

**MERRIMACK VALLEY METROPOLITAN
PLANNING ORGANIZATION
FY 2011-2014
TRANSPORTATION IMPROVEMENT PROGRAM
including July 2011 AMENDMENTS**

**Prepared by the
MERRIMACK VALLEY PLANNING COMMISSION**

September 13, 2011

This document was prepared by the Merrimack Valley Planning Commission under Contract # 55999 with MassDOT and under Contract MA-80-0004 with the Massachusetts Executive Office of Transportation and Public Works and MassDOT, respectively, and with the assistance of the Merrimack Valley Regional Transit Authority, MassDOT, the Federal Highway Administration and the Federal Transit Administration.

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***MERRIMACK VALLEY METROPOLITAN PLANNING ORGANIZATION
FY 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM
FINAL REPORT as Amended through September 13, 2011***

PART A. INTRODUCTION

PART A. 1. TIP DEVELOPMENT PROCESS

Based on regulations promulgated by the U.S. Department of Transportation (DOT), any transportation project funded through the Federal Highway Administration (FHWA), or the Federal Transit Administration (FTA) must be listed in the appropriate region's Transportation Improvement Program (TIP). Without such a listing, Federal Highway funds cannot be expended by MassDOT on local or State projects. Similarly, the Merrimack Valley Regional Transit Authority (MVRTA) can only receive federal funds for projects listed in the TIP.

The TIP has been prepared in accordance with 23 CFR 450.324.

Projects that appear in the TIP were initiated and selected from a number of sources. Bridge projects have been selected and developed by the MassDOT Department largely based upon the results of their ongoing bridge maintenance program. The Department has made it a priority to develop projects that would correct problems in "structurally deficient" bridges. The region's Congestion Management Program is used to identify intersections and roadways where significant congestion exists, and measures the levels of congestion at these locations. This information has been used by local communities to develop roadway projects that are programmed in the TIP. Similarly, locations identified as having safety problems in the region's Safety Monitoring System or the state's Top 1,000 Intersection List have been used by the department and local communities to develop TIP projects.

PART A. 2. PRIORITIZATION

The FY 2011-2014 TIP contains federal-aid project programming information for four years. For each year, gross estimates of project costs are listed in the federal fiscal year of proposed advertise date. Federal fiscal years begin on October 1 and run through September 30. For example, FFY 2011 begins on October 1, 2010 and ends on September 30, 2011. The advertising dates shown for roadway projects were determined by the Capital Expenditure and Program Office within MassDOT and the MassDOT District 4 Office. The Merrimack Valley Regional Transit Authority determined advertising dates for transit projects.

Projects are programmed in the region's TIP based on a number of factors. These include the project's score based upon the MPO's Transportation Evaluation Criteria, project cost and the availability of STP, CMAQ, HSIP, and the American Recovery and Reinvestment Act (ARRA) target funding in the years covered in the TIP. Road and bridge project priority is largely dependent upon the current and expected design status for each project, as well as, environmental permitting and Right-of-Way (ROW) status. For bridge projects, the structure's AASHTO rating is also given primary consideration when scheduling projects.

TRANSPORTATION EVALUATION CRITERIA

In 2003, the MPOs worked with the Massachusetts Executive Office of Transportation and Public Works (EOTPW) to develop objective evaluation criteria that could be applied to transportation projects in the Commonwealth. Early in 2004, EOTPW asked planning staff from MassDOT Planning, the MassDOT district offices and the regional planning agencies to apply these criteria to projects within their respective Metropolitan Planning Organizations (MPOs). Application of these criteria include not only an evaluation of the magnitude of improvement in the condition, mobility, and safety of transportation projects, but also an evaluation of the community effects and support, the land use and economic development impact, and the environmental effects.

The evaluation criteria are listed in Appendix C. The resulting Transportation Evaluation Criteria (TEC) scores for selected projects in the Merrimack Valley region that were derived using these criteria are shown in the table in Appendix C of this document and also in the TEC column in the project listings. It is hoped that in future years these criteria ratings, along with the readiness of projects, will make the planning process, and more specifically, the selection and prioritization of projects, more transparent to the general public.

In June 2000, the Task Force of State and Regional Officials to Define, Develop and Monitor a Balanced Statewide Road and Bridge Program developed a Memorandum of Understanding that defined the content of and the Commonwealth's commitment to maintaining a significant statewide bridge and road program. Included in this MOU was a provision calling for the development of a cooperative process for state and regional officials to identify a priority listing of non-federal aid construction projects that will be considered by the state in selecting state-aid projects. The non-federal aid road and bridge project lists included in the TIP are to be developed by the regions based on the amount of state roadway and bridge money that can reasonably be expected to be available in the coming fiscal year. It should be noted that these reasonably expected non-federal aid funding figures are not "targets", but guides that assist the state and the regions in identifying priority projects and establishing a realistic project programming and implementation schedule.

To implement this provision of the MOU, this year's TIP includes sections that identify the MPO's priority road and bridge projects using a format prescribed by the Office of Transportation Planning. For federally funded projects, the Merrimack Valley MPO has established the following programming categories:

- Federal-Aid Projects Using Target Authority (STP, STP-Enh) – Section 1A1
- Federal-Aid CMAQ Projects Using CMAQ Target (CMAQ) – Section 1A2
- Federal-Aid HSIP Projects Using HSIP Target (HSIP) – Section 1A3
- Federal-Aid State Category Bridge Projects (provided by MassDOT) – Section 1B
- Federal-Aid Non-target Projects (federally-funded non-target regional projects such as HPP, federal discretionary, Omnibus 330, Section 115, ARRA, etc.) – Section 1C
- Federal-Aid major infrastructure and other state category projects, i.e., major infrastructure, interstate maintenance, statewide CMAQ, etc.) – Section 1D

Non-federally funded projects have been assigned to one of the following categories:

- Non-Federal-Aid Other Projects (only projects for which NFA funds have been specifically made available) - Section 2A
- Non-Federal-Aid Bridge Projects (provided by Mass Highway) – Section 2B
- Appendix Other Regional Priorities (projects for which funding has not been identified)

PART A. 3. PUBLIC PARTICIPATION

The principal objective of this document is the provision of an additional point for public access to and review of the transportation planning process. This 2011-2014 Transportation Improvement Program was developed in accordance with the Public Participation Process established for the Merrimack Valley Metropolitan Planning Organization. The Merrimack Valley Metropolitan Planning Organization (MVMPO) adopted its current Public Involvement process in December 2009. The Process applies to the development of the Transportation Improvement Program (TIP) and the Regional Transportation Plan (RTP). The public involvement process endorsed by the MVMPO is being used by the MVRTA as its public involvement process. Therefore, this notice of public involvement and time established for review and comment on this TIP satisfies the Program of Project requirements established by the Federal Transit Administration.

The Merrimack Valley MPO's 2009 Public Participation Plan reflects the new consultation requirements of SAFETEA-LU (23 CFR 450.316(3)(b) for the development of Regional Transportation Plans and Transportation Improvement Programs. This document identifies a number of new stakeholders to be consulted in developing these documents. In developing the draft FY 2011-2014 Transportation Improvement Program, stakeholders were given notice that the process of developing the FY 2011-2014 TIP was beginning. MVPC staff incorporated the stakeholders into the Merrimack Valley Transportation Committee, which was provided with a preliminary listing of TIP projects before the release of the draft. Stakeholders will also be notified of the availability of the document for public review and comment.

In accordance with this process, public notice of the Draft 2011-2014 Transportation Improvement Program was published in the *Lawrence Eagle Tribune*, the *Newburyport Daily News*, and in the *Haverhill Gazette* (Published Weekly) informing the public of its right to comment on the document which would be available at the MVPC office, the MVPC website and local libraries from July 23, 2010 through August 23, 2010. It said that comments would be received through August 23, 2010. There were two separate public hearings on the document on August 11, 2010 at 1:00 PM and at 7:00 PM at the MVPC office at 160 Main Street in Haverhill, MA. The MVMPO will summarize comments that are received during the 30-day review and comment period and will include this summary in the Final 2011-2014 TIP.

PART A. 4. AMENDMENT/ADJUSTMENT PROCEDURES

The following amendment/adjustment procedures are hereby adopted to consist of the following:

Minor adjustments to the TIP do not require formal MPO action and can be made via the administrative action of the Merrimack Valley MPO. These minor adjustments are limited to:

- Moving a project from Fiscal Year 2 to Fiscal Year 1;
- Moving a project from Fiscal Year 2 or later to a later Fiscal Year;
- Changing the scope and description of a project as long as they are minor changes;
- Changing funding amount and sources, as long as they are minor changes.

Major changes continue to require MPO action through the formal amendment process. Major changes would require a thirty day public review and comment period that includes a public hearing. These changes include, but are not limited to:

- Advancement of other than a Fiscal Year 2 project.

PART A.5. HIGH PRIORITY PROJECTS/ADVANCE CONSTRUCTION

SAFETEA-LU contains a number of earmarked transportation projects that are to receive federal funding. Specific funding amounts have been obligated to each of these projects, but no additional funding was included in SAFETEA-LU to complete them. Consequently, states with these projects must implement them within the annual federal authorization limits established in the legislation. The Merrimack Valley region contains eleven such projects which are shown below:

Highway High Priority Projects (HPP):

Amesbury-Newburyport – Rehabilitation of I-95 Whittier Bridge
Andover – Design, Engineering and Construction at I-93 The Junction Interchange,
(Andover, Tewksbury, and Wilmington).
Haverhill – Construct Haverhill intermodal center access and vehicle capacity improvements.
Lawrence – Design and construct Canal and Union Street Corridor improvements.
Lawrence – Construct access improvements to the Lawrence Gateway Project.
Methuen – Design, engineering and construction of Methuen Rotary alternative at I-93 and
Routes 110 and 113.
Newbury – Rehabilitation and paving of Parker River Road.
North Andover – Improvements to Mass. Ave., Andover St., Osgood St., Salem St. and
Johnson Street in the Old Town Center of North Andover.
Parker River National Wildlife Refuge – Preliminary engineering for Rehabilitation and paving
of Parker River Road in National Wildlife Refuge.
Salisbury to Danvers – Design, Engineer, Permit and Construct “Border to Boston Bikeway”
rails-trails project.

Transit Projects for Bus and Bus-Related Facilities and Clean Fuels Grant Program:

Haverhill – Design and Construct Intermodal Transit Parking Improvements
Newburyport – Design and Construct Intermodal Facility
Lawrence – Gateway Intermodal and Quadrant Area Reuse Project.

Projects included in the TIP are programmed in the Federal fiscal year that they are expected to be advertised for construction. Some of the HPP projects include money for design, in which case, the design money will be programmed in the TIP for the year it is expected to be spent on the project.

Advance Construction Projects (AC):

Amesbury/Newburyport - Reconstruct I-95 over the Merrimack River (Whittier Bridge)
Groveland/Haverhill – Replace Bates Bridge (Rt 97/113 over the Merrimack River)
Haverhill – Reconstruction of Route 125 South Main Street

PART A. 6. TRANSPORTATION FUNDING PROGRAMS

HIGHWAY PROJECTS

Projects from the following Federal-aid and non-Federal-aid funding categories are shown in the FFY 2011-2014 TIP.

Bridge Replacement and Rehabilitation (BR) - funds replacement and repair of structurally deficient or unsafe bridges in urban and rural areas on any public road. Bridges can be on the federal aid system (BR ON) or off system (BR OFF).

Funding: Federal - 80%, State - 20%

High Priority Projects (HPP) – funds up to 80% of the costs of specific transportation projects identified in SAFETEA-LU. These projects have a separate allocation, but do not receive additional funds and are therefore subject to the state's federal authorization limit.

Funding: Federal- 80%, State – 20%

Highway Safety Improvement Program (HSIP) - funds safety improvement projects.

Funding: Federal - 90%, State – 10%

Interstate Maintenance (IM) - funds projects to restore, resurface, and rehabilitate the Interstate System.

Funding: Federal - 90%, State - 10%

Interstate Maintenance Discretionary (IMD) – earmarked funds for projects to restore, resurface, and rehabilitate the Interstate System.

Funding: Federal - 90%, State - 10%

National Highway Program (NHS) - funds projects on all national Highway System Roadways.

Funding: Federal - 80%, State - 20%

Non-Federal Aid (NFA) - funds construction, reconstruction, and improvement projects on roads and bridges in urban and rural areas.

Funding: State - 100% (Transportation Bond Bill), or Private - 100%

Surface Transportation Program (STP) - funds projects chosen by states and localities for any roads that are not functionally classified as local or rural minor collectors.

Funding: Federal - 80%, State - 20%

STP Enhancements (STP E) - a portion of Surface Transportation Program funding for enhancement projects chosen by states and localities.

Funding: Federal -80%, State - 20%

STP Earmark (STP O) - a portion of Surface Transportation Program funding earmarked for Urban areas with a population over 200,000 for projects chosen by states and localities for any roads that are not functionally classified as local or rural minor collectors.

Funding: Federal - 80%, State - 20%

TRANSIT PROJECTS

Projects from the following Federal-aid and non-Federal-aid funding categories are shown in the FFY 2011-2014 TIP.

American Recovery and Reinvestment Act (ARRA) – provides 100% federal funding to federal aid system projects selected by Mass Highway that are “shovel ready” in the next year.

Funding: Federal – 100%

Section 5307 (SECT-07) (Capital and Planning) - funds routine capital projects and planning assistance in urban areas. This is an urban formula grant program for MVRTA Preventative Maintenance and ADA costs.

Funding: Federal - 80%, State - 20% (Bond Issue Funds) (capital and planning expenses)

State funding for the MVRTA's operating budget is provided through an agreement with the Executive Office of Transportation and Public Works (EOTPW). Local funds are derived from community assessments based on the number of route miles and special services operated within each community.

The Merrimack Valley Planning Commission will provide the 20% match for the planning activities it will conduct for the Merrimack Valley Regional Transit Authority under its Section 5307 transit planning contract with the Authority.

Section 5309 (SECT-9) - funds capital projects in urban areas which can be characterized as major capital investments in public transportation equipment and facilities. This is a discretionary grant program.

Funding: Federal - 80%, State - 20% (Transportation Bond Issue)

Section 5310 (SECT-10) - provides capital funds, through the State, to private non-profit corporations and organizations to assist them in providing transportation services to meet the special needs of elderly and disabled persons.

Funding: Federal - 80%, Funding Applicant - 20%

ORGANIZATION OF PROJECT LISTINGS

Each highway project in the TIP contains the following information:

ID - project identification numbers given by MassDOT for each highway and bridge project and SAFETEA-LU project numbers for HPP projects;

Location - community or communities in which the project is located;

Project Description - brief description of work to be funded under the project;

Highway District – MassDOT highway district number (Merrimack Valley MPO is part of District 4)

Funding Category - abbreviation for the funding category from which funding is expected (Funding categories and abbreviations are explained starting on page 3.);

Total Estimated Project Cost - estimated cost of project in Fiscal Year in which advertising is expected; *

Federal Funds – Portion of Total Estimated Project Cost provided by Federal Funding;

Non-Federal Match – Portion of Total Estimated Project Cost not provided by Federal Funding, but required as matching funds in order to receive Federal Funds;

TEC Score – Transportation Evaluation Criteria (TEC) score as described in Part A.2. above.

Additional Information – such as Total Project Cost if project is being advance constructed, or has funding from more than one source.

* Inflation increases project costs and therefore **the regional funding targets** have been reduced by **4% each** future year of the TIP.

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PART B PROJECT LISTINGS

Final July 2011 Amendment to 2011 Merrimack Valley MPO 2011-2014 Transportation Improvement Program Endorsed September 13, 2011

2011 Highway Projects

September 13, 2011 - July 2011 TIP Amendment Endorsed

\$6,174,910	◀ Total Target Allocation
\$5,178,259	◀ Maximum STP
\$442,956	◀ Minimum HSIP
\$553,695	◀ Minimum CMAQ

ID ▼	Location ▼	Project Description ▼	Highway District ▼	Funding Category ▼	Earmark Details ▼	Total Estimated Cost ▼	Federal Funds ▼	Non-Federal Match ▼	TEC Score ▼	Additional Information ▼	
► Section 1A / Federal Aid Target Projects											
STP - Surface Transportation Program											
600214	Hav.	HAVERHILL- RECONSTRUCTION OF ROUTE 125 (SOUTH MAIN ST), FROM BOSTON ROAD TO BASILIERE BRIDGE & SALEM STREET, FROM SOUTH MAIN STREET TO PEABODY STREET	4	STP		\$4,778,221	\$3,822,577	\$955,644	6.10	Total Project Cost = \$14,215,845 to be converted to FA FY 2010+.	
605816	Salis.	SALISBURY - RAIL-TRAIL CONNECTOR CONSTRUCTION TO THE ROUTE 1 (GILLIS) BRIDGE	4	STP-E		\$400,038	\$320,030	\$80,008	5.80	Total Project Cost = \$963,595. FY 2011 CMAQ + FY 2011 STP-E Region Target + FY 2011 STP-E Stawew ide	
STP Subtotal ►						\$5,178,259	\$4,142,607	\$1,035,652	◄ 80% Federal + 20% NFA Match		
Fiscal Constraint Analysis ►						\$0					
HSIP - Highway Safety Improvement Program											
606159	North Andover	DESIGN OF INTERSECTION IMPROVEMENTS AT MASSACHUSETTS AVE AND CHICKERING ROAD (ROUTE 125)	4	HSIP		\$442,956	\$398,660	\$44,296	0.00		
						\$0	\$0	\$0	0.00		
HSIP Subtotal ►						\$442,956	\$398,660	\$44,296	◄ 90% Federal + 10% NFA Match		
Fiscal Constraint Analysis ►						\$0					
CMAQ - Congestion Mitigation and Air Quality Program											
605816	Salis.	SALISBURY - RAIL-TRAIL CONNECTOR CONSTRUCTION TO THE ROUTE 1 (GILLIS) BRIDGE	4	CMAQ		\$553,695	\$442,956	\$110,739	5.80	Total Project Cost = \$963,595. FY 2011 CMAQ + FY 2011 STP-E Region Target + FY 2011 STP-E Stawew ide	
						\$0	\$0	\$0	0.00		
CMAQ Subtotal ►						\$553,695	\$442,956	\$110,739	◄ 80% Federal + 20% NFA Match		
Fiscal Constraint Analysis ►						\$0					
Total Federal Aid Target Funds Programmed ►						\$6,174,910	\$4,984,224	\$1,190,686			
Total Target Fiscal Constraint Analysis ►						\$0					

FY 2011 (Cont.) Merrimack Valley MPO Transportation Improvement Program as Amended through September 13, 2011

