



2017-2021

Capital Investment Plan

Draft for Public Review

Presented to Joint Boards April 11, 2016

Letter from the Secretary & CEO



On behalf of the Massachusetts Department of Transportation (MassDOT) and the Massachusetts Bay Transportation Authority (MBTA), I am pleased to present for public review this draft of the 2017-2021 Capital Investment Plan (CIP). This plan represents a significant and sustained investment in the transportation infrastructure that serves residents and businesses across the Commonwealth. And it reflects a transformative departure from past CIPs as MassDOT and the MBTA work to reinvent capital planning for the Commonwealth's statewide, multi-modal transportation system.

This CIP contains a portfolio of strategic investments organized into three priority areas of descending importance: system reliability, asset modernization, and capacity expansion. These priorities form the foundation of not only this plan, but of a vision for MassDOT and the MBTA where all Massachusetts residents and businesses have access to safe and reliable transportation options.

For the first time, formal evaluation and scoring processes were used in selecting which transportation investments to propose for construction over the next five years, with projects prioritized based on their ability to efficiently meet the strategic goals of the MassDOT agencies. The result is a higher level of confidence that capital resources are going to the most beneficial and cost-effective projects.

The ultimate goal is for the Commonwealth to have a truly integrated and diversified transportation investment portfolio, not just a "capital plan." Although the full realization of this reprioritization of capital investment will be an ongoing process and will evolve through several CIP cycles, this 2017-2021 Plan represents a major step closer to true performance-based capital planning.

Under this new strategy, about 60 percent of the \$14.3 billion in total capital investments proposed in this draft plan for the next five years will go to improve the reliability of the core transportation system. Another 20 percent is to modernize existing assets so that they can better accommodate current or anticipated growth and meet 21st century demands, such as increased accessibility and new safety requirements, which may have not existed when these assets were initially constructed.

Significantly, this CIP is the first fully integrated capital plan produced jointly by the MBTA and all of the MassDOT divisions. Agency staff worked closely with both the MassDOT Board of Directors and the MBTA Fiscal and Management Control Board in developing this plan.



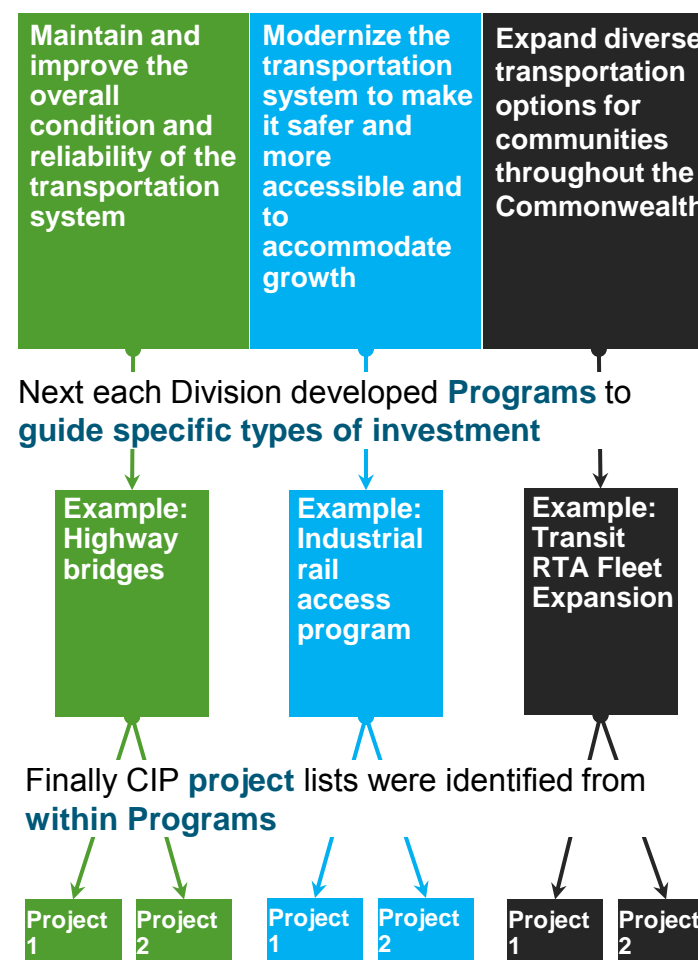
While the MBTA’s \$7.4 billion in unmet maintenance needs has received significant public attention, less focus has been given to the long-term maintenance needs of the Commonwealth’s other transportation assets. This CIP therefore invests roughly equally on improving the condition of roads and bridges as on rail and rapid transit, with a heavy emphasis on gradually returning all transportation assets to a State of Good Repair. Though this plan is an important step toward that goal, it will succeed only if MassDOT and the MBTA properly execute and manage the plethora of projects contained in the CIP.

While this emphasis on reliability will mean fewer new modernization and capacity projects, it will produce measurably increased reliability across modes in all parts of Massachusetts. Examples of this strategic focus on reliability include significant funding allocations for bridge and pavement repair. Based on a recent asset management report showing that the condition of pavement on state-owned, non-Interstate highways deteriorating badly at current spending levels, this CIP proposes investing \$478 million over the five years in non-Interstate pavement upgrades, a level of spending that is about 80 percent higher than in the past. And the \$2 billion bridge program proposed here would reduce the proportion of structurally deficient state-owned bridges to just two percent, if the same level of funding continues for 10 years.

Similarly, investments in the MBTA prioritize the repair and upgrade of the existing MBTA system, which is now unable to meet either the needs or expectations of its users. The CIP allocates nearly \$4 billion to replace and rehabilitate the T’s aging infrastructure. This includes \$1 billion for track, signal, and power improvements and \$1.6 billion for new buses and new cars for the Red, Green and Oranges Lines, all of which will directly improve the reliability of the system and the experience of MBTA customers.

This same emphasis on reliability extends to all MassDOT Divisions, from significantly greater spending to maintain non-MBTA rail assets to the repair and replacement of Regional Transit Authority vehicles to new technology to improve the digital experience of both Registry of Motor Vehicle customers and employees. Taken together, these investments will make the transportation system markedly more reliable, more modern, and more resilient. This CIP also seeks to modernize the existing transportation infrastructure through the deployment of new technologies, state-of-the-art vehicles and other equipment, and new materials.

Strategic priorities come first, expressing DOT’s **broadest goals**



This CIP also proposes funding for the continued study, permitting, and/or design of several complex and regionally significant projects, including the expansion of Boston South Station, the South Coast Rail project, and the multi-modal reconstruction of the I-90 interchange in the Allston area of Boston. Overall, however, less than 14 percent of this CIP has been set aside for the physical expansion of the transportation system. Of that approximately \$2 billion, about \$1.1 billion is set aside for the Green Line Extension project.

This plan was shaped by comments and recommendations provided by transportation partners and stakeholders, as well as by elected officials and members of the public who participated both online and through a series of public workshops called “Capital Conversations.” This public process will continue with a series of meetings across the state in upcoming weeks to collect feedback and ideas based on this draft.

We look forward to your participation in that process and in our transportation future.

Stephanie Pollack, Secretary & CEO

April 11, 2016

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MassDOT Office of Diversity and Civil Rights

10 Park Plaza

Boston, MA 02116

857-368-8580

TTY:

857-368-0603

MASSDOT.CivilRights@state.ma.us

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Boston, MA 02109

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Massachusetts Department of Transportation
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Boston, MA 02116-3969

Phone: 857-368-8580

TTY: 857-368-0603

Fax: 857-368-0602

Email: MASSDOT.CivilRights@state.ma.us

Office hours: 9:00 am to 5:00pm

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MassDot តាមរយៈលេខទូរស័ព្ទ **857-368-8580**

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Guide to this document

Investments and programs are designated a color to distinguish them by priority.

-  **1 Reliability**
-  **Modernization**
-  **Expansion**

The document is split into three parts: Part 1 explains the development of the 2017-2021 CIP, Part 2 provides detailed information on programs and their funding levels (program descriptions are found in the appendix), and Part 3 is a full list of recommended investments.

How – and why – this plan was developed

A more strategic approach



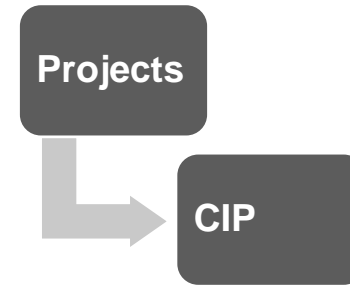
A safe, efficient, and well-functioning transportation system connects people and communities, supports economic growth, and improves the quality of life across the Commonwealth. This makes transportation infrastructure less important for what it actually is – concrete, steel, rails and roads – and more important for what it does to link people and places, sellers and markets, employers and employees.

The Massachusetts Department of Transportation (MassDOT) and Massachusetts Bay Transportation Authority (MBTA) plan, fund, design, construct, and maintain transportation assets that enable the Commonwealth and its people and economy to flourish. For this to happen, the MBTA and each MassDOT Division must identify and prioritize the most beneficial investments, those that will most help to meet long-term goals for mobility, sustainability, and broad-based prosperity. These investments are funded through the Capital Investment Program (CIP), which uses state and federal funding to pay for long-term improvements to the transportation system.

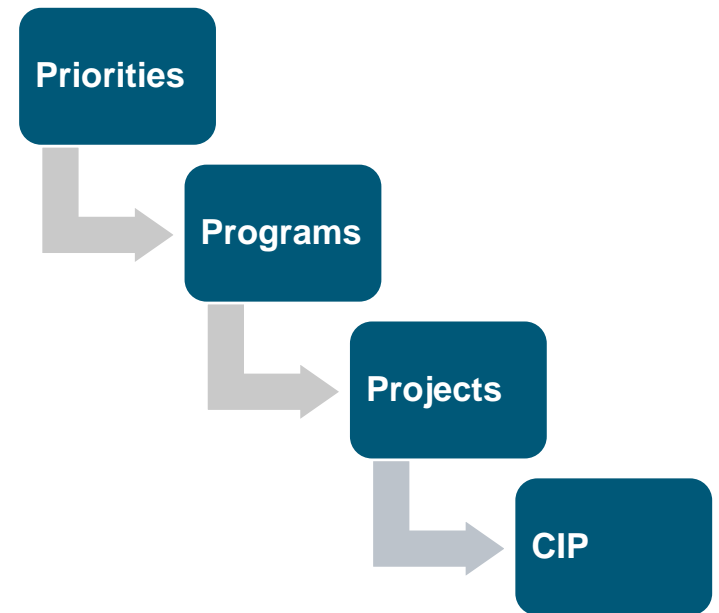
This public review draft of the MassDOT/MBTA Capital Investment Plan for fiscal years 2017-2021 represents a shift in the process of capital budgeting at MassDOT and the MBTA. In the past, transportation capital plans consisted almost entirely of long lists of funded projects, with little strategic context and even less demonstrable evidence that the investments chosen out of thousands of possible projects would best accomplish the overall goals of the agency and of the Commonwealth. This CIP is different in fundamental ways: informed by a strategic vision; influenced by public and stakeholder input sought from the beginning of the process; built around funding programs; and with projects selected based on an objective and comparative evaluation.

Because this CIP is the first capital plan produced for all of the MassDOT Divisions, including the MBTA, all programs and projects were selected to shape a single vision of an improved transportation system. In the past, MassDOT and the MBTA prepared separate capital plans on different annual cycles and each MassDOT Division used its own method to identify and prioritize capital investments, making it almost impossible to compare the relative costs and benefits of different investments. For the development of this CIP, all possible capital investments were considered together, and funding programs were developed and sized taking all capital needs into account.

Prior CIP approach



Current CIP approach



How this Capital Investment Plan is different



This CIP is distinguished by its three-step method for identifying capital priorities:

- ▶ Articulate strategic priorities for the maintenance and improvement of the transportation system, with an emphasis on reliability.
- ▶ Set and size funding programs to contain collections of projects with similar purposes or focus
- ▶ Populate these funding programs with high-priority projects that have been scored using established evaluation systems.

Working together, the MassDOT Divisions and the MBTA prioritized the agency's strategic goals, creating a framework that defines all of the decisions reflected in the CIP:

1 Reliability

Maintain and improve the overall condition and reliability of the transportation system

- ▶ Necessary routine and capital maintenance
- ▶ State of Good Repair projects designed primarily to bring asset condition up to an acceptable level
- ▶ Asset management and system preservation projects

2 Modernization

Modernize the transportation system to make it safer and more accessible and to accommodate growth

- ▶ Compliance with federal mandates or other statutory requirements for safety and/or accessibility improvements
- ▶ Projects that go beyond State of Good Repair and substantially modernize existing assets
- ▶ Projects that provide expanded capacity to accommodate current or anticipated demand on existing transportation systems

3 Expansion

Expand diverse transportation options for communities throughout the Commonwealth

- ▶ Projects that expand highway, transit and rail networks and/or services
- ▶ Projects that expand bicycle and pedestrian networks to provide more transportation options and address health and sustainability objectives

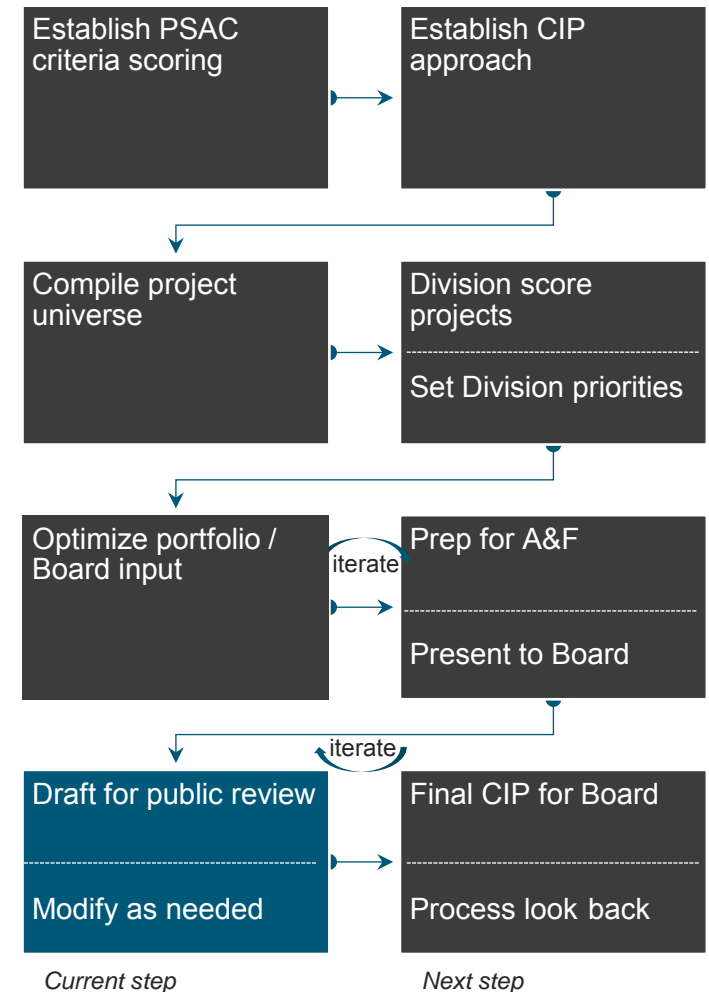
The reality and reasoning behind setting these priorities is basic: investments must focus first and foremost on fixing and modernizing transportation assets that have been allowed to deteriorate or that fail to meet current customer needs and requirements.

Together, the MassDOT Divisions and the MBTA established approximately 54 different funding programs. These programs encompass the most important capital responsibilities of the agency, from repairing pavement and bridges to purchasing new subway cars to upgrading runways at municipal airports, along with many other activities. Each Division requested initial funding allocations for each program based on a variety of inputs, including existing multi-modal asset management systems and output from the Planning for Performance (PfP) asset management tool, which was custom built for MassDOT, public input, and staff recommendations.

Program sizes were initially established to ensure that they were sufficient to cover projects already underway. A two-phase process was then used to sequence the allocation of remaining funds. The first phase allocated each Division’s federal and other restricted-use funds to projects already underway and those that are legally or in some other way mandated. Allocations were then continued based on the strategic priorities.

With this preliminary allocation as a starting point, staff and Board input and strategic priorities were then considered to form the final draft program sizes contained in the next section of this document.

Only once the programs were defined and assigned a funding level – based on the priority of the program, the types of funding available for it, and the ability of the program to move the agency towards its strategic goals – were individual investments considered for funding. Projects were selected from a “universe of projects,” which was developed by MassDOT staff based on all known project ideas. Projects were scored developed using either the evaluation process recommended by the independent Project Selection Advisory Council or by one of several asset management systems employed by the MassDOT agencies. Projects were selected for funding based on their scores as well as other criteria.

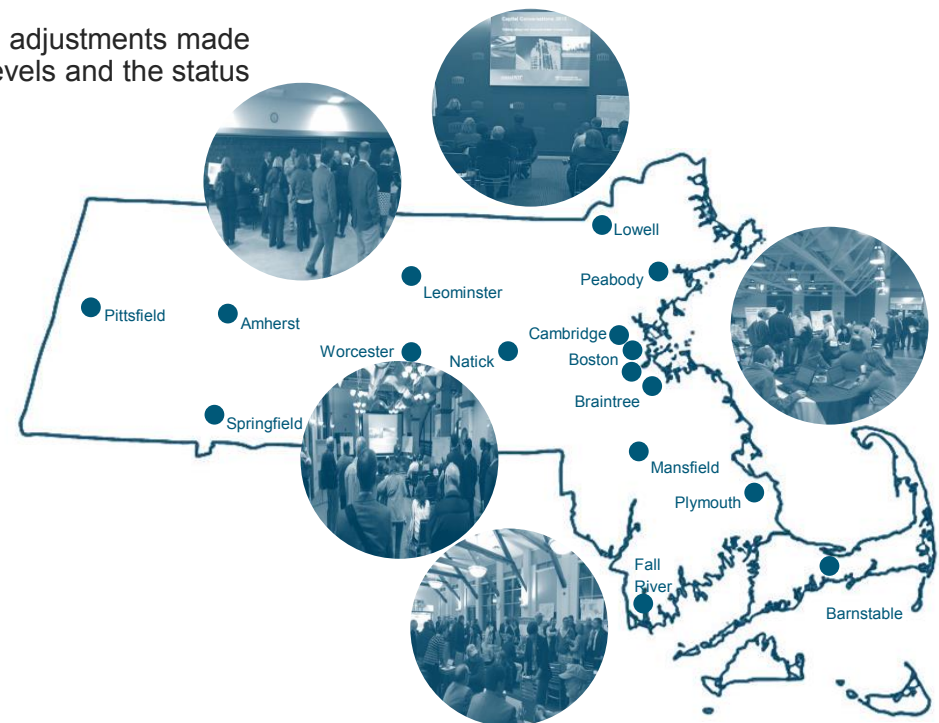


The “universe of projects” developed to inform this CIP is the most comprehensive list assembled of identified transportation needs for the Commonwealth. It includes state and municipal project ideas that may have originated in legislation, in a regional long-range plan, from customer feedback, or in a MassDOT agency.

Throughout the development of this CIP, MassDOT has incorporated public input. The process to develop the CIP began during the autumn of 2015 with 16 public workshops called Capital Conversations, held across the Commonwealth to explain the CIP development process and seek public recommendations for transportation needs to be met in the CIP. As the CIP has been developed, MassDOT considered input from numerous stakeholders on both general areas of focus for the CIP as well as on individual projects. In addition, this CIP is informed by and will inform other planning efforts underway at MassDOT and the MBTA, including the 25-year MBTA Program for Mass Transportation, revised bicycle and pedestrian plans, and future State Transportation Improvement Plans and regional Long-Range Transportation Plans.

This plan is a living document that will be regularly reviewed, with adjustments made as required. Annual updates will reflect the most current funding levels and the status of projects.

Capital Conversations Fall 2015



Technical inputs for this CIP



Because state and certain federal monies can be spent across modes, the development of a single CIP required value comparisons across individual investments and across modes. To that end, MassDOT utilized two key resources to help determine how funding can be best allocated: the Planning for Performance tool (PFP), a scenario-planning tool that helps highlight the consequences of prioritizing one investment over another; and investment criteria established by the Project Selection Advisory Council (PSAC) to assess all investments against a similar set of mobility, economic, and environmental goals. Asset management systems, including for highway, bridge, and pavement, also contributed to this process.

Project Selection Advisory Council

In 2013, the Massachusetts Legislature established the independent Project In 2013, the Massachusetts Legislature established the independent Project Selection Advisory Council to develop, “uniform project selection criteria to be used in the development of a comprehensive state transportation plan.” In recommending project selection criteria, the Council received public input; considered legislative requirements; and leveraged the professional expertise of the Council members. This is the first CIP which prioritized projects using their recommendations, which entailed scoring projects with a set of weights and criteria based on the project type and goal. This scoring approach was used across all the Divisions, helping to establish a systematic way to more transparently advance the projects that best achieve the desired goal.

One of the most important program areas in this CIP, State of Good Repair investments, is not scored through the evaluation system recommended by the Council. Rather, such investments are prioritized using existing asset management systems that help each MassDOT Division and the MBTA monitor system conditions and prioritize investments based on, among other factors, condition, usage, asset criticality, and maintenance and life-cycle cost impacts. Over time, MassDOT plans to increase both the rigor and the transparency of these asset management systems so that State of Good Repair programs and projects can be more easily prioritized and compared to other types of projects.

Evaluation criteria	
System preservation	<i>Projects should contribute to a state of good repair on the transportation system</i>
Mobility	<i>Projects should provide modal options efficiently and effectively</i>
Cost effectiveness	<i>Projects should result in benefits commensurate with costs and should be aimed at maximizing the return on the public's investment</i>
Economic impact	<i>Projects should support strategic economic growth in the Commonwealth</i>
Safety	<i>Projects should contribute to the safety and security of people and goods in transit</i>
Social equity & fairness	<i>Projects should equitably distribute both benefits and burdens of investments among all communities</i>
Environment and health impacts	<i>Projects should maximize the potential positive health and environmental aspects of the transportation system</i>
Policy support	<i>Projects should get credit if they support local or regional policies or plans; or state policies not addressed through the other criteria</i>

Planning for Performance (PfP)

The multi-modal Planning for Performance tool uses MassDOT, MBTA and Regional Transit Authority asset performance data and models as well as national data commonly used by the transportation industry to predict asset performance over time. The tool makes it possible to evaluate the impact of different funding levels on long-term asset condition, providing MassDOT staff with a key piece of information for the allocation of funding across program levels. The tool is sensitive to limitations on how funding can be used based on its source, allowing for real-world scenario planning. Performance-based planning and the PfP tool allow MassDOT to use performance data to compare the impacts of investments across Divisions, asset types, and modes in order to provide a better understanding of the most efficient and strategic allocation of resources to achieve goals for the Commonwealth's transportation system.

Critical investments in planning



Given its enormous network of facilities, MassDOT must make hard choices about where to allocate limited capital dollars; every project, even some that are worthy and popular, simply cannot be funded. Building a capital plan around program areas rather than around specific projects enables MassDOT to plan based on defined and strategic needs, rather than being overly driven by individual project concepts that may not work together to better the system's overall condition and functionality.

At the same time, MassDOT and the MBTA want to continue advancing as many investments as possible. In order to be fiscally prudent, MassDOT is pursuing study, design, permitting, and/or engineering (depending on the phase of the particular project) for the next generation of major investments, even if construction financing has not yet been fully identified or committed for those projects. Because these investments are large, expensive, complex, and important to the Commonwealth, MassDOT will continue to move them through the important phases of planning, community outreach, concept and preliminary design, and permitting. Major projects of this type include:

- ▶ Boston South Station expansion
- ▶ South Coast Rail
- ▶ I-90 Interchange area in Allston

Funding opportunities for the construction of these projects will be explored in future CIPs, as the projects advance on their own timetables and as reliable construction cost estimates become available. MassDOT and the MBTA look forward to working with public and private sector partners and stakeholders to determine how best to advance these and other crucial investments in a manner that is fiscally prudent and sustainable, while continuing to aggressively pursue necessary steps to ready the projects for construction.

A note about the Green Line Extension Project

The Green Line Extension project has been undergoing extensive review, due to projections of substantial cost overruns. This draft CIP includes the funding necessary to meet the Commonwealth's commitments under the terms of a federal grant won by the MBTA to help fund the costs of the project. As the future and costs of the project become clearer over the next months, this CIP will be updated to reflect the true status and cash flows of the project.

Investment highlight

I-90 Allston Interchange Project

The I-90 interchange in Allston is both structurally deficient and functionally obsolete, prompting MassDOT to undertake its replacement while also preparing for the implementation of All-Electronic Tolling. The project would improve multi-modal connectivity in the neighborhood while preserving and enhancing regional mobility. Among other items, the project will include bicycle and pedestrian improvements to Cambridge Street and connections to the Charles River; the construction of a new MBTA Commuter Rail station; a restored layover yard for Commuter Rail trains; and a replaced viaduct to safely and efficiently carry traffic to and from Boston. The I-90 Allston Interchange Project is currently in the planning and environmental review phases.

Investment highlight

South Station Expansion

In cooperation with the Federal Railroad Administration, Amtrak, and the MBTA, MassDOT is studying whether and how to expand Boston South Station. The study focuses on how to improve South Station's tracks, platforms, signals, and passenger facilities, while also enhancing the station and streetscape environments for pedestrians, bicycles, and rail passengers. The project team is reviewing future opportunities for joint public/private development over and around South Station and is also examining locations for the midday storage of Commuter Rail trains. The South Station Expansion project is currently in the planning and environmental review phases.

One planning concept of particular importance for this CIP is that of critical linkages. The MBTA and the MassDOT Divisions have prioritized projects that either eliminate existing bottlenecks in the transportation system or else create key connections where none currently exist. Below are highlights of projects that improve or provide critical linkages.

Investment highlight

Silver Line Gateway

The Silver Line Gateway project will extend existing MBTA Silver Line service from the Seaport District to East Boston and Chelsea, using bus-only lanes and other innovative features to speed travel for riders. The project will improve mobility and access for many residents north of Boston who currently ride overcrowded MBTA buses to reach rapid transit service or who must make multiple transfers before arriving at their final destination. It will also increase Silver Line service in the Seaport and to Logan Airport. This CIP includes funding to complete Phase 1 of the project in Chelsea and anticipates that MassDOT will seek additional funding to complete Phase 2, which will include a connection to the existing MBTA Commuter Rail stop in Chelsea.

Investment highlight

I-495 / I-90 Interchange Project

This \$270 million modernization project is a reconfiguration of the exit ramp system in Westborough/Hopkinton after toll barriers are removed as part of the All-Electronic Tolling program. This roadway reconstruction project aims to improve the safety and security of the region, reduce greenhouse gas and promote sustainable practices, and improve economic vitality and freight movement through its efforts to provide congestion relief. This project is currently in the design phase.

Investment highlight

Complete Streets Program

This MassDOT Complete Streets program supports municipalities that demonstrate a commitment to implementing the 'Complete Streets' concept through technical assistance and funding. MassDOT has developed a Complete Streets Prioritization Plan template and provides technical assistance funding for municipalities to conduct a needs assessment and a network gap analysis and/or safety audit in order to determine a targeted investment strategy. This CIP proposes \$10 million annually for this program.

Funding this CIP

The CIP is funded from a mix of federal and state sources, each of which varies with respect to its flexibility in uses for different parts of our transportation system. Some funding sources must be spent on specific policy goals or modes, while others may be applied across the transportation system. The appendix contains tables detailing federal and state funding programs across modes.

An important point to remember is that the federal-aid program operates on a commitment basis, while the CIP is a cash flow document. Thus, the spending in the CIP does not utilize all of the federal funding in the source tables because some of the cash flow of those sources will occur outside of the five-year window of the CIP. As an example, the CIP includes funding for the I-495 Bridge over the Merrimack River in Haverhill. This project, which is currently estimated to cost \$48.2 million is expected to be advertised in FY 2019. While all of the federal-aid for the project will be committed in that year, approximately \$21 million of spending will actually occur post-CIP.

State funding

The primary source of state transportation capital funding comes from bonds issued by the Commonwealth. Debt is issued to investors and paid back with interest over the course of the bond's life, similar to any person taking out a personal loan. The two main types of bonds issued for infrastructure spending are special obligation bonds (SOBs) and general obligations (GO) bonds, both of which are administered by the Executive Office for Administration and Finance (ANF).

ANF issues bonds at its discretion, subject to legislative authorization, overall “bond cap” and debt affordability limitations on the ability of the Commonwealth to borrow. Transportation Bond Bills provide authorization to support transportation capital expenditures such as matching funds for federal transportation programs and Chapter 90 municipal aid for transportation investments.

► **Special Obligation Bonds**

Special Obligation Bonds (SOB) are backed by specific revenue sources, such as the motor fuels tax or transit fares, and are typically tied to a specific set of projects or policy objectives. Two major Commonwealth transportation SOBs are the Rail Enhancement Program, which aims to advance major transit projects statewide, and the Accelerated Bridge Program (ABP) which aims to greatly reduce the number of structurally deficient bridges statewide. Approximately, \$1.1 billion in transit SOBs is remaining to be issued over the time frame of this CIP. The ABP program is coming to a close as the final bridge construction investment is expected for advertisement in the spring of 2016.

► **Commonwealth General Obligation Bonds**

General Obligation bonds are backed by the Commonwealth's revenues and provide a pool of funds that supports capital investments across all areas of government.

Federal funding

Massachusetts receives federal funding to improve our transportation system from several U.S. Department of Transportation agencies including the Federal Aviation Administration (FAA), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the Federal Railroad Administration (FRA). The following pages highlight federal funding programs across modes. The graphs demonstrate five-year historical and forecasted funding and are accompanied with program descriptions.

FAA provides funding to the Commonwealth's regional airports through MassDOT's Aeronautics Division in the form of grants for capital investments. FHWA provides multi-modal funding to MassDOT, which is divided between "regional target funding" allocated to Metropolitan Planning Organizations (MPO) for municipal investments and statewide funding for MassDOT-owned assets. FHWA funds may also be "flexed" to transit and other surface transportation investments.

FTA provides funding to MassDOT, the MBTA, and the Commonwealth's RTAs in the form of grants for capital investments. FRA provides funding to MassDOT and the MBTA in the form of grants for capital investments for railroad improvements.

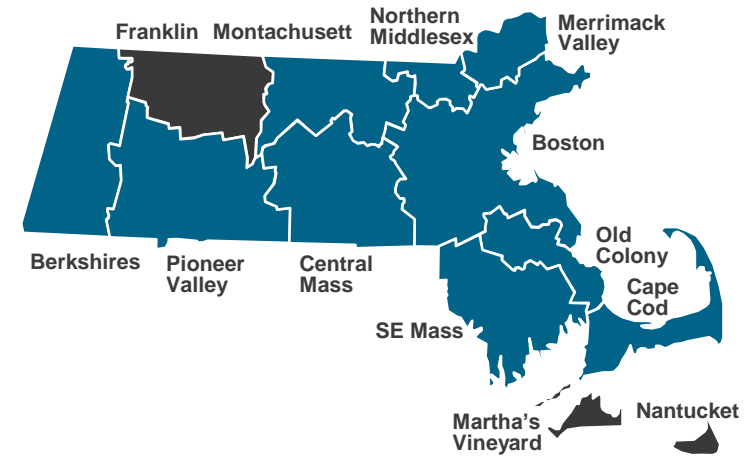
CIP and the STIP



MassDOT annually produces another multi-year capital-planning document called the State Transportation Improvement Program (STIP). While similar, the STIP and CIP are not the same. The STIP is a federally required planning document that lists all federally funded transportation projects, both highway and transit, by region of the Commonwealth and by federal fiscal year. The STIP is subject to approval by the U.S. Department of Transportation and the U.S. Environmental Protection Agency, as well as by the Massachusetts Department of Environmental Protection. The STIP is developed in part by compiling the individual Transportation Improvement Programs (TIPs) from the 13 federally recognized transportation planning regions of the Commonwealth.

The CIP differs from the STIP in several ways, one of the most important of which is that the CIP identifies all of the sources and uses of transportation funding employed by Massachusetts, while the STIP is primarily dedicated to federal funding and federally funded transportation projects. The STIP also does not make use of the priorities/programs/projects formulation around which the MassDOT agencies have built the 2017-2021 CIP.

In addition, the CIP also includes state capital funding for projects advanced by the Rail side of the Rail and Transit Division, the Aeronautics Division, and the Registry of Motor Vehicles, which do not generally receive funding through the STIP (which is compiled almost exclusively of roadway and public transit projects). The CIP is also not subject to federal approval. Over time, the MassDOT agencies look forward to working with their federal and regional partners to more closely align – and perhaps ultimately combine – future CIPs and the STIPs.

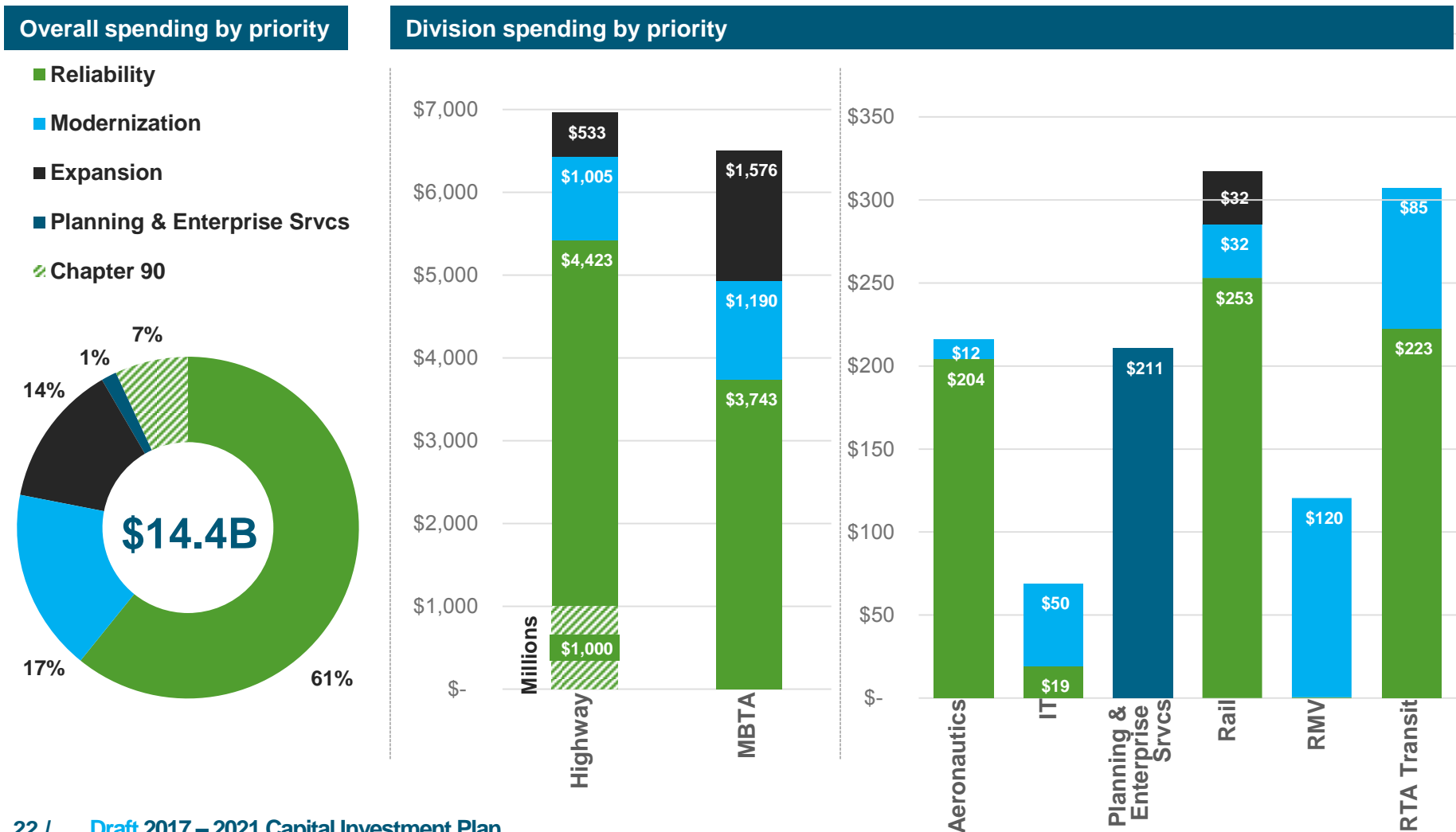


Implementing the strategy: breakdown by priorities and Division



Some projects in this CIP were automatically included based on prior commitments. This subset of projects consists of multiple year projects where a notice to proceed had been issued, procurement had begun, or construction had already started.

The next section shows the total spending by priority for each division, highlights key programs, and illustrates how much money was programmable for new projects in this CIP for those programs. A set of projects for each program is also shown for illustrative purposes. The full list of underway and recommended projects can be found in Part III.



1 Reliability investments



About 60 percent of the total \$14.4 billion in proposed capital spending over the next five years is targeted at improving the reliability of the current transportation system. Of \$5.8 billion in total capital investments proposed by the MassDOT Highway Division, for example, \$4.38 billion is allocated to improve the reliability and efficiency of the overall roadway network, mainly by improving bridge and pavement conditions.

A recent asset management report done for the Division pointed to serious deterioration of the condition of pavement on state-owned, non-Interstate highways at current spending levels. In response, this CIP proposes to increase investments in this program to \$478 million, an 80 percent increase over historic levels.

Bridges across the state also need attention. While the Accelerated Bridge Program has been able to complete critically important, high-cost mega-projects, this CIP proposes \$2 billion for ongoing bridge repair and replacement. If extended for a full decade – two CIP cycles – this level of investment would reduce the proportion of Massachusetts bridges that are structurally deficient to just two percent. Additionally, this CIP proposes a Municipal Bridge Program to provide \$50 million in funding for smaller, municipally owned bridges which, while ineligible for federal funding and chronically difficult to fund, are crucial for mobility and economic activity in small communities.

This CIP also dedicates \$4.6 million to expand the Pre-Apprenticeship Pilot Program to more areas of the Commonwealth, as recommended by a stakeholder working group representing labor unions and the construction industry.

The proposed five-year capital plan for the MBTA also emphasizes reliability, with annual spending ramping up to \$765 million in FY18 to reduce the MBTA's \$7.4 billion backlog in state of good repair projects. Another \$1.6 billion is proposed over five years for the design and acquisition of new Red, Orange, and Green Line vehicles and buses and for capital maintenance of the existing fleet, including \$240 million to improve the reliability of Commuter Rail locomotives and coaches.

More than \$1 billion is set for track, signal, and power projects on the Red, Orange, and Green lines and the Commuter Rail system. Also among the proposed Reliability investments are \$654 million for upgrades to the Cabot and Wellington vehicle maintenance facilities; Wollaston station on the Red Line; and the Winchester Commuter Rail station. And the proposed \$402 million MBTA bridge program includes \$121 million for the much-needed project to repair Draw 1/Tower A at North Station.

Investment highlight

Municipal Bridge Program

With this CIP, MassDOT is establishing a new program to support the costs of repairing and replacing municipally owned bridges with spans of between 10 and 20 feet. These bridges are too small to be eligible for federal funding but often too expensive for municipalities to fund on their own. To avoid the need to close these types of bridges when they pass the end of their useful lives, this program proposes \$50 million over five years to support municipal efforts to manage and maintain small bridges.

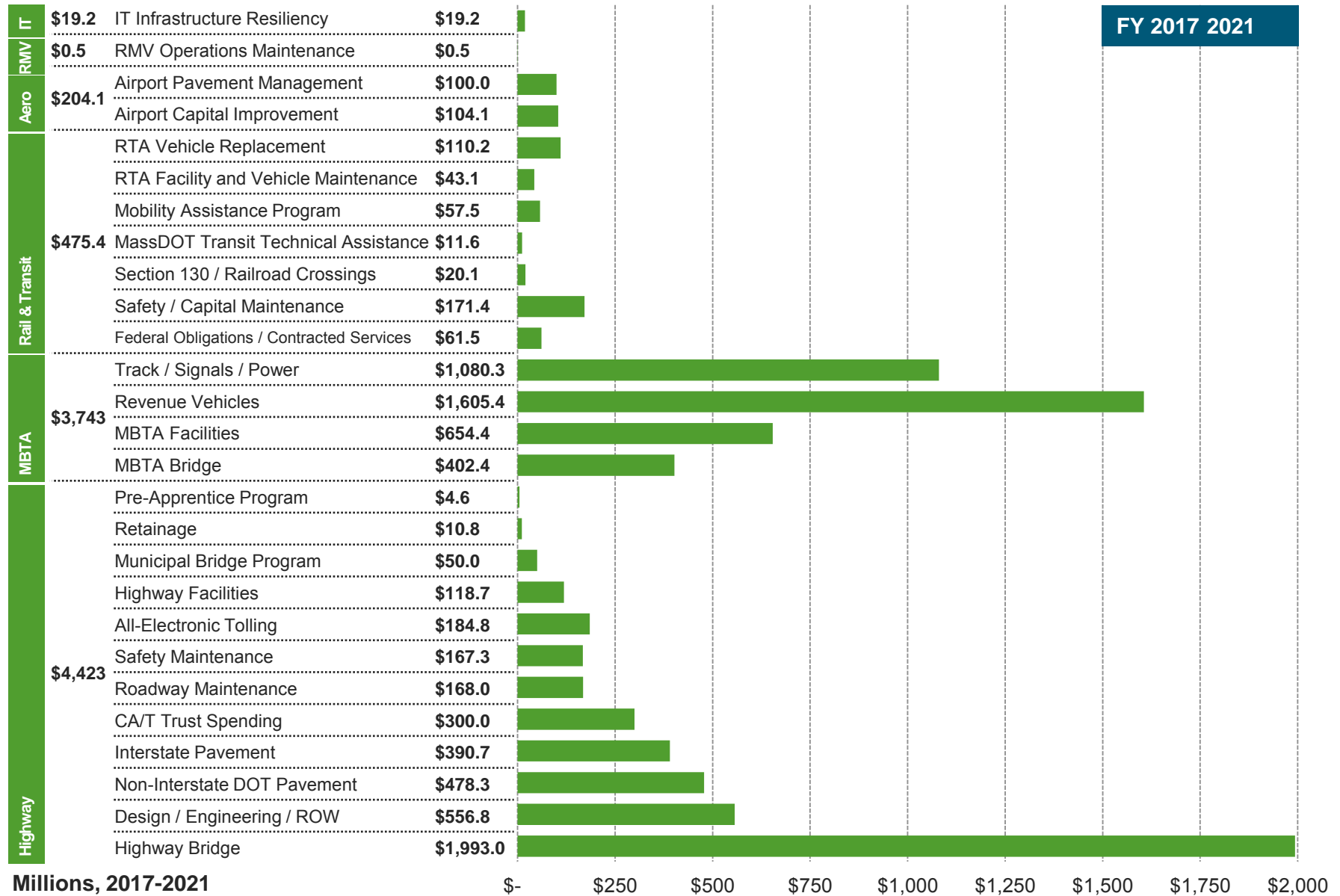
MassDOT also owns about 300 miles of rail track, nearly as much as is owned by the MBTA, a portfolio that has grown significantly due to recent acquisitions of numerous rail assets. As MassDOT continues to develop a rail modal plan to identify key strategic assets and a sustainable business strategy, this CIP proposes to increase spending on rail maintenance to \$250 million over five years to ensure ongoing reliability for commercial, commuter, and other users of those tracks. MassDOT will continue to provide the Commonwealth's 15 Regional Transit Authorities with an aggregate total of \$20-25 million annually in capital assistance to further enhance their reliability of service. The draft CIP proposes spending \$33.6 million for vehicle and facility maintenance and \$110.2 million for vehicle replacement. Through the Mobility Assistance program, MassDOT proposes an additional \$20 million to help communities purchase vehicles to transport senior citizens and customers with disabilities.

The Aeronautics Division is proposing \$204 million for the Airport Capital Improvement Program and the Pavement Management Program, continuing recent funding levels and ensuring that sufficient funding is available to take maximum advantage of available funding from the Federal Aviation Administration.

The Registry of Motor Vehicles will use \$500,000 to improve the condition of its system applications to ensure more reliable service to customers.

The MBTA and MassDOT must also be able to provide reliable service even in the case of a major outage. To that end, this CIP proposes \$19.2 million for Information Technology investments, mainly for the MassDOT/MBTA Infrastructure Resiliency program, which will provide MassDOT's critical systems with the appropriate level of redundancy in the case of a major outage.

1 Reliability programs funding overview



2 Modernization investments



This Plan seeks to support the modernization of existing assets to meet current or anticipated demand and to help assets meet safety, accessibility, and other requirements that perhaps did not exist when the assets were initially put into service.

Overall, the Highway Division is allocating \$1.05 billion for modernization projects over the next five years. The Division's Complete Streets program, for example, is designed to encourage Massachusetts cities and towns to redesign and modernize key streets to better accommodate all users. With more than 200 communities having already taken part in Complete Streets training programs, this CIP would fund the program at \$50 million over five years, in order to provide both technical assistance and construction grants.

The MBTA is proposing \$1.19 billion funding for modernization over the same period, with projects that include safety improvements, such as the federally mandated Positive Train Control system for the Commuter Rail system and implementing a new collision avoidance system on the Green Line. The Industrial Rail Access Program, which funds rail investments that support jobs and economic development, is level-funded at \$15 million.

This CIP also proposes additional investments in the accessibility of the MBTA system for customers with disabilities, including \$150 million to fund design and construction work at certain stations as part of the MBTA's ongoing Plan for Accessible Transit Infrastructure. This CIP also proposes \$17 million for accessibility improvements on MassDOT-owned rail assets. And \$82.4 million is proposed for three programs to help the state's 15 Regional Transit Authorities modernize existing vehicles and facilities.

Similarly, the Aeronautics Division is proposing \$11.6 million over the next five years to continue work on administration buildings at the state's general aviation airports.

Modernizing technology to better serve system users is also a focus of this CIP. It includes \$105 million toward the cost of upgrading critical hardware and software. Another \$15 million is budgeted for modernization of RMV facilities and systems to provide better customer service and to comply with Real ID and to ensure that the Commercial Driver's License Program meets federal mandates.

The CIP also proposes \$49.85 million for Information Technology to modernize a variety of critical IT systems at MassDOT, the MBTA and the RMV.

Investment highlight

Route 79 – Fall River

MassDOT recently completed a study of the Route 79/Davul Street Corridor to examine how to best balance multimodal transportation needs and improve connectivity while supporting economic development. The recommended long-term alternative brings Route 79 to an at-grade urban boulevard with a wide, landscaped median, providing local access to the waterfront and Route 79. A shared-use path would be located along the eastern and western sides of the corridor, better connecting to the existing Veterans Memorial Bridge shared-use path in the north and to the I-195/Route 79 Interchange Project's shared-use path in the south. About 10 newly created acres will promote economic development for the region. This project is currently in the design phase.

Investment highlight

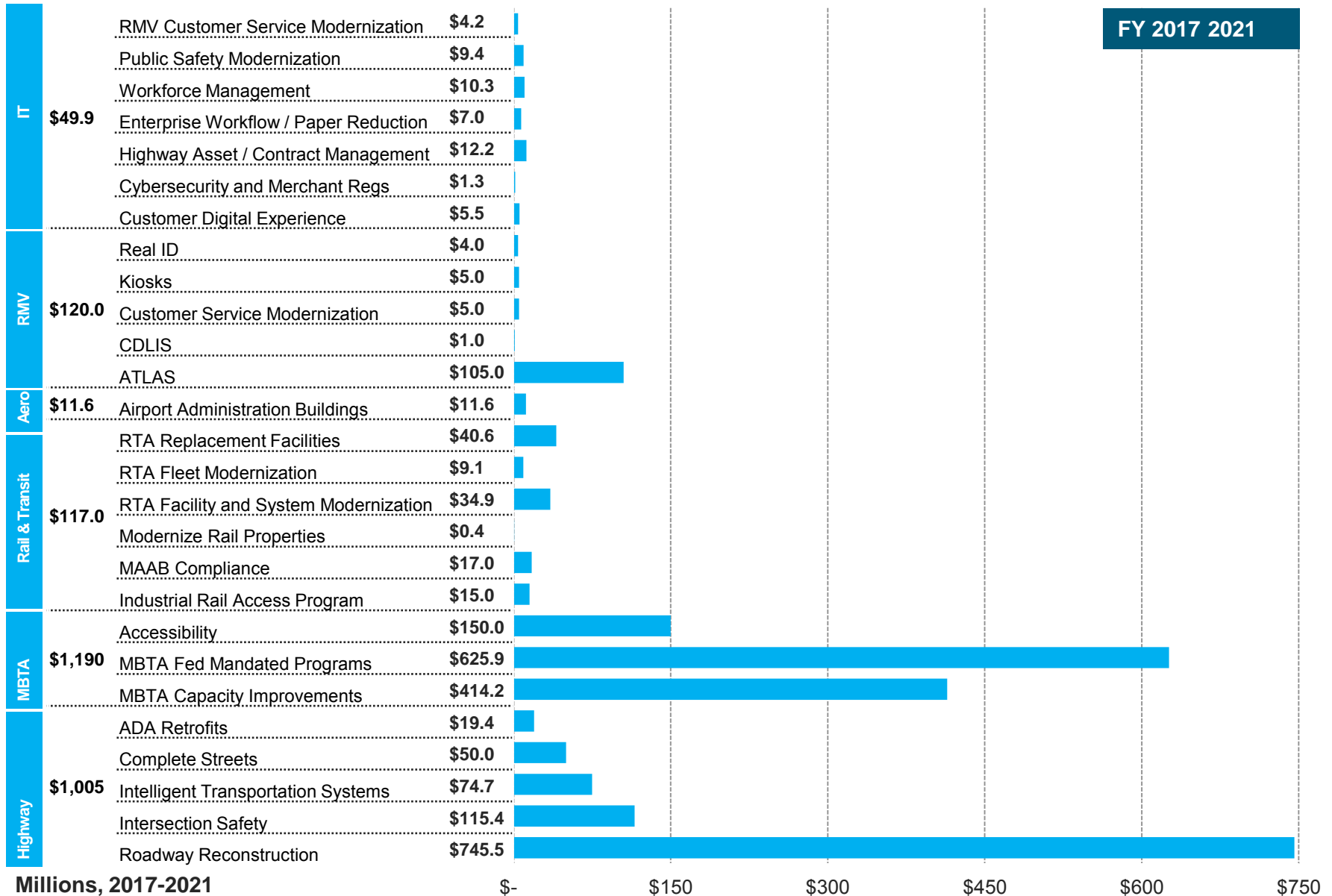
Route 20 Improvements Project - Charlton/Oxford

A high-priority safety project, the improvement of Route 20 in Charlton/Oxford will modernize the median barrier and breakdown lanes from the intersection of Routes 12 and 20 up to and including the Route 20/56 intersection. Phase 2 of the project will improve the road from the Route 20/56 intersection west to Richardson's corner in Charlton. This project is currently in the design phase.

2 Modernization programs funding overview



FY 2017 2021



3 Expansion investments



This category accounts for only about 20 percent of all spending proposed in this five-year CIP. It includes \$533.2 million in Highway Division projects, including programs to expand the roadway network, focusing primarily on the needs of pedestrians and cyclists, including \$60 million for high-priority projects and an additional \$157 million for multi-use paths across the state.

The bulk of proposed investment in this category at the MBTA is the required Commonwealth share to match the \$1.1 billion in federal funding pledged by the Federal Transit Administration to the Green Line Extension project. If necessary, that figure will be adjusted following the completion of the ongoing Green Line Extension review.

This CIP also proposes \$35 million to complete the final component of the Fairmount Corridor Improvement project (the construction of a station at Blue Hill Avenue station), as well as funding to complete Phase 1 of the Silver Line Gateway project in Chelsea (this CIP anticipates that MassDOT will seek additional funding to complete Phase 2).

This CIP provides \$148 million over five years for the South Coast Rail project, with a focus on early-action construction and necessary design and permitting work.

In addition to funding to close out the Commonwealth's work on the Knowledge Corridor project, this CIP proposes \$32 million to refurbish locomotives and coaches that could be used for pilot service either on the Knowledge Corridor or on the Commuter Rail system.

Investment highlight

Green Line Extension

This project to extend the MBTA Green Line to Somerville and Medford is in the early phases of construction, but after cost estimates indicated that the full project could be as much as \$1 billion over budget, the MassDOT Board and the MBTA Fiscal and Management Control Board required staff to review all aspects of the project. The goal of the ongoing review is to reduce the costs of the project through redesign, re-procurement, and recommendations for a reformed project management structure. In addition, MassDOT and the MBTA are seeking financial contributions from sources other than the Commonwealth and the federal government, as required by the MassDOT and FMCB Boards. As the review continues, this CIP includes funding sufficient to meet the Commonwealth's commitment to the project under the terms of a grant agreement with the Federal Transit Administration.

3 Expansion programs funding overview

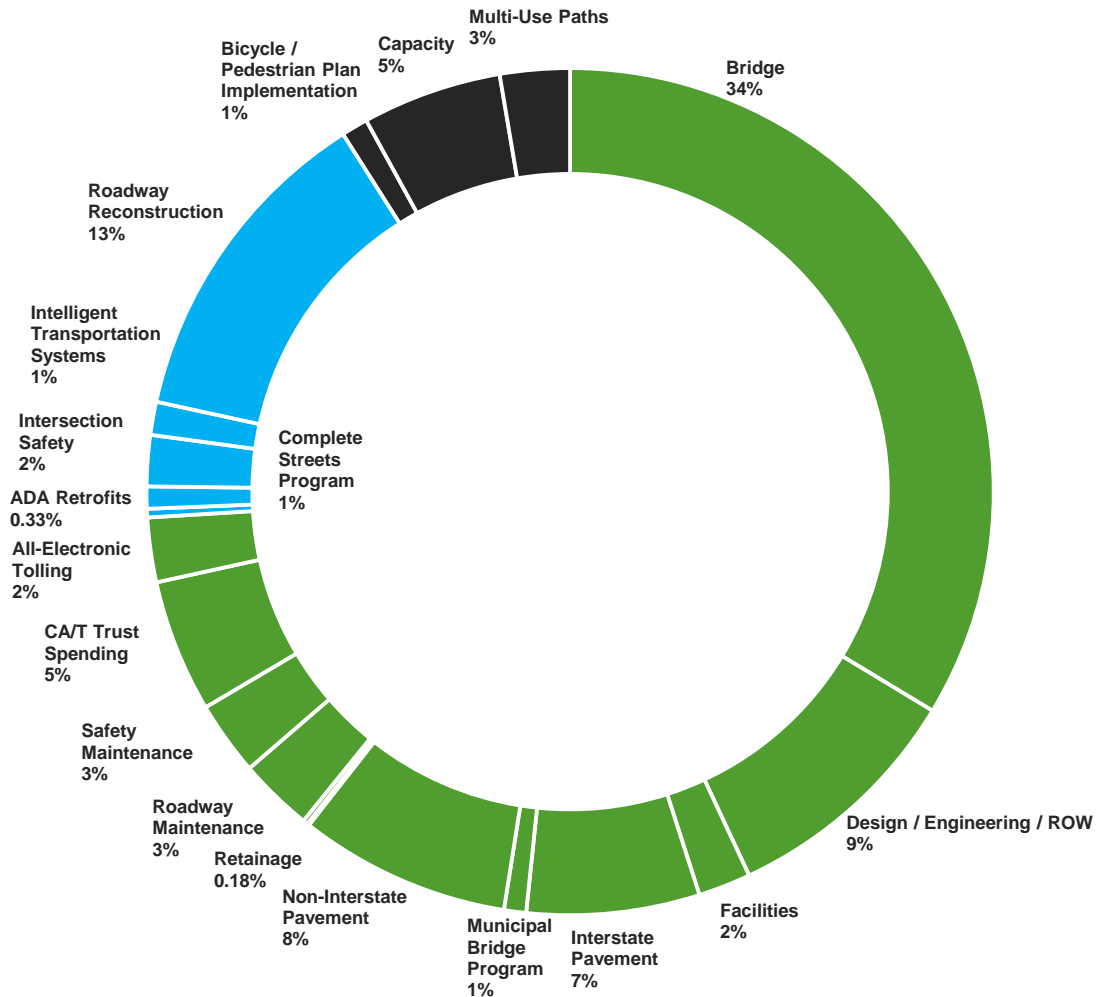


Division and program funding highlights

Highway programs overview

Spending by priority and program

- 1** Reliability **74%**
\$4.4 billion
- 2** Modernization **17%**
\$1.0 billion
- 3** Expansion **9%**
\$533 million

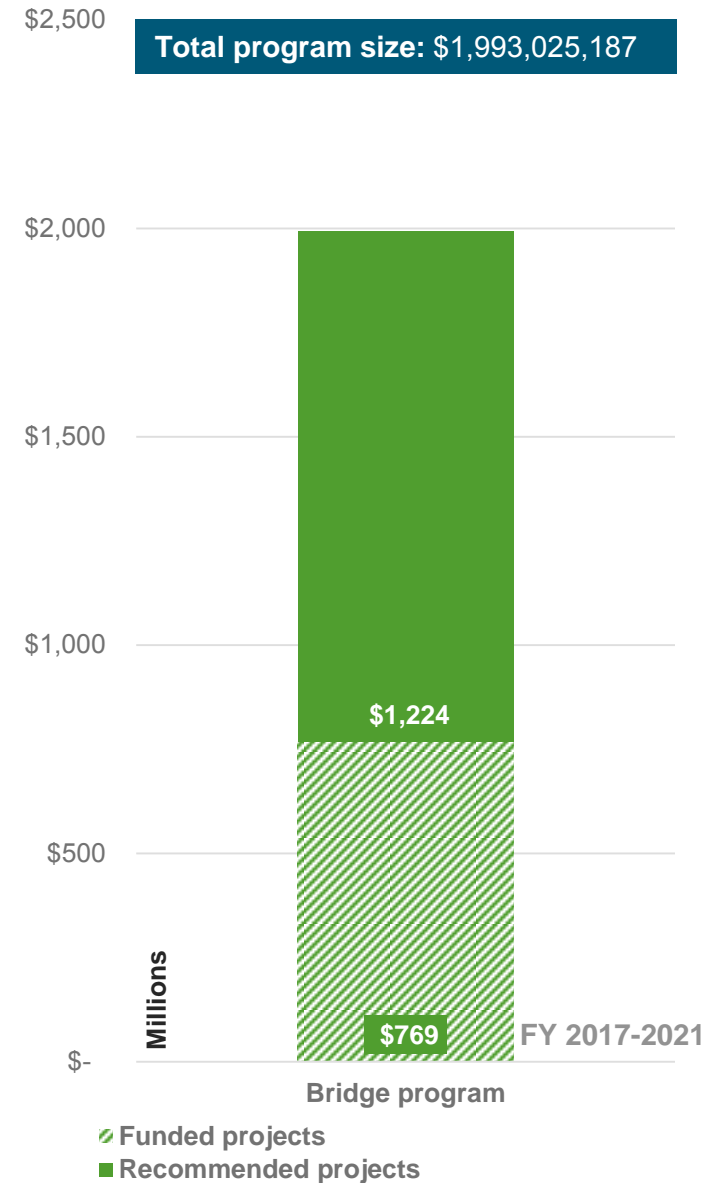


1 Highway / Bridge program



Highlighted list of projects:

- ▶ \$220M for Routine Structural Maintenance
- ▶ \$122M for Boston – North Washington Street over Boston Inner Harbor
- ▶ \$46M for Lynn/Saugus – Route 107 over the Saugus River
- ▶ \$30M for Raynham - Route 44 over Route 24
- ▶ \$22M for Agawam/West Springfield Route 147 over the Westfield River
- ▶ \$13.0M for Holyoke – Lyman Street
- ▶ \$9.3M for Quincy – Construction of new connection from Burgin Parkway over MBTA
- ▶ \$9M for Boston – Massachusetts Ave. over Commonwealth Ave.
- ▶ \$9M for Hopkinton/Westborough - Fruit Street over CSX and Sudbury River
- ▶ \$6.4M for Williamsburg – Bridge Street over the Mill River
- ▶ \$3.2M for Worcester – Plantation Street bridge widening over MBTA
- ▶ \$3M for Pittsfield – Lakeway Drive over Onoto Lake
- ▶ \$2M for West Brookfield – Wickaboag Valley Road over Sucker Brook
- ▶ \$1.8M for Gardner – Pleasant Street



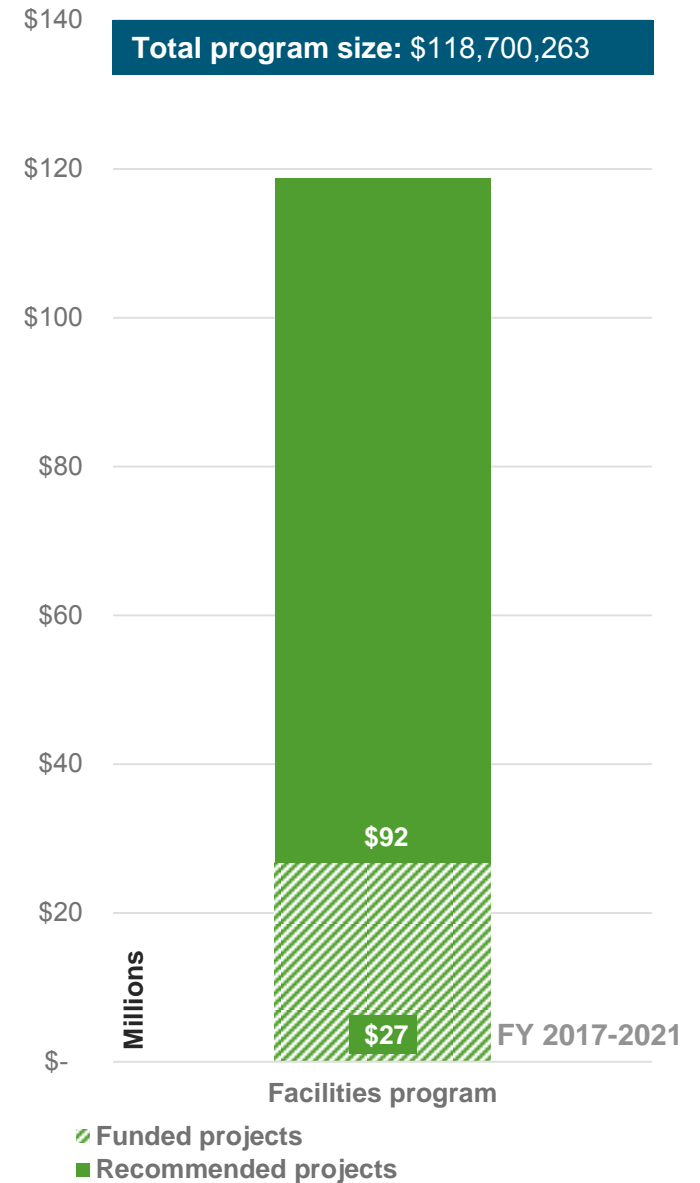
Source: DOT and MBTA internal estimates of available sources and applicable uses; Division initial estimates of program sizes

1 Highway / Facilities program



Highlighted list of projects:

- ▶ \$37M for Worcester – Construction and Relocation of District 3 Administration Building
- ▶ \$21M for Milton – Construction of MassDOT Central Maintenance Facility and Highway Operations Center
- ▶ Greenway Maintenance Facility



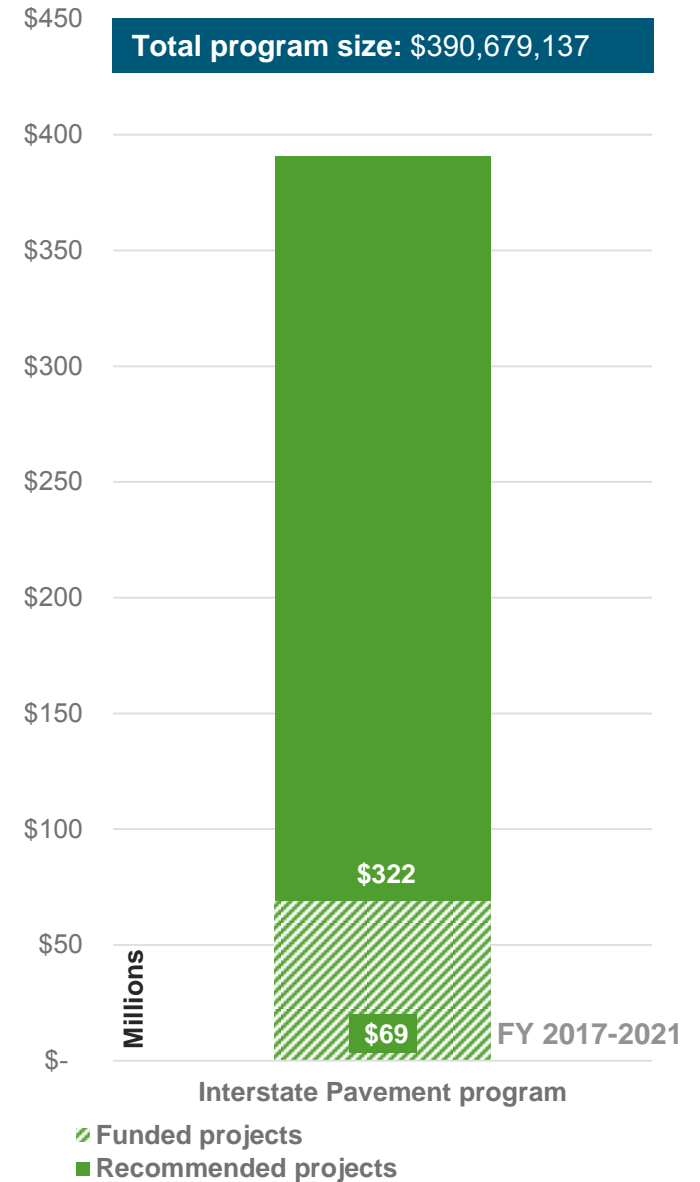
Source: DOT and MBTA internal estimates of available sources and applicable uses; Division initial estimates of program sizes

1 Highway / Interstate Pavement program



Highlighted list of projects:

- ▶ \$25M for Quincy/Milton/Boston - Resurfacing and Related Work on a Section of I-93
- ▶ \$17M for Littleton/Westford – Resurfacing and Related Work on a Section of I-495
- ▶ \$11M for Andover Methuen – Resurfacing and Related Work on a Section of I-93
- ▶ \$11M for Natick/Wayland/Weston – Resurfacing and Related Work on a Section of I-90



Source: DOT and MBTA internal estimates of available sources and applicable uses; Division initial estimates of program sizes

1 Highway / Non-Interstate Pavement program



Highlighted list of projects:

- ▶ \$106M for Routine Pavement Maintenance
- ▶ \$9M for Foxborough/Walpole – Resurfacing and Related Work on Route 1
- ▶ \$8M for Lynnfield/Peabody – Resurfacing and Related Work on Route 1
- ▶ \$2M for Templeton - Resurfacing and Related Work on Route 68
- ▶ \$2M for Dedham - Resurfacing and Related Work on Route 109
- ▶ \$2M for Granby - Resurfacing and Related Work on Route 202



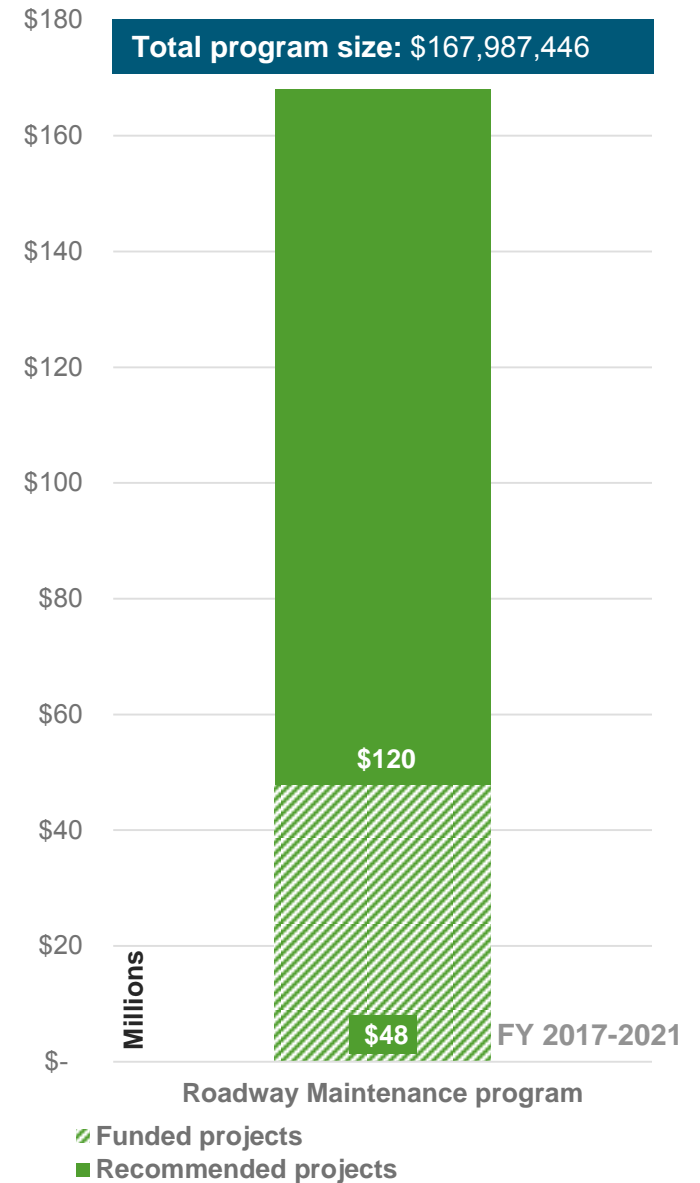
Source: DOT and MBTA internal estimates of available sources and applicable uses; Division initial estimates of program sizes

1 Highway / Roadway Maintenance program



Highlighted list of projects:

- ▶ \$3.3M for Worcester – Stormwater Improvements along I-290 and 122A
- ▶ \$1.1M for District 1 – Roadway Repairs and Slope Stabilization at Various Locations
- ▶ \$0.5M for Chelmsford/Concord/Lowell/Peabody – Stormwater Improvements along Route 2/Route 2A, Route 128 and Route 3/3A
- ▶ \$0.5M for District 6 - Roadside Barrier Reconstruction and Repair at Various Locations



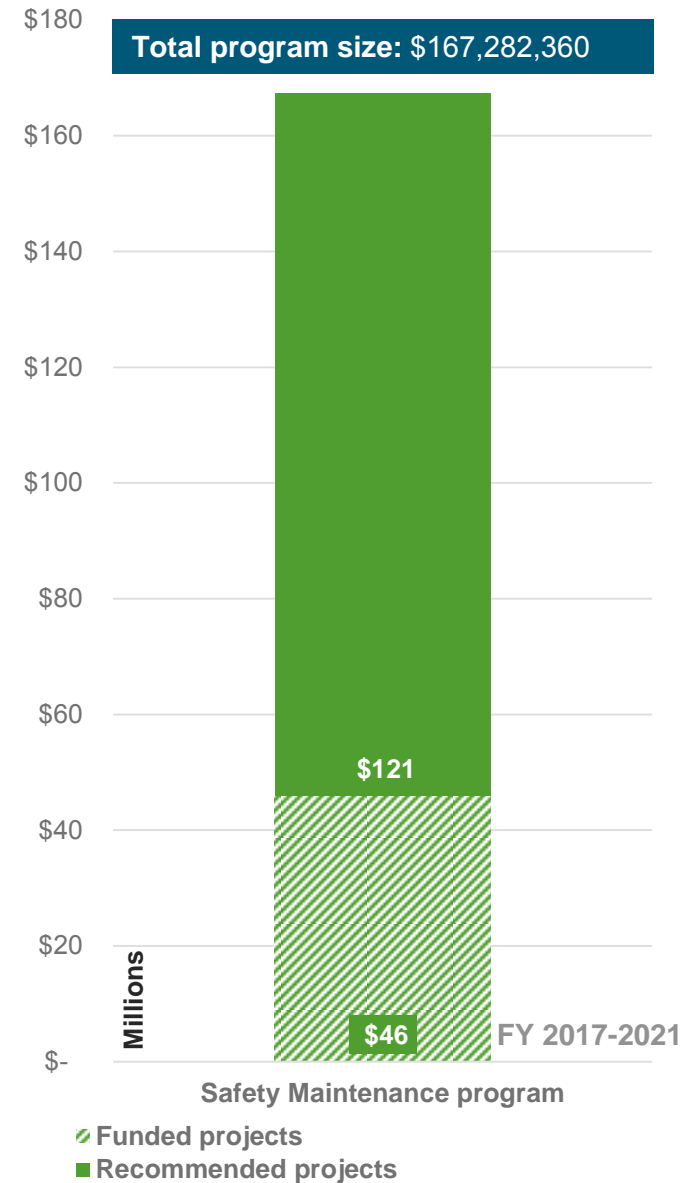
Source: DOT and MBTA internal estimates of available sources and applicable uses; Division initial estimates of program sizes

1 Highway / Safety Maintenance program



Highlighted list of projects:

- ▶ \$9.7M for Arlington/Belmont - Highway Lighting Repair and Maintenance on Route 2
- ▶ \$5.5M for Auburn/Worcester – Guide and Traffic Sign Replacement on a Section of I-290
- ▶ \$5.1M for Attleboro to Norwood - Guide and Traffic Sign Replacement on a Section of I-95
- ▶ \$0.6M for Sturbridge – Sign and Pavement Marking Installation and Upgrades on Brookfield Road (Route 148)
- ▶ \$0.5M for District 1 – Application of Reflectorized Pavement Markings at Various Locations
- ▶ \$0.4M for District 3 – Refurbishment of Crash Cushion Systems at Various Locations



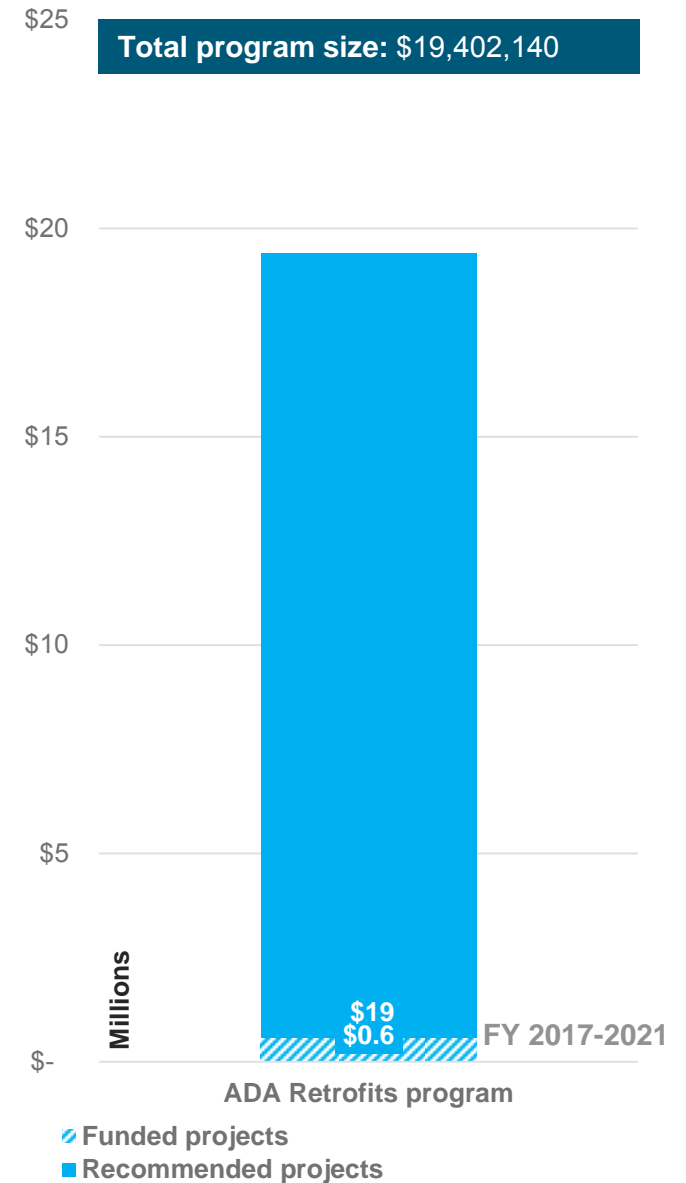
Source: DOT and MBTA internal estimates of available sources and applicable uses; Division initial estimates of program sizes

1 Highway / ADA Retrofits program



Highlighted list of projects:

- ▶ \$2.0M for ADA Retrofits at Various Locations
- ▶ \$1.3M for ADA Retrofits at Various Locations
- ▶ \$0.3M for ADA Retrofits at Various Locations



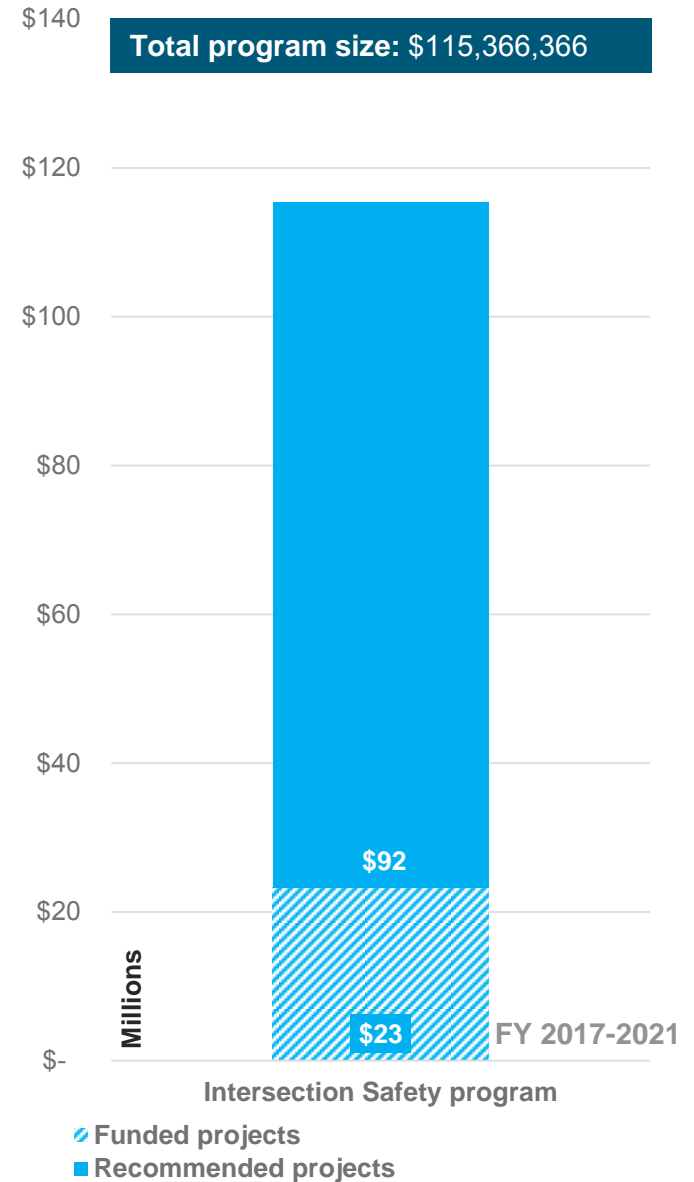
Source: DOT and MBTA internal estimates of available sources and applicable uses; Division initial estimates of program sizes

2 Highway / Intersection Safety program



Highlighted list of projects:

- ▶ \$3.5M for Holyoke – Traffic Signal Upgrades at 15 Intersections along High and Maple Streets
- ▶ \$2.8M for Lowell – Improvements on Route 38 at Four Intersections
- ▶ \$2.0M for Pittsfield – Traffic Signal and Intersection Improvements at Center Street and West Housatonic Street
- ▶ \$1.1M for Northampton – Intersection Improvements at Elm Street, Main Street, State Street and New South Street
- ▶ \$0.5M for Gardner/Leominster/Sterling Intersection Improvements at 3 Locations



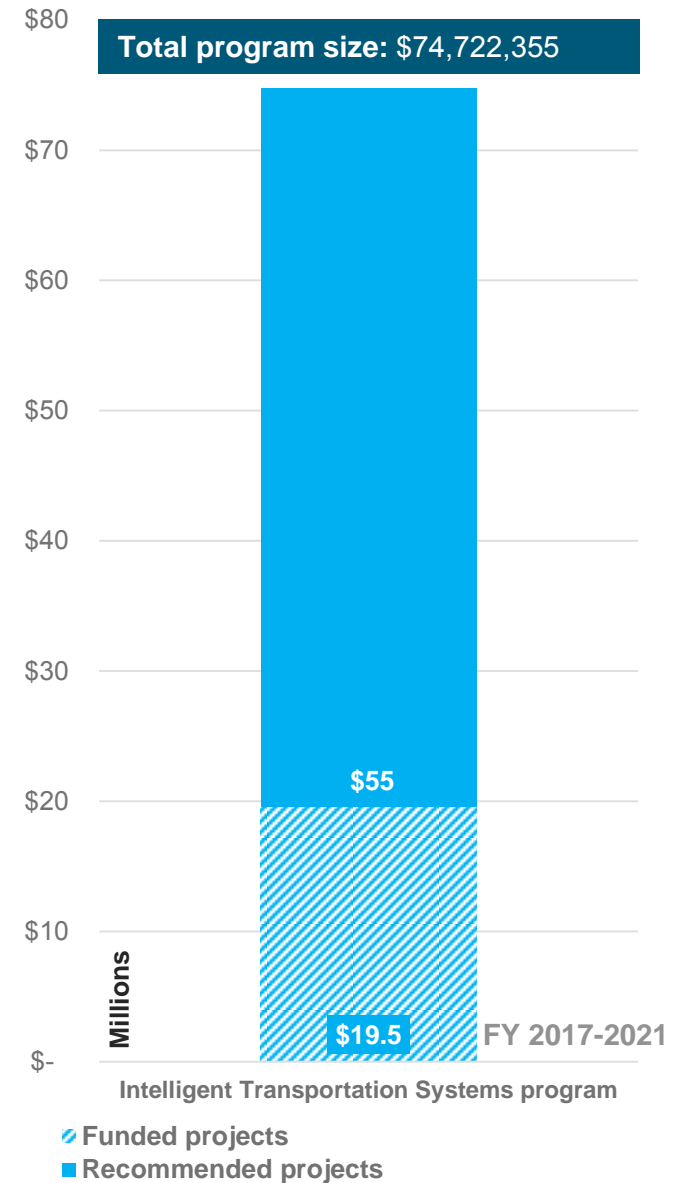
Source: DOT and MBTA internal estimates of available sources and applicable uses; Division initial estimates of program sizes

2 Highway / Intelligent Transportation Systems program



Highlighted list of projects:

- ▶ \$7.2M for District 5 / District6 – ITS Construction on I-95 From Canton to Attleboro
- ▶ \$3.9M for District 3 – Installation of CCTV Cameras and VMS on I290 Between I-495 and I-90
- ▶ \$2.4M for Statewide – Expansion of CCTV, VMS and the Traffic Sensor Network



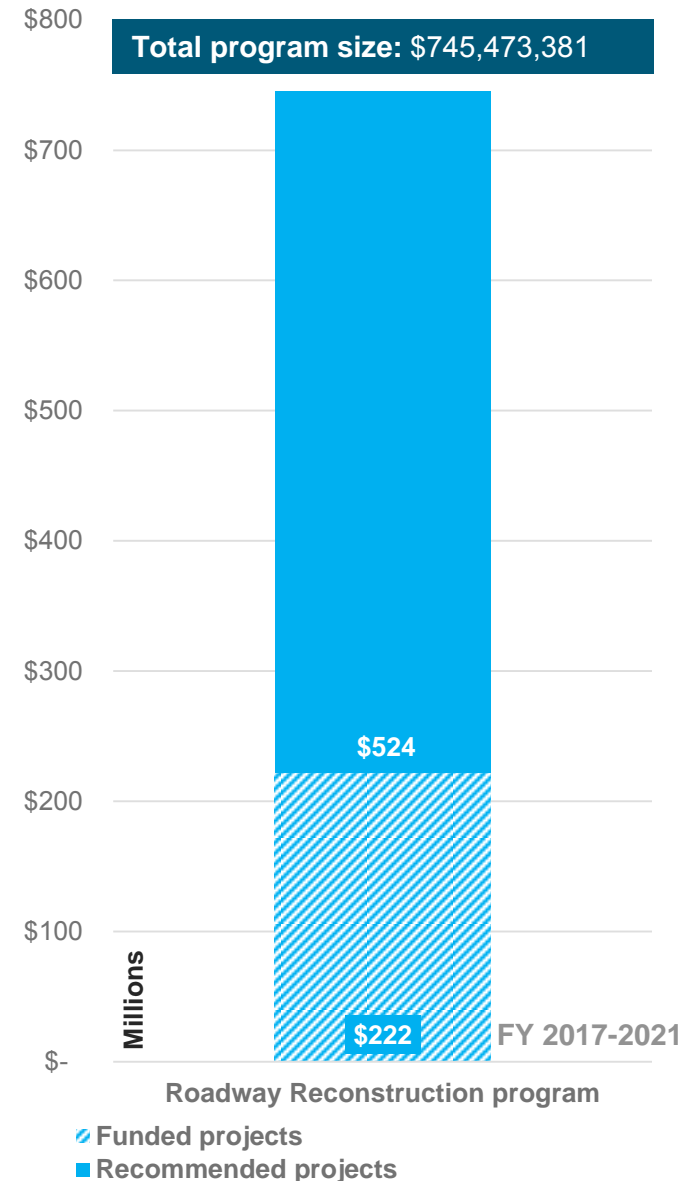
Source: DOT and MBTA internal estimates of available sources and applicable uses; Division initial estimates of program sizes

2 Highway / Roadway Reconstruction program



Highlighted list of projects:

- ▶ \$49.7M for Charlton/Oxford – Reconstruction on Route 20
- ▶ \$14.6M Needham/Newton – Reconstruction of Highland Avenue and Needham Street including the Bridge over the Charles River
- ▶ \$9.3M for Leominster – Reconstruction/Rehabilitation on Central Street including Rehabilitation of the Bridge Carrying Central Street over Fall Brook
- ▶ \$7.8M for Worcester – Resurfacing of Route 122 from Washington Square to Rice Square
- ▶ \$7.7M for Everett – Reconstruction of Ferry Street, South Ferry Street and a Portion of Elm Street
- ▶ \$5.2M for Plymouth – Taylor Avenue bridge rehabilitation
- ▶ \$4.7M for Holyoke/West Springfield – Rehabilitation of Riverdale Road
- ▶ \$4.6M for Brockton – Corridor Improvements on Belmont Street
- ▶ \$4.5M for Northampton – Reconstruction of Damon Road
- ▶ \$2.6M for Williamstown – Reconstruction and Related Work on Water Street (Route 43)



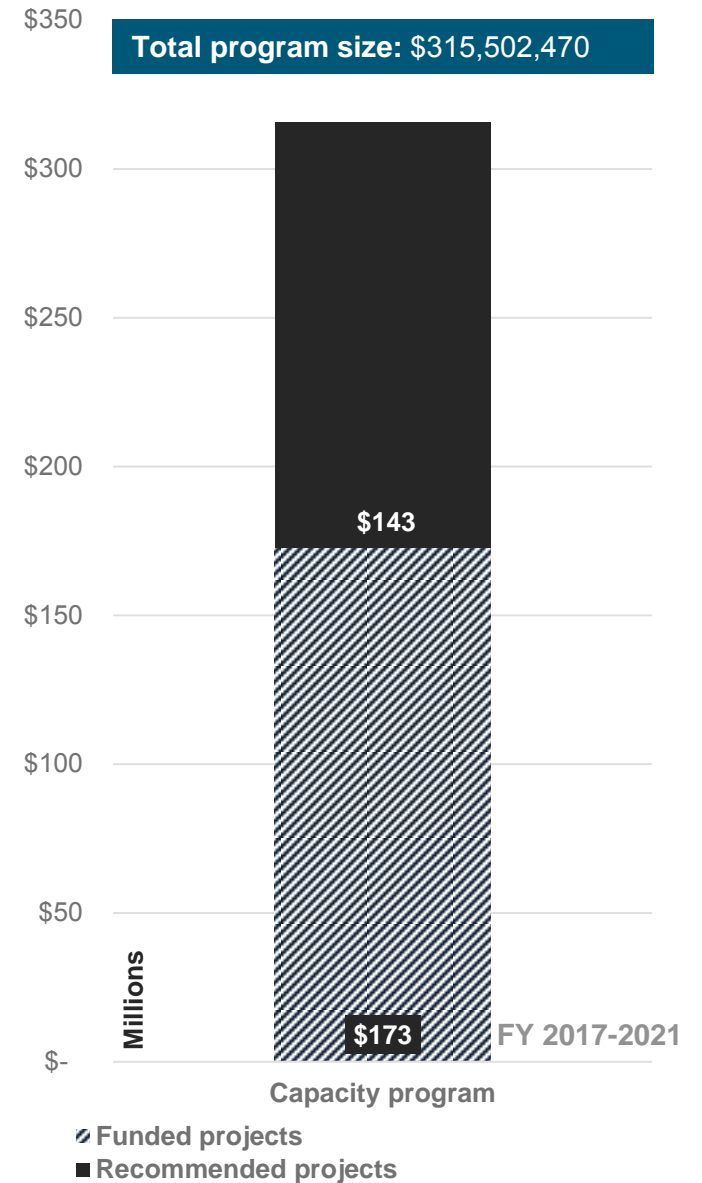
Source: DOT and MBTA internal estimates of available sources and applicable uses; Division initial estimates of program sizes

3 Highway / Capacity program



Highlighted list of projects:

- ▶ \$59M for Weymouth/Abington – Reconstruction and Widening of Route 18
- ▶ \$38M for Bedford/Billerica – Reconstruction and Widening of Middlesex Turnpike
- ▶ \$8M for Quincy – Construction of New Bridge form Burgin Parkway over MBTA
- ▶ \$5M for Springfield – North End Pedestrian Underpass
- ▶ \$4M for Dartmouth – Realignment of Tucker Road to Route 6 and Hathaway Road



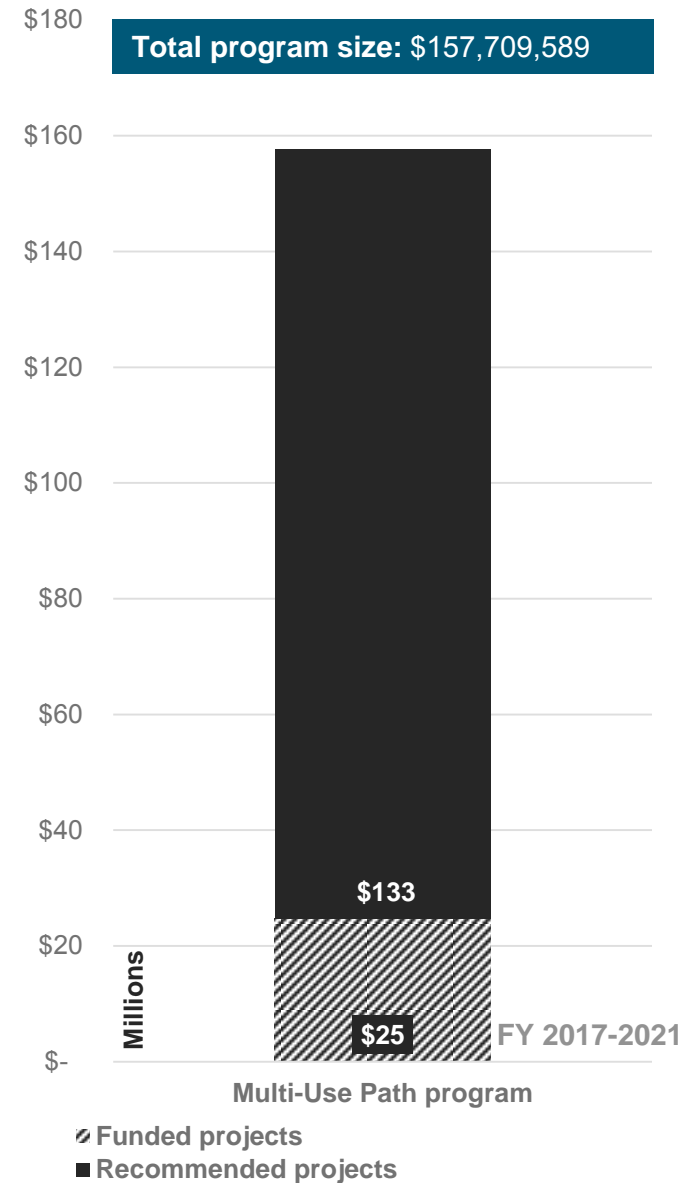
Source: DOT and MBTA internal estimates of available sources and applicable uses; Division initial estimates of program sizes

3 Highway / Multi-use Path program



Highlighted list of projects:

- ▶ \$8M for Framingham/Natick – Cochituate Rail Trail Including Pedestrian Bridge Over Route 9
- ▶ \$7M for Concord – Bruce Freeman Rail Trail – From Commonwealth Ave. to Powder Mill Road
- ▶ \$7M for Westfield – Columbia Greenway Rail Trail From East Silver Street to Cowles Court includes 6 Bridges
- ▶ \$5.5M for New Bedford – Clark’s Cove Bike Path
- ▶ \$4M for Norton/Mansfield – World War II Veterans Trail
- ▶ \$3M for Lanesborough/Pittsfield – Ashuwillticook Rail Trail Extension to Crane Ave
- ▶ \$2.0M for Boston - South Bay Harbor from Ruggles to Fort Point Channel



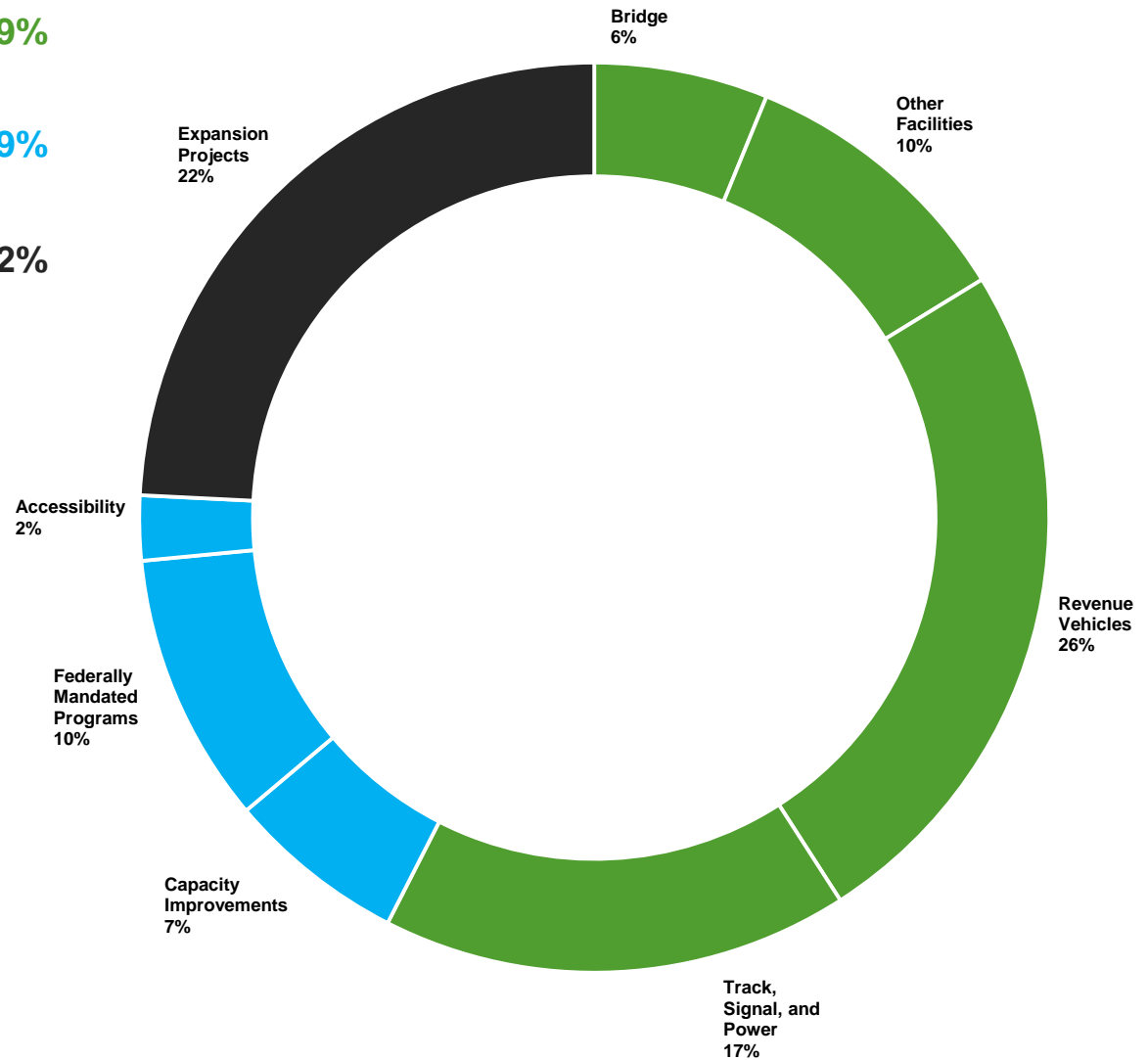
Source: DOT and MBTA internal estimates of available sources and applicable uses; Division initial estimates of program sizes

MBTA programs overview



Spending by priority and program

- 1** Reliability \$3.7 billion 59%
- 2** Modernization \$1.19 billion 19%
- 3** Expansion \$1.58 billion 22%

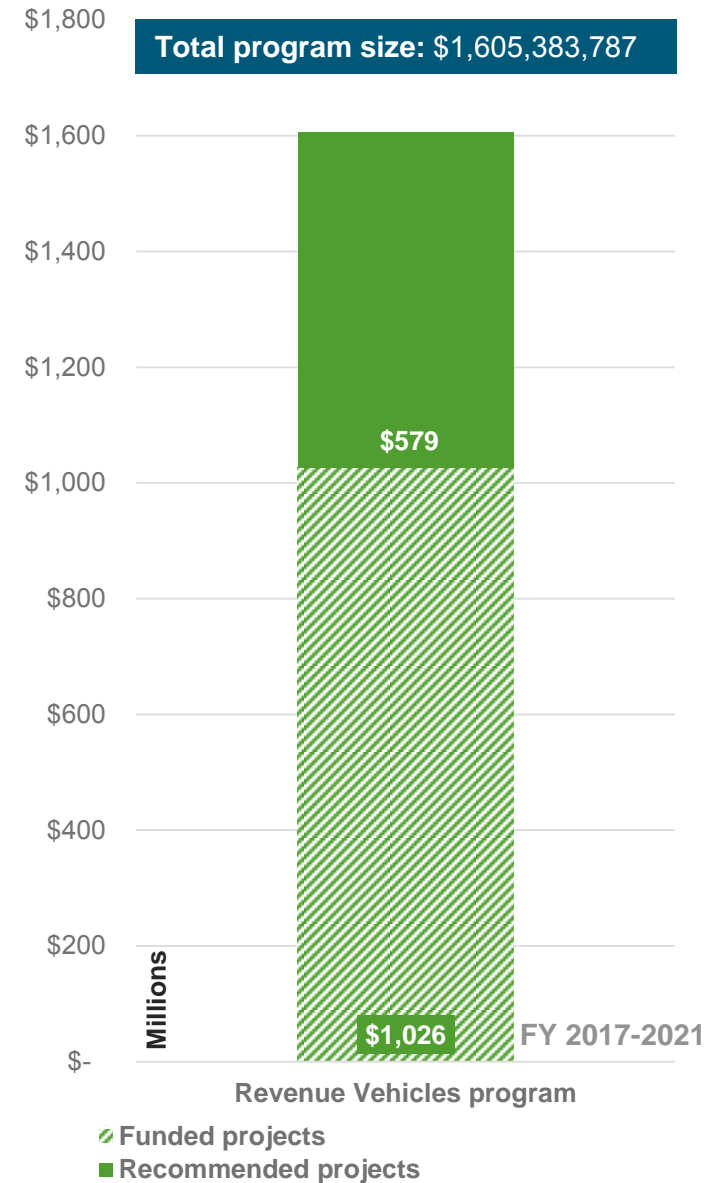


1 MBTA / Revenue Vehicles program



Highlighted list of projects:

- ▶ \$204M for Red Line #3 fleet mid-life overhaul
- ▶ \$150M for Commuter Rail coach procurement
- ▶ \$90M for Commuter Rail locomotive reliability
- ▶ \$45M for purchase of 60 forty (40) foot buses
- ▶ \$42M for New Flyer bus overhaul
- ▶ \$28M for Green Line #8 reliability program
- ▶ \$9M for design and reliability of PCC fleet
- ▶ \$5M for design of new Green Line Light Rail fleet
- ▶ \$5M for design of replacement DMA/Sliver Line fleet



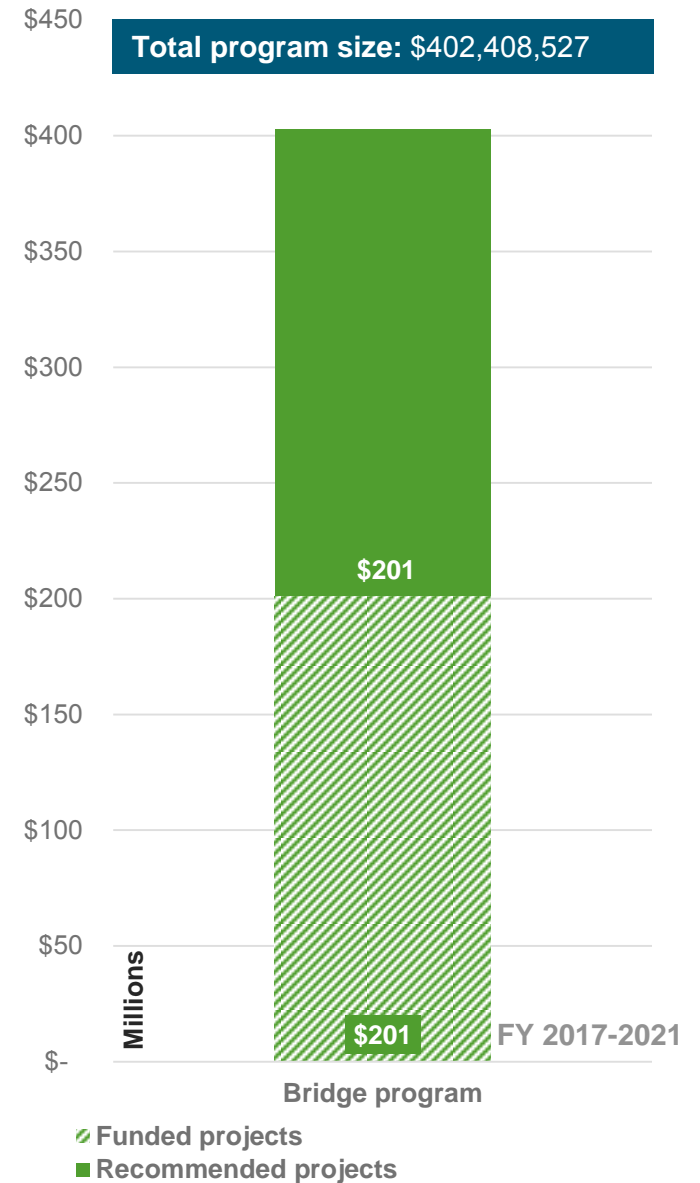
Source: DOT and MBTA internal estimates of available sources and applicable uses; Division initial estimates of program sizes

1 MBTA / Bridge program



Highlighted list of projects:

- ▶ \$121M for Draw 1/Tower A at North Station
- ▶ \$ 17M for East Street Bridge
- ▶ \$ 15M for High Line Bridge
- ▶ \$ 12M for Bacon Street Bridge
- ▶ \$ 11M for Lynn Fells Parkway Bridge
- ▶ \$ 7M for Commercial Street Bridge
- ▶ \$ 6M for Emergency Bridge Repairs program
- ▶ \$ 5M for Red Line Bridge Repairs
- ▶ \$ 4M for Shawsheen River Bridge
- ▶ \$ 3M for Neponset River Lower Mills Bridge



Source: DOT and MBTA internal estimates of available sources and applicable uses; Division initial estimates of program sizes

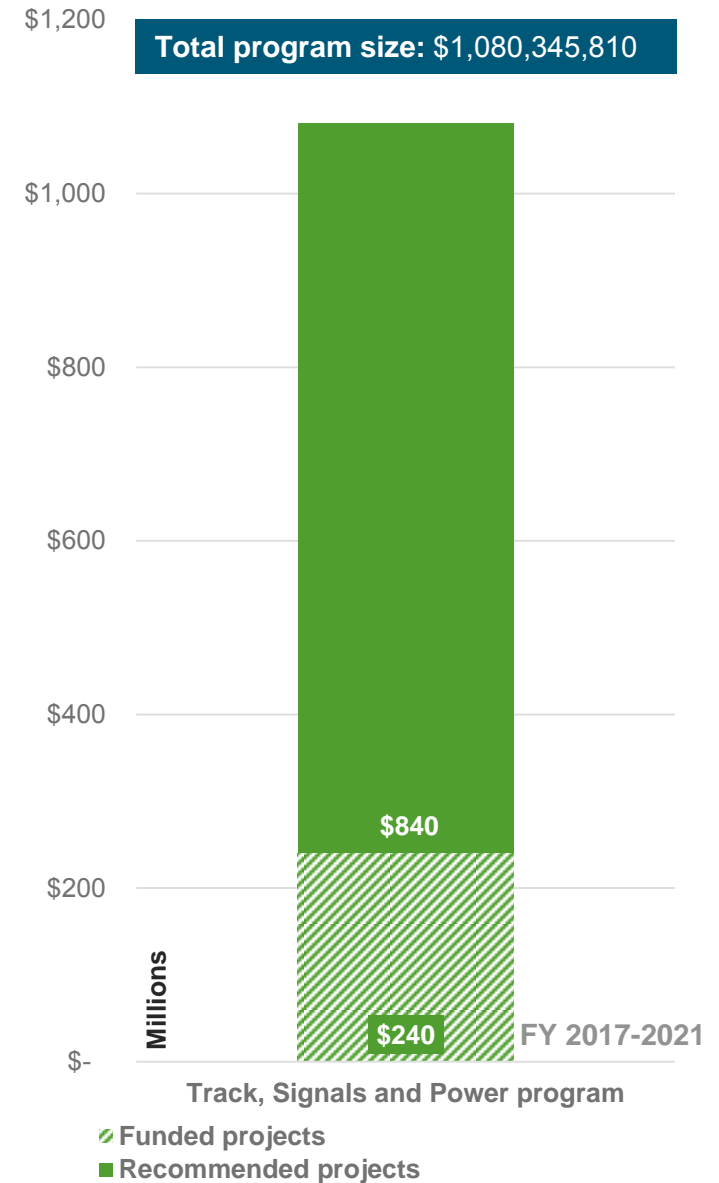
1 MBTA / Track, Signal and Power program



Highlighted list of projects:

- ▶ \$553M for Red, Orange and Green Line strategic plan for signal improvements
 - ▶ Green Line Reservoir Interlocking
 - ▶ Green Line Reservoir to Riverside
 - ▶ Green Line Govt. Center, Copley and Park Street
 - ▶ Green Line Beacon Junction (Kenmore Square C&D Split)
 - ▶ Orange Line digital track circuit
 - ▶ Orange Line 60Hz track circuit upgrade to 100Hz
 - ▶ Orange Line Southwest Corridor (Back Bay to Forest Hills)
 - ▶ Orange Line headway improvement signals project
 - ▶ Red Line 60 Hz track circuit updated to 100Hz
 - ▶ Red Line digital Ashmont signals
 - ▶ Red Line headway improvement signals project
 - ▶ Red Line Columbia Junction (JFK/Braintree/Ashmont)
- ▶ \$200M for Commuter Rail track and signal improvements
- ▶ \$50M for Red and Orange Line track reliability
- ▶ \$36M for Cabot and Wellington improvements

Red, Orange, Green and Commuter Rail signal improvements are recommended for Pay-Go funding.



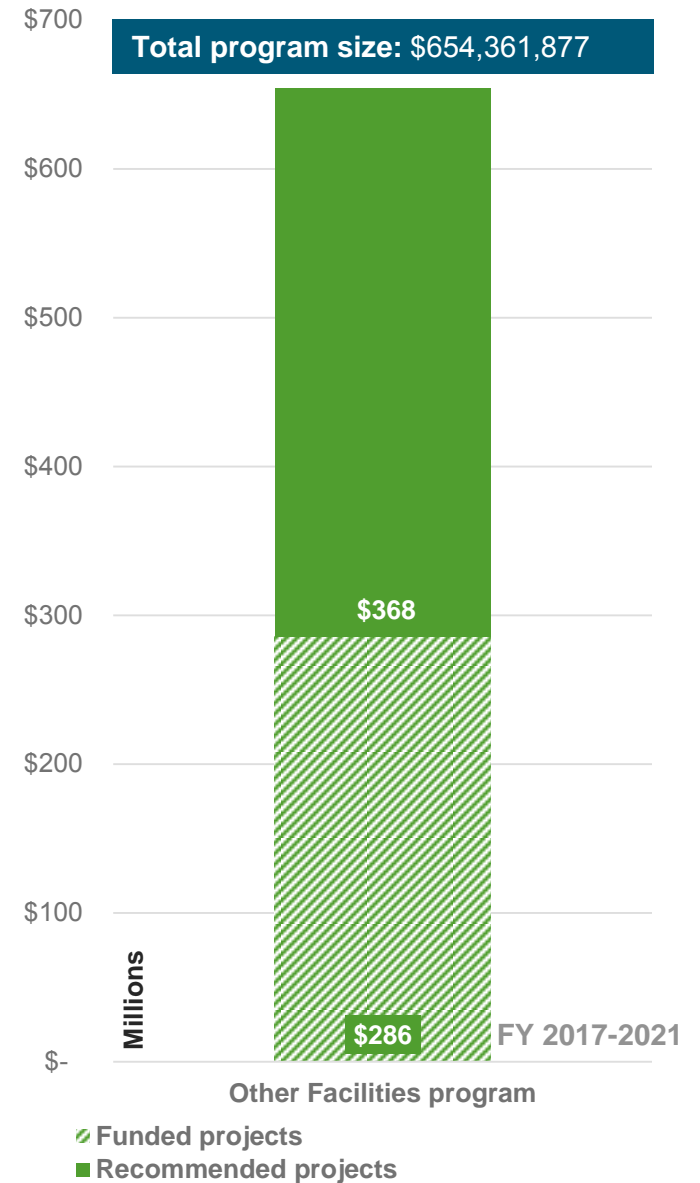
Source: DOT and MBTA internal estimates of available sources and applicable uses; Division initial estimates of program sizes

1 MBTA / Other Facilities program



Highlighted list of projects:

- ▶ \$100M for Cabot and Wellington improvements
- ▶ \$70M for System wide radio network upgrades
- ▶ \$51M for Wollaston Station improvements
- ▶ \$45M for South Shore garages improvements
- ▶ \$33M for Winchester Station improvements
- ▶ \$15M for Hynes Station
- ▶ \$14M for Hingham Ferry dock repairs
- ▶ \$4M for 45 High Street fire protection project



Source: DOT and MBTA internal estimates of available sources and applicable uses; Division initial estimates of program sizes

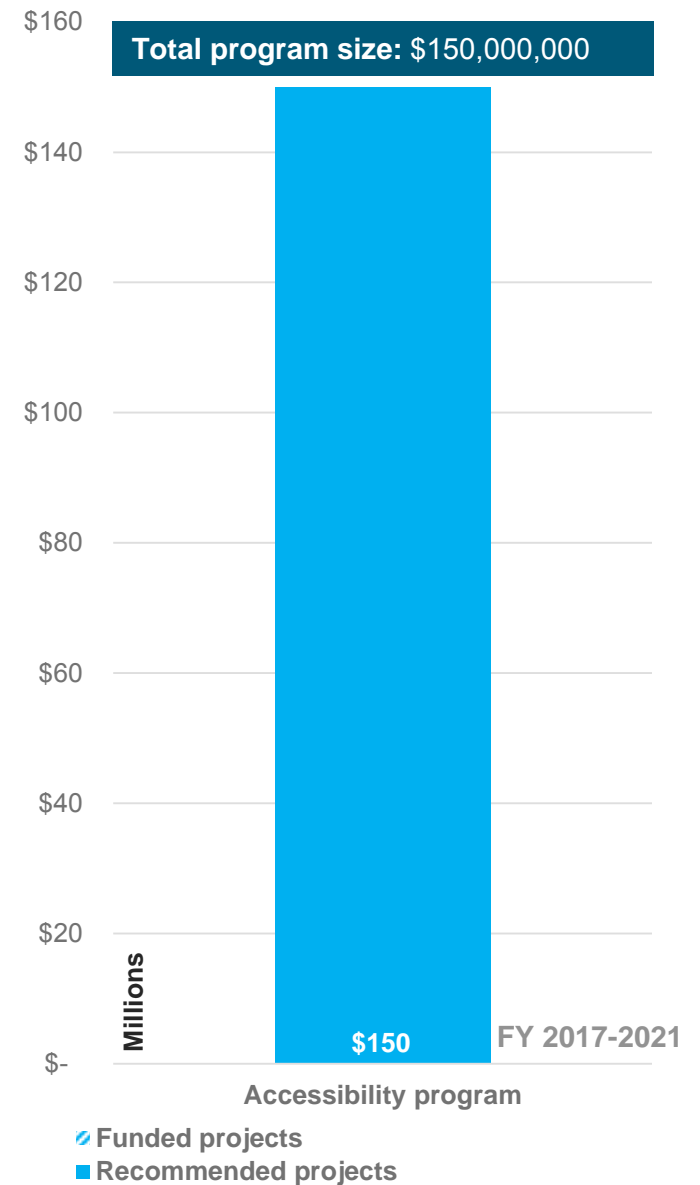
2 MBTA / Accessibility program



Highlighted list of projects:

- ▶ \$20M for Green Line street level / path of travel program
- ▶ \$20M for Ruggles Station phase II
- ▶ \$18M for Oak Grove elevators and path of travel
- ▶ \$13M for Study of remaining inaccessible stations
- ▶ \$13M for Comm Ave access Improvements
- ▶ \$15M for Elevator accessibility improvements
- ▶ \$10M for Symphony Station comprehensive design
- ▶ \$10M for Downtown Crossing comprehensive design
- ▶ \$7M for Mansfield accessibility improvements
- ▶ \$6M for Auburndale Station improvements
- ▶ \$5M for Bus route accessibility improvements
- ▶ \$5M for Forest Hills accessibility improvements
- ▶ \$4M for Natick Center comprehensive design
- ▶ \$4M for South Attleboro comprehensive design

Wollaston Station improvements are included within the Facilities program



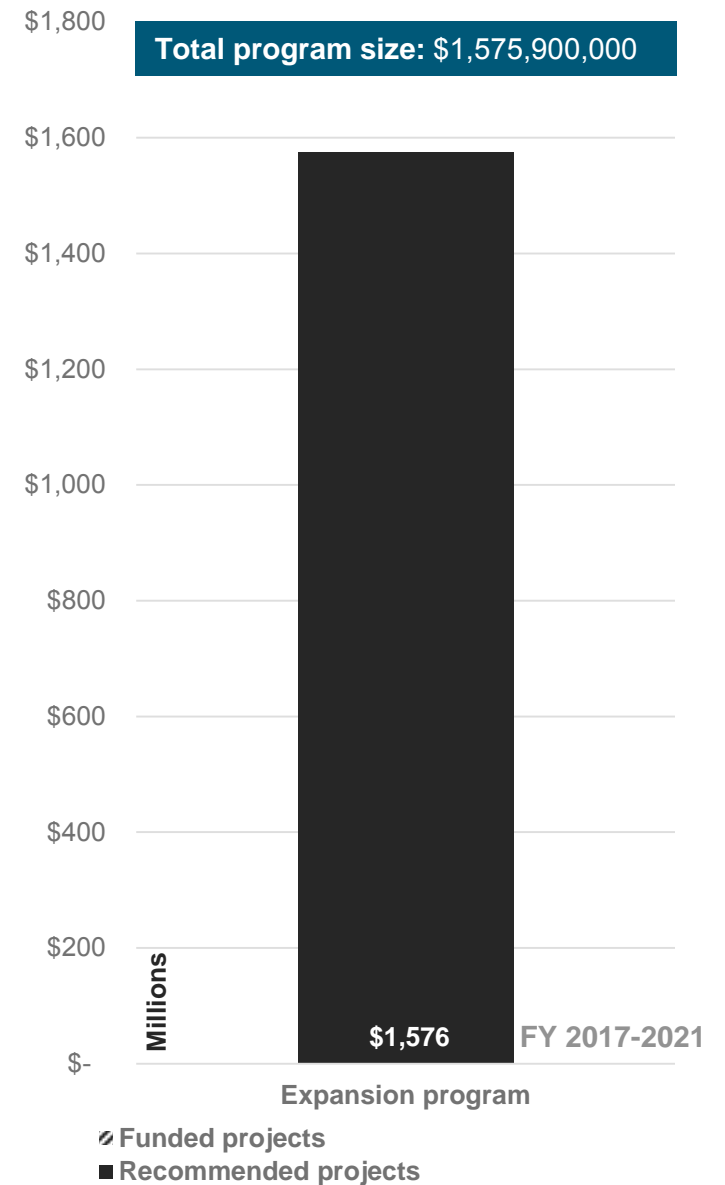
Source: DOT and MBTA internal estimates of available sources and applicable uses; Division initial estimates of program sizes

3 MBTA / Expansion program



Highlighted list of projects:

- ▶ \$1,110 billion for Green Line Extension
- ▶ \$148 million for South Coast Rail design and permitting
- ▶ \$26 million for Fairmount Corridor stations
- ▶ Chelsea Silver Line Gateway
- ▶ Knowledge Corridor

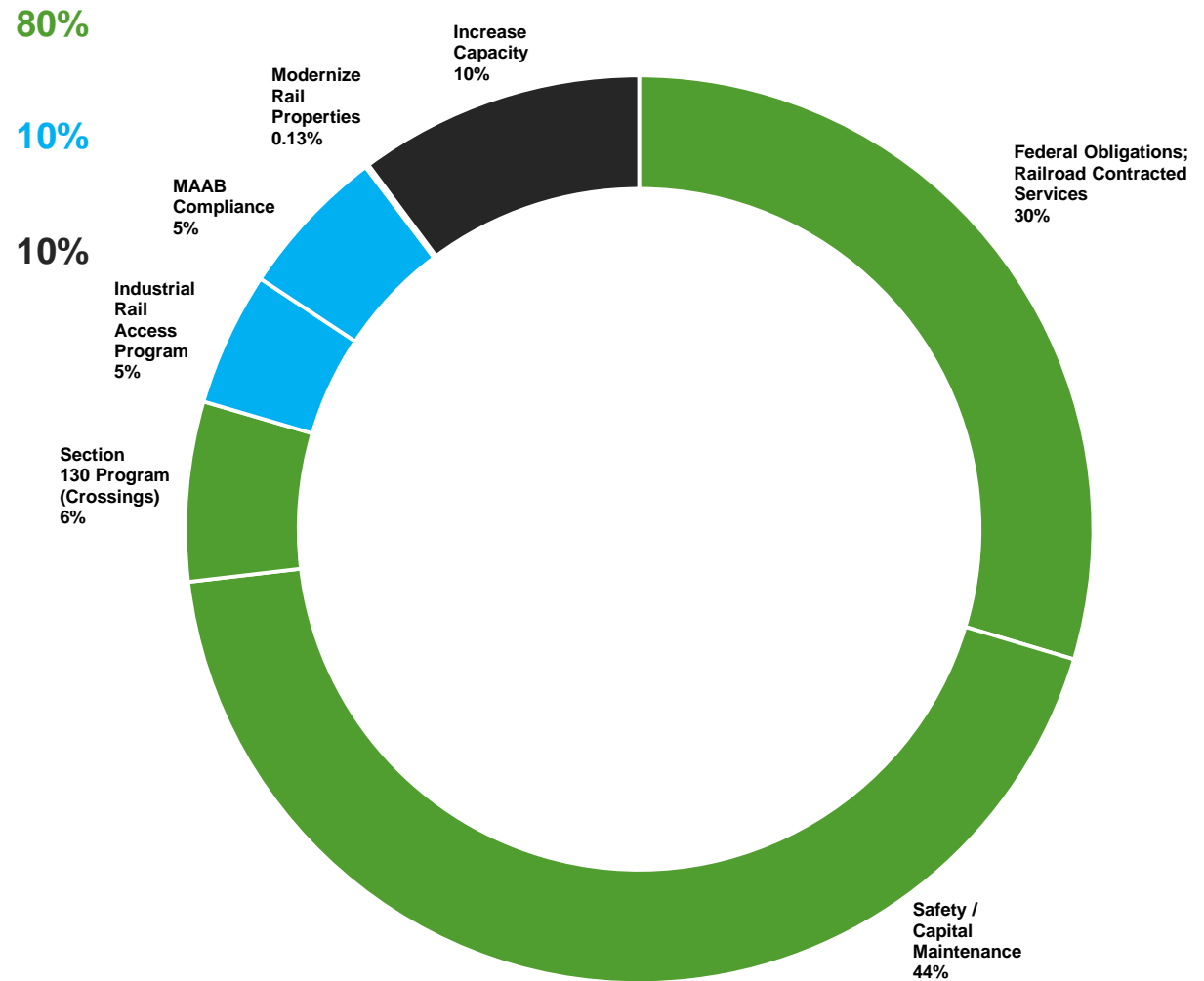


Source: DOT and MBTA internal estimates of available sources and applicable uses; Division initial estimates of program sizes

Rail programs overview

Spending by priority and program

- 1** Reliability
\$253 million
- 2** Modernization
\$32.4 million
- 3** Expansion
\$32.0 million

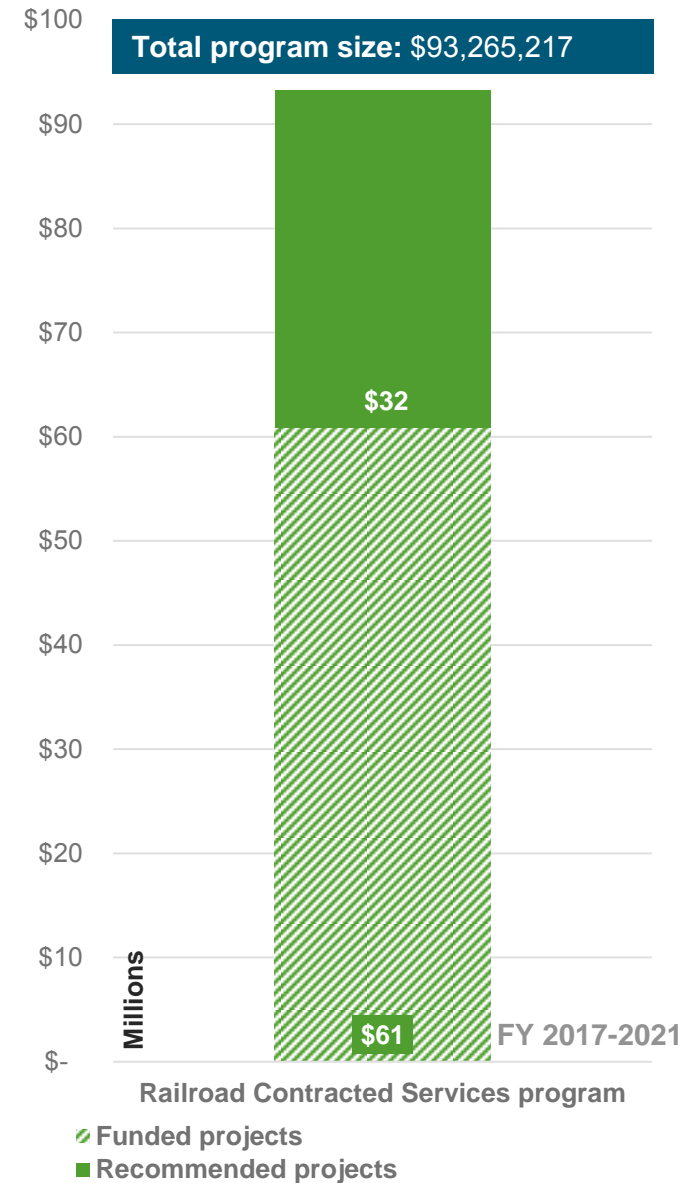


1 Rail / Railroad Contracted Services program



Highlighted list of projects:

- ▶ \$25m PRIIA 209
- ▶ \$3.8m for Conn River/Knowledge Corridor
- ▶ \$2m for Framingham Secondary
- ▶ \$1.6m for Middleboro Secondary



Source: DOT and MBTA internal estimates of available sources and applicable uses; Division initial estimates of program sizes

1 Rail / Capital and Safety Maintenance program



Highlighted list of projects:

- ▶ \$58M for track and ROW including ties, ballast, rail, and station repairs on MassDOT owned lines
- ▶ \$53M for bridges, culverts and other structures on MassDOT owned lines
- ▶ \$10M for signals, interlockings, yard tracks and other repairs/Improvements to MassDOT owned lines



Source: DOT and MBTA internal estimates of available sources and applicable uses; Division initial estimates of program sizes

1 Rail / Section 130 | Rail Crossings program



Highlighted list of projects:

- ▶ \$20.1M Projects selected per federal regulations



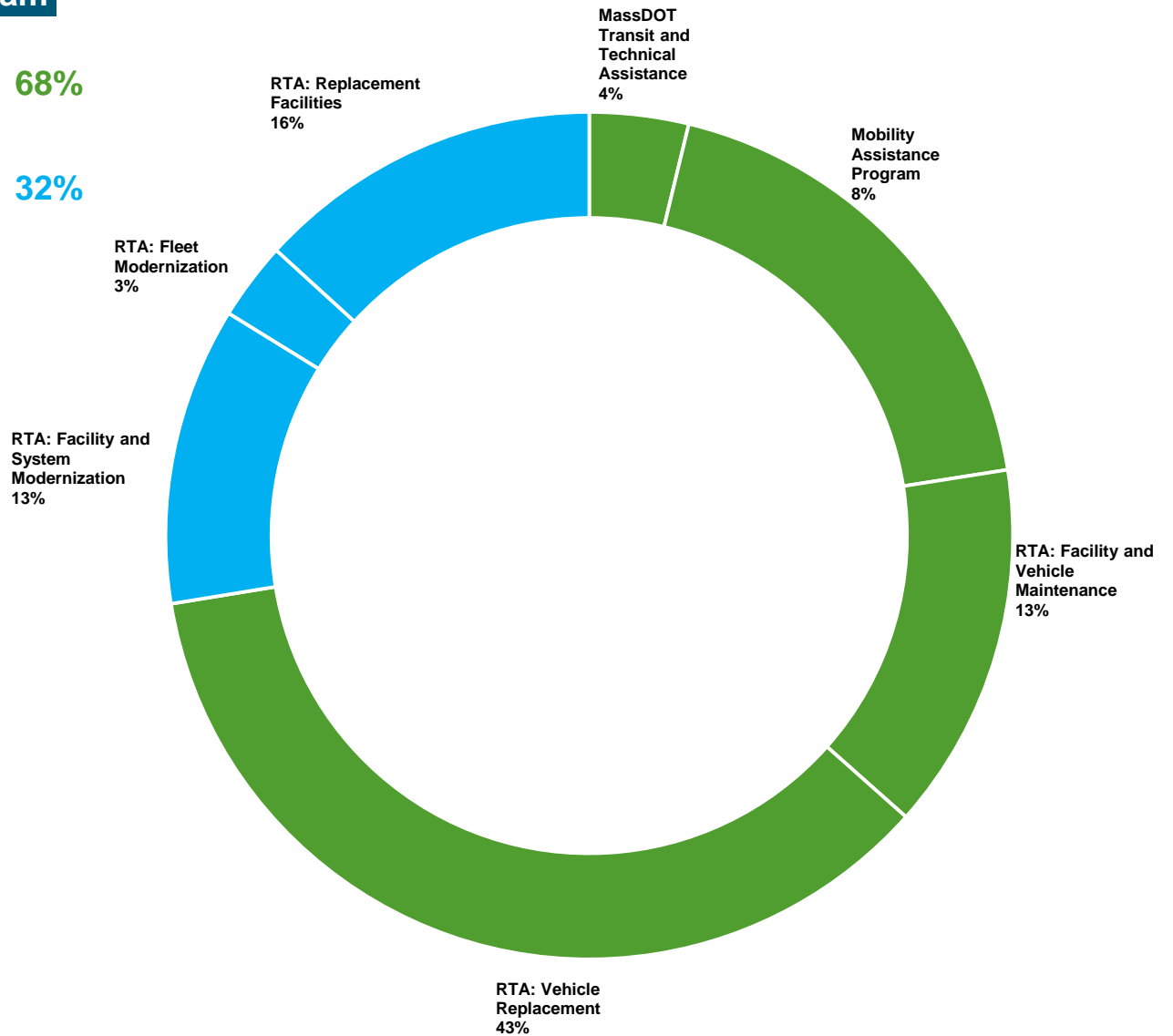
Source: DOT and MBTA internal estimates of available sources and applicable uses; Division initial estimates of program sizes

RTA Transit programs overview



Spending by priority and program

- 1 Reliability**
\$222.5 million
- 2 Modernization**
\$84.7 million

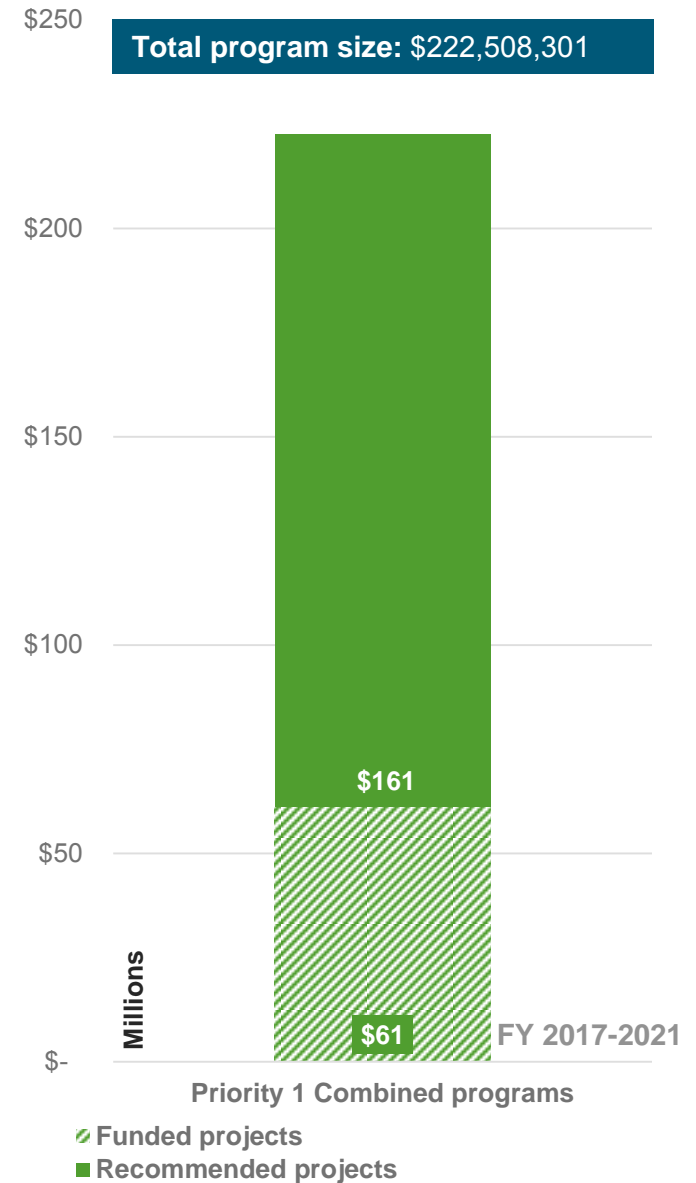


1 RTA Transit / Priority 1 combined programs



Highlighted list of projects:

- ▶ Mobility Assistance Program – Purchase 125 vehicles per year for RTA/Municipality/For-Profit Organizations
- ▶ RTA Maintenance, Administration and Operations Facility Improvements
 - ▶ Northampton Maintenance Facility
 - ▶ FRTA Maintenance Facility
 - ▶ Gallagher Garage Facility
 - ▶ Metrowest Transit Facility
- ▶ RTA Vehicle Overhauls
- ▶ Acquire and Replacement of RTA Rolling Stock
 - ▶ Articulated Buses
 - ▶ Hybrid 35-40FT Buses
 - ▶ 18 passenger Mini-Buses
 - ▶ Trolley Buses
 - ▶ 10-14 Passenger Vans
 - ▶ Support and Supervisory Vehicles



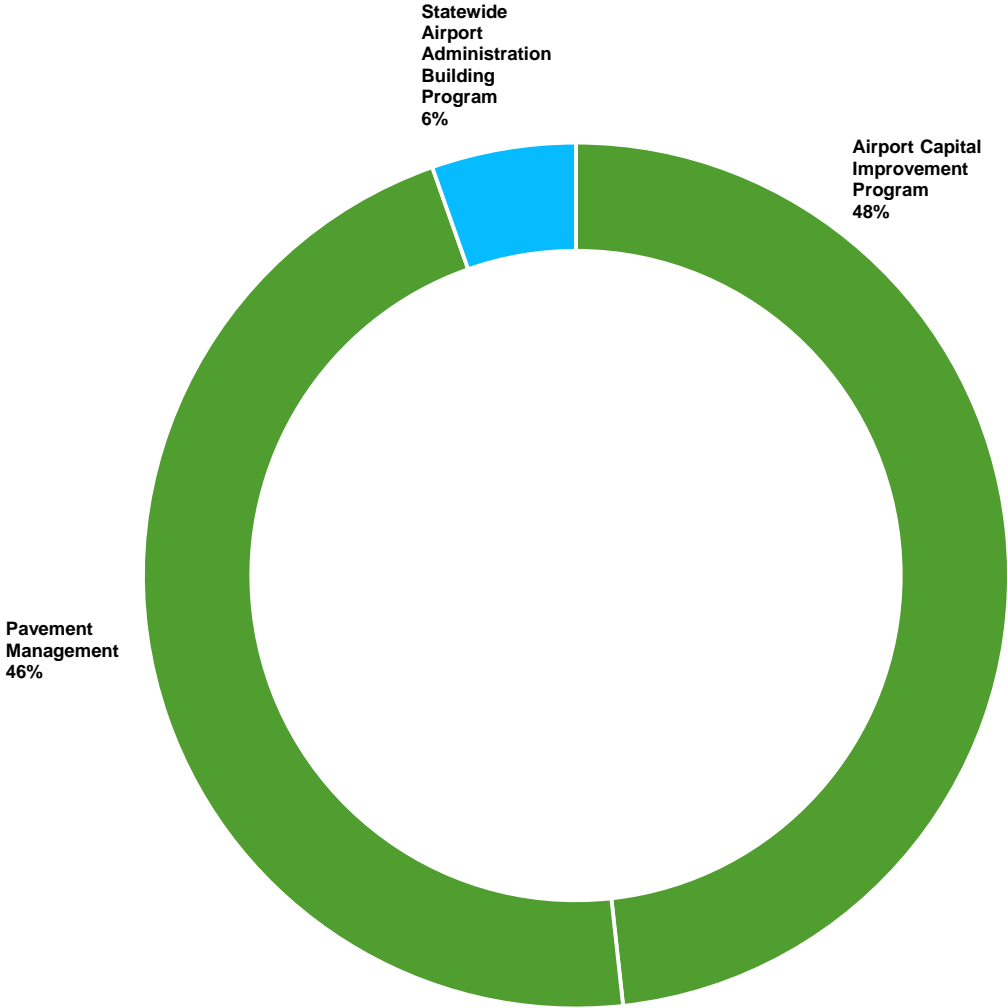
Source: DOT and MBTA internal estimates of available sources and applicable uses; Division initial estimates of program sizes

Aeronautics programs overview



Spending by priority and program

- 1** Reliability \$204.1 million 94%
- 2** Modernization \$11.6 million 6%

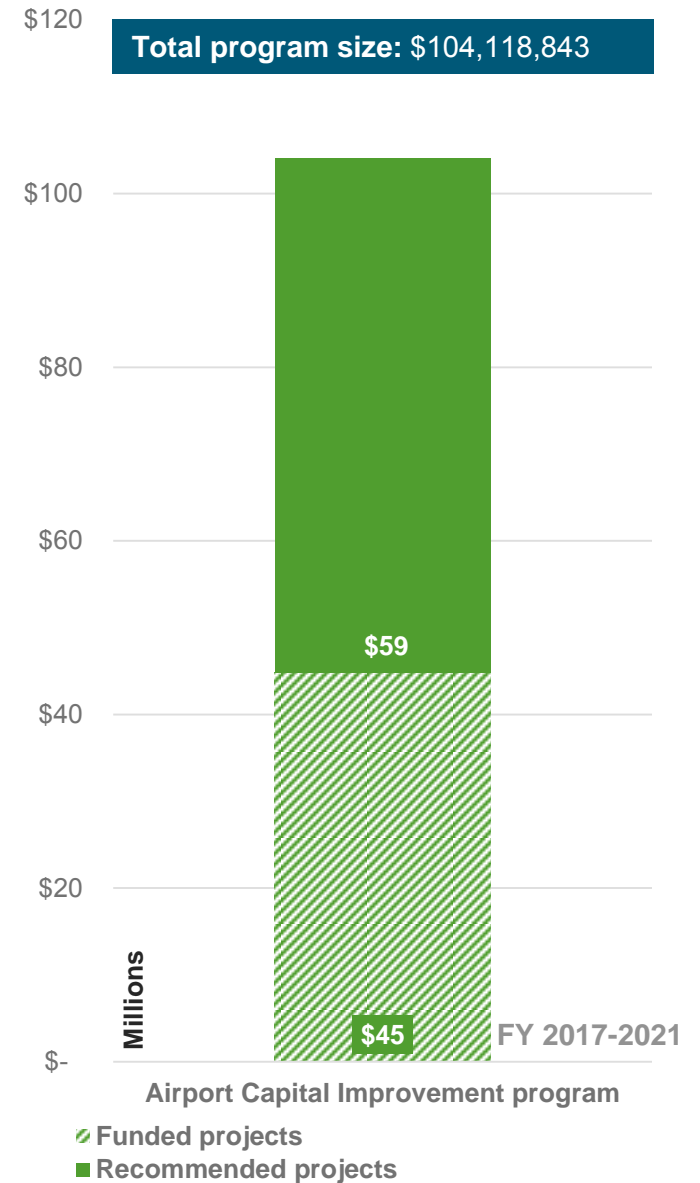


1 Aeronautics / Airport Capital Improvement program



Highlighted list of projects:

- ▶ \$ 9.0M – FAA AIP & ASMP Projects– Southbridge Apron
- ▶ \$ 1.0M – Security Cameras-New Bedford, Hyannis, Nantucket
- ▶ \$750K – Pavement Management System Update
- ▶ \$600K – Fencing and Gates-Orange, Pittsfield
- ▶ \$400K – Vegetation Management-Stow, Taunton, Lawrence
- ▶ \$105K – Crack Sealing-Pittsfield, New Bedford, Chatham
- ▶ \$ 90K – Pavement Markings-Beverly, Fitchburg, Westfield
- ▶ \$ 50K – NAVAID Maintenance-Plymouth, Southbridge, Stow



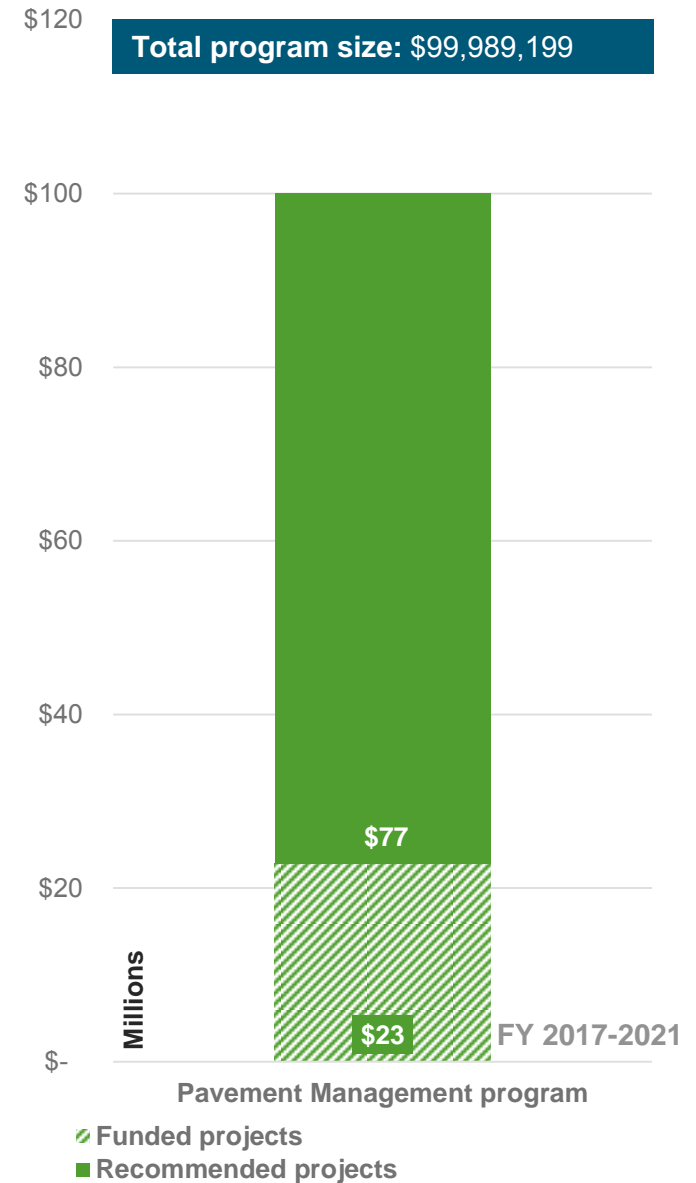
Source: DOT and MBTA internal estimates of available sources and applicable uses; Division initial estimates of program sizes

1 Aeronautics / Pavement Management program



Highlighted list of projects:

- ▶ \$6.7M – Hyannis Barnstable Runway
- ▶ \$1.8M – Chatham Parallel Taxiway
- ▶ \$5.7M – Nantucket Taxiway E Rehab, Relocate Taxiway D
- ▶ \$4.9M – Orange Runway Reconstruct
- ▶ \$4.8M – Pittsfield Taxiway A Realign & Reconstruct
- ▶ \$3.0M – New Bedford Taxiway B North Relocation
- ▶ \$2.7M – Plymouth Runway Reconstruct
- ▶ \$902.5K – Beverly Runway
- ▶ \$332.5K – Martha's Vineyard Apron Design



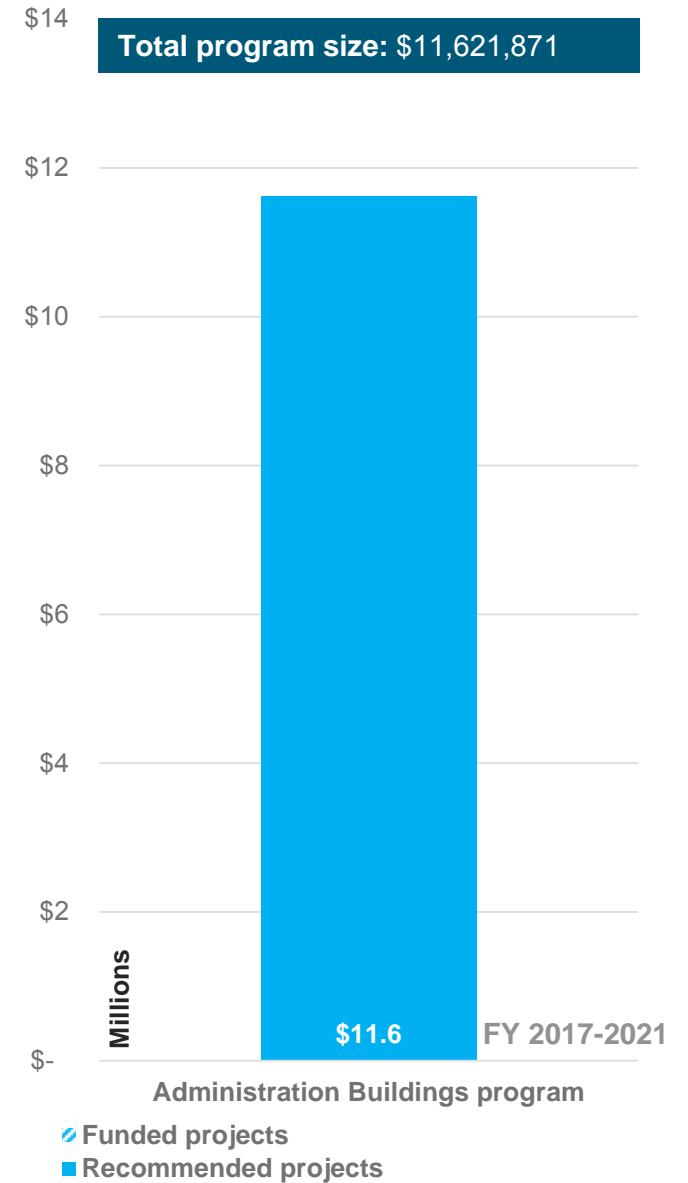
Source: DOT and MBTA internal estimates of available sources and applicable uses; Division initial estimates of program sizes

2 Aeronautics / Administration Buildings program



Highlighted list of projects:

- ▶ \$4.6M – Taunton
- ▶ \$4.4M – Plymouth
- ▶ \$4.1M – Harriman & West (North Adams)



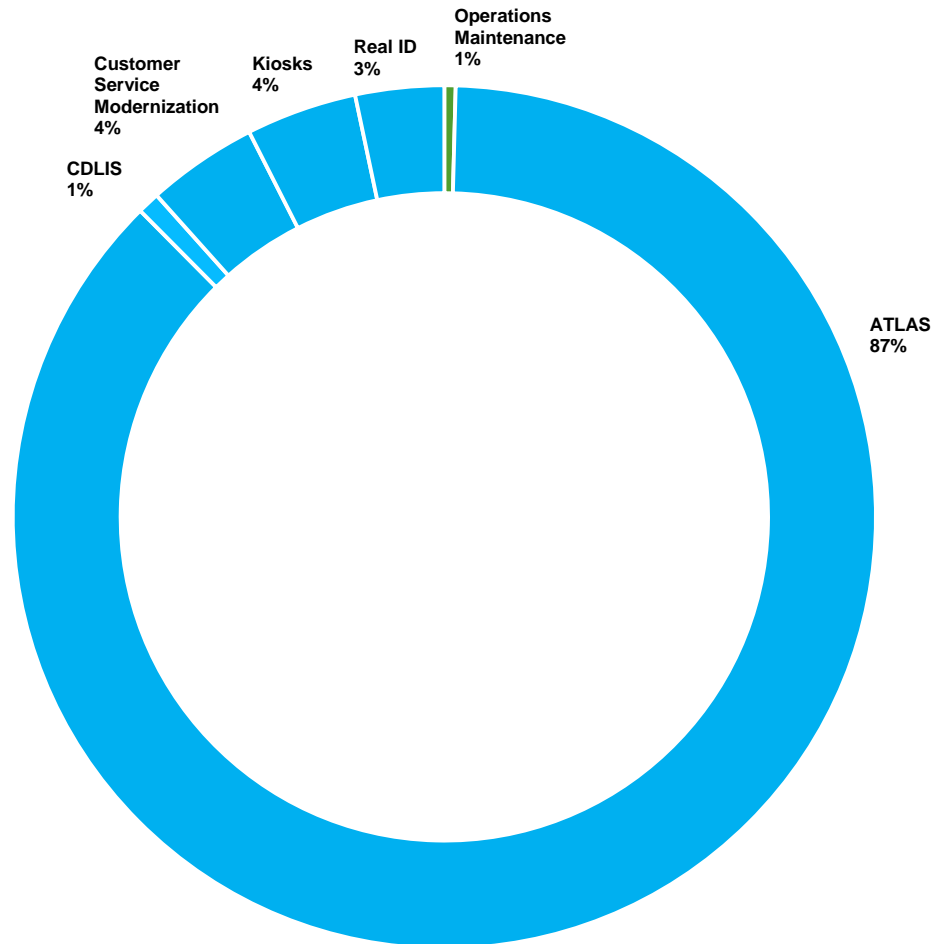
Source: DOT and MBTA internal estimates of available sources and applicable uses; Division initial estimates of program sizes

RMV programs overview



Spending by priority and program

- 1** Reliability \$506,455 1%
- 2** Modernization \$120 million 99%

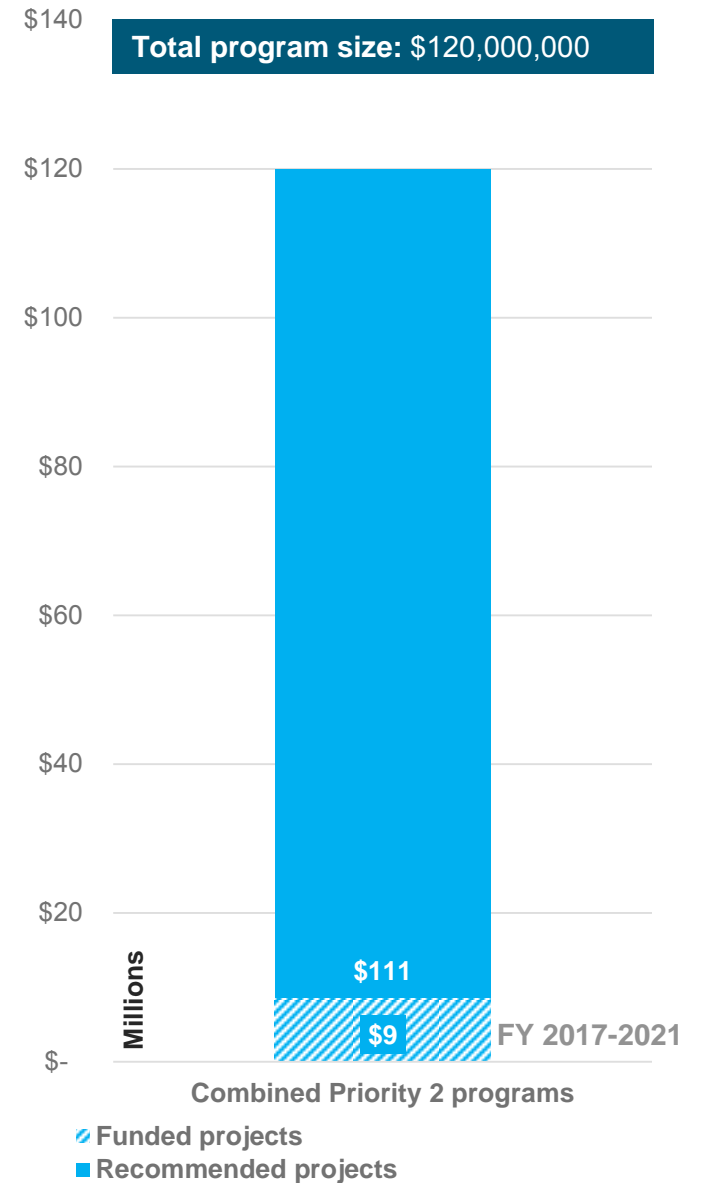


2 RMV / Combined programs



Highlighted list of projects:

- ▶ \$105 M for ALARS/ATLAS Project – Replacement of Core License, Registration and Revenue Collection System
- ▶ \$1.4M for various Customer Service Branch Modifications to implement new service delivery model
- ▶ \$5M for new RMV Self-Service Kiosks

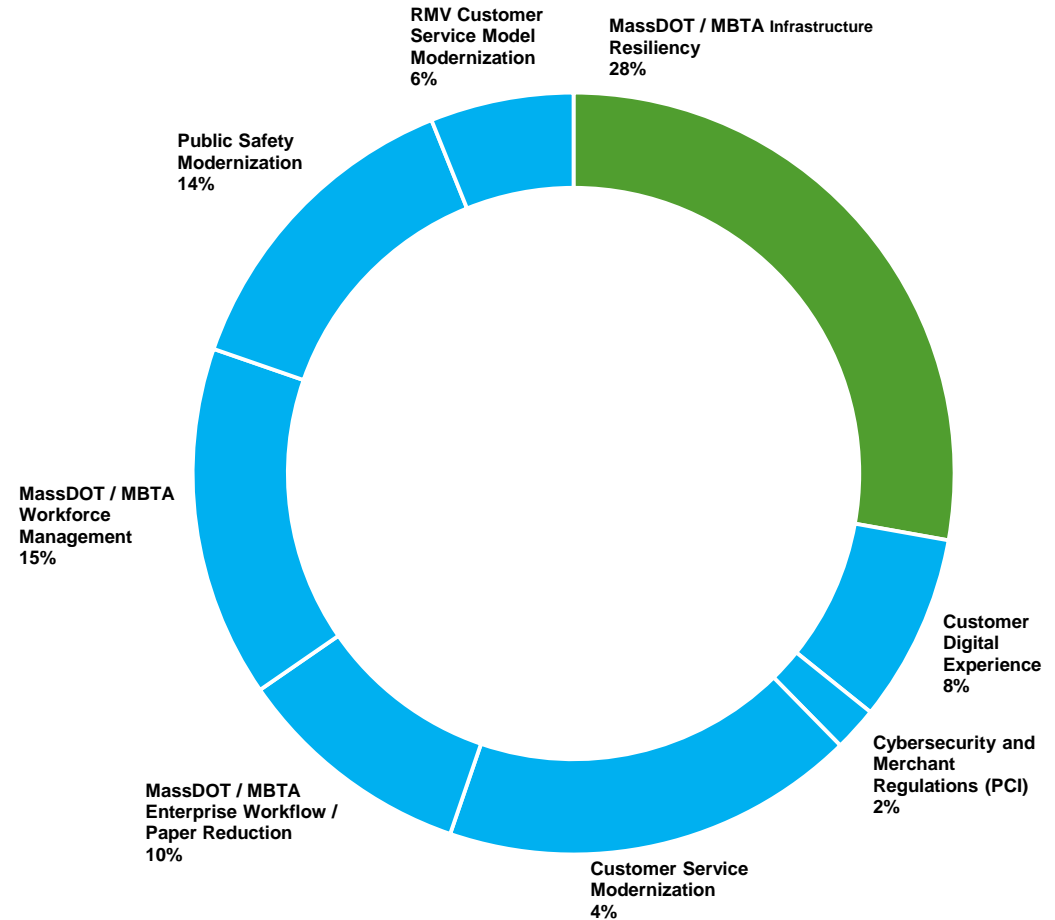


Source: DOT and MBTA internal estimates of available sources and applicable uses; Division initial estimates of program sizes

IT programs overview

Spending by priority and program

- 1** Reliability \$19.2 million 28%
- 2** Modernization \$49.9 million 72%

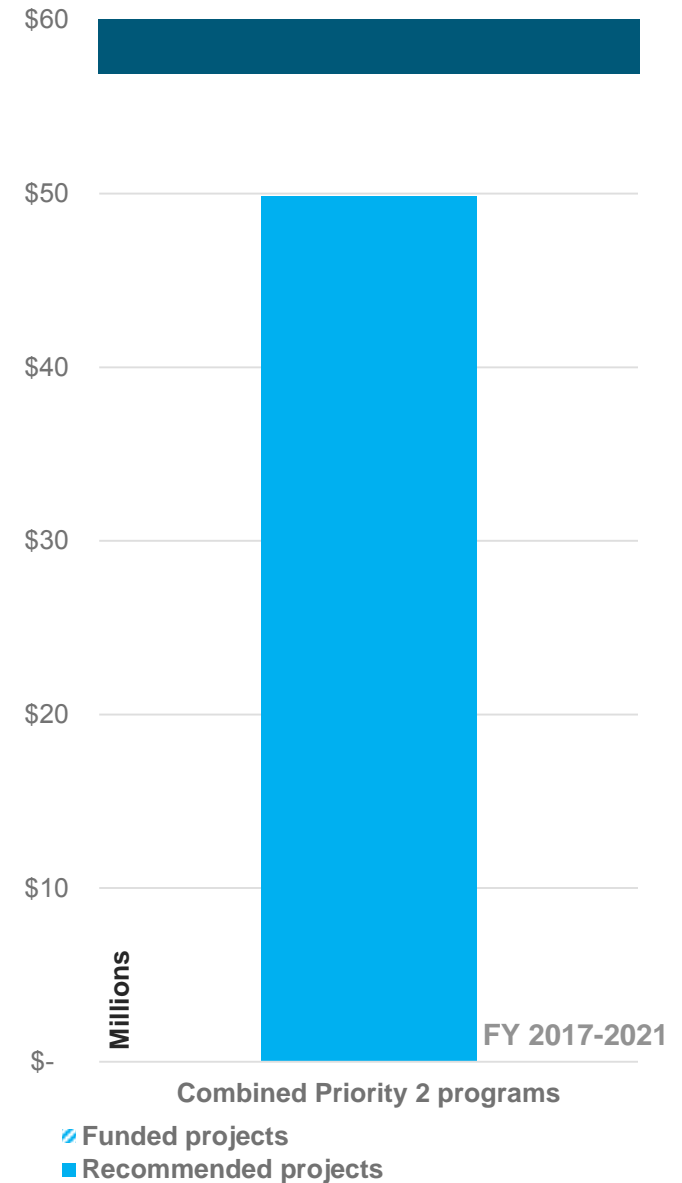


2 IT / Combined programs



Highlighted list of projects:

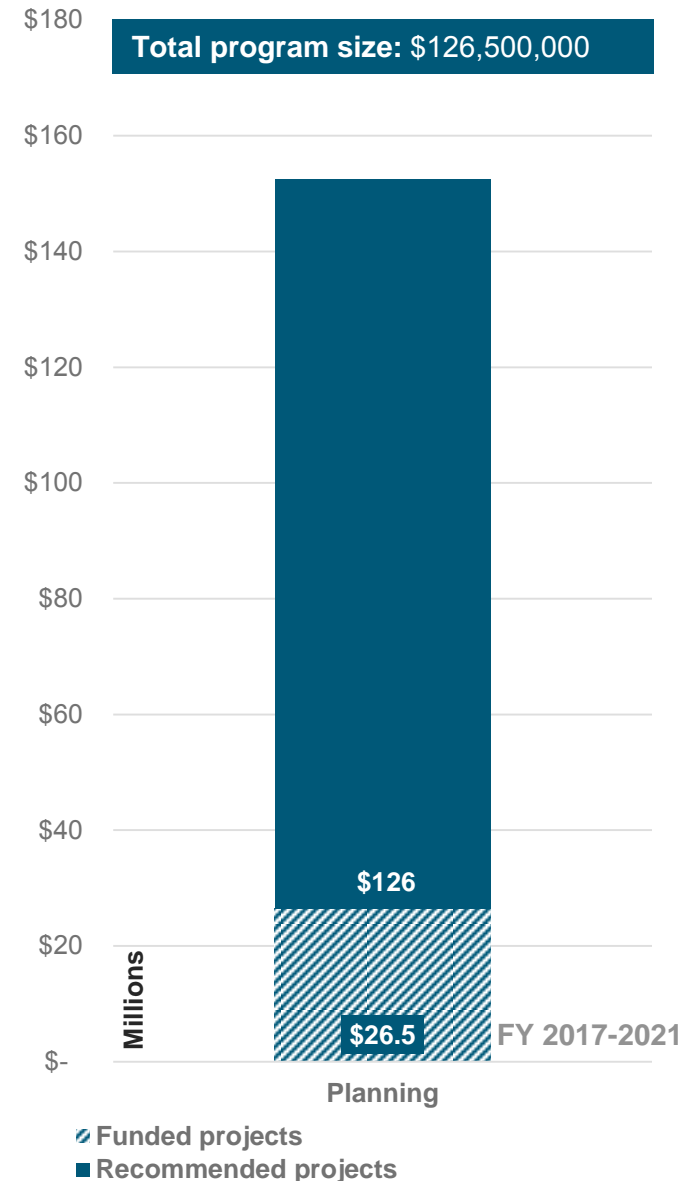
- ▶ \$5.5 million for Customer Digital Experience
 - ▶ \$2.0M for Increase RMV Online Transactions
 - ▶ \$1.5M for MBTA Website Redesign
 - ▶ \$1.5M for MBTA 360 Dashboard Data Warehouse
 - ▶ \$0.5M for New Aeronautics Security Identification System
- ▶ \$12.15 million for Highway Asset / Contract Management
 - ▶ \$8.0M for Transportation Asset Management Application Rationalization
 - ▶ \$3.25M for Document Management and Workflow Solutions
 - ▶ \$0.9M for Transportation Asset Management Working Group Initiatives
- ▶ \$10.3 million for MassDOT / MBTA Workforce Management
 - ▶ \$10.0M for MBTA Workforce HR System
 - ▶ \$0.3M for HR Time & Attendance Modernization
- ▶ \$9.4 million for Public Safety Modernization
 - ▶ \$3.5M for Backup Highway Operations Center
 - ▶ \$2.9M for State Highway Permits System
 - ▶ \$2.5M for Integrated Traffic Management System Services
 - ▶ \$0.5M for Occupational Health & Safety Management System Upgrades
- ▶ \$4.2 million for RMV Customer Service Model Modernization
 - ▶ \$2.0M for Customer Queuing System
 - ▶ \$1.2M for RMV Driver Licensing Program



Source: DOT and MBTA internal estimates of available sources and applicable uses; Division initial estimates of program sizes

Highlighted list of planning activities:

- ▶ MPOs
 - ▶ MPOs receive Metropolitan Planning (PL) funds apportioned by FHWA. These are pass through funds with a 20% match. Over five-years it is estimated that they will receive \$52.0 million (federal aid and match).
- ▶ Projects funded with State Planning and Research funds (federally aided with 20% state match):
 - ▶ Modal plans: with significant public input, MassDOT is updating a number of long-range modal plans to help guide future capital investments. Future CIPs will reflect the programs and projects that will be developed through these plans.
 - ▶ \$1.5 million - Focus40 - MBTA's long-range capital plan
 - ▶ \$300,000 - Bicycle Plan - MassDOT's strategy on bicycle issues, policy and investments
 - ▶ \$300,000 - Pedestrian Plan - MassDOT's strategy on pedestrian issues, policy and investments
 - ▶ \$250,000 - Freight Plan - MassDOT's strategy on freight issues, policy and investments
 - ▶ \$250,000 - Rail Plan - MassDOT's strategy on passenger and freight rail issues, policy and investments
 - ▶ Corridor and area plans - \$6.8 million – below are examples:
 - ▶ \$850,000 – Lower Mystic Valley Working Group
 - ▶ \$160,000 – Springfield State Street Bus Rapid Transit
 - ▶ \$1 million – Cape Cod Canal Study
 - ▶ \$2 million – North / South Rail Link



Source: DOT and MBTA internal estimates of available sources and applicable uses; Division initial estimates of program sizes

CIP recommended investments

All projects that are included in this CIP came out of the Project Universe. The Project Universe is a new file created this year that attempts to capture all projects that have been proposed for consideration by MassDOT. This includes projects in all recent bond bills, from local and state planning studies (that are known to MassDOT), from regional planning organizations, public feedback at Capital Conversations, and other sources. For the first time, MassDOT is putting all of these projects into one place, on the MassDOT website, with information about their status, location, and project type. The projects listed in this document are the subset of projects from the Project Universe that are being funded in this CIP. This includes projects that were previously underway as well as new projects that are recommended for funding in this CIP.

Glossary:

- ▶ Underway: All projects in which a notice to proceed has been issued, procurement has begun, or construction has started. These projects were considered as non-discretionary for this FY17-FY21 CIP and were automatically funded without being scored.
- ▶ Recommended for the CIP: These projects were in Design prior to CIP development, were scored, and staff is recommended that they be funded in this CIP. Please note that some “Recommended for the CIP” projects are only referring to funding for design.

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
ACTON- CONCORD- BRUCE FREEMAN RAIL TRAIL CONSTRUCTION (PHASE II-B)	\$ 6,384,000	\$ 6,384,000	ACTON -CONCORD
ACTON- INTERSECTION & SIGNAL IMPROVEMENTS ON SR 2 & SR 111 (MASSACHUSETTS AVENUE) AT PIPER ROAD & TAYLOR ROAD	\$ 510,400	\$ 510,400	ACTON
ACUSHNET- BRIDGE REPLACEMENTS, A-03-003, A-03-007 & A-03-008, HAMLIN STREET OVER THE ACUSHNET RIVER	\$ 2,386,620	\$ 2,386,620	ACUSHNET
ADA Retrofit - Cap Adjustment	\$ -	\$ 9,151,797	Statewide
ADAMS- NORTH ADAMS- ASHUWILLTICOOK RAIL TRAIL EXTENSION TO ROUTE 8A (HODGES CROSS ROAD)	\$ 3,357,003	\$ 1,807,617	ADAMS -NORTH ADAMS
AGAWAM- CHICOPEE- HOLYOKE- WEST SPRINGFIELD- STORMWATER IMPROVEMENTS ALONG I-91, I-391, ROUTE 57 AND ROUTE 5	\$ 1,362,692	\$ 1,362,692	AGAWAM -CHICOPEE -HOLYOKE -WEST SPRINGFIELD
AGAWAM- INTERSECTION IMPROVEMENTS AT ROUTE 187 & ROUTE 57	\$ 1,425,600	\$ 1,425,600	AGAWAM
AGAWAM- RECONSTRUCTION OF ROUTE 187 FROM 425 FT. SOUTH OF S. WESTFIELD STREET TO ROUTE 57 (0.3 MILES - PHASE I)	\$ 1,660,116	\$ 938,326	AGAWAM
AGAWAM- WEST SPRINGFIELD- BRIDGE REPLACEMENT, A-05-002=W-21-014, ROUTE 147 OVER THE WESTFIELD RIVER & INTERSECTION & SIGNAL IMPROVEMENTS @ 3 LOCATