9,000,000	\$20,484,000	\$23,184,000
	Scheduled AC Conversions						\$19,000,000	\$41,144,978	\$45,301,239
FY16 Advertisements									
605304	Haverhill- Bridge Replacement, H-12-007 & H-12-025, Bridge Street (Sr 125) Over The Merrimack River						\$1,500,000	\$55,172,000	\$56,672,000
604173	Boston- Bridge Rehabilitation, B-16-016, North Washington Street Over The Charles River						\$1,500,000	\$51,499,912	\$52,999,912
	Scheduled AC Conversions					\$0	\$1,500,000	\$106,671,912	\$109,671,912
15	TOTAL SCHEDULED AC CONVERSIONS		\$71,000,000	\$54,800,000	\$63,675,000	\$27,000,000	\$20,500,000	\$364,291,890	\$718,074,607

FY2013 BRIDGE ON/OFF SYSTEM LIST (listed by alpha as of 4/6/12)

PROJ #	DESCRIPTION	D	Funding	
			Source	TFPC
606033	ATTLEBORO- BRIDGE PRESERVATION, A-16-053, I-95 (NB) OVER NORTH AVENUE	5	BR-On	\$ 1,000,000.00
607110	BEDFORD- BRIDGE PRESERVATION, B-04-001, SR 4 (GREAT ROAD) OVER THE SHAWSHEEN RIVER	4	BR-Off	\$ 586,250.00
604642	BERKLEY- BRIDGE REPLACEMENT, B-08-003, PADEFORD STREET OVER STATE ROUTE 24	5	BR-On	\$ 4,831,567.35
606448	BOSTON- DECK PATCHING & SUPERSTRUCTURE REPAIRS ON B-16-365 (BOWKER OVERPASS)	6	BR-On	\$ 10,800,110.00
604721	CHESTER- BRIDGE REPLACEMENT, C-11-020, GEORGE MILLER ROAD OVER THE MIDDLE BRANCH OF THE WESTFIELD RIVER	1	BR-Off	\$ 1,055,422.50
607111	CONCORD- BRIDGE PRESERVATION, C-19-014, OLD STOW ROAD OVER MBTA & BM RR	4	BR-Off	\$ 825,000.00
600496	DARTMOUTH- RECONSTRUCTION OF FAUNCE CORNER ROAD & IMPROVEMENTS TO I-195 RAMPS & INTERSECTIONS, INCLUDES REPLACEMENT OF D-04-016, OVER I-195	5	BR-On	\$ 9,360,000.00
606374	DIGHTON- BRIDGE REPLACEMENT, D-08-006, BROOK STREET OVER SEGREGANSET RIVER	5	BR-Off	\$ 1,888,104.00
606302	DUNSTABLE- BRIDGE REPLACEMENT, D-13-001, MAIN STREET OVER SALMON BROOK	3	BR-Off	\$ 1,440,000.00
605838	FALL RIVER- BRIDGE BETTERMENT, F-02-042, WILSON ROAD OVER ROUTE 24	5	BR-On	\$ 5,600,040.00
606386	FALL RIVER- BRIDGE PRESERVATION, F-02-052, HERMAN STREET OVER ROUTE 79	5	BR-Off	\$ 1,920,000.00
606136	FALL RIVER- SUPERSTRUCTURE REPLACEMENT, F-02-044, MERIDIAN STREET OVER ROUTE 24	5	BR-On	\$ 4,600,080.00
605774	HOPKINTON- BRIDGE BETTERMENT, H-23-012, I-90 RAMP OVER I-495	3	BR-On	\$ 5,341,960.00
602994	HUNTINGTON- BRIDGE REPLACEMENT, H-27-006, ROUTE 112 OVER THE WESTFIELD RIVER & CSX RAILROAD	1	BR-Off	\$ 4,872,000.00
603514	LEOMINSTER- BRIDGE REPLACEMENT, L-08-014, WHITNEY STREET OVER THE MONOOSNOC BROOK	3	BR-On	\$ 2,430,800.00
600703	LEXINGTON- BRIDGE REPLACEMENT, L-10-009, ROUTE 2 (EB & WB) OVER ROUTE I-95 (ROUTE 128)	4	BR-On	\$ 1,800,000.00
605618	LUDLOW- WILBRAHAM- BRIDGE REHABILITATION, L-16-002=W-35-002, EAST STREET OVER THE CHICOPEE RIVER	2	BR-On	\$ 950,000.00
606911	MONROE- ROWE- BRIDGE REPLACEMENT, M-26-002=R-10-002, DEPOT STREET OVER THE DEERFIELD RIVER	1	BR-On	\$ 3,000,000.00
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, N-04-037 & W-13-023 (ADD-A-LANE - CONTRACT V)	6	BR-On	\$ 2,000,000.00
604507	OXFORD- CULVERT REPLACEMENT, O-06-001, COMINS ROAD OVER FRENCH RIVER	3	BR-On	\$ 1,303,037.51
606383	RAYNHAM- BRIDGE DECK REPLACEMENT, R-02-025, ROUTE 138 OVER I-495	5	BR-On	\$ 1,920,000.00
604492	ROYALSTON- BRIDGE REPLACEMENT, R-12-001, STOCKWELL ROAD OVER LAWRENCE BROOK	2	BR-Off	\$ 920,301.25
604515	ROYALSTON- BRIDGE REPLACEMENT, R-12-006, NORTH FITZWILLIAM ROAD OVER LAWRENCE BROOK	2	BR-Off	\$ 1,168,400.00
607112	SANDISFIELD- BRIDGE REPLACEMENT, S-03-005, CLARK ROAD OVER THE FARMINGTON RIVER (WEST BRANCH)	1	BR-Off	\$ 1,440,000.00
606345	SPRINGFIELD- BRIDGE REHABILITATION, S-24-077, ROUTE I-291 OVER PAGE BOULEVARD	2	BR-On	\$ 3,125,400.00
606638	SUTTON- BRIDGE REPLACEMENT, S-33-005, BLACKSTONE STREET OVER BLACKSTONE RIVER	3	BR-Off	\$ 2,400,000.00
604339	WESTHAMPTON- BRIDGE REHABILITATION, W-27-015, NORTH ROAD OVER ROBERTS MEADOW BROOK	2	BR-Off	\$ 1,093,833.56
604065	WORCESTER- BRIDGE RECONSTRUCTION, W-44-094, (SR 9) BELMONT STREET OVER I-290	3	BR-On	\$ 7,572,261.25
28				\$85,244,567.42

FY2013 BRIDGE ON/OFF SYSTEM LIST (listed by alpha as of 4/6/12)

AC BRIDGES PREVIOUSLY ADVERTISED

603370	BOSTON- BRIDGE REHABILITATION, B-16-029, ROUTE 99 (ALFORD STREET) OVER MYSTIC RIVER	4	BR-On	\$ 7,700,000.00
82611	CHICOPEE- HOLYOKE- BRIDGE REHABILITATION, C-13-012=H-21-030, ROUTE 116 (CHICOPEE/CABOT ST) OVER CONNECTICUT RIVER & PV RR (AKA WILLIMANSETT BRIDGE)	2	BR-On	\$ 1,850,000.00
603478	DEERFIELD- BRIDGE REHABILITATION, D-06-044 & D-06-045, ROUTE I-91 (NB & SB) OVER THE DEERFIELD RIVER (STILLWATER ROAD AND LOWER ROAD)	2	BR-On	\$ 5,850,000.00
606354	FALL RIVER- SOMERSET- STRUCTURAL STEEL REPAIRS & PAINTING, F-02-058=S-16-008, I-195 OVER RTE 79 & TAUNTON RIVER (BRAGA BRIDGE - PHASE II)	5	BR-On	\$ 15,000,000.00
601585	GILL- MONTAGUE- BRIDGE REHABILITATION, G-04-010=M-28-031, AVENUE A OVER CONNECTICUT RIVER & REPAIR OF G-12-020=M-28-001, MONTAGUE CITY ROAD OVER THE CONNECTICUT RIVER	2	BR-On	\$ 1,313,000.00
600988	GROVELAND- HAVERHILL- BRIDGE REPLACEMENT, G-15-001=H-12-012, ROUTE 97 & ROUTE 113 OVER THE MERRIMACK RIVER (BATES BRIDGE)	4	BR-On	\$ 8,585,000.00
601845	LOWELL- BRIDGE DEMOLITION, L-15-021 & NEW BRIDGE CONSTRUCTION, L-15-095, UNIVERSITY (TEXTILE) AVENUE OVER THE MERRIMACK RIVER AND NORTHERN CANAL	4	BR-On	\$ 5,503,000.00
604029	OAK BLUFFS- TISBURY- BRIDGE REPLACEMENT, O-01-001=T-04-001, BEACH ROAD OVER LAGOON POND DRAWBRIDGE	5	BR-On	\$ 9,000,000.00
8				\$ 54,801,000.00

SUMMARY

28	FA \$	\$ 85,244,567.42
8	AC \$	\$ 54,801,000.00
36	TOTAL \$	\$ 140,045,567.42

BRIDGE ON/OFF BUDGET = \$ 139,175,000.00
DIFFERENCE = \$ (870,567.42)

FY2014 BRIDGE ON/OFF SYSTEM LIST (listed by alpha as of 4/6/12)

PROJ #	DESCRIPTION	D	Funding		4% INFLATED TFPC
			Source	TFPC	
605895	BELLINGHAM- BRIDGE DEMOLITION, B-06-011, ROUTE 126 OVER CSX RAILROAD (ABANDONED) & INSTALLATION OF BIKE PATH CULVERT	3	Br-On	\$ 1,200,000.00	\$ 1,248,000.00
604189	BERNARDSTON- BRIDGE REPLACEMENT, B-10-004, U.S. ROUTE 5 (BRATTLEBORO ROAD) OVER SHATTUCK BROOK	2	Br-On	\$ 2,185,200.00	\$ 2,272,608.00
604462	BOSTON- BRIDGE REPLACEMENT, B-16-209, WEST SECOND STREET OVER HAUL ROAD & CSX RR	6	Br-On	\$ 1,266,000.00	\$ 1,316,640.00
606449	CAMBRIDGE- BRIDGE PRESERVATION, C-01-008, FIRST STREET BRIDGE & C-01-040, LAND BOULEVARD/BROAD CANAL BRIDGE	6	Br-On	\$ 3,600,000.00	\$ 3,744,000.00
607113	DUDLEY- BRIDGE REPLACEMENT, D-12-009, CARPENTER ROAD OVER ABANDONED RR	3	BR-Off	\$ 401,250.00	\$ 417,300.00
603513	GARDNER- BRIDGE REPLACEMENT, G-01-008, PLEASANT STREET OVER THE B&M RAILROAD	3	Br-On	\$ 1,440,000.00	\$ 1,497,600.00
607114	LANCASTER- SUPERSTRUCTURE REPLACEMENT, L-02-018, JACKSON ROAD OVER ROUTE 2	3	BR-Off	\$ 3,690,000.00	\$ 3,837,600.00
603796	MANSFIELD- BRIDGE REPLACEMENT, M-03-003 & M-03-045, BALCOM STREET OVER THE WADING RIVER	5	BR-Off	\$ 1,226,568.00	\$ 1,275,630.72
607115	NEWBURYPORT- BRIDGE REPAIRS, N-11-015, WASHINGTON STREET OVER US 1	4	BR-Off	\$ 1,350,000.00	\$ 1,404,000.00
602319	NORTHFIELD- BRIDGE REPLACEMENT, N-22-010, BIRNAM ROAD OVER MILL BROOK	2	BR-Off	\$ 1,170,000.00	\$ 1,216,800.00
604589	NORTON- BRIDGE REPLACEMENT, N-23-017, PLAIN STREET OVER THE CANOE RIVER	5	Br-On	\$ 987,500.00	\$ 1,027,000.00
604429	PELHAM- BRIDGE REPLACEMENTS, P-04-006, MEETINGHOUSE ROAD OVER AMETHYST BROOK & P-04-007, MEETINGHOUSE ROAD OVER HARRIS BROOK	2	BR-Off	\$ 2,100,000.00	\$ 2,184,000.00
606390	SANDWICH- BRIDGE REPLACEMENT, S-04-001, CRANBERRY HIGHWAY (ROUTE 6A) OVER SCORTON RIVER	5	Br-On	\$ 2,880,000.00	\$ 2,995,200.00
602587	WESTMINSTER- BRIDGE REPLACEMENT, W-28-017, ROUTE 12 (ASHBURNHAM ROAD) OVER PHILLIPS BROOK	3	Br-On	\$ 1,440,000.00	\$ 1,497,600.00
605935	WILLIAMSTOWN- BRIDGE REPLACEMENT, W-37-009, HOPPER ROAD OVER GREEN RIVER	1	BR-Off	\$ 3,348,000.00	\$ 3,481,920.00
42603	WILMINGTON- BRIDGE REPLACEMENT, W-38-002, ROUTE 38 (MAIN STREET) OVER THE B&M RAILROAD	4	Br-On	\$ 4,320,000.00	\$ 4,492,800.00
16				\$ 32,604,518.00	\$ 33,908,698.72

AC BRIDGES PREVIOUSLY ADVERTISED

603370	BOSTON- BRIDGE REHABILITATION, B-16-029, ROUTE 99 (ALFORD STREET) OVER MYSTIC RIVER	4	Br-On	\$ 3,000,000.00	
82611	CHICOPEE- HOLYOKE- BRIDGE REHABILITATION, C-13-012=H-21-030, ROUTE 116 (CHICOPEE/CABOT ST) OVER CONNECTICUT RIVER & PV RR (AKA WILLIMANSETT BRIDGE)	2	Br-On	\$ 1,000,000.00	
603478	DEERFIELD- BRIDGE REHABILITATION, D-06-044 & D-06-045, ROUTE I-91 (NB & SB) OVER THE DEERFIELD RIVER (STILLWATER ROAD AND LOWER ROAD)	2	Br-On	\$ 5,000,000.00	
606354	FALL RIVER- SOMERSET- STRUCTURAL STEEL REPAIRS & PAINTING, F-02-058=S-16-008, I-195 OVER RTE 79 & TAUNTON RIVER (BRAGA BRIDGE - PHASE II)	5	Br-On	\$ 14,375,000.00	
600703	LEXINGTON- BRIDGE REPLACEMENT, L-10-009, ROUTE 2 (EB & WB) OVER ROUTE I-95 (ROUTE 128)	4	Br-On	\$ 15,000,000.00	
601845	LOWELL- BRIDGE DEMOLITION, L-15-021 & NEW BRIDGE CONSTRUCTION, L-15-095, UNIVERSITY (TEXTILE) AVENUE OVER THE MERRIMACK RIVER AND NORTHERN CANAL	4	Br-On	\$ 4,800,000.00	
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)	4	Br-On	\$ 8,500,000.00	
604029	OAK BLUFFS- TISBURY- BRIDGE REPLACEMENT, O-01-001=T-04-001, BEACH ROAD OVER LAGOON POND DRAWBRIDGE	5	Br-On	\$ 12,000,000.00	
8				\$ 63,675,000.00	

SUMMARY

16	FA \$ (inflated)	\$ 33,908,698.72
8	AC \$	\$ 63,675,000.00
24	TOTAL \$	\$ 97,583,698.72

BRIDGE ON/OFF BUDGET = \$ 99,175,000.00
 DIFFERENCE = \$ 1,591,301.28

FY2015 BRIDGE ON/OFF SYSTEM LIST (listed by alpha as of 4/6/12)

PROJ #	DESCRIPTION	D	Funding Source	TFPC	8% INFLATED TFPC
606301	ASHBY- BRIDGE REPLACEMENT, A-12-006, TURNPIKE ROAD OVER TRAPFALL BROOK	3	Br-Off	\$ 1,800,000.00	\$ 1,944,000.00
600867	BOSTON- BRIDGE REPLACEMENT, B-16-237, MASSACHUSETTS AVENUE (ROUTE 2A) OVER COMMONWEALTH AVENUE	6	Br-On	\$ 2,700,000.00	\$ 2,916,000.00
604428	CHELSEA- BRIDGE REPLACEMENT, C-09-001, WASHINGTON AVENUE OVER THE MBTA AND B&M RAILROAD	6	Br-On	\$ 3,576,000.00	\$ 3,862,080.00
605094	FITCHBURG- BRIDGE BETTERMENT, F-04-003, STATE ROUTE 31 OVER PHILLIPS BROOK	3	Br-On	\$ 3,065,040.00	\$ 3,310,243.20
607116	FLORIDA- BRIDGE REPLACEMENT, F-05-002, SOUTH COUNTY ROAD OVER THE COLD RIVER	1	Br-Off	\$ 1,242,000.00	\$ 1,341,360.00
605299	GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11-005, SR 183 (PARK STREET) OVER HOUSATONIC RIVER	1	Br-On	\$ 3,000,000.00	\$ 3,240,000.00
607117	HAWLEY- BRIDGE REPLACEMENT, H-13-003, SAVOY ROAD OVER THE CHICKLEY RIVER	1	Br-Off	\$ 1,764,000.00	\$ 1,905,120.00
607118	HEATH- BRIDGE REPLACEMENT, H-14-009, SADOGA ROAD OVER THE BURLINGTON BROOK	1	Br-Off	\$ 1,128,750.00	\$ 1,219,050.00
604675	HOLDEN- BRIDGE REHABILITATION, H-18-020, RIVER STREET OVER QUINAPOXET RIVER	3	Br-Off	\$ 2,397,399.57	\$ 2,589,191.54
606632	HOPKINTON- WESTBOROUGH- BRIDGE REPLACEMENT, H-23-006=W-24-016, FRUIT STREET OVER CSX & SUDBURY RIVER	3	Br-On	\$ 7,657,850.00	\$ 8,270,478.00
607119	IPSWICH- BRIDGE REPAIRS, I-01-001, GREEN STREET OVER THE IPSWICH RIVER	4	Br-Off	\$ 1,294,800.00	\$ 1,398,384.00
604839	LAWRENCE- BRIDGE REPLACEMENT, L-04-027, LOWELL STREET OVER B&M RAILROAD	4	Br-On	\$ 4,500,232.00	\$ 4,860,250.56
603722	LEXINGTON- BRIDGE REPLACEMENT, L-10-010, ROUTE 2A (MARRETT ROAD) OVER I-95/ROUTE 128	4	Br-On	\$ 1,456,261.00	\$ 1,572,761.88
602932	LOWELL- BRIDGE REPLACEMENT, L-15-058, VFW HIGHWAY OVER BEAVER BROOK	4	Br-On	\$ 12,428,722.00	\$ 13,423,019.76
604655	MARSHFIELD- BRIDGE REPLACEMENT, M-07-007, BEACH STREET OVER THE CUT RIVER	5	Br-Off	\$ 2,243,522.00	\$ 2,423,003.76
606030	NORTH ATTLEBORO- DECK REPLACEMENT, N-16-047, TONER BOULEVARD OVER I-95	5	Br-On	\$ 4,800,000.00	\$ 5,184,000.00
606309	ORANGE- BRIDGE REPLACEMENT, O-03-021, ROUTE 2 OVER ROUTE 202	2	Br-On	\$ 27,342,595.50	\$ 29,530,003.14
607121	SAVOY- BRIDGE REPLACEMENT, S-06-004, RIVER ROAD OVER THE WESTFIELD RIVER	1	Br-Off	\$ 1,140,000.00	\$ 1,231,200.00
604838	WINCHENDON- BRIDGE REPLACEMENT, W-39-001, HARRIS ROAD OVER TARBELL BROOK	2	Br-Off	\$ 2,903,040.00	\$ 3,135,283.20
19				\$ 86,440,212.07	\$ 93,355,429.04

AC BRIDGES PREVIOUSLY ADVERTISED

603478	DEERFIELD- BRIDGE REHABILITATION, D-06-044 & D-06-045, ROUTE I-91 (NB & SB) OVER THE DEERFIELD RIVER (STILLWATER ROAD AND LOWER ROAD)	2	Br-On	\$ 5,000,000.00	
600703	LEXINGTON- BRIDGE REPLACEMENT, L-10-009, ROUTE 2 (EB & WB) OVER ROUTE I-95 (ROUTE 128)	4	Br-On	\$ 15,000,000.00	
604029	OAK BLUFFS- TISBURY- BRIDGE REPLACEMENT, O-01-001=T-04-001, BEACH ROAD OVER LAGOON POND DRAWBRIDGE	5	Br-On	\$ 7,000,000.00	
3				\$ 27,000,000.00	

SUMMARY

19	FA \$ (inflated)	\$ 93,355,429.04
3	AC \$	\$ 27,000,000.00
22	TOTAL \$	\$ 120,355,429.04
	BRIDGE ON/OFF BUDGET =	\$ 122,000,000.00
	DIFFERENCE =	\$ 1,644,570.96

FY2016 BRIDGE ON/OFF SYSTEM LIST (listed by alpha as of 4/6/12)

PROJ #	DESCRIPTION	Funding		TFPC	12% INFLATED TFPC
		D	Source		
604173	BOSTON- BRIDGE REHABILITATION, B-16-016, NORTH WASHINGTON STREET OVER THE CHARLES RIVER	6	Br-On	\$ 2,600,000.00	\$ 2,600,000.00
607123	CHELMSFORD- BRIDGE PRESERVATION, C-08-048, HUNT ROAD OVER I-495	4	Br-Off	\$ 5,148,000.00	\$ 5,765,760.00
602320	DEERFIELD- BRIDGE PRESERVATION, D-06-023, MCCLELLAN FARM ROAD OVER THE B&M RAILROAD	2	Br-Off	\$ 4,528,100.00	\$ 5,071,472.00
601894	GREENFIELD- BRIDGE REHABILITATION, G-12-010, EUNICE WILLIAMS ROAD OVER THE GREEN RIVER	2	Br-Off	\$ 2,400,000.00	\$ 2,688,000.00
605304	HAVERHILL- BRIDGE REPLACEMENT, H-12-007 & H-12-025, BRIDGE STREET (SR 125) OVER THE MERRIMACK RIVER AND THE ABANDONED B&M RR (PROPOSED BIKEWAY)	4	Br-On	\$ 2,718,000.00	\$ 2,718,000.00
600936	HOLYOKE- BRIDGE REPLACEMENT, H-21-018, LYMAN STREET OVER FIRST LEVEL CANAL	2	Br-On	\$ 6,151,250.00	\$ 6,889,400.00
607127	HUBBARDSTON- BRIDGE REPLACEMENT, H-24-009, EVERGREEN ROAD OVER MASON BROOK	3	Br-Off	\$ 1,101,875.00	\$ 1,234,100.00
607130	NANTUCKET- BRIDGE REPLACEMENT, N-02-003, AMES AVENUE OVER HITHER CREEK	5	Br-Off	\$ 2,500,800.00	\$ 2,800,896.00
605324	PETERSHAM- BRIDGE REPLACEMENT, P-08-002, GLEN VALLEY ROAD OVER EAST BRANCH SWIFT RIVER	2	Br-Off	\$ 2,580,000.00	\$ 2,889,600.00
603560	PITTSFIELD- BRIDGE REPLACEMENT, P-10-026, ELM STREET OVER THE EAST BRANCH OF HOUSATONIC RIVER	1	Br-On	\$ 3,500,028.00	\$ 3,920,031.36
607132	QUINCY- BRIDGE REPLACEMENT, Q-01-038, STEDMAN STREET OVER I-93/US 1/SR 3	6	Br-Off	\$ 2,751,600.00	\$ 3,081,792.00
607133	QUINCY- BRIDGE REPLACEMENT, Q-01-039, ROBERTSON STREET OVER I-93/US 1/SR 3	6	Br-Off	\$ 3,084,000.00	\$ 3,454,080.00
605749	REHOBOTH- BRIDGE REPLACEMENT, R-04-001, ROUTE 44 (WINTHROP STREET) OVER THE PALMER RIVER & REHAB OF R-04-014, ROUTE 44 OVER PALMER RIVER BYPASS	5	Br-On	\$ 2,543,402.00	\$ 2,848,610.24
606303	RUTLAND- BRIDGE SUPERSTRUCTURE REPLACEMENT, R-14-004, INTERVALE ROAD OVER EAST BRANCH OF WARE RIVER	3	Br-Off	\$ 1,200,000.00	\$ 1,344,000.00
603024	SOUTHAMPTON- BRIDGE REPLACEMENT, S-19-024, VALLEY ROAD OVER MOOSE BROOK	2	Br-Off	\$ 1,352,400.00	\$ 1,514,688.00
606372	WAREHAM- BRIDGE REPLACEMENT, W-06-002, PAPER MILL ROAD OVER WEWEANTIC RIVER	5	Br-Off	\$ 1,378,104.00	\$ 1,543,476.48
604468	WEST BROOKFIELD- BRIDGE REPLACEMENT, W-19-008, WICKABOAG VALLEY ROAD OVER SUCKER BROOK	2	Br-Off	\$ 2,018,400.00	\$ 2,260,608.00
603516	WORCESTER- BRIDGE REPLACEMENT, W-44-063, ROUTE 122 (GRAFTON STREET) OVER ROUTE 20	3	Br-On	\$ 4,506,000.00	\$ 5,046,720.00
607135	WORCESTER- DECK REPLACEMENT & PAINTING, W-44-083, HARRISON STREET OVER I-290	3	Br-Off	\$ 4,000,800.00	\$ 4,480,896.00
19				\$56,062,759.00	\$ 62,152,130.08

AC BRIDGES PREVIOUSLY ADVERTISED

600867	BOSTON- BRIDGE REPLACEMENT, B-16-237, MASSACHUSETTS AVENUE (ROUTE 2A) OVER COMMONWEALTH AVENUE	6	Br-On	\$ 9,000,000.00	
603722	LEXINGTON- BRIDGE REPLACEMENT, L-10-010, ROUTE 2A (MARRETT ROAD) OVER I-95/ROUTE 128	4	Br-On	\$ 10,000,000.00	
2				\$ 19,000,000.00	

SUMMARY

19	FA \$ (inflated)	\$62,152,130.08
2	AC \$	\$ 19,000,000.00
21	TOTAL \$	\$ 81,152,130.08
	BRIDGE ON/OFF BUDGET =	\$ 82,000,000.00
	DIFFERENCE =	\$ 847,869.92

9. MassDOT Project Need Form (PNF)

D. Facility Location

If the need and/or opportunity is related to a particular facility, please complete as much of the following information that applies. Please include a locus map if available.

Route Number(s): _____
Street Name(s): _____

From Cross Street: _____
To Cross Street: _____
Mile Marker: From: _____ To: _____
Intersection of: _____ and _____
Address: _____
Other Location Info: _____

If work is proposed on a bridge or bridges as part of the project, please complete the following:

Bridge ID Number(s): _____
Facility Carried on Bridge: _____
Facility Bridge is Over: _____

Part II: Project or Program Description

A. Summary of Need and/or Opportunity

Please briefly describe the issues, deficiencies, need, or opportunities that may warrant a transportation project or program:

B. Summary of Possible Alternatives to Address the Need and/or Opportunity

Please briefly describe possible transportation project(s) or program(s) that may address the need and/or opportunity summarized in the previous section. Please note if solutions have not yet been identified, or if there is more than one alternative.

C. Estimated Costs

If a transportation project(s) and/or program(s) has been identified, please include any available cost estimates or estimated cost ranges in current-year dollars:

<i>Estimated Construction Costs:</i>	<i>Estimated Other Costs:</i>
Construction Items: _____	Planning/Design: _____
Contingencies (@10%): _____	Right-of-way: _____
Other Constr. Costs (@10%): _____	Env. Mitigation: _____
Total Est. Construction Cost: _____	Total Other Costs: _____

D. Funding

Please identify any current or expected funding related to this need or opportunity, including federal earmarks in legislation, budget acts, or programs; state earmarks in bond bills, budget acts, or programs; funding provided by the municipality or other local agency; and/or funding provided by private entities:

Federal: _____	Year(s) _____	Amount: _____
Federal: _____	Year(s) _____	Amount: _____
State: _____	Year(s) _____	Amount: _____
State: _____	Year(s) _____	Amount: _____
Municipal: _____	Year(s) _____	Amount: _____
Private: _____	Year(s) _____	Amount: _____
Other: _____	Year(s) _____	Amount: _____
_____	_____	_____

Part III: Detailed Project or Program Need Information

Please complete all applicable parts of Part II to the extent possible.

A. Condition of Existing Facilities

1. Please describe the surface condition of the roadway, path, or other horizontal facility, such as type of cracking (alligator, reflective, etc.), extent of cracking (percentage of surface, etc.), ride-ability, structural adequacy, or other surface defects such as raveling, shoving, bleeding, etc. This can be based on visual inspection or automatic detection methods.

2. Please describe the condition of any roadside/facility appurtenances, such as signs, signals, lighting, median barriers, guardrail, pavement markings, drainage facilities, curbs/sidewalks, fences, etc.

3. If the project/program includes a bridge or bridges, please describe its/their condition, such as bridge ratings, dates of inspection, weight restrictions, closings, structural adequacy, functional obsolescence, condition of other bridge elements, etc.

4. Please describe the condition of other facilities, structures, or equipment (buildings, noise barriers, bus shelters, bike racks, etc.)

5. Please describe the most recent repairs, preventive maintenance, rehabilitation, reconstruction, or replacement of the facility, including the extent and date.

B. Mobility and/or Usage Issues/Opportunities

1. Please describe any existing or prospective highway congestion issues or opportunities for improvement related to level-of-service, duration of congestion, delay, travel time, etc., and any opportunities related to the implementation of Intelligent Transportation System components, such as cameras, traffic detectors, etc.

2. Please describe usage issues or opportunities for improvement to other facilities related to crowding, occupancy rates, usage, trucks, access, etc.

C. Safety and Security Issues/Opportunities

1. Please describe any highway safety concerns, such as number and severity of crashes, crash rates, fatalities, etc.

2. Please describe any safety issues for other users such as pedestrians, bicyclists, persons with disabilities, transit riders, trucks, school children, etc.

3. Please describe any issues or deficiencies related to security, such as vulnerability, evacuation procedures, hazardous materials, etc.

D. Land Use and Economic Development Issues/Opportunities

Please describe any issues or opportunities that the project or program will address or impact such as land use and economic development, such as job creation, housing, freight access, parking availability, transit-oriented development, smart growth, etc.

E. Environmental Quality Issues/Opportunities

Please describe any environmental quality issues or opportunities that the project or program will address or impact such as air quality, climate change, water quality, water supply, wetlands, historic or cultural resources, hazardous materials, noise, wildlife habitat, endangered species, etc.

F. Community Issues/Opportunities

Please describe any community or neighborhood issues or opportunities that the project or program may address or impact such as emergency vehicle access, land takings, access to schools, cut-through traffic, environmental justice, etc.

**Thank you for completing this form. Please contact your
MassDOT Highway Division District office to submit the form.**