► Section 1B / Federal Aid Bridge Projects										
BR - Bridge										
600988	Grov./ Hav.	GROVELAND- HAVERHILL- BRIDGE REPLACEMENT, G-15-001=H-12-012, ROUTE 97 & ROUTE 113 OVER THE MERRIMACK RIVER (BATES BRIDGE)	4	BR		\$5,000,000	\$4,000,000	\$1,000,000	0.00	Total Cost=\$55,000,000 to be converted to FA from FY 2009 to FY 2014
						\$0	\$0	\$0	0.00	
			BR Subtotal ►			\$5,000,000	\$4,000,000	\$1,000,000		◀ 80% Federal + 20% NFA Match
		Total Federal Aid Bridge Funds Programmed ►				\$5,000,000	\$4,000,000	\$1,000,000		
► Section 1C / Federal Aid Non-Target Projects										
Earmarks										
605199	And/ Meth	ANDOVER- TEWSKBURY - WILMINGTON- NEW INTERCHANGE CONSTRUCTION ON I-93 BETWEEN INTERCHANGES 41 & 42	4	IM-DISC		\$2,864,778	\$2,578,300	\$286,478	0.00	Design and environmental review I-93 mainline widening to the NH border to eliminate active breakdown lane use on I-93 from I-495 to the NH border (2005 IMD Earmark = \$1,717,000 + 2006 IMD Earmark = \$ 861,300 + matches)
HPP 843	Sal.,Npt., Nw b., Geo., Box.	Design, engineer, permit, and construct Border to Boston Bikeway Trail project (SAFETEA-LU #843). Federal HPP Earmark: \$800,000 x %OA = \$718,000 in Federal funds available.	4	HPP (2005)		\$897,500	\$718,000	\$179,500	0.00	This funding is for the design of the project.
			Earmarked Subtotal ►			\$3,762,278	\$3,296,300	\$465,978		◀ Funding Split Varies by Earmark
Other										
605816	Salisbury	SALISBURY - RAIL-TRAIL CONNECTOR CONSTRUCTION TO THE ROUTE 1 (GILLIS) BRIDGE	4	Other		\$9,862	\$7,890	\$1,972	5.80	Total Project Cost = \$963,595. FY 2011 CMAQ + FY 2011 STP-E Region Target + FY 2011 STP-E Statewide
						\$0	\$0	\$0	0.00	
			Other Subtotal ►			\$9,862	\$7,890	\$1,972		◀ Funding Split Varies by Funding
		Total Federal Non-Target Funds Programmed ►				\$3,772,140	\$3,304,190	\$467,950		
► Section 1D / Federal Aid Major & State Category Projects										
IM - Interstate Maintenance										
		No Projects Programmed				\$0	\$0	\$0	0.00	
			IM Subtotal ►			\$0	\$0	\$0		◀ 90% Federal + 10% NFA Match
NHS - National Highway System										
		No Projects Programmed				\$0	\$0	\$0	0.00	
			NHS Subtotal ►			\$0	\$0	\$0		◀ 80% Federal + 20% NFA Match

FY 2011 (Cont.) Merrimack Valley MPO Transportation Improvement Program as Amended through September 13, 2011

[illegible]

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>

2012 Merrimack Valley MPO Transportation Improvement Program

July 23, 2010 - Draft Released

Aug 24, 2010 - TIP Endorsed

\$ 5,481,680	◀ Total Target Allocation
\$ 5,038,724	◀ Maximum STP
\$ 442,956	◀ Minimum HSIP
\$ -	◀ Minimum CMAQ

ID ▼	Location ▼	Project Description ▼	Highway District ▼	Funding Category ▼	Earmark Details ▼	Total Estimated Cost ▼	Federal Funds ▼	Non-Federal Match ▼	TEC Score ▼	Additional Information ▼	
▶ Section 1A / Federal Aid Target Projects											
STP - Surface Transportation Program											
600214	Hav.	HAVERHILL- RECONSTRUCTION OF ROUTE 125 (SOUTH MAIN ST), FROM BOSTON ROAD TO BASILIERE BRIDGE & SALEM STREET, FROM SOUTH MAIN STREET TO PEABODY STREET	4	STP		\$5,038,724	\$4,030,979	\$1,007,745	6.10	Total Project Cost = \$14,596,160 to be converted to FA FY 2010+	
						\$0	\$0	\$0	0.00		
STP Subtotal ▶						\$5,038,724	\$4,030,979	\$1,007,745	◀ 80% Federal + 20% NFA Match		
Fiscal Constraint Analysis ▶						\$0					
HSIP - Highway Safety Improvement Program											
		No Projects Programmed				\$0	\$0	\$0	0.00		
						\$0	\$0	\$0	0.00		
HSIP Subtotal ▶						\$0	\$0	\$0	◀ 90% Federal + 10% NFA Match		
Fiscal Constraint Analysis ▶						-\$442,956					
CMAQ - Congestion Mitigation and Air Quality Program											
		No Projects Programmed				\$0	\$0	\$0	0.00		
						\$0	\$0	\$0	0.00		
CMAQ Subtotal ▶						\$0	\$0	\$0	◀ 80% Federal + 20% NFA Match		
Fiscal Constraint Analysis ▶						\$0					
Total Federal Aid Target Funds Programmed ▶						\$5,038,724	\$4,030,979	\$1,007,745			
Total Target Fiscal Constraint Analysis ▶						-\$442,956					
▶ Section 1B / Federal Aid Bridge Projects											
BR - Bridge											
600988	Grov./ Hav.	GROVELAND- HAVERHILL- BRIDGE REPLACEMENT, G-15-001=H-12-012, ROUTE 97 & ROUTE 113 OVER THE MERRIMACK RIVER (BATES BRIDGE)	4	BR		\$5,000,000	\$4,000,000	\$1,000,000	0.00	Total Cost=\$55,000,000 to be converted to FA from FY 2009 to FY 2014	
						\$0	\$0	\$0	0.00		
BR Subtotal ▶						\$5,000,000	\$4,000,000	\$1,000,000	◀ 80% Federal + 20% NFA Match		
Total Federal Aid Bridge Funds Programmed ▶						\$5,000,000	\$4,000,000	\$1,000,000			

FY 2012 (Cont.) Merrimack Valley MPO Transportation Improvement Program

ID ▼	Location ▼	Project Description ▼	Highway District ▼	Funding Category ▼	Earmark Details ▼	Total Estimated Cost ▼	Federal Funds ▼	Non-Federal Match ▼	TEC Score ▼	Additional Information ▼
► Section 1C / Federal Aid Non-Target Projects										
Earmarks										
		No Projects Programmed				\$0	\$0	\$0	0.00	
						\$0	\$0	\$0	0.00	
Earmarked Subtotal ►						\$0	\$0	\$0	◀ Funding Split Varies by Earmark	
Other										
	Hav.	HAVERHILL- CABLE BARRIER I-495	4	Other		\$100,000	\$90,000	\$10,000	0.00	Statewide (SW) HSIP Funding
						\$0	\$0	\$0	0.00	
Other Subtotal ►						\$100,000	\$90,000	\$10,000	◀ Funding Split Varies by Funding	
Total Federal Non-Target Funds Programmed ►						\$100,000	\$90,000	\$10,000		
► Section 1D / Federal Aid Major & State Category Projects										
IM - Interstate Maintenance										
605598	Hav.	HAVERHILL- INTERSTATE MAINTENANCE & RELATED WORK ON I-495	4	IM		\$12,453,760	\$11,208,384	\$1,245,376	0.00	
						\$0	\$0	\$0	0.00	
IM Subtotal ►						\$12,453,760	\$11,208,384	\$1,245,376	◀ 90% Federal + 10% NFA Match	
NHS - National Highway System										
		No Projects Programmed				\$0	\$0	\$0	0.00	
						\$0	\$0	\$0	0.00	
NHS Subtotal ►						\$0	\$0	\$0	◀ 80% Federal + 20% NFA Match	
Other										
		No Projects Programmed				\$0	\$0	\$0	0.00	
						\$0	\$0	\$0	0.00	
Other Subtotal ►						\$0	\$0	\$0	◀ Funding Split Varies by Funding	
Total Federal Aid Major & State Category Funds Programmed ►						\$12,453,760	\$11,208,384	\$1,245,376		

FY 2012 (Cont.) Merrimack Valley MPO Transportation Improvement Program

ID ▼	Location ▼	Project Description ▼	Highway District ▼	Funding Category ▼	Earmark Details ▼	Total Estimated Cost ▼	Federal Funds ▼	Non-Federal Match ▼	TEC Score ▼	Additional Information ▼
► Section 2A / Non-Federally Funded Projects										
		No Projects Programmed				\$0		\$0	0.00	
						\$0		\$0	0.00	
Non-Federally Funded Projects Subtotal ►						\$0	\$0	\$0	◀ 100% Non-Federal	
Total Non-Federally Funded Projects Programmed ►						\$0	\$0	\$0		
► Section 2B / Non-Federally Aided Bridge Projects										
601096	Ame./Nbpt.	AMESBURY - NEWBURY PORT- SALISBURY - BRIDGE REPLACEMENTS ON ROUTE I-95, A-07-016=N-11-007, OVER MERRIMACK RIVER (WHITTIER BRIDGE) & A-07-017 OVER EVANS	4	GANS		\$285,000,000		\$285,000,000	0.00	
						\$0		\$0	0.00	
Non-Federally Aided Bridges Subtotal ►						\$285,000,000	\$0	\$285,000,000	◀ 100% Non-Federal	
Total Non-Federally Funded Bridge Projects Programmed ►						\$285,000,000	\$0	\$285,000,000		
						Section 1: Total Federal Projects ▼	Section 2: Total Non-Federal Projects ▼	Total of All Projects ▼		
Total ►						\$22,592,484	\$285,000,000	\$307,592,484	◀ Total Spending in Region	
Federal Funds ►						\$19,329,363		\$19,329,363	◀ Total Federal Spending in Region	
Non-Federal Funds ►						\$3,263,121	\$285,000,000	\$288,263,121	◀ 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 Merrimack Valley MPO 2011-2014 Transportation Improvement Program as Amended through April 12, 2011

2013 Highway Projects

Apr 12, 2011 - TIP Amendment Endorsed

\$ 5,435,443	◀ Total Target Allocation
\$ 4,106,576	◀ Maximum STP
\$ 442,956	◀ Minimum HSIP
\$ 885,911	◀ Minimum CMAQ

ID ▼	Location ▼	Project Description ▼	Highway District ▼	Funding Category ▼	Earmark Details ▼	Total Estimated Cost ▼	Federal Funds ▼	Non-Federal Match ▼	TEC Score ▼	Additional Information ▼
► Section 1A / Federal Aid Target Projects										
STP - Surface Transportation Program										
602033	Ames.	AMESBURY- RECONSTRUCTION OF ROUTE 150	4	STP		\$407,649	\$326,119	\$81,530	4.15	AC-yr 1 Total Project Cost = \$4,453,320 STP FY 2013+
600214	Hav.	HAVERHILL- RECONSTRUCTION OF ROUTE 125 (SOUTH MAIN ST), FROM BOSTON ROAD TO BASILIERE BRIDGE & SALEM STREET, FROM SOUTH MAIN STREET TO PEABODY STREET	4	STP		\$584,065	\$467,252	\$116,813	6.10	Total Project Cost = \$14,596,160 to be converted to FA FY 2010+
602469	Merr.	MERRIMAC- RECONSTRUCTION OF ROUTE 110 (WEST MAIN STREET/EAST MAIN STREET), FROM 400 FEET C37WEST OF ORCHARD STREET TO BROAD STREET	4	STP		\$3,105,000	\$2,484,000	\$621,000	5.55	
STP Subtotal ►						\$4,096,714	\$3,277,371	\$819,343	◄ 80% Federal + 20% NFA Match	
Fiscal Constraint Analysis ►						-\$9,862				
HSIP - Highway Safety Improvement Program										
		No Projects Programmed				\$0	\$0	\$0	0.00	
						\$0	\$0	\$0	0.00	
HSIP Subtotal ►						\$0	\$0	\$0	◄ 90% Federal + 10% NFA Match	
Fiscal Constraint Analysis ►						-\$442,956				
CMAQ - Congestion Mitigation and Air Quality Program										
						\$0	\$0	\$0	0.00	
CMAQ Subtotal ►						\$0	\$0	\$0	◄ 80% Federal + 20% NFA Match	
Fiscal Constraint Analysis ►						-\$885,911				
Total Federal Aid Target Funds Programmed ►						\$4,096,714	\$3,277,371	\$819,343		
Total Target Fiscal Constraint Analysis ►						-\$1,338,729				

FY 2013 (Cont.) Merrimack Valley MPO Transportation Improvement Program as Amended through April 12, 2011

ID ▼	Location ▼	Project Description ▼	Highw ay District ▼	Funding Category ▼	Earmark Details ▼	Total Estimated Cost ▼	Federal Funds ▼	Non-Federal Match ▼	TEC Score ▼	Additional Information ▼
► Section 1B/ Federal Aid Bridge Projects										
BR - Bridge										
600988	Grov./ Hav.	GROVELAND- HAVERHILL- BRIDGE REPLACEMENT, G-15-001=H-12-012, ROUTE 97 & ROUTE 113 OVER THE MERRIMACK RIVER (BATES BRIDGE)	4	BR		\$5,000,000	\$4,000,000	\$1,000,000		Total Cost=\$55,000,000 to be converted to FA from FY 2009 to FY 2014
						\$0	\$0	\$0	0.00	
BR Subtotal ►						\$5,000,000	\$4,000,000	\$1,000,000	◀ 80% Federal + 20% NFA Match	
Total Federal Aid Bridge Funds Programmed ►						\$5,000,000	\$4,000,000	\$1,000,000		
► Section 1C/ Federal Aid Non-Target Projects										
Earmarks										
		No Projects Programmed				\$0	\$0	\$0	0.00	
Earmarked Subtotal ►						\$0	\$0	\$0	◀ Funding Split Varies by Earmark	
Other										
		I-95, Rte 2, I-495, Rte 3 Highway Assistance Patrols, Area 1, 6 routes, 3 year contract	4	Other		\$2,240,000	\$1,792,000	\$448,000		Statewide ITS. Portions of project in Boston and NIMCOG regions.
		I-93, I-95, Rte 1 Highway Assistance Patrols, Area 2, 5 routes, 3 year contract	4	Other		\$1,840,000	\$1,472,000	\$368,000		Statewide ITS. Portions of project in Boston and NIMCOG regions.
Other Subtotal ►						\$4,080,000	\$3,264,000	\$816,000	◀ Funding Split Varies by Funding Source	
Total Federal Non-Target Funds Programmed ►						\$4,080,000	\$3,264,000	\$816,000		
► Section 1D/ Federal Aid Major & State Category Projects										
IM - Interstate Maintenance										
		No Projects Programmed				\$0	\$0	\$0	0.00	
IM Subtotal ►						\$0	\$0	\$0	◀ 90% Federal + 10% NFA Match	
NHS - National Highway System										
		No Projects Programmed				\$0	\$0	\$0	0.00	
NHS Subtotal ►						\$0	\$0	\$0	◀ 80% Federal + 20% NFA Match	
Other										
		No Projects Programmed				\$0	\$0	\$0	0.00	
Other Subtotal ►						\$0	\$0	\$0	◀ Funding Split Varies by Funding Source	
Total Federal Aid Major & State Category Funds Programmed ►						\$0	\$0	\$0		

FY 2013 (Cont.) Merrimack Valley MPO Transportation Improvement Program as Amended through April 12, 2011

ID ▼	Location ▼	Project Description ▼	Highway District ▼	Funding Category ▼	Earmark Details ▼	Total Estimated Cost ▼	Federal Funds ▼	Non-Federal Match ▼	TEC Score ▼	Additional Information ▼
► Section 2A / Non-Federally Funded Projects										
		No Projects Programmed				\$0		\$0	0.00	
Non-Federally Funded Projects Subtotal ►						\$0	\$0	\$0		◀ 100% Non-Federal
Total Non-Federally Funded Projects Programmed ►						\$0	\$0	\$0		
► Section 2B / Non-Federally Aided Bridge Projects										
		No Projects Programmed				\$0		\$0	0.00	
Non-Federally Aided Bridges Subtotal ►						\$0	\$0	\$0		◀ 100% Non-Federal
Total Non-Federally Funded Bridge Projects Programmed ►						\$0	\$0	\$0		
						Section 1: Total Federal Projects ▼	Section 2: Total Non-Federal Projects ▼	Total of All Projects ▼		
Total ►						\$13,176,714	\$0	\$13,176,714	◀ Total Spending in Region	
Federal Funds ►						\$10,541,371		\$10,541,371	◀ Total Federal Spending in Region	
Non-Federal Funds ►						\$2,635,343	\$0	\$2,635,343	◀ 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 Merrimack Valley MPO Transportation Improvement Program

July 23, 2010 - Draft Released

Aug 24, 2010 - TIP Endorsed

\$ 5,179,390	◀ Total Target Allocation
\$ 3,850,523	◀ Maximum STP
\$ 442,956	◀ Minimum HSIP
\$ 885,911	◀ Minimum CMAQ

ID ▼	Location ▼	Project Description ▼	Highway District ▼	Funding Category ▼	Earmark Details ▼	Total Estimated Cost ▼	Federal Funds ▼	Non-Federal Match ▼	TEC Score ▼	Additional Information ▼
► Section 1A / Federal Aid Target Projects										
STP - Surface Transportation Program										
602343	Ame.	AMESBURY- POWWOW RIVERWALK CONSTRUCTION, FROM MAIN STREET TO WATER STREET, INCLUDES PED BRIDGE A-07-034 (PHASE I)	4	STP		\$914,089	\$731,271	\$182,818	5.57	Total Project Cost = \$1,800,000 FY 2014 CMAQ + FY 2014 STP
602033	Ames.	AMESBURY- RECONSTRUCTION OF ROUTE 150	4	STP		\$2,936,434	\$2,349,147	\$587,287	4.15	AC - yr 2 Total Project Cost = \$4,453,320 STP FY 2013+
STP Subtotal ►						\$3,850,523	\$3,080,418	\$770,105	◄ 80% Federal + 20% NFA Match	
Fiscal Constraint Analysis ►						\$0				
HSIP - Highway Safety Improvement Program										
		No Projects Programmed				\$0	\$0	\$0	0.00	
HSIP Subtotal ►						\$0	\$0	\$0	◄ 90% Federal + 10% NFA Match	
Fiscal Constraint Analysis ►						-\$442,956				
CMAQ - Congestion Mitigation and Air Quality Program										
602343	Ame.	AMESBURY- POWWOW RIVERWALK CONSTRUCTION, FROM MAIN STREET TO WATER STREET, INCLUDES PED BRIDGE A-07-034 (PHASE I)	4	CMAQ		\$885,911	\$708,729	\$177,182	5.57	Total Project Cost = \$1,800,000 FY 2014 CMAQ + FY 2014 STP
CMAQ Subtotal ►						\$885,911	\$708,729	\$177,182	◄ 80% Federal + 20% NFA Match	
Fiscal Constraint Analysis ►						\$0				
Total Federal Aid Target Funds Programmed ►						\$4,736,434	\$3,789,147	\$947,287		
Total Target Fiscal Constraint Analysis ►						-\$442,956				

FY 2014 (Cont.) Merrimack Valley MPO Transportation Improvement Program

ID ▼	Location ▼	Project Description ▼	Highway District ▼	Funding Category ▼	Earmark Details ▼	Total Estimated Cost ▼	Federal Funds ▼	Non-Federal Match ▼	TEC Score ▼	Additional Information ▼
► Section 1B / Federal Aid Bridge Projects										
BR - Bridge										
600988	Gro./ Hav.	GROVELAND- HAVERHILL- BRIDGE REPLACEMENT, G-15-001=H-12-012, ROUTE 97 & ROUTE 113 OVER THE MERRIMACK RIVER (BATES BRIDGE)	4	BR		\$3,000,000	\$2,400,000	\$600,000	0.00	Total Cost=\$55,000,000 to be converted to FA from FY 2009 to FY 2014
BR Subtotal ►						\$3,000,000	\$2,400,000	\$600,000	◄ 80% Federal + 20% NFA Match	
Total Federal Aid Bridge Funds Programmed ►						\$3,000,000	\$2,400,000	\$600,000		
► Section 1C / Federal Aid Non-Target Projects										
Earmarks										
		No Projects Programmed				\$0	\$0	\$0	0.00	
Earmarked Subtotal ►						\$0	\$0	\$0	◄ Funding Split Varies by Earmark	
Other										
		No Projects Programmed				\$0	\$0	\$0	0.00	
Other Subtotal ►						\$0	\$0	\$0	◄ Funding Split Varies by Funding Source	
Total Federal Non-Target Funds Programmed ►						\$0	\$0	\$0		

FY 2014 (Cont.) Merrimack Valley MPO Transportation Improvement Program

ID ▼	Location ▼	Project Description ▼	Highway District ▼	Funding Category ▼	Earmark Details ▼	Total Estimated Cost ▼	Federal Funds ▼	Non-Federal Match ▼	TEC Score ▼	Additional Information ▼
► Section 1D/ Federal Aid Major & State Category Projects										
IM - Interstate Maintenance										
606175	Nbpt/Ames/Salis	NEWBURYPORT / AMESBURY / SALISBURY Interstate Maintenance Resurfacing and related work on I-95	4	IM		\$13,137,600	\$11,823,840	\$1,313,760	0.00	
						\$0	\$0	\$0	0.00	
IM Subtotal ►						\$13,137,600	\$11,823,840	\$1,313,760	◀ 90% Federal + 10% NFA Match	
NHS - National Highway System										
		No Projects Programmed				\$0	\$0	\$0	0.00	
NHS Subtotal ►						\$0	\$0	\$0	◀ 80% Federal + 20% NFAMatch	
Other										
		No Projects Programmed				\$0	\$0	\$0	0.00	
Other Subtotal ►						\$0	\$0	\$0	◀ Funding Split Varies by Funding Source	
Total Federal Aid Major & State Category Funds Programmed ►						\$13,137,600	\$11,823,840	\$1,313,760		

FY 2014 (Cont.) Merrimack Valley MPO Transportation Improvement Program

ID ▼	Location ▼	Project Description ▼	Highway District ▼	Funding Category ▼	Earmark Details ▼	Total Estimated Cost ▼	Federal Funds ▼	Non-Federal Match ▼	TEC Score ▼	Additional Information ▼
▶ Section 2A / Non-Federally Funded Projects										
		No Projects Programmed				\$0		\$0	0.00	
Non-Federally Funded Projects Subtotal ▶						\$0	\$0	\$0	◀ 100% Non-Federal	
Total Non-Federally Funded Projects Programmed ▶						\$0	\$0	\$0		
▶ Section 2B / Non-Federally Aided Bridge Projects										
		No Projects Programmed				\$0		\$0	0.00	
Non-Federally Aided Bridges Subtotal ▶						\$0	\$0	\$0	◀ 100% Non-Federal	
Total Non-Federally Funded Bridge Projects Programmed ▶						\$0	\$0	\$0		
						Section 1: Total Federal Projects ▼	Section 2: Total Non-Federal Projects ▼	Total of All Projects ▼		
Total ▶						\$20,874,034	\$0	\$20,874,034	◀ Total Spending in Region	
Federal Funds ▶						\$18,012,987		\$18,012,987	◀ Total Federal Spending in Region	
Non-Federal Funds ▶						\$2,861,047	\$0	\$2,861,047	◀ 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										

TRANSIT PROJECTS

Implementing Agency: Merrimack Valley Regional Transit Authority

Merrimack Valley MPO 2011-2014 Transportation Improvement Program as Amended through September 13, 2011

FFY 2011 Transit Projects

Endorsed September 13, 2011

<u>Proj. #</u>	<u>City / Town</u>	<u>Project Description</u>	<u>Federal Funding</u>	<u>State Funding</u>	<u>Other Funding</u>	<u>Estimated Total Project Cost</u>	<u>Fund. Cat.</u>	<u>Additional Information</u>
SECTION 5307:								
	MVRTA	Provision of Federal and Local assistance to MVRTA Sec. 07 Cap PM	\$1,945,680	\$0	\$486,420	\$2,432,100	Sect 5307	
	MVRTA	Provision of Federal and Local assistance to MVRTA Sec. 07 Cap ADA	\$736,385	\$0	\$184,095	\$920,480	Sect 5307	
		SUBTOTAL SECTION 5307 CAPITAL USED FOR OPERATING	\$2,682,065	\$0	\$670,515	\$3,352,580		
SECTION 5307 CAPITAL PROGRAM:								
	MVRTA	Funding of short-range transit planning activities by MVPC	\$40,000	\$0	\$10,000	\$50,000	Sect 5307	
	MVRTA	Replace 9 Model Year 2002 Paratransit Vehicles	\$468,000	\$117,000	\$0	\$585,000	Sect 5307	
	MVRTA	Bus Station Relocation Haverhill (Construction)	\$3,200,000	\$800,000	\$0	\$4,000,000	Sect 5307	
	MVRTA	Replace 2005 Model Year Bus/Van Security Surveillance System	\$1,000,000	\$200,000	\$0	\$1,000,000	Sect 5307 Toll Credit	
		SUBTOTAL SECTION 5307 CAPITAL PROGRAM	\$4,708,000	\$1,117,000	\$10,000	\$5,635,000		
		TOTAL SECTION 5307 PROGRAM	\$7,390,065	\$1,117,000	\$680,515	\$8,987,580		
FY 2009 BUS EARMARK 433:								
	MVRTA	Replace one (1) van for Town of Topsfield , replace one (1) van for Town of Saugus, and replace two (2) vans for the City of Salem. All vans used for transportation for elderly and disabled persons.	\$212,800		\$53,200	\$266,000	FY 2009 Earmark	20% non-Federal match provided by the Town/City which has requested the vehicle(s).
		SUBTOTAL FY 2009 BUS EARMARK	\$212,800	\$0	\$53,200	\$266,000		
OTHER FUNDS:								
	Thacher Island Wildlife Refuge	Thacher Island Ferry Boat Paul Sarbanes Transit in Parks ("TRIPS") Funding for the purchase of a new ferry boat to shuttle visitors from Rockport to the Thacher Island National Wildlife Refuge (5320)	\$79,042			\$79,042	Section 5320 - TRIPS	
		TOTAL FEDERAL-AID PROJECTS	\$7,681,907	\$1,117,000	\$733,715	\$9,332,622		

FFY 2012 TRANSIT PROJECTS
Merrimack Valley Metropolitan Planning Organization FY 2011-2014 Transportation Improvement Program
Implementing Agency: Merrimack Valley Regional Transit Authority
FINAL Report Prepared August 24, 2010

<u>Proj. #</u>	<u>City / Town</u>	<u>Project Description</u>	<u>Federal Funding</u>	<u>State Funding</u>	<u>Other Funding</u>	<u>Estimated Total Project Cost</u>	<u>Fund. Cat.</u>
SECTION 5307:							
	MVRTA	Provision of Federal and Local assistance to MVRTA Sec. 07 Cap PM	\$2,004,050	\$0	\$501,010	\$2,505,060	Sect 5307
	MVRTA	Provision of Federal and Local assistance to MVRTA Sec. 07 Cap ADA	\$741,515	\$0	\$185,380	\$926,895	Sect 5307
		SUBTOTAL SECTION 5307 CAPITAL USED FOR OPERATING	\$2,745,565	\$0	\$686,390	\$3,431,955	
SECTION 5307 CAPITAL PROGRAM:							
	MVRTA	Funding of short-range transit planning activities by MVPC	\$40,000	\$0	\$10,000	\$50,000	Sect 5307
	MVRTA	Replace Five Model Year 2000 Commuter Coaches with New	\$2,000,000	\$500,000	\$0	\$2,500,000	Sect 5307
	MVRTA	Replace 2005 Model Year Bus/Van Communication System	\$280,000	\$70,000	\$0	\$350,000	Sect 5307
		SUBTOTAL SECTION 5307 CAPITAL PROGRAM	\$2,320,000	\$570,000	\$10,000	\$2,900,000	
		TOTAL SECTION 5307 PROGRAM	\$5,065,565	\$570,000	\$696,390	\$6,331,955	
SECTION 5309 BUS and BUS RELATED FACILITIES:							
		SUBTOTAL SECTION 5309	\$0	\$0	\$0	\$0	
		TOTAL FEDERAL-AID PROJECTS	\$5,065,565	\$570,000	\$696,390	\$6,331,955	

FFY 2013 TRANSIT PROJECTS
Merrimack Valley Metropolitan Planning Organization FY 2011-2014 Transportation Improvement Program
Implementing Agency: Merrimack Valley Regional Transit Authority
FINAL Report Prepared August 24, 2010

<u>Proj. #</u>	<u>City / Town</u>	<u>Project Description</u>	<u>Federal Funding</u>	<u>State Funding</u>	<u>Other Funding</u>	<u>Estimated Total Project Cost</u>	<u>Fund. Cat.</u>
SECTION 5307:							
	MVRTA	Provision of Federal and Local assistance to MVRTA Sec. 07 Cap PM	\$2,064,170	\$0	\$516,040	\$2,580,210	Sect 5307
	MVRTA	Provision of Federal and Local assistance to MVRTA Sec. 07 Cap ADA	\$764,490	\$0	\$191,120	\$955,610	Sect 5307
		SUBTOTAL SECTION 5307 CAPITAL USED FOR OPERATING	\$2,828,660	\$0	\$707,160	\$3,535,820	
SECTION 5307 CAPITAL PROGRAM:							
	MVRTA	Funding of short-range transit planning activities by MVPC	\$40,000	\$0	\$10,000	\$50,000	Sect 5307
	MVRTA	Replace 17 Model Year 2004 Gillig Buses with New (Delivery 2016) 8 of 17*	\$2,300,255	\$575,065	\$0	\$2,875,320	Sect 5307
		SUBTOTAL SECTION 5307 CAPITAL PROGRAM	\$2,340,255	\$575,065	\$10,000	\$2,925,320	
		TOTAL SECTION 5307 PROGRAM	\$5,168,915	\$575,065	\$717,160	\$6,461,140	
SECTION 5309 BUS and BUS RELATED FACILITIES:							
		SUBTOTAL SECTION 5309	\$0	\$0	\$0	\$0	
		TOTAL FEDERAL-AID PROJECTS	\$5,168,915	\$575,065	\$717,160	\$6,461,140	

FFY 2014 TRANSIT PROJECTS
Merrimack Valley Metropolitan Planning Organization FY 2011-2014 Transportation Improvement Program
Implementing Agency: Merrimack Valley Regional Transit Authority
FINAL Report Prepared August 24, 2010

<u>Proj. #</u>	<u>City / Town</u>	<u>Project Description</u>	<u>Federal Funding</u>	<u>State Funding</u>	<u>Other Funding</u>	<u>Estimated Total Project Cost</u>	<u>Fund. Cat.</u>
SECTION 5307:							
	MVRTA	Provision of Federal and Local assistance to MVRTA Sec. 07 Cap PM	\$2,126,095	\$0	\$531,520	\$2,657,615	Sect 5307
	MVRTA	Provision of Federal and Local assistance to MVRTA Sec. 07 Cap ADA	\$788,160	\$0	\$197,040	\$985,200	Sect 5307
		SUBTOTAL SECTION 5307 CAPITAL USED FOR OPERATING	\$2,914,255	\$0	\$728,560	\$3,642,815	
SECTION 5307 CAPITAL PROGRAM:							
	MVRTA	Funding of short-range transit planning activities by MVPC	\$40,000	\$0	\$10,000	\$50,000	Sect 5307
	MVRTA	Replace 17 Model Year 2004 Gillig Buses with New (Delivery 2016) 9 of 17*	\$2,587,790	\$646,935	\$0	\$3,234,735	Sect 5307
		SUBTOTAL SECTION 5307 CAPITAL PROGRAM	\$2,627,790	\$646,935	\$10,000	\$3,284,735	
		TOTAL SECTION 5307 PROGRAM	\$5,542,045	\$646,935	\$738,560	\$6,927,550	
SECTION 5309 BUS and BUS RELATED FACILITIES :							
		SUBTOTAL SECTION 5309	\$0	\$0	\$0	\$0	
		TOTAL FEDERAL-AID PROJECTS	\$5,542,045	\$646,935	\$738,560	\$6,927,550	

PART C. FEDERAL REQUIREMENTS



PART C TIP – FEDERAL REQUIREMENTS
Merrimack Valley Metropolitan Planning Organization Endorsement of the
FFY 2011-2014 Transportation Improvement Program 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 2011 – 2014 Transportation Improvement Program also demonstrates air quality conformity of the Merrimack Valley Metropolitan Planning Organization 2007 Regional Transportation Plan, and that all regionally significant transportation projects in the 2011 – 2014 Transportation Improvement Program are contained in the 2007 Regional Transportation Plan, and that all regionally significant projects in the 2015 to 2030 timeframe of the Regional Transportation Plan are modeled in the 2011 – 2014 Transportation Improvement Program's air quality conformity analyses;

Whereas, the Merrimack Valley MPO has completed its review in 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 the FFY 2011-2014 TIP is financially constrained and that the implementation of the Merrimack Valley Metropolitan Planning Organization 2007 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 Merrimack Valley Metropolitan Planning Organization 2007 Regional Transportation Plan and the FFY 2011-2014 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 2011-2014 Transportation Improvement Program.

Signatory Certification:

Jeffrey B. Mullan
Secretary/CEO Mass DOT

Charles Boddy, Chairman
MVRTA Advisory Board

James Fiorentini
Mayor of Haverhill

Robert Lavoie
MVPC Chairman

Luisa Paiewonsky,
MassDOT Highway
Division Administrator

Curt Bellavance
Town of North Andover

William Lantigua
Mayor of Lawrence

Philip Trapani
Town of Georgetown

Thatcher W. Kezer III
Mayor of Amesbury

Robert Snow
Town of Rowley

Date: August 24, 2010



PART C. 2.
Merrimack Valley Metropolitan Planning Organization
Self Certification Compliance Statement

Concurrent with the submittal of the proposed TIP to the FHWA and the FTA, the MPO Policy Board shall certify 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 © and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 © 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 USDOT 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 American 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.

Signatory Certification:

Jeffrey B. Mullan
Secretary/CEO Mass DOT

Charles Boddy, Chairman
MVRTA Advisory Board

James Fiorentini
Mayor of Haverhill

Robert Lavoie
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Thatcher W. Kezer III
Mayor of Amesbury

Robert Snow
Town of Rowley

Date: August 24, 2010

PART C.3. FINANCIAL SUMMARY - TARGETS

HIGHWAY PROJECTS FINANCIAL PLAN

Funding levels for Fiscal Years 2011-2014 have been developed cooperatively between the State and the MPOs as part of the TIP development process. The following four tables depict the resulting financial plan for each of the four fiscal years. The expected Title 23 Apportionment is listed first followed by the projected needs of the State. A formula developed by the Regional Planning Agencies (RPAs) and approved by MassDOT is applied to the “Statewide Infrastructure Program Plus State Match” to come up with target budgets for each MPO. Inflation increases project costs and therefore the **“adjusted total regional funding targets with state match”** show **a reduction of 4% each** future year of the TIP.

TITLE 23 TRANSPORTATION FUNDING
Statewide Highway-Funded Program
FEDERAL FISCAL YEAR 2011
FEDERAL REGIONAL TARGETS (from June 9, 2010)

	Obligational Authority	Obl. Auth. State Match	Total Funding Based on OA	
Base Obligation Authority	\$560,000,000			
Redistribution, as Estimated by FHWA	\$40,000,000			
Total Estimated Obligation Authority Available:	\$600,000,000			
Central Artery/Tunnel Obligation Authority	(159,365,000)			
Total Non-Earmarked Available Statewide – (Inc. Redistrib.)	\$440,635,000	\$98,408,750	\$539,043,750	
Statewide Infrastructure Items:				
Statewide Infrastructure Program	4,800,000	1,200,000	6,000,000	
Statewide STP Safety Program	0	0	0	
Statewide HSIP Program	4,500,000	500,000	5,000,000	
Statewide Safe Routes to School Program	3,500,000	0	3,500,000	
Statewide CMAQ	10,000,000	2,500,000	12,500,000	
Statewide Transportation Enhancements	2,800,000	700,000	3,500,000	
Statewide Recreational Trails	626,400	156,600	783,000	
Statewide ITS (Inc. Rte. I-91 A/C \$4.7M)	9,300,000	2,325,000	11,625,000	
Statewide Design and Right of Way	0	0	0	
Statewide Interstate Maintenance Program	63,000,000	7,000,000	70,000,000	
Statewide NHS Preservation Program	11,600,000	2,900,000	14,500,000	
Statewide Railroad Grade Crossings	400,000	100,000	500,000	
Statewide Transit	25,000,000	6,250,000	31,250,000	
Subtotal Statewide Infrastructure Items:	\$135,526,400	\$23,631,600	\$159,158,000	
Other Statewide Items:				
Award Adjustments, Change Orders, Project Value Changes, etc	35,000,000	8,750,000	43,750,000	
Planning	18,400,000	4,600,000	23,000,000	
DBEs, CEPO, Pavement Lab Retrofits, and Misc. Programs	0	0	0	
Subtotal Other Statewide Items:	\$53,400,000	13,350,000	66,750,000	
Regional Major Infrastructure Projects:	32,000,000	8,000,000	40,000,000	
Bridge Program:				
Statewide Bridge Repl./Rehab Program	\$97,186,662	\$24,296,666	\$121,483,328	
Statewide Bridge Preservation Program	\$0	\$0	\$0	
Statewide Bridge Inspection Program	\$5,000,000	\$1,250,000	\$6,250,000	
Subtotal Federal Aid Bridge Program:	\$102,186,662	\$25,546,666	\$127,733,328	
Total Regional Targets:	\$111,521,938	\$27,880,485	\$139,402,423	
Minimum Regional CMAQ Component:	\$10,000,000	\$2,500,000	\$12,500,000	
Minimum Regional HSIP Component:	\$8,000,000	\$2,000,000	\$10,000,000	

Region	Regional Share (%)			Regional Minimum HSIP Component. with State match	Regional Minimum CMAQ Target. with State Match	Total Regional Target. with State Match
Berkshire Region	3.5596			\$355,964	\$444,956	\$4,962,230
Boston Region	42.9671			\$4,296,710	\$5,370,888	\$59,897,183
Cape Cod	4.5851			\$458,514	\$573,143	\$6,391,798
Central Mass	8.6901			\$869,013	\$1,086,266	\$12,114,253
Franklin Region	2.5397			\$253,975	\$317,468	\$3,540,467
Martha's Vineyard	0.3100			\$30,997	\$38,746	\$432,104
Merrimack Valley	4.4296			\$442,956	\$553,695	\$6,174,910
Montachusett	4.4596			\$445,955	\$557,444	\$6,216,726
Nantucket	0.2200			\$21,998	\$27,497	\$306,655
Northern Middlesex	3.9096			\$390,961	\$488,701	\$5,450,090
Old Colony	4.5595			\$455,954	\$569,943	\$6,356,115
Pioneer Valley	10.8099			\$1,080,992	\$1,351,240	\$15,069,289
Southeastern Mass	8.9601			\$896,010	\$1,120,013	\$12,490,602
Total:	100.00			\$10,000,000	\$12,500,000	\$139,402,423

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

TITLE 23 TRANSPORTATION FUNDING
Statewide Highway-Funded Program
FEDERAL FISCAL YEAR 2012
FEDERAL REGIONAL TARGETS (from June 9, 2010)

	Obligational Authority	Obl. Auth. State Match	Total Funding Based on OA	
Base Obligation Authority	\$560,000,000			
Redistribution, as Estimated by FHWA	\$40,000,000			
Total Estimated Obligation Authority Available:	\$600,000,000			
Central Artery/Tunnel Obligation Authority	(165,960,000)			
Total Non-Earmarked Available Statewide – (Inc. Redistrib.)	\$434,040,000	\$90,822,500	\$524,862,500	
Statewide Infrastructure Items:				
Statewide Infrastructure Program	1,200,000	300,000	1,500,000	
Statewide STP Safety Program	0	0	0	
Statewide HSIP Program	2,250,000	250,000	2,500,000	
Statewide Safe Routes to School Program	3,500,000	0	3,500,000	
Statewide CMAQ	7,600,000	1,900,000	9,500,000	
Statewide Transportation Enhancements	2,800,000	700,000	3,500,000	
Statewide Recreational Trails	626,400	156,600	783,000	
Statewide ITS (Inc. Rte. I-91 A/C \$4.7M)	5,100,000	1,275,000	6,375,000	
Statewide Design and Right of Way	0	0	0	
Statewide Interstate Maintenance Program	63,000,000	7,000,000	70,000,000	
Statewide NHS Preservation Program	9,600,000	2,400,000	12,000,000	
Statewide Railroad Grade Crossings	400,000	100,000	500,000	
Statewide Transit	20,000,000	5,000,000	25,000,000	
Subtotal Statewide Infrastructure Items:	\$116,076,400	\$19,081,600	\$135,158,000	
Other Statewide Items:				
Award Adjustments, Change Orders, Project Value Changes, etc	35,000,000	8,750,000	43,750,000	
Planning	18,400,000	4,600,000	23,000,000	
DBEs, CEPO, Pavement Lab Retrofits, and Misc. Programs	0	0	0	
Subtotal Other Statewide Items:	\$53,400,000	13,350,000	66,750,000	
Regional Major Infrastructure Projects:	32,000,000	8,000,000	40,000,000	
Bridge Program:				Total Adjusted Target
Statewide Bridge Repl./Rehab Program	\$93,436,662	\$23,359,166	\$116,795,828	115,931,994
Statewide Bridge Preservation Program	\$0	\$0	\$0	
Statewide Bridge Inspection Program	\$5,000,000	\$1,250,000	\$6,250,000	
Subtotal Federal Aid Bridge Program:	\$98,436,662	\$24,609,166	\$123,045,828	
				-4.0000%
				Adjusted Target
Total Regional Targets:	\$103,126,938	\$25,781,735	\$128,908,673	123,752,326
Minimum Regional CMAQ Component:	\$0	\$0	\$0	
Minimum Regional HSIP Component:	\$8,000,000	\$2,000,000	\$10,000,000	

Region	Regional Share (%)			Regional Minimum HSIP Component. with State match	Regional Minimum CMAQ Target. with State Match		Total Regional Target. with State Match	Adjusted Total Regional Target. with State Match
Berkshire Region	3.5596			\$355,964	\$0		\$4,588,690	\$4,405,142
Boston Region	42.9671			\$4,296,710	\$0		\$55,388,323	\$53,172,790
Cape Cod	4.5851			458,514	\$0		\$5,910,645	\$5,674,219
Central Mass	8.6901			869,013	\$0		\$11,202,333	\$10,754,239
Franklin Region	2.5397			253,975	\$0		\$3,273,953	\$3,142,995
Martha's Vineyard	0.3100			30,997	\$0		\$399,577	\$383,594
Merrimack Valley	4.4296			442,956	\$0		\$5,710,083	\$5,481,680
Montachusett	4.4596			445,955	\$0		\$5,748,752	\$5,518,802
Nantucket	0.2200			21,998	\$0		\$283,571	\$272,228
Northern Middlesex	3.9096			390,961	\$0		\$5,039,825	\$4,838,232
Old Colony	4.5595			455,954	\$0		\$5,877,648	\$5,642,542
Pioneer Valley	10.8099			1,080,992	\$0		\$13,934,923	\$13,377,526
Southeastern Mass	8.9601			896,010	\$0		\$11,550,351	\$11,088,337
Total:	100.00			\$10,000,000	\$0		\$128,908,673	\$123,752,326

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

TITLE 23 TRANSPORTATION FUNDING
Statewide Highway-Funded Program
FEDERAL FISCAL YEAR 2013
FEDERAL REGIONAL TARGETS (from June 9, 2010)

	Obligational Authority	Obl. Auth. State Match	Total Funding Based on OA	
Base Obligation Authority	\$560,000,000			
Redistribution, as Estimated by FHWA	\$40,000,000			
Total Estimated Obligation Authority Available: Central Artery/Tunnel Obligation Authority	\$600,000,000 (176,555,000)			
Total Non-Earmarked Available Statewide – (Inc. Redistrib.)	\$423,445,000	\$87,611,250	\$511,056,250	
Statewide Infrastructure Items:				
Statewide Infrastructure Program	4,800,000	1,200,000	6,000,000	
Statewide STP Safety Program	0	0	0	
Statewide HSIP Program	4,500,000	500,000	5,000,000	
Statewide Safe Routes to School Program	3,500,000	0	3,500,000	
Statewide CMAQ	5,000,000	1,250,000	6,250,000	
Statewide Transportation Enhancements	400,000	100,000	500,000	
Statewide Recreational Trails	626,400	156,600	783,000	
Statewide ITS (Inc. Rte. I-91 A/C \$4.7M)	5,000,000	1,250,000	6,250,000	
Statewide Design and Right of Way	2,400,000	600,000	3,000,000	
Statewide Interstate Maintenance Program	63,000,000	7,000,000	70,000,000	
Statewide NHS Preservation Program	7,343,000	1,835,750	9,178,750	
Statewide Railroad Grade Crossings	400,000	100,000	500,000	
Statewide Transit				
Subtotal Statewide Infrastructure Items:	\$96,969,400	\$13,992,350	\$110,961,750	
Other Statewide Items:				
Award Adjustments, Change Orders, Project Value Changes, etc	35,000,000	8,750,000	43,750,000	
Planning	18,400,000	4,600,000	23,000,000	
DBEs, CEPO, Pavement Lab Retrofits, and Misc. Programs	0	0	0	
Subtotal Other Statewide Items:	\$53,400,000	13,350,000	66,750,000	
Regional Major Infrastructure Projects:	32,000,000	8,000,000	40,000,000	
Bridge Program:				Total Adjusted Target
Statewide Bridge Repl./Rehab Program	\$97,186,662	\$24,296,666	\$121,483,328	120,546,288
Statewide Bridge Preservation Program	\$0	\$0	\$0	
Statewide Bridge Inspection Program	\$5,000,000	\$1,250,000	\$6,250,000	
Subtotal Federal Aid Bridge Program:	\$102,186,662	\$25,546,666	\$127,733,328	
				-8.1600%
				Adjusted Target
Total Regional Targets:	\$106,888,938	\$26,722,235	\$133,611,173	122,708,501
Minimum Regional CMAQ Component:	\$16,000,000	\$4,000,000	\$20,000,000	
Minimum Regional HSIP Component:	\$8,000,000	\$2,000,000	\$10,000,000	

Region	Regional Share (%)			Regional Minimum HSIP Component. with State match	Regional Minimum CMAQ Target. with State Match		Total Regional Target. with State Match	Adjusted Total Regional Target. with State Match
Berkshire Region	3.5596			\$355,964	\$711,929		\$4,756,082	\$4,367,986
Boston Region	42.9671			\$4,296,710	\$8,593,421		\$57,408,851	\$52,724,289
Cape Cod	4.5851			458,514	\$917,028		\$6,126,261	\$5,626,358
Central Mass	8.6901			869,013	\$1,738,026		\$11,610,986	\$10,663,529
Franklin Region	2.5397			253,975	\$507,949		\$3,393,384	\$3,116,484
Martha's Vineyard	0.3100			30,997	\$61,994		\$414,153	\$380,258
Merrimack Valley	4.4296			442,956	\$885,911		\$5,918,383	\$5,435,443
Montachusett	4.4596			445,955	\$891,911		\$5,958,462	\$5,472,252
Nantucket	0.2200			21,998	\$43,996		\$293,915	\$269,932
Northern Middlesex	3.9096			390,961	\$781,922		\$5,223,674	\$4,797,423
Old Colony	4.5595			455,954	\$911,909		\$6,092,060	\$5,594,948
Pioneer Valley	10.8099			1,080,992	\$2,161,984		\$14,443,260	\$13,264,690
Southeastern Mass	8.9601			896,010	\$1,792,021		\$11,971,700	\$10,994,809
Total:	100.00			\$10,000,000	\$20,000,000		\$133,611,173	\$122,708,501

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

TITLE 23 TRANSPORTATION FUNDING
Statewide Highway-Funded Program
FEDERAL FISCAL YEAR 2014
FEDERAL REGIONAL TARGETS (from June 9, 2010)

	Obligational Authority	Obl. Auth. State Match	Total Funding Based on OA	
Base Obligation Authority	\$560,000,000			
Redistribution, as Estimated by FHWA	\$40,000,000			
Total Estimated Obligation Authority Available:	\$600,000,000			
Central Artery/Tunnel Obligation Authority	(183,795,000)			
Total Non-Earmarked Available Statewide – (Inc. Redistrib.)	\$416,205,000	\$87,861,250	\$504,066,250	
Statewide Infrastructure Items:				
Statewide Infrastructure Program	4,800,000	1,200,000	6,000,000	
Statewide STP Safety Program	0	0	0	
Statewide HSIP Program	4,500,000	500,000	5,000,000	
Statewide Safe Routes to School Program	3,500,000	0	3,500,000	Increase by \$.625 for ACO
Statewide CMAQ	5,000,000	1,250,000	6,250,000	
Statewide Transportation Enhancements	400,000	100,000	500,000	
Statewide Recreational Trails	626,400	156,600	783,000	
Statewide ITS (Inc. Rte. I-91 A/C \$4.7M)	5,000,000	1,250,000	6,250,000	
Statewide Design and Right of Way	2,400,000	600,000	3,000,000	
Statewide Interstate Maintenance Program	63,000,000	7,000,000	70,000,000	
Statewide NHS Preservation Program	7,343,000	1,835,750	9,178,750	
Statewide Railroad Grade Crossings	400,000	100,000	500,000	
Statewide Transit				
Subtotal Statewide Infrastructure Items:	\$96,969,400	\$13,992,350	\$110,961,750	
Other Statewide Items:				
Award Adjustments, Change Orders, Project Value Changes, etc	36,000,000	9,000,000	45,000,000	
Planning	18,400,000	4,600,000	23,000,000	
DBEs, CEPO, Pavement Lab Retrofits, and Misc. Programs	0	0	0	
Subtotal Other Statewide Items:	\$54,400,000	13,600,000	68,000,000	
Regional Major Infrastructure Projects:	32,000,000	8,000,000	40,000,000	
Bridge Program:				Total Adjusted Target
Statewide Bridge Repl./Rehab Program	\$97,186,662	\$24,296,666	\$121,483,328	117,814,408
Statewide Bridge Preservation Program	\$0	\$0	\$0	
Statewide Bridge Inspection Program	\$5,000,000	\$1,250,000	\$6,250,000	
Subtotal Federal Aid Bridge Program:	\$102,186,662	\$25,546,666	\$127,733,328	
				-12.4864%
				Adjusted Target
Total Regional Targets:	\$106,888,938	\$26,722,235	\$133,611,173	116,927,947
Minimum Regional CMAQ Component:	\$16,000,000	\$4,000,000	\$20,000,000	
Minimum Regional HSIP Component:	\$8,000,000	\$2,000,000	\$10,000,000	

Region	Regional Share (%)			Regional Minimum HSIP Component. with State match	Regional Minimum CMAQ Target. with State Match		Total Regional Target. with State Match	Adjusted Total Regional Target. with State Match
Berkshire Region	3.5596			\$355,964	\$711,929		\$4,756,082	\$4,162,219
Boston Region	42.9671			\$4,296,710	\$8,593,421		\$57,408,851	\$50,240,552
Cape Cod	4.5851			458,514	\$917,028		\$6,126,261	\$5,361,312
Central Mass	8.6901			869,013	\$1,738,026		\$11,610,986	\$10,161,192
Franklin Region	2.5397			253,975	\$507,949		\$3,393,384	\$2,969,673
Martha's Vineyard	0.3100			30,997	\$61,994		\$414,153	\$362,440
Merrimack Valley	4.4296			442,956	\$885,911		\$5,918,383	\$5,179,390
Montachusett	4.4596			445,955	\$891,911		\$5,958,462	\$5,214,465
Nantucket	0.2200			21,998	\$43,996		\$293,915	\$257,216
Northern Middlesex	3.9096			390,961	\$781,922		\$5,223,674	\$4,571,426
Old Colony	4.5595			455,954	\$911,909		\$6,092,060	\$5,331,381
Pioneer Valley	10.8099			1,080,992	\$2,161,984		\$14,443,260	\$12,639,816
Southeastern Mass	8.9601			896,010	\$1,792,021		\$11,971,700	\$10,476,866
Total:	100.00			\$10,000,000	\$20,000,000		\$133,611,173	\$116,927,947

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

The following table shows the total federal programmed amounts in this TIP for each of the four years covered in this document. The funding summaries below show the total operating and maintenance costs versus capital costs and other costs, for each year of the TIP. A fiscal constraint finding for the State Transportation Improvement Program will include the cost of operating and maintaining the existing MVMPO transportation system.

**Merrimack Valley Metropolitan Planning Organization
FY 2011-2014 Transportation Improvement Program
as Amended through September 13, 2011**

HIGHWAY PROGRAM FINANCIAL PLAN

(FHWA - related funding categories only)

Total Costs including Federal and State Match*

Figures include Federal Aid “target” program & statewide funding

Fiscal Year	Federal Programmed Operating/Maintenance Costs* (inc. Match)	Federal Programmed Capital and Other Costs* (inc. Match)	Total Federal + Match Programmed*	Total Federal + Match Estimated Available Funds*
2011	4.78	14.96	19.75	19.75
2012	17.49	5.10	22.59	23.03
2013	8.18	5.00	13.18	14.52
2014	16.07	4.80	20.87	21.31

* Millions of dollars

The financial plan contained herein is financially constrained and indicates that the Merrimack Valley Metropolitan Planning Organization's 2011-2014 TIP reflects an emphasis on the maintenance and operation of the current roadway and bridge system with the ability to provide additional capital improvements. Only projects for which funds can be expected have been included.

Part B of this document includes a list of Non-federal-aid transportation projects in the region. The projects listed in Part B are an integral part of the planning, programming, and priority setting process of the MVMPO.

Following the Transit Projects Financial Plan, the eight tables in Part C.4. contain a breakdown of the project cost totals and federal aid cost portions by federal aid funding categories for each fiscal year and the expected available resources to cover the cost.

The tables on the following pages show actual Highway Operating and Maintenance Expenditures for FFY 2008, 2009 and 2010.

Massachusetts Highway Department
Summary of Operating and Maintenance Expenditures
Merrimack Valley Region – Part 1: Non-Federal Aid

Section I – Non-Federal Aid Maintenance Projects – State Bond fund 7/14/10

Program Group/Sub Group	SFY 2008 NFA Expenditures	SFY 2009 NFA Expenditures	SFY 2010 NFA Expenditures
01- Bridge Repair & Replacement			
New Bridge (Excluded)			
Bridge Replacement (Excluded)			
Bridge Reconstruction/Rehab	\$3,078	\$20,107	\$0
Drawbridge Maintenance	\$108,047	\$503,510	\$160,090
Structure Maintenance	\$1,508,305	\$1,379,028	\$6,816,085
02 – Bridge Painting			
Painting Structural	\$0	\$49,021	\$0
03 – Roadway Reconstruction			
Hwy Relocation (Excluded)			
Hwy Recon. –Added Capacity (Excluded)			
New Construction (Excluded)			
Hwy Reconstr – Restr and Rehab	\$123,009	\$70,811	\$10,002
Hwy Reconstr – No Added Capacity	\$0	\$0.00	\$0
Hwy Reconstr – Minor Widening	\$0	\$0.00	\$0
Hwy Reconstr – Major Widening	\$0	\$1,612	\$0
04 – Roadway Resurfacing			
Resurfacing	\$6,453	\$242,507	\$0
05 – Intersection & Safety			
Impact Attenuators	\$8,934	\$19,259	\$0
Safety Improvements	\$86,383	\$43,845	\$51,970
Traffic Signals	\$0	\$12,447	\$0
06 – Signs & Lighting			
Lighting and Electrical	\$25,530	\$42,257	\$54,030
Sign Installation / Upgrading	\$19,072	\$23,133	\$0
Structural Signing	\$0	\$14,019	\$0
07 – Guardrail			
Guard Rail and Fencing	\$0	\$33,210	\$0
08 – Maintenance			
Catch Basin Cleaning	\$20,746	\$96,242	\$0
Crack Sealing	\$94,319	\$68,566	\$0
Landscape and Roadside Development	\$0	\$43,229	\$0
Mowing and Spraying	\$127,596	\$69,233	\$161,191
Pavement Marking	\$38,176	\$112,882	\$0
Sewer and Water	\$2,997	\$19,462	\$0
Process/Recycle/Trnsprt Soils			\$0
Contract Hwy maint.			\$0
09 – Facilities			
Chemical Storage Sheds	\$0	\$5,427	\$144,731
Vertical Construction			
10 – Bikeways (Excluded)			
11 – Other			
Miscellaneous / No Prequal	\$0	\$20,375	\$336
Asbestos Removal			
Demolition			
Drilling and Boring			
Section I Total:	\$2,172,646	\$2,890,179	\$7,398,435

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

12 – Snow and Ice Operations & Materials	\$4,826,814	\$3,530,229	\$3,408,023
13 – District Maintenance (Mowing, Litter Management, Sight Distance Clearing, Etc.)	\$917,114	\$796,649	\$825,318
Section II Total:	\$5,743,927	\$4,326,878	\$4,233,341
Grand Total NFA:	\$7,916,573	\$7,217,057	\$11,631,776

Massachusetts Highway Department
Summary of Operating and Maintenance Expenditures
Merrimack Valley Region – Part 2: Federal Aid

Section I – Federal Aid Maintenance Projects

7/14/10

Program Group/Sub Group	SFY 2008 Federal-Aid Expenditures	SFY 2009 Federal-Aid Expenditures	SFY 2010 Federal-Aid Expenditures
01- Bridge Repair & Replacement			
New Bridge (Excluded)			
Bridge Replacement (Excluded)			
Bridge Reconstruction/Rehab	\$1,405,596	\$801,378	\$2,684,435
Structure Maintenance	\$0	\$0	\$0
02 – Bridge Painting	\$0	\$0	\$0
03 – Roadway Reconstruction			
Hwy Relocation (Excluded)			
Hwy Recon. – Added Capacity (Excluded)			
New Construction (Excluded)			
Hwy Reconstr – Restr and Rehab	\$1,134,670	\$583,806	\$800,847
Hwy Reconstr – No Added Capacity	\$35,358	\$1,140,634	\$0
Hwy Reconstr – Minor Widening	\$2,092,388	\$2,039,377	\$532,487
04 – Roadway Resurfacing			
Resurfacing	\$5,536,300	\$8,842,946	\$6,632,404
05 – Intersection & Safety			
Impact Attenuators	\$2,492	\$3,904	\$0
Safety Improvements	\$7,170	\$590,738	\$0
Traffic Signals	\$551,115	\$459,852	\$144,744
06 – Signs & Lighting			
Lighting and Electrical	\$0	\$0	\$0
Sign Installation / Upgrading	\$95,161	\$50,930	\$344,734
07 – Guardrail			
Guard Rail and Fencing	\$19,595	\$61,107	\$83,654
08 – Maintenance			
Contract Highway Maintenance	\$3,412	\$1,382	\$0
Landscape and Roadside Development	\$0	\$6,058	\$0
Pavement Marking	\$0	\$40	\$0
09 – Facilities			
Vertical Construction	\$6,914	\$301,102	\$0
10 – Bikeways (Excluded)			
11 – Other			
Intelligent Transportation Sys	\$98,047	\$76,753	\$127,685
Miscellaneous / No Prequal	\$7,909	\$36,352	\$18,981
Reclamation	\$0	\$0	\$0
Unknown	\$0	\$52	\$0
Section I Total:	\$10,996,128	\$14,996,410	\$11,369,972

Section II – Federal Aid Highway Operations

12 – Other			
ITS Operations – I-93 HOV Lane Operation and Towing	\$0	\$0	\$0
ITS Operations – Traffic Operations Center (South Boston)	\$0	\$0	\$0
Grand Total Federal Aid:	\$10,996,128	\$14,996,410	\$11,369,972

TRANSIT PROJECTS FINANCIAL PLAN

PLANNING JUSTIFICATION FOR TRANSIT PROJECTS

The Merrimack Valley region's FY 2011-2014 TIP federal aid transit projects are to be carried out using Section 5307 and Section 5309 funding and SAFETEA-LU Earmarks received by the MVRTA from the FTA and FHWA. The Authority will design and oversee construction of the bus station relocation in Haverhill. With the exception of the provision of operating assistance, the planning justification for the Section 5307 and Section 5309 projects are contained in the Merrimack Valley Regional Transit Authority's Five Year Capital Program for 2011-2015.

MVRTA FINANCIAL STATUS

The “Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users” (SAFETEA-LU) requires that projects appearing in the TIP must have an identified source of funding that will allow them to be completed within the time period contemplated. Transit projects appearing in the FY 2011-2014 TIP projects meet this criteria.

Merrimack Valley Metropolitan Planning Organization FY 2011-2014 Transportation Improvement Program as Amended through September 13, 2011

TRANSIT PROGRAM FINANCIAL PLAN (FTA related funding categories only) Total Costs including Federal, State and Local*

Fiscal Year	Federal Programmed Operating/Maintenance Costs* (inc. Match)	Federal Programmed Capital and Other Costs* (inc. Match)	Total Federal + Match Programmed*	Total Federal + Match Estimated Available Funds*
2011	5.28	4.05	9.33	9.33
2012	6.28	0.05	6.33	6.33
2013	6.41	0.05	6.46	6.46
2014	6.88	0.05	6.93	6.93

* Millions of dollars

**Merrimack Valley MPO
Operations and Maintenance Summary Table
For the Merrimack Valley Regional Transit Authority
State Fiscal Year 2010**

The numbers below represent actual numbers for the previous year, the current year budget/forecast approved by the RTA Advisory Board, and Projections for the out-years as used in the Program Preview meetings with the State. These numbers indicate that there are sufficient revenues projected to meet the operating needs of the area transit authority.

Operating Revenue	Previous	Current	Yr Two	Yr Three	Yr Four
	2009	2010	2011	2012	2013
Farebox	1,306,580	1,372,600	1,398,650	1,425,240	1,425,380
Section 5307	2,471,430	2,569,505	2,636,980	2,706,180	2,777,165
Section 5311					
CMAQ/TDM					
Fully Funded*					
Job Access/Reverse Commute		10,000	10,000	10,000	10,000
New Freedom		0			
Advertising	10,000	15,000	15,000	15,000	15,000
Interest Income	85,000	70,000	70,000	70,000	70,000
Rental Income					
State Contract Assistance**	5,740,060	5,912,260	6,089,630	6,272,320	6,460,490
Local Assessment	2,006,810	2,097,095	2,149,520	2,203,260	2,258,340
Other: (Define)	553,100	383,245	398,515	414,400	420,455
TOTAL	12,172,980	12,429,705	12,768,295	13,116,400	13,463,830
Operating Expenses	Previous	Current	Yr Two	Yr Three	Yr Four
	2009	2010	2011	2012	2013
TOTAL (See Description Below)	12,172,980	12,413,840	12,766,240	13,111,975	13,463,830

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.

PART C.4. SUMMARY OF FUNDING CATEGORIES

**COST ESTIMATES AND AVAILABLE RESOURCES
SUMMARY BY FUNDING CATEGORY
HIGHWAY PROJECTS
FEDERAL FISCAL YEAR 2011 and 2012
as Amended through September 13, 2011**

HIGHWAY FFY 2011	Estimated Needs MVMPO (in 1000s) Federal Portion of Cost	Estimated Needs MVMPO (in 1000s) Total Project Cost	Available Resources MVMPO Projects (in 1000s) From Region Target
Bridge Replacement and Rehab	4,000.00	5,000.00	5,000.00
High Priority Projects	718.00	897.50	897.50
Interstate Maintenance Discretionary (IMD)	2,578.30	2,864.78	2,864.78
National Highway System			
Congestion Mitigation/AQ	442.96	553.70	553.70
Surface Transportation Program	3,822.58	4,778.22	4,778.22
STP-E	320.03	400.04	400.04
Highway Safety (HSIP)	398.66	442.96	442.96
Statewide ITS	3,840.00	4,800.00	4,800.00
Statewide STP-E	7.89	9.86	9.86
Total FFY 2011	16,128.42	19,747.06	19,747.06

HIGHWAY FFY 2012	Estimated Needs MVMPO (in 1000s) Federal Portion of Cost	Estimated Needs MVMPO (in 1000s) Total Project Cost	Available Resources MVMPO Projects (in 1000s) From Region Target
Bridge Replacement and Rehab	4,000.00	5,000.00	5,000.00
High Priority Projects			
Interstate Maintenance (IM)	11,208.38	12,453.76	12,453.76
National Highway System			
Congestion Mitigation/AQ	0.00	0.00	0.00
Surface Transportation Program	4,030.98	5,038.72	5,038.72
Highway Safety (HSIP)	0.00	0.00	442.96
Statewide HSIP	90.00	100.00	100.00
Total FFY 2012	19,329.36	22,592.48	23,035.44

**COST ESTIMATES AND AVAILABLE RESOURCES
SUMMARY BY FUNDING CATEGORY
HIGHWAY PROJECTS
FEDERAL FISCAL YEAR 2013 and 2014
as Amended through September 13, 2011**

HIGHWAY FFY 2013	Estimated Needs MVMPO (in 1000s) Federal Portion of Cost	Estimated Needs MVMPO (in 1000s) Total Project Cost	Available Resources MVMPO Projects (in 1000s) From Region Target
Bridge Replacement and Rehab	4,000.00	5,000.00	5,000.00
High Priority Projects			
Interstate Maintenance (IM)			
National Highway System			
Congestion Mitigation/AQ	0.00	0.00	885.91
Surface Transportation Program	3,277.37	4,096.72	4,106.58
Highway Safety (HSIP)	0.00	0.00	442.96
Statewide ITS	3,264.00	4,080.00	4,080.00
Total FFY 2013	10,541.37	13,176.72	14,515.45

HIGHWAY FFY 2014	Estimated Needs MVMPO (in 1000s) Federal Portion of Cost	Estimated Needs MVMPO (in 1000s) Total Project Cost	Available Resources MVMPO Projects (in 1000s) From Region Target
Bridge Replacement and Rehab	2,400.00	3,000.00	3,000.00
High Priority Projects			
Interstate Maintenance (IM)	11,823.84	13,137.60	13,137.60
National Highway System			
Congestion Mitigation/AQ	708.73	885.91	885.91
Surface Transportation Program	3,080.42	3,850.52	3,850.52
Highway Safety (HSIP)	0.00	0.00	442.96
Total FFY 2014	18,012.99	20,874.03	21,316.99

**COST ESTIMATES AND AVAILABLE RESOURCES
SUMMARY BY FUNDING CATEGORY
TRANSIT PROJECTS**

**FTA FUNDING PROGRAM SUMMARIES (FEDERAL DOLLARS ONLY)
As Amended through September 13, 2011**

<i>Merrimack Valley Regional Transit Authority</i>			
FTA FUNDING PROGRAMS	ESTIMATED AUTHORIZATION FFY 2011	Regional TIP FFY 2011	BALANCE FFY 2011
Section 5307 Capital and Planning Formula	\$5,000,000	\$5,000,000	\$0
Section 5307 Transit Enhancements		\$0	\$0
subtotal	\$5,000,000	\$5,000,000	\$0
Section 5307 Capital and Planning Formula Carryover	\$4,431,190	\$2,390,065	\$2,041,125
Section 5307 Operating Carryover			
Section 5307 Transit Enhancements Carryover	\$0	\$0	\$0
subtotal	\$4,431,190	\$2,390,065	\$2,041,125
<u>Section 5307 TOTAL</u>	\$9,431,190	\$7,390,065	\$2,041,125
Section 5309 Bus			
Section 5309 Fixed Guideway	\$0	\$0	\$0
<u>Section 5309 TOTAL</u>	\$0	\$0	\$0
Sect. 5320 TRIPS	\$79,042	\$79,042	\$0
Sect. Vans for Elderly and Disabled	\$212,800	\$212,800	\$0
Federal Aid TOTAL	\$9,723,032	\$7,681,907	\$2,041,125

**COST ESTIMATES AND AVAILABLE RESOURCES
SUMMARY BY FUNDING CATEGORY
TRANSIT PROJECTS**

**FTA FUNDING PROGRAM SUMMARIES (FEDERAL DOLLARS ONLY)
As Amended through April 12, 2011**

<i>Merrimack Valley Regional Transit Authority</i>			
	ESTIMATED	Regional	BALANCE
FTA FUNDING PROGRAMS	AUTHORIZATION	TIP	
	FFY 2012	FFY 2012	FFY 2012
Section 5307 Capital and Planning Formula	\$5,000,000	\$5,000,000	\$0
Section 5307 Transit Enhancements		\$0	\$0
<u>subtotal</u>	\$5,000,000	\$5,000,000	\$0
Section 5307 Capital and Planning Formula Carryover	\$2,041,125	\$65,565	\$1,975,560
Section 5307 Operating Carryover			
Section 5307 Transit Enhancements Carryover	\$0	\$0	\$0
<u>subtotal</u>	\$2,041,125	\$65,565	\$1,975,560
<u>Section 5307 TOTAL</u>	\$7,041,125	\$5,065,565	\$1,975,560
Section 5309 Bus	\$0	\$0	\$0
Section 5309 Fixed Guideway	\$0	\$0	\$0
<u>Section 5309 TOTAL</u>	\$0	\$0	\$0
Federal Aid TOTAL	\$7,041,125	\$5,065,565	\$1,975,560
<u>OTHER TRANSIT FUNDING</u>			

**COST ESTIMATES AND AVAILABLE RESOURCES
SUMMARY BY FUNDING CATEGORY
TRANSIT PROJECTS**

**FTA FUNDING PROGRAM SUMMARIES (FEDERAL DOLLARS ONLY)
As Amended through April 12, 2011**

<i>Merrimack Valley Regional Transit Authority</i>			
	ESTIMATED	Regional	BALANCE
FTA FUNDING PROGRAMS	AUTHORIZATION	TIP	
	FFY 2013	FFY 2013	FFY 2013
Section 5307 Capital and Planning Formula	\$5,000,000	\$5,000,000	\$0
Section 5307 Transit Enhancements		\$0	\$0
<u>subtotal</u>	\$5,000,000	\$5,000,000	\$0
Section 5307 Capital and Planning Formula Carryover	\$1,975,560	\$168,915	\$1,806,645
Section 5307 Operating Carryover			
Section 5307 Transit Enhancements Carryover	\$0	\$0	\$0
<u>subtotal</u>	\$1,975,560	\$168,915	\$1,806,645
<u>Section 5307 TOTAL</u>	\$6,975,560	\$5,168,915	\$1,806,645
Section 5309 Bus			
Section 5309 Fixed Guideway	\$0	\$0	\$0
<u>Section 5309 TOTAL</u>	\$0	\$0	\$0
Federal Aid TOTAL	\$6,975,560	\$5,168,915	\$1,806,645
<u>OTHER TRANSIT FUNDING</u>			

**COST ESTIMATES AND AVAILABLE RESOURCES
SUMMARY BY FUNDING CATEGORY
TRANSIT PROJECTS**

**FTA FUNDING PROGRAM SUMMARIES (FEDERAL DOLLARS ONLY)
As Amended through April 12, 2011**

<i>Merrimack Valley Regional Transit Authority</i>			
	ESTIMATED	Regional	BALANCE
FTA FUNDING PROGRAMS	AUTHORIZATION	TIP	
	FFY 2014	FFY 2014	FFY 2014
Section 5307 Capital and Planning Formula	\$5,000,000	\$5,000,000	\$0
Section 5307 Transit Enhancements		\$0	\$0
subtotal	\$5,000,000	\$5,000,000	\$0
Section 5307 Capital and Planning Formula Carryover	\$1,806,645	\$542,045	\$1,264,600
Section 5307 Operating Carryover			
Section 5307 Transit Enhancements Carryover	\$0	\$0	\$0
subtotal	\$1,806,645	\$542,045	\$1,264,600
<u>Section 5307 TOTAL</u>	\$6,806,645	\$5,542,045	\$1,264,600
Section 5309 Bus			
Section 5309 Fixed Guideway	\$0	\$0	\$0
<u>Section 5309 TOTAL</u>	\$0	\$0	\$0
Section 5310 Elderly and Disabled	\$0	\$0	\$0
Section 5310 Elderly and Disabled Carryover			
Federal Aid TOTAL	\$6,806,645	\$5,542,045	\$1,264,600
<u>OTHER TRANSIT FUNDING</u>			

Part C. 5. Regionally Significant Transportation Projects

One of the requirements of 23 CFR 450.324 is that for informational purposes and air quality analysis, all regionally significant transportation projects, regardless of proposed funding source, be listed. There are ten (10) projects that are considered "regionally significant" - (for the purpose of air quality conformity) in the MVPC region. These ten are included in the statewide model used for the purpose of making air quality conformity determinations:

- 1. Amesbury- Reconstruction of Route 110 from I-495 to I-95.** This project is to widen Route 110 from two lanes to four lanes between these two Interstate highways. The project is assumed to be completed in the build scenarios in 2017, 2020 and 2030.
- 2. Amesbury – Newburyport Reconstruct Whittier Bridge (I-95 over the Merrimack River)** This project involves replacing the existing 6-lane bridge with a new 8-lane structure matching the existing 8-lane cross section to the south. The project is assumed to be completed in the build scenarios for 2020 and 2030.
- 3. Andover – Burtt Road Extension.** Extend Burtt Road in the industrial area to make easier access to Route 125. The project is assumed to be completed in the build scenarios in 2020 and 2030.
- 4. Andover – Lowell Junction Interchange.** Construction of an interchange on I-93 between existing exits 41 (Route 125 in Wilmington) and 42 (Dascomb Road in Andover). The project is assumed to be completed in the build scenarios for 2020 and 2030.
- 5. Andover/Methuen – Widen I-93.** Widening of I-93 to provide an additional travel lane in each direction. Widening in the Andover section of the roadway is expected to be completed by 2030.
- 6. Georgetown – Construct Access Road to Industrial Area.** This project will build a new roadway from Route 133 into an industrial area currently accessed by a rural minor collector. The project is assumed to be completed in the build scenarios in 2017, 2020 and 2030.
- 7. Lawrence - The former ISTE A demonstration and now Mega Project to reconstruct and widen I-495 over the Merrimack River** and to construct new ramps eliminating the "jug-handle" for some movements. The air quality analysis is based on the plans presented at the Public Hearing on March 4, 1998. The project is assumed to be completed in the build scenarios in 2017, 2020 and 2030.
- 8. Lawrence- Reconstruction of Route 114 from I-495 to Waverly Road.** The purpose of this project is to eliminate a bottleneck by widening a bridge to allow two travel lanes in each direction as is found on either side of the bridge. The project is assumed to be completed in the build scenario in 2020 and 2030.
- 9. Methuen – Route 110/113 Rotary Improvements.** It is assumed that the improvements to this location will be completed by 2020 and 2030. Further study remains to be done to determine the exact nature of the preferred build scenario at this location.

- 10. Newburyport – Provide Access from I-95 to Hale Street.** This project will remove Industrial Park-generated traffic from Storey Avenue and Low Street by providing direct access from I-95 to Hale Street. The project is assumed to be completed in the build scenario of 2030.

Three other projects listed in the Plan are non-exempt because they involve signal synchronization. These projects will not be included in the air quality analysis until the signals are operating. They are:

- 1. Amesbury- Reconstruction of Route 150 (Main Street)** will involve the synchronization of two signals.
- 2. Andover – Reconstruction of Main Street** will involve the addition of new signals in and around downtown and implementation of a closed-loop traffic signal synchronization system.
- 3. Haverhill - Reconstruction of Route 125 (South Main Street)** will involve the synchronization of two signals.

**PART C. 6. STATUS ON IMPLEMENTATION OF FFY 2010 TIP PROJECTS
FFY 2010 HIGHWAY PROJECT LIST**

July 13, 2010 Status of Projects from May 2010 AMENDMENTS TO FY 2010-2013 TIP Highway Project List

ID	Location	Project Description	Highway District	Fund. Cat.	Estimated Total Project Cost	Status as of July 13, 2010
PART 1: FEDERAL-AID PROJECTS:						
PART 1A1 FEDERAL-AID TARGET AUTHORITY PROJECTS:						
	Ame.	AMESBURY- POWWOW RIVERWALK DESIGN, FROM MAIN STREET TO WATER STREET, INCLUDES PED BRIDGE A-07-034 (PHASE I)	4	STP	\$50,900	FFY 2010
180509	Ame./ Sal.	AMESBURY- SALISBURY- RECONSTRUCTION OF STATE ROUTE 110, FROM ROUTE I-495 TO MERRILL STREET	4	STP	\$1,527,081	CONSTRUCTION
600214	Hav.	HAVERHILL- RECONSTRUCTION OF ROUTE 125 (SOUTH MAIN ST), FROM BOSTON ROAD TO BASILIERE BRIDGE & SALEM STREET, FROM SOUTH MAIN STREET TO PEABODY STREET	4	STP	\$3,814,835	FFY 2010
PART 1A3 FEDERAL-AID HSIP TARGET PROJECTS						
	N. And.	NORTH ANDOVER Design of Intersection Improvements at Mass Ave. and Route 125	4	HSIP	\$442,956	FFY 2010
PART 1B FEDERAL-AID STATE CATEGORY BRIDGE PROJECTS:						
602321	Ame.	AMESBURY- BRIDGE REPLACEMENT, A-07-015, R STREET OVER THE BACK RIVER	4	BR	\$2,014,251	CONSTRUCTION
105202	And.	ANDOVER- BRIDGE DECK REPLACEMENT, A-09-038, ROUTE 28 OVER ROUTE 125	4	BR	\$7,665,860	FFY 2010
600988	Grov./ Hav.	GROVELAND- HAVERHILL- BRIDGE REPLACEMENT, G-15-001=H-12-012, ROUTE 97 & ROUTE 113 OVER THE MERRIMACK RIVER (BATES BRIDGE)	4	BR	\$6,000,000	CONSTRUCTION
602299	Law.	LAWRENCE- BRIDGE REPLACEMENT, (PED) L-04-017 & (NEW) L-04-051, CANAL STREET OVER THE SPICKETT RIVER	4	BR	\$14,452,233	FFY 2010
PART 1C FEDERAL-AID NON-TARGET PROJECTS:						
SLU 4278	Hav.	Construct Haverhill Intermodal Center Access and Vehicle Capacity Improvements (SAFETEA-LU #4278) Federal HPP Earmarks FFY 2005 = \$510,000 + FFY 2006 = \$516,780 + FFY 2007 = \$540,000 + FFY 2008 = \$552,000 + FFY 2009 = \$522,000 (from MassHighway %OA estimate for 2008 = 92% and 2009 = 87%) (Part of Haverhill Intermodal Transit Parking Improvements Total Cost = \$6,597,028(FA) + \$1,649,257(NFA)=\$8,246,285)	4	HPP	\$3,300,975	ONGOING

**PART C. 6. STATUS ON IMPLEMENTATION OF FFY 2010 TIP PROJECTS
FFY 2010 HIGHWAY PROJECT LIST (CONT.)**

July 13, 2010 Status of Projects from May 2010 AMENDMENTS TO FY 2010-2013 TIP Highway Project List

ID	Location	Project Description	Highway District	Fund. Cat.	Estimated Total Project Cost	Status as of July 13, 2010
PART 1C	(CONT.) FEDERAL-AID NON-TARGET PROJECTS:					
605758	Hav.	HAVERHILL- DOWNTOWN STREETSCAPE ON WASHINGTON STREET AND WINGATE STREET	4	TCSP	\$356,250	FFY 2010
605180	Meth.	METHUEN- SIGNAL IMPROVEMENTS ON ROUTE 110 @ RIVERSIDE DRIVE & BOLDUC STREET (SHORT TERM IMPROVEMENTS TO METHUEN ROTARY)	4	HPP	\$673,124	ADVERTISED
	MRTA	ARRA Funding for Amesbury Transportation Center (funds to be transferred to Transit section) *T	4	ARRA/ Flex	\$720,266	
602736	N. And.	NORTH ANDOVER- HIGHWAY RECONSTRUCTION ON ANDOVER STREET, OSGOOD STREET & MASSACHUSETTS AVENUE	4	HPP	\$187,304	COMPLETE
	Nat'l Wild.	U.S. Fish and Wildlife Service, Parker River Nat'l Refuge Visitor Center Bridge (Construction)	4	Refuge Roads	\$80,000	COMPLETE
	Nat'l Wild.	U.S. Fish and Wildlife Service, Rehabilitation and paving of Parker River Road in Parker River Nat'l Wildlife Refuge: Prelim. Engineering	4	HPP	\$224,975	
HPP 843	Sal., Npt., Nwb, Geo, Bx.	Design, engineer, permit and construct Border to Boston Bikeway trail project (SAFETEA-LU #843). Federal HPP Earmark: \$800,000 x %OA= \$718,000 in Federal funds available.	4	HPP	\$897,500	FFY 2010
PART 1D	FEDERAL-AID MAJOR INFRASTRUCTURE AND OTHER STATE CATEGORY PROJECTS (ML, IM & STATEWIDE CMAQ) PROJECTS					
605584	And/ Tew/ Wil	ANDOVER- TEWKSBURY- INTERSTATE MAINTENANCE & RELATED WORK ON I-93	4	IM	\$12,492,800	CONSTRUCTION
PART 2A	NFA OTHER PROJECTS:					
600214	Hav.	HAVERHILL- RECONSTRUCTION OF ROUTE 125 (SOUTH MAIN ST), FROM BOSTON ROAD TO BASILIERE BRIDGE & SALEM STREET, FROM SOUTH MAIN STREET TO PEABODY STREET	4	NFA	\$14,596,160	FFY 2010

PART C. 6. STATUS ON IMPLEMENTATION OF FFY 2010 TRANSIT TIP PROJECTS
July 12, 2010 Status of Projects from May 2010 AMENDMENTS TO FY 2010-2013 TIP Transit Project List

<u>Proj. #</u>	<u>Project Description</u>	<u>Federal Funding</u>	<u>State Funding</u>	<u>Other Funding</u>	<u>Estimated Total Project Cost</u>	<u>Fund. Cat.</u>	<u>Project Status as of July 12, 2010</u>
SECTION 5307:							
	Provision of Federal and Local assistance to MVRTA Sec. 07 Cap PM	\$1,748,144	\$0	\$437,036	\$2,185,180	Sect 5307	Complete
	Provision of Federal and Local assistance to MVRTA Sec. 07 Cap ADA	\$704,500	\$0	\$176,125	\$880,625	Sect 5307	Complete
	Funding of short-range tranist planning activities by MVPC	\$40,000	\$0	\$10,000	\$50,000	Sect 5307	Ongoing
	Funding of short-range tranist planning activities by MVRTA	\$40,000	\$0	\$10,000	\$50,000	Sect 5307	Ongoing
	Replace 9 Model Year 2002 Paratransit Vehicles with New	\$468,000	\$117,000	\$0	\$585,000	Sect 5307	Complete
	Replacement of five 1996 Gillig buses and 11 1999 Gillig buses with New Buses (Section 5307 = \$4,349,200 + \$1,087,300 match) + (FFY 2008 Section 5309 Bus Discretionary earmark funds = \$392,000 + \$98,000 match) = Total Project Cost = \$5,926,500	\$4,349,200	\$1,087,300	\$0	\$5,436,500	Sect 5307	Ongoing
	Replace 2002 Model Year Farebox System	\$880,000	\$220,000	\$0	\$1,100,000	Sect 5307	Ongoing
FTA - 2	Bus Station Relocation Haverhill (Final Design)	\$960,000	\$240,000	\$0	\$1,200,000	Sect 5307	Ongoing
	Haverhill: Construct Intermodal Transit Parking Improvements. (Part of Haverhill Intermodal Transit Parking Improvements Total Cost = \$6,597,028 (FA) + \$1,649,257 (NFA) = \$8,246,285	\$1,000,000	\$250,000	\$0	\$1,250,000	Sect 5307	Ongoing
SECTION 5309 BUS and BUS RELATED FACILITIES:							
	Replacement of five 1996 Gillig buses and 11 1999 Gillig buses with New Buses (Section 5307 = \$4,349,200 + \$1,087,300 match) + (FFY 2008 Section 5309 Bus Discretionary earmark funds = \$392,000 + \$98,000 match) = Total Project Cost = \$5,926,500	\$392,000	\$98,000	\$0	\$490,000	Sect 5309	Ongoing
	Haverhill: Construct Intermodal Transit Parking Improvements. (Part of Haverhill Intermodal Transit Parking Improvements Total Cost = \$6,597,028(FA)+\$1,649,257(NFA) = \$8,246,285)	\$475,000	\$118,750		\$593,750	Sect 5309	Ongoing
SLU - 124	Haverhill: Construct Intermodal Transit Parking Improvements Federal Section 5309 Earmarks FFY 2008 = \$1,217,216 + FFY 2009 = \$1,264,032 for a Total SAFETEA-LU #124 Section 5309 Earmark = \$2,481,248 (Part of Haverhill Intermodal Transit Parking Improvements Total Cost = \$6,597,028(FA)+\$1,649,257(NFA) = \$8,246,285)	\$2,481,248	\$620,312		\$3,101,560	Sect 5309	Ongoing
	Provision of FY 2009 and 2010 operating assistance to MVRTA	\$720,266			\$720,266	ARRA	Complete
	Capital Funding for Amesbury Transportation Center	\$720,266			\$720,266	ARRA/ Flex	Ongoing

PART C. 7. STATEWIDE PROJECTS FFY 2011-2014

		Federal Funds	State Funds	Total Cost	Funding Category
FY 2011	Statewide Infrastructure Program	4,800,000	1,200,000	6,000,000	STP-Flex
	Statewide Safety Program	0	0	0	STP-Safety
	Statewide HSIP Program	4,500,000	500,000	5,000,000	
	Statewide Safe Routes to Schools Program	3,500,000	0	3,500,000	SRS
	Statewide CMAQ	10,000,000	2,500,000	12,500,000	CMAQ
	Statewide Transportation Enhancement Program	2,800,000	700,000	3,500,000	STP-Enh
	Statewide Recreational Trails	626,400	156,600	783,000	
	Statewide ITS (Includes I-91 A/C \$4.7 M)	9,300,000	2,325,000	11,625,000	CMAQ
	Statewide Design and Right of Way	0	0	0	STP-Flex
	Statewide Interstate Maintenance Program	63,000,000	7,000,000	70,000,000	IM
	Statewide NHS Preservation Program	11,600,000	2,900,000	14,500,000	NHS
	Statewide Railroad Grade Crossing Improvements	400,000	100,000	500,000	STP-Safety
	Statewide Transit	25,000,000	6,250,000	31,250,000	
	Statewide Bridge Replac/Rehab Program	\$97,186,662	\$24,296,666	\$121,483,328	BR- On/Off
	Statewide Bridge Inspection Program	\$5,000,000	\$1,250,000	\$6,250,000	BR- On/Off
	Statewide Other	\$53,400,000	13,350,000	66,750,000	
	Subtotal Statewide Infrastructure	291,113,062	62,528,266	353,641,328	
FY 2012	Statewide Infrastructure Program	1,200,000	300,000	1,500,000	STP-Flex
	Statewide Safety Program	0	0	0	STP-Safety
	Statewide HSIP Program	2,250,000	250,000	2,500,000	
	Statewide Safe Routes to Schools Program	3,500,000	0	3,500,000	SRS
	Statewide CMAQ	7,600,000	1,900,000	9,500,000	CMAQ
	Statewide Transportation Enhancement Program	2,800,000	700,000	3,500,000	STP-Enh
	Statewide Recreational Trails	626,400	156,600	783,000	
	Statewide ITS	5,100,000	2,325,000	11,625,000	CMAQ
	Statewide Design and Right of Way	0	0	0	STP-Flex
	Statewide Interstate Maintenance Program	63,000,000	7,000,000	70,000,000	IM
	Statewide NHS Preservation Program	9,600,000	2,900,000	14,500,000	NHS
	Statewide Railroad Grade Crossing Improvements	400,000	100,000	500,000	STP-Safety
	Statewide Transit	20,000,000	6,250,000	31,250,000	
	Statewide Bridge Replac/Rehab Program	93,436,662	22,609,166	113,045,828	BR- On/Off
	Statewide Bridge Inspection Program	5,000,000	1,250,000	6,250,000	BR- On/Off
	Statewide Other	53,400,000	13,350,000	66,750,000	
	Subtotal Statewide Infrastructure	267,913,062	57,040,766	324,953,828	
FY 2013	Statewide Infrastructure Program	4,800,000	1,200,000	6,000,000	STP-Flex
	Statewide Safety Program	0	0	0	STP-Safety
	Statewide HSIP Program	4,500,000	500,000	5,000,000	
	Statewide Safe Routes to Schools Program	3,500,000	0	3,500,000	SRS
	Statewide CMAQ	5,000,000	1,250,000	6,250,000	CMAQ
	Statewide Transportation Enhancement Program	400,000	100,000	500,000	STP-Enh
	Statewide Recreational Trails	626,400	156,600	783,000	
	Statewide ITS	5,000,000	1,250,000	6,250,000	CMAQ
	Statewide Design and Right of Way	2,400,000	600,000	3,000,000	STP-Flex
	Statewide Interstate Maintenance Program	63,000,000	7,000,000	70,000,000	IM
	Statewide NHS Preservation Program	7,343,000	1,835,750	9,178,750	NHS
	Statewide Railroad Grade Crossing Improvements	400,000	100,000	500,000	STP-Safety
	Statewide Transit				
	Statewide Bridge Replac/Rehab Program	97,186,662	24,296,666	121,483,328	BR- On/Off
	Statewide Bridge Inspection Program	5,000,000	1,250,000	6,250,000	BR- On/Off
	Statewide Other	53,400,000	13,350,000	66,750,000	
	Subtotal Statewide Infrastructure	252,556,062	52,889,016	305,445,078	
FY 2014	Statewide Infrastructure Program	4,800,000	1,200,000	6,000,000	STP-Flex
	Statewide Safety Program	0	0	0	STP-Safety
	Statewide HSIP Program	4,500,000	500,000	5,000,000	
	Statewide Safe Routes to Schools Program	3,500,000	0	3,500,000	SRS
	Statewide CMAQ	5,000,000	1,250,000	6,250,000	CMAQ
	Statewide Transportation Enhancement Program	400,000	100,000	500,000	STP-Enh
	Statewide Recreational Trails	626,400	156,600	783,000	
	Statewide ITS	5,000,000	1,250,000	6,250,000	CMAQ
	Statewide Design and Right of Way	2,400,000	600,000	3,000,000	STP-Flex
	Statewide Interstate Maintenance Program	63,000,000	7,000,000	70,000,000	IM
	Statewide NHS Preservation Program	7,343,000	1,835,750	9,178,750	NHS
	Statewide Railroad Grade Crossing Improvements	400,000	100,000	500,000	STP-Safety
	Statewide Transit				
	Statewide Bridge Replac/Rehab Program	97,186,662	24,296,666	121,483,328	BR- On/Off
	Statewide Bridge Inspection Program	5,000,000	1,250,000	6,250,000	BR- On/Off
	Statewide Other	54,400,000	13,600,000	68,000,000	
	Subtotal Statewide Infrastructure	253,556,062	53,139,016	306,695,078	

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PART C.8.

AIR QUALITY CONFORMITY DETERMINATION

Background

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, 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 April 2002, the cities of Lowell, Waltham, Worcester and Springfield were re-designated to attainment for carbon monoxide with EPA-approved limited maintenance plans. In April 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). The most recent prior conformity determination occurred in the summer of 2007, when the Federal Highway Administration (FHWA) – in consultation with the Environmental Protection Agency (EPA New England) and the Massachusetts Department of Environmental Protection (DEP) – confirmed that all 13 of the RTPs for the year 2007 in Massachusetts were in conformity with the Massachusetts State Implementation Plan (SIP). A brief summary of major conformity milestones in recent years is as follows (more details are provided in the 2007 RTPs and related documents):

Between 2003 and 2006, several new conformity determinations were made that were triggered by various events, including: The 2003 regional transportation plans, a change in designation from the one-hour ozone standard to an eight-hour ozone standard, and various changes to regional TIPs that involved reprogramming transportation projects across analysis years.

In 2007, air quality analyses were conducted on behalf of all the 2007 Regional Transportation Plans (RTPs), the purposes of which were to evaluate the RTPs' air quality impacts on the SIP. Conformity determinations were performed to ensure that all regionally significant projects were included in the RTPs. The Massachusetts Department of Transportation found the emission levels from the 2007 Regional Transportation Plans to be in conformance with the SIP. Each MPO had certified (and continues to certify) that all activities outlined in its Plan 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.

On April 2, 2008, EPA found that the 2008 and 2009 motor vehicle emissions budgets 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 motor vehicle emission budgets 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 EPA's adequacy finding, these budgets are required to be used for this and future conformity determinations.

Conformity Test

The conformity test is to show consistency with the emissions budgets set forth in the SIP, and to contribute to reductions in CO nonattainment areas. In addition, the format of the conformity test is determined by evolving regulations. These regulations set specific requirements for different time periods depending on the timeframe of the Commonwealth's SIP submittals to EPA. These periods are defined as follows:

Control Strategy Period: Once a control strategy SIP has been submitted to EPA, EPA has to make a positive adequacy determination of the mobile source emission budget before such budget can be used for conformity purposes. The conformity test in this period is consistency with the mobile source emission budget.

Maintenance Period is the period of time beginning when the Commonwealth submits and EPA approves a request for redesignation to an attainment area, and lasting for 20 years. The conformity test in this period is consistency with the mobile source emission budget.

Horizon years for regional and state model analyses have been established following 40 CFR 93.106(a) of the Federal Conformity Regulations. The years for which the regional and state transportation models were run for emission estimates are shown below:

- 2007: Milestone Year – This year is now being used by the statewide travel demand model as the new base year for calculation of emission reductions of VOCs and NOx.
- 2017: Milestone Year and Analysis Year: This year is used to show conformity with the 2009 emission budgets for ozone precursors in eastern Massachusetts
- 2020: Analysis Year
- 2030: Horizon Year – last forecast year of the regional transportation plan

Changes in Project Design since the Last Conformity Determination Analysis

The Commonwealth requires that any change in project design from the previous conformity determination for the region is identified. Changes that have occurred since the last conformity

determination in 2009 are as follows:

- The modeled base year has changed from 2000 to 2007.
- A new analysis year has been included in the conformity determination. An air quality analysis has been completed for 2017. This complies with the conformity guidelines for no more than ten years between analysis years (2007 base to 2017 analysis year).
- Emission factors have been developed for 2017 using Mobile 6.2 with inputs approved by DEP and EPA.
- New HPMS adjustment factors have been developed for the new 2007 base year.

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

The conformity regulations require that all model-based VMT be compared with the HPMS VMT to ensure that the region is in line with VMT and emission projections made by DEP. An adjustment factor that compares the 2007 HPMS VMT to the 2007 transportation model VMT has been developed. This adjustment factor is then applied to all modeled VOC and NO_x emissions for the years 2017 through 2030 to ensure consistency with EPA-accepted procedures.

$$\frac{9,420,000 \text{ (2007 HPMS VMT)}}{8,997,480 \text{ (2007 Modeled VMT)}} = 1.047 \text{ (Adjustment factor for Merrimack Valley MPO for VOC and NO}_x\text{)}$$

HPMS adjustment factors, calculated on a regional basis, are applied to the model output of future scenarios, and they change as base-year models are updated or improved, or as HPMS data is revised or updated.

The milestone and analysis year transportation model networks are composed of projects proposed in this 2011-2014 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

The Commonwealth requires that any changes in project design from the previous conformity determination for the region be identified. The last conformity determination was performed on the 2007 Regional Transportation Plan.

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

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

Analysis Year	Community	Project Description – Boston Region
2017	Bedford	Middlesex Turnpike Improvements Phase 3 – widening Plank St. to Manning
2017	Boston	East Boston Haul Road/Chelsea Truck Route (new grade separated roadway)
2017*	Boston	Fairmount Line Improvements, including new stations
2017*	Boston	Russia Wharf Ferry Terminal
2017	Boston Logan Airport	Consolidated Rental Car Facility (Boston Logan Airport)
2017	Canton	I-95 (NB)/Dedham Street Ramp/Dedham Street Corridor (new ramp with widening on Dedham St. from I-95 to University Ave.)
2017	Concord, Lincoln	Route 2/Crosby's Corner (grade separation)
2017	Hanover	Route 53 Final Phase (widening to 4 lanes between Rt 3 and Rt 123)
2017	Hudson	Route 85 (capacity improvements from Marlborough TL to Rt 62)
2017	Marshfield	Route 139 Widening (to 4 lanes between School St. and Furnace St.)
2017	Quincy	Quincy Center Concourse, Phase 2 (new roadway: Parking Way to Hancock
2017	Revere	Wonderland Parking Garage
2017	Salem	Bridge Street (widening to 4 lanes between Flint and Washington St.)
2017*	Regionwide	1000 Additional Park and Ride Spaces
2017	Somerville	Assembly Square Orange Line Station
2017	Somerville	Assembly Square Roadways (new and reconfigured)
2017*	Somerville, Cambridge	Green Line Extension from Lechmere Station to College Avenue
2017	Weymouth, Hingham, Rockland	South Weymouth Naval Air Station Access Improvements
2017	Weymouth	Route 18 Improvements (widening between Rt 3 and Rt 139)
2017	Woburn	Montvale Avenue (widening between Central St. to east of Washington St.)
2020	Boston	Sullivan Square Improvements
2020	Braintree	Braintree Split - I-93/Route 3 Interchange
2020	Somerville, Medford	Green Line Extension from College Ave. to Mystic Valley Parkway (Route 16)
2020	Wilmington	Tri-Town Interchange (new "Lowell Junction" interchange on I-93 between Route 125 and Dascomb Rd.)
2020	Woburn	New Boston Street Bridge (reestablish connection over MBTA Lowell line)
2030	Boston	Rutherford Avenue (new 4 lane bypass road)
2030	Canton	I-95/I-93 Interchange (new direct connect ramps)
2030	Framingham	Route 126/135 Grade Separation
2030	Malden, Revere, Saugus	Route 1 (widening from 4 to 6 lanes between Copeland Circle and Rt. 99)
2030	Newton, Needham	Needham Street/Highland Avenue (includes widening Charles River Bridge)
2030	Reading, Woburn, Stoneham	I-93/I-95 Interchange (new direct connect ramps)
TBD*	Boston	Red Line/Blue Line Connector – Design Only
Analysis Year	Community	Project Description - Cape Cod Region
2020	Barnstable	Barnstable Airport Access
2020	Barnstable	Yarmouth Rd. /Rt 28 (widening to 4 lanes) with Hyannis Rotary improvements
2030	Bourne	Bourne Rotary Long-Term Improvements
2030	Bourne, Sandwich	Bourne-Sandwich Parkway (widening to 4 lanes)
Analysis Year	Community	Project Description - Central Massachusetts Region
2020	Charlton, Oxford	Route 20 Widening
2020	Auburn, Shrewsbury, Worcester	Route 20 Widening – selected locations
2020	Worcester	I-290 / Vernon St. / Kelley Square (new interchange and square realignment)
2030	Millbury, Sutton	Route 146 Improvements – add frontage roads to create limited access roadway between a new interchange (at Boston Rd.) and existing I-90 interchange

Analysis Year	Community	Project Description – Martha’s Vineyard Region
n/a	n/a	None
Analysis Year	Community	Project Description – Merrimack Valley Region
2017	Amesbury	Route 110 from I-495 to I-95 (widen from 2 lanes to 4)
2017	Georgetown	Georgetown Industrial Park Access Road from Route 133
2017	Lawrence	I-495 over Merrimack River (widening and add new ramps)
2020	Andover	Burt Road extension – improve access to Route 125
2020	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.
2020	Lawrence	Route 114 (widening from I-495 to Waverly Road)
2020	Methuen	Route 110/113 (Methuen Rotary – new interchange ramps at I-93)
2020	Newburyport, Amesbury	I-95 over Merrimack River (Whittier Bridge widening from 6 to 8 lanes)
2030	Andover, Methuen	I-93 – widening to 4 travel lanes in each direction from I-495 to NH line
2030	Newburyport	Hale Street Industrial Park access from I-95
Analysis Year	Community	Project Description – Montachusett Region
2017	Fitchburg	New Wachusett Commuter Rail Station
2020	Athol	New Interchange on Route 2 at South Athol Road
2020	Fitchburg, Leominster, Sterling	Routes 12 and 13 (various improvements to on and off ramps)
Analysis Year	Community	Project Description – Nantucket Region
n/a	n/a	None
Analysis Year	Community	Project Description – Northern Middlesex Region
2017	Billerica	Middlesex Turnpike Improvements Phase 3 – widening Plank St. to Manning
2020	Tewksbury	Tri-Town Interchange (new “Lowell Junction” interchange on I-93 between Route 125 and Dascomb Rd.)
Analysis Year	Community	Project Description – Old Colony Region
2020	Abington	Route 18 - Widening to 4 Lanes from Route 139 to Highland Place
2020	Brockton	Route 123 - Widen from Route 24 to Linwood Street
2030	Bridgewater	Route 24 - Add Northbound Slip Ramp from Route 104 WB to Route 24 NB
2030	Brockton	Main Street, Warren Avenue, Spring Street, West Elm Street, Belmont Street - Reestablish Two-Way Circulation
2030	Kingston, Plymouth	Route 3 - Widening from 4 to 6 Lanes between Hingham and Rt 44
2030	Plymouth	Route 25 - Add New Interchange Before Exit 1 and connect to Bourne Road
2030	Plymouth	Route 3 - Add NB Off-ramp to Plimouth Plantation Hwy. and SB On/off Ramp to Camelot Dr.
2030	Plymouth	Route 3 - Add Northbound on-Ramp at Long Pond Road (Exit 5)
2030	West Bridgewater	Route 106 - Widening from 2 to 4 Lanes between Route 24 and Route 28

Analysis Year	Community	Project Description – Southeastern Massachusetts Region
2017	Fall River, Somerset	New Brightman Street Bridge - capacity improvements to 4 lane divided facility
2020	Dartmouth	Route 6 (Faunce Corner Rd) / I-195 Interchange - Bridge Widening to 5 Lanes
2020	Freetown	Route 24 - New Interchange (Exit 8 ½)
2020	Mansfield	Route 140 / I-495 New Southbound On-Ramp
2020	Middleborough	Route 44 - Widening from Rt 24 to Rt 58 and Remove Middleboro Rotary
2030	Fall River	Route 79/Davol Street (interchange improvements and new traffic circulation)
2030	New Bedford	Kings Highway - Corridor Widening
2030	Taunton	Route 24 / 140 - Interchange Reconstruction
2030	Taunton, Raynham	Route 24 - Widening from Route 140 to I-495

Note: * = Listed as SIP Commitment (State Implementation Plan)

Air Quality Conformity Analysis

Additional specific information regarding the analysis and modeling methods, latest planning assumptions, and consultation procedures are all detailed in the 2007 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.

Using the latest planning assumptions, the Massachusetts Department of Transportation, Office of Transportation Planning, estimated the emissions for VOC and NO_x for all areas and all MPOs through a combination of the statewide and selected regional travel demand models (and with assistance from MPO staff). 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 NO_x 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 NO_x emissions from all Action scenarios are less than the VOC and NO_x 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	(MVMPO) Action Emissions	Eastern MA Action Emissions	Budget	Difference (Action – Budget)
2007	n/a	86.558	n/a	n/a
2017	2.5924	41.389	63.50	-22.111
2020	2.4447	34.293	63.50	-29.207
2030	2.4252	32.157	63.50	-31.343

TABLE 2

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

Year	(MVMPO) Action Emissions	Eastern MA Action Emissions	Budget	Difference (Action – Budget)
2007	n/a	234.850	n/a	n/a
2017	4.4598	66.418	174.96	-108.542
2020	3.3730	50.694	174.96	-124.266
2030	2.9914	34.259	174.96	-140.701

This 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 Merrimack Valley MPO has found the emission levels from this FY 2011-2014 TIP – in combination with the emission levels from the other MPOs in its nonattainment area – demonstrate conformity with the SIP. Therefore, the FFY 2011 - 2014 Transportation Improvement Program (TIP) is in conformity with the SIP where required.

PART C. 9. SPECIAL EFFORTS - ADA

Projects Required for Implementation of ADA

Another requirement of 23 CFR 450.324 is that projects required for the implementation of the Americans with Disabilities Act (ADA) should be so marked. There are no projects in this TIP listing that are required for the implementation of the Americans with Disabilities Act and therefore no projects are marked as such. There are projects to replace existing accessible transit vehicles with new accessible transit vehicles, but these are replacements not implementations.

APPENDIX A and B: OTHER REGIONAL PRIORITIES

APPENDIX A: OTHER REGIONAL PRIORITY BRIDGE PROJECTS
Merrimack Valley Metropolitan Planning Organization
FY 2011-2014 Transportation Improvement Program
Implementing Agency: MassDOT

**BRIDGES THAT DO NOT FIT INTO FISCALLY CONSTRAINED TARGETS
AND THEREFORE HAVE NO FUNDING AVAILABLE IN ANY YEAR:**

<u>ID</u>	<u>Location</u>	<u>Project Description</u>	<u>Highway District</u>	<u>Fund. Cat.</u>	<u>Estimated Total Project Cost</u>
603682	AMES.	AMESBURY- BRIDGE REPLACEMENT, A-07-026, ROUTE I-495 (NB & SB) OVER THE BIKEWAY (ABANDONED B&M RR LINE)	4		\$3,141,150
	AND.	ANDOVER - REHAB. BRIDGE (A-09-001) ROUTE 28 (NORTH MAIN STREET) OVER THE SHAWSHEEN RIVER	4		
605418	AND.	ANDOVER- BRIDGE PRESERVATION, A-09-028, CHANDLER ROAD OVER I-93	4		
601986	AND.	ANDOVER- BRIDGE REPLACEMENT, A-09-011, STATE ROUTE 28 (NORTH MAIN STREET) OVER MBTA RR	4		\$4,986,948
605107	HAV.	HAVERHILL- BRIDGE PRESERVATION, H-12-007, STATE ROUTE 125 (BRIDGE STREET/BASILIERE BRIDGE) OVER THE MERRIMACK RIVER	4		\$13,943,400
603493	HAV.	HAVERHILL- BRIDGE REHABILITATION, H-12-025, ROUTE 125 (BRIDGE STREET) OVER THE B&M RAILROAD	4		\$2,986,552
602892	HAV.	HAVERHILL- BRIDGE REPLACEMENT, H-12-023, NORTH AVENUE OVER SNOWS BROOK	4		\$505,842
603659	LAW.	LAWRENCE- BRIDGE REPLACEMENT, L-04-024, SALEM STREET OVER THE MBTA, AMTRAK & GUILFORD RAILROAD	4		\$2,980,000
	LAW.	LAWRENCE- REHAB. BRIDGE (L-04-002) AMESBURY ST. OVER THE MERRIMACK RIVER AND ACCESS RD.	4		
	LAW.	LAWRENCE- REHAB. BRIDGE (L-04-042) SOUTH UNION CONNECTOR OVER SOUTH ST.	4		

APPENDIX B: OTHER REGIONAL PRIORITY ROADWAY PROJECTS
Merrimack Valley Metropolitan Planning Organization
FY 2011-2014 Transportation Improvement Program By Town

**PROJECTS THAT DO NOT FIT INTO FISCALLY CONSTRAINED TARGETS
AND THEREFORE HAVE NO FUNDING AVAILABLE IN ANY YEAR:**

ID	Location	Project Description	Highway District	Fund. Cat.	Estimated Total Project Cost
602418	AMES.	AMESBURY- RECONSTRUCTION OF ELM STREET	4		\$7,000,000
605694	AND/ N.AND.	ANDOVER, NORTH ANDOVER - ROUTE 125, RESURFACING AND RELATED WORK	4		\$8,101,110
604951	AND.	ANDOVER- NOISE BARRIER CONSTRUCTION ON I-93 (NB)	4		\$4,000,000
605199	AND/ TEWKES/ WIL.	ANDOVER- TEWKSBURY- WILMINGTON- NEWINTERCHANGE CONSTRUCTION ON I-93 BETWEEN INTERCHANGES 41 & 42	4		\$147,584,864
	BOX.	BOXFORD- RECONSTRUCT ROUTE 133 FROM N. AND. TO GEORGETOWN (3.5 MILES)	4		\$4,276,000
	BOX.	BOXFORD- RECONSTRUCT ROUTE 97 FROM GEORGETOWN TO TOPSFIELD (2 miles)	4		\$3,785,600
604950	GEORGE.	GEORGETOWN- PARK & RIDE CONSTRUCTION AT I-95 AND ROUTE 133 INTERCHANGE	4		\$3,275,000
602843	GEORGE.	GEORGETOWN- RECONSTRUCTION ON ROUTE 97 (W. MAIN STREET) FROM MOULTON STREET TO GROVELAND T.L.	4		\$4,400,000
605114	GROV.	GROVELAND- REHABILITATION OF ROUTE 97 (SCHOOL STREET & SALEM STREET)	4		\$7,036,700
	HAV.	HAVERHILL- ROUTE 125 THREE INTESECTION IMPROVEMENTS	4		\$2,500,000
602339	HAV.	HAVERHILL- HISTORIC WATERFRONT WALKWAY PHASE II (CONSTRUCTION)	4		\$3,110,184
	HAV.	HAVERHILL- INTERSECTION IMPROVEMENTS ROUTE 110 AND ELLIOT WAY	4		
605690	HAV.	HAVERHILL- RESURFACING & RELATED WORK AT VARIOUS LOCATIONS (14 LOCATIONS)	4		\$3,000,000
605720	HAV.	HAVERHILL- RIVERWALK CONSTRUCTION (BRADFORD SECTION) FROM ROUTE 125 TO COUNTY ROAD	4		\$2,300,000

APPENDIX B: (CONT.) OTHER REGIONAL PRIORITY ROADWAY PROJECTS

PROJECTS THAT DO NOT FIT INTO FISCALLY CONSTRAINED TARGETS
AND THEREFORE HAVE NO FUNDING AVAILABLE IN ANY YEAR:

<u>ID</u>	<u>Location</u>	<u>Project Description</u>	<u>Highway District</u>	<u>Fund. Cat.</u>	<u>Estimated Total Project Cost</u>
	HAV.	HAVERHILL- ROCKS VILLAGE BRIDGE ENHANCEMENT PROJECT CONSTRUCTION	4		\$201,370
	HAV.	HAVERHILL- SIGNALIZE ROUTE 97 BROADWAY AND FORREST ST.	4		
	HAV.	HAVERHILL- SIGNALIZE ROUTE 97 BROADWAY AND LAKE ST.	4		
602939	HAV.	HAVERHILL- TRAFFIC SIGNAL UPGRADE ROUTE 125 AT FERRY	4		
	HAV.	HAVERHILL- WIDEN ROUTE 97 BROADWAY FROM COMPUTER DRIVE TO FORREST ST.	4		
	LAW.	LAWRENCE- RECONSTRUCT MERRIMACK ST. FROM PARKER ST. TO SOUTH UNION ST.	4		
605023	MERR.	MERRIMAC- EMERGENCY RELIEF PROGRAM, M-16-001 (CULVERT), RIVER ROAD OVER COBBLER'S BROOK	4		\$259,920
604980	MERR.	MERRIMAC- RECONSTRUCTION OF RIVER ROAD (EMERGENCY RELIEF)	4		\$587,740
605689	MERR.	MERRIMAC- RESURFACING & RELATED WORK ON ROUTE 110	4		\$967,620
605181	METH.	METHUEN- INTERCHANGE RECONSTRUCTION ON I-93 AT ROUTE 110/113 ROTARY	4		\$110,000,000
	N. AND	NORTH ANDOVER- RECONSTRUCTION OF MASS. AVE AND SIDEWALKS (FROM OSGOD ST. TO I-495)	4		\$2,657,170
	N. AND	NORTH ANDOVER- SIGNALS AND TURN LANES AT MASS. AVE AND I-495 NB and SB RAMPS	4		
605730	N. AND	NORTH ANDOVER- TRAFFIC SIGNAL BETTERMENT @ 8 LOCATIONS ALONG ROUTE 125	4		\$943,627
	N. AND	NORTH ANDOVER - MACHINE SHOP VILLAGE IMPROVEMENTS	4		\$4,191,308
	NBYPT.	NEWBURYPORT- PROMDE ACCESS FROM I-95 TO HALE ST.	4		\$5,769,855
	SALIS.	SALISBURY- CONSTRUCT PORTION OF BORDER-TO-BOSTON TRAIL(NORTHERN 2.5 MILES OF TRAIL IN SALISBURY)	4		
602202	SALIS.	SALISBURY- RECONSTRUCTION OF ROUTE 1 (LAFAYETTE ROAD)	4		\$3,600,000
605735	SALIS.	SALISBURY- TRAFFIC SIGNAL BETTERMENTS AT 4 LOCATIONS	4		\$1,084,887

APPENDIX C Transportation Evaluation Criteria Summary
For Selected Projects (FY 11-14) in the Merrimack Valley Region
Prepared by Merrimack Valley Planning Commission and MassDOT

FY	ID #	Project Description	Project Cost	AADT	Linear Lane Miles	Cost Effectiveness			Transportation		
						Cost Per Unit Change in Condition (\$1,000)	Cost Per AADT	Cost Per Linear Lane Mile (\$1,000)	Condition	Mobility	Safety & Security
OPP	605181	METHUEN- INTERCHANGE RECONSTRUCTION ON I-93 AT ROUTE 110/113 ROTARY	\$69,398,890	36300	NA	\$27,760	\$1,912	NA	2.50	3.00	2.33
OPP	NA	HAVERHILL ROUTE 125 THREE INTERSECTIONS	\$2,500,000	NA	NA	\$1,000	NA	NA	2.50	1.50	1.67
OPP	605199	ANDOVER- TEWSKBURY- WILMINGTON- NEW INTERCHANGE CONSTRUCTION ON I-93 BETWEEN INTERCHANGES 41 & 42	\$147,584,864	NA	NA	\$147,585	NA	NA	1.00	1.75	1.33
OPP	605730	NORTH ANDOVER- TRAFFIC SIGNAL BETTERMENT @ 8 LOCATIONS ALONG ROUTE 125	NA	NA	NA	NA	NA	NA	1.50	1.75	2.00
2010	600214	HAVERHILL- RECONSTRUCTION OF ROUTE 125 (SOUTH MAIN ST), FROM BOSTON ROAD TO BASILIERE BRIDGE & SALEM STREET, FROM SOUTH MAIN STREET TO PEABODY STREET	\$15,157,680	25600	4.08	\$7,579	\$592	\$3,715	2.00	1.50	1.00
2010	605816	SALISBURY- RAIL-TRAIL CONNECTOR CONSTRUCTION TO THE ROUTE 1 (GILLIS) BRIDGE	\$583,280	NA	NA	\$1,167	NA	NA	0.50	1.75	1.00
2014	602343	AMESBURY - POWWOW RIVERWALK CONSTRUCT. PHASE I INC. PED BRIDGE	\$1,800,000	NA	NA	\$3,600	NA	NA	0.50	0.50	0.67
2013	602469	MERRIMAC- RECONSTRUCTION OF ROUTE 110 (WEST MAIN STREET/EAST MAIN STREET), FROM 400 FEET WEST OF ORCHARD STREET TO BROAD STREET	\$3,105,000	8300	1.24	\$1,553	\$374	\$2,504	2.00	0.50	1.00
OPP	605730	NORTH ANDOVER- TRAFFIC SIGNAL BETTERMENT @ 8 LOCATIONS ALONG ROUTE 125	\$943,627	NA	NA	\$629	NA	NA	1.50	1.00	1.00
OPP	602418	AMESBURY- RECONSTRUCTION OF ELM STREET	\$7,000,000	11300	3.46	\$3,500	\$619	\$2,023	2.00	0.50	0.33
OPP	605690	HAVERHILL- RESURFACING & RELATED WORK AT VARIOUS LOCATIONS (14 LOCATIONS)	\$3,000,000	NA	15.4	\$2,000	NA	\$195	1.50	0.25	0.33
OPP	Prelim.	BOXFORD - ROUTE 133 RECONSTRUCTION	\$4,276,000	8500	7	\$2,138	\$503	\$611	2.00	0.50	0.67
OPP	602202	SALISBURY- RECONSTRUCTION OF ROUTE 1 (LAFAYETTE ROAD)	\$3,600,000	14400	4.8	\$2,400	\$250	\$750	1.50	0.50	1.33
2014	602033	AMESBURY- RECONSTRUCTION OF ROUTE 150	\$4,453,320	8700	1.6	\$2,227	\$512	\$2,783	2.00	0.25	1.00
OPP	605735	SALISBURY- TRAFFIC SIGNAL BETTERMENTS AT 4 LOCATIONS	\$1,084,890	NA	NA	\$1,085	NA	NA	1.00	1.00	0.67
OPP	602339	HAVERHILL - HISTORIC WALKWAY PHASE II	\$3,110,184	NA	NA	NA	NA	NA	0.00	1.00	0.67
SW	604950	GEORGETOWN- PARK & RIDE CONSTRUCTION AT I-95 AND ROUTE 133 INTERCHANGE	\$3,275,000	NA	NA	NA	NA	NA	0.00	1.75	0.00
OPP	605720	HAVERHILL- RIVERWALK CONSTRUCTION (BRADFORD SECTION) FROM ROUTE 125 TO COUNTY ROAD	\$2,279,718	NA	NA	NA	NA	NA	0.00	1.00	0.33
OPP	605694	ANDOVER, NORTH ANDOVER - ROUTE 125, RESURFACING AND RELATED WORK	\$8,101,110	20400	18.52	\$4,051	\$397	\$437	2.00	0.25	0.33
OPP	605689	MERRIMAC- RESURFACING & RELATED WORK ON ROUTE 110	\$1,333,560	8300	1.58	\$1,334	\$161	\$844	1.00	0.75	0.67
OPP	Prelim.	BOXFORD - RECONSTRUCTION OF ROUTE 97	\$3,785,600	8300	2.14	NA	\$456	\$1,769	0.00	0.00	0.00

*NI = Not enough information to rate the project, project likely has not been submitted to MassDOT District 4

*NR = Not Rated = the project was not rated because it is still being designed, or is being re-designed, and there is currently not enough design detail available

Source: FY 2011-2014 Transportation Improvement Program: Federal-Aid Target Authority Projects and Other Priority Projects

NA = Not Applicable. OPP = Other Priority Projects. Sw = Being Funded with Statewide CMAQ funds.

APPENDIX D

FY 2011-2014 TIP

Key to Maps Showing Locations of Transportation Projects

Map Number	Project Number	City/Town	Project Description
1	602033	AMESBURY	AMESBURY- RECONSTRUCTION OF ROUTE 150
1	602343	AMESBURY	AMESBURY- POWWOW RIVERWALK CONSTRUCTION, FROM MAIN STREET TO WATER STREET, INCLUDES PED BRIDGE A-07-034 (PHASE I)
1	602469	MERRIMAC	MERRIMAC- RECONSTRUCTION OF ROUTE 110 (WEST MAIN STREET/EAST MAIN STREET), FROM 400 FEET WEST OF ORCHARD STREET TO BROAD STREET
2	605199	ANDOVER / METHUEN	ANDOVER- TEWSKURY- WILMINGTON- NEW INTERCHANGE CONSTRUCTION ON I-93 BETWEEN INTERCHANGES 41 & 42
3	601096	AMESBURY/ NEWBURYPORT	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
3	605816	SALISBURY	SALISBURY- RAIL-TRAIL CONNECTOR CONSTRUCTION TO THE ROUTE 1 (GILLIS) BRIDGE
4	600988	GROVE/HAVERHILL	GROVELAND- HAVERHILL- BRIDGE REPLACEMENT, G-15-001=H-12-012, ROUTE 97 & ROUTE 113 OVER THE MERRIMACK RIVER (BATES BRIDGE)
5	FTA-2	HAVERHILL	HAVERHILL - BUS STATION RELOCATION
5	600214	HAVERHILL	HAVERHILL- RECONSTRUCTION OF ROUTE 125 (SOUTH MAIN ST), FROM BOSTON ROAD TO BASILIERE BRIDGE & SALEM STREET, FROM SOUTH MAIN STREET TO PEABODY STREET
6	606175	NEWBURYPORT/ AMESBURY/ SALISBURY	NEWBURYPORT / AMESBURY / SALISBURY INTERSTATE MAINTENANCE RESURFACING AND RELATED WORK ON I-95
7	605598	HAVERHILL	HAVERHILL- INTERSTATE MAINTENANCE & RELATED WORK ON I-495

APPENDIX E

Comments Received on Draft FY 2011-2014 MVMPO TIP

Comments from MassDOT:

- (1) On the 2011 transit project listing, the line item for Replace Model 2006 Computer System, total cost of \$85,000 = \$68,000 federal + \$17,000 state funds, is not included in MassDOT list of transit projects receiving state match funds. Unless another source of match funding is determined, this item should be removed from the project listing.

Response: The project has been removed.

- (2) On the 2011 highway project listing, under Section 2B, the Haverhill/West Newbury – Rocks Village Bridge Rehabilitation project should be removed, as it is not an ABP-GANS project. The TIP reflects only those projects receiving federal funding.

Response: The project has been removed.

Comments from MVRTA:

- (1) On the 2012-2014 transit project listing update the PM and ADA funding amounts to reflect present projected budget.

Response: The funding amounts have been updated.

- (2) On the 2011 transit project listing, change the funding for the replacement of the 2005 Model Year Bus/Van Security Surveillance System total cost from \$700,000 to \$1,000,000 and the funding source from Section 5307 to Toll Credit funding.

Response: The funding amount and source has been updated.

- (3) On the 2011 transit project listing remove the project to Replace Model 2006 Computer System, total cost of \$85,000 = \$68,000 federal + \$17,000 state funds.

Response: The project has been removed.

Comments from Federal Highway Administration:

- (1) We note that, although the draft 2011 UPWP shows several safety studies that road safety audits will be conducted for, the draft TIP shows no HSIP eligible projects proposed for programming. We encourage MPO staff to work with DOT Planning and District personnel to develop such projects. With the safety studies noted above proposed for the 2011 UPWP, it seems that this will be addressed with the coming year.

Response: Yes, this will be addressed in the coming year.

- (2) Please see page 12, particularly Section 2B. The Haverhill / West Newbury project (061301) is shown as being programmed with NFA. Is this to be done using GANS funding? If so, please show GANS in the funding source field.

Response: No, it is not using GANS funding, the project has been removed from the list.

- (3) Referring to Page 17, the Amesbury project (602033) seems to be programmed over more than one year, showing 2013+ in the additional information column. Presumably, the Advance Construction programming technique is being implemented with this project. Please add the notation of AC-yr 1 in the additional information column and do the same on the 2014 element, showing AC-yr 2.

Response: The notation has been added.

- (4) On pages 37 and 40, please add the * symbol to the last two columns of the Financial Plan tables. These too are shown in Millions of dollars, as the asterisk symbolizes to the reader.

Response: The notation has been added.

Comments from Concerned Citizen:

- (1) There should be more bus service connecting from Lowell to the Lawrence Beach Routes on Saturdays and the two routes should be scheduled such that the Beach route bus does not leave until the Lowell passengers have an opportunity to board.
- (2) The bus station offices in Lawrence and Haverhill should be open throughout the day on Saturdays so that the bathrooms are open to the passengers and drivers.
- (3) At the Lawrence bus station, if there is a change in the location of where a bus is going to stop at the station, then there should be a sign indicating this in the original location of the stop. At some point a route was stopping outside of the station on the street, instead of coming into the station.

APPENDIX F

October 2010 Amendments to the FY 2011-2014 MVMPO TIP Endorsed Jan. 4, 2011

Border to Boston Bikeway

The project to fund the preliminary design of the Border to Boston Bikeway is added to Section 1C of the FY 2011 element of the FY 2011-2014 TIP since work will be performed on this task during the current federal fiscal year. This project will not impact the regional STP target for FFY 2011.

Changes to the State Bridge Program

Earlier this summer, MassDOT was informed by USDOT that the state would be receiving an additional \$31 million in federal obligational authority for FFY 2010 than had originally been assumed when the FFY 2010-2013 TIPs were being developed last summer. Given the limited amount of time available to utilize these funds, and concerns over the amount of funding that will be available to the Statewide Bridge Program in the coming years, Transportation Secretary Mullan made the decision to devote the bulk of this extra \$31 million in obligation authority to accelerate the paydown of Advance Construction (AC) balances for selected bridge projects in the Commonwealth. This would result in more funding being available for the Statewide Bridge Program in FFYs 2011-2014 since the AC payments now appearing in the STIP and the regions' TIPs could be reduced and shifted to that program.

One of the bridge projects that will receive a portion of this funding in FFY 2010 is the Bates Bridge replacement project in Haverhill/Groveland. The proposed revisions to the funding amounts shown for the Bates Bridge project in the current TIP are as follows:

<u>Year</u>	<u>Previously in TIP</u>	<u>October 2010 Amendment</u>
2011	\$12.0 million (\$9.6 federal; \$2.4 million state)	\$ 5 million (\$4.0 federal; \$1.0 million state)
2012	\$12.0 million (\$9.6 federal; \$2.4 million state)	\$ 5 million (\$4.0 federal; \$1.0 million state)
2013	\$12.0 million (\$9.6 federal; \$2.4 million state)	\$ 5 million (\$4.0 federal; \$1.0 million state)
2014	\$ 5.0 million (\$4.0 federal; \$1.0 million state)	\$ 3 million (\$2.4 federal; \$.6 million state)

APPENDIX G

March 2011 Amendments to the FY 2011-2014 MVMPO TIP Endorsed April 12, 2011

- Salisbury Rail Trail Connector – The State's Transportation Enhancement Funding (STP-E) initiative provides \$1 for every \$2 the MPO devotes for transportation enhancements projects. Therefore the previously programmed \$29,585 (Federal & State) can be converted to State Transportation Enhancement Funding (STP-E) match equal to \$9,862 plus region's target STP-E spending of \$19,723, allowing the MPO to spend the \$9,862 FY 2011 dollars on the Haverhill Route 125 Reconstruction Project, and reducing the Route 125 project's FY 2013 needs by \$9,862.
- Add an HSIP project to FFY 2011 to provide funding for the design of Intersection improvements at Mass Ave and Chickering Road (Route 125) in North Andover.
- Thacher Island National Wildlife Refuge – A project that includes \$79,042 in "Transit in the Parks" funding for the purchase of a new ferry boat to shuttle visitors from Rockport to the Thacher Island National Wildlife Refuge must be added to the FY 2011 element of the TIP. These funds, administered through FTA, will not impact the region's transit funding target. Mr. Komornick said this project is appearing in the Merrimack Valley MPO's TIP and not the Boston region's TIP because the Parker River National Wildlife Refuge in Newbury administers funding for the Thacher Island National Wildlife Refuge.
- The MPO modified the description of the MVRTA project for replacing 2005 Model Year Bus/Van Security Surveillance System. The previous project description is revised to show the \$200,000 in state Toll Credit funding match, although this will not change the total project cost. The project also needs to be shown in the Section 5307 funding category.

APPENDIX H

July 2011 Amendments to the FY 2011-2014 MVMPO TIP Endorsed September 13, 2011

FY 2011 Highway Element Changes:

The estimated construction cost of the Salisbury Rail Trail Connector project, which appears in the FFY 2011 Element of the MVMPO 2011-2014 TIP, has increased from \$583,280 to \$776,731 (Draft 2011 Amendment) and finally to \$963,595 during the public review period of the Proposed Draft Amendments. Much of the increase in the cost estimate is due to the need to add the construction of retaining walls to the project. The increase of \$380,315 has been added to regional target STP-E funding in “Section 1A/ Federal Aid Target Projects”.

To maintain the fiscal constraint of the FY 2011 Highway Element, the MVMPO has reduced the estimated construction cost of the Haverhill Route 125 (South Main Street) reconstruction project by the same amount that was added to the Salisbury Rail Trail Project (\$380,315). The latest information from MassDOT indicates that there is sufficient funding available for the South Main Street project to permit this change.

FY 2011 Transit Element Changes:

Add the purchase of four replacement vans for elderly and disabled transportation for the communities of Topsfield (1 van), Saugus (1 van), and Salem (2 vans). The Federal funding source is a FY 2009 Earmark, the total cost of the purchase is \$266,000: \$212,800 Federal dollars, with a 20% non-Federal aid match totaling \$53,200 to be paid by the communities requesting the vans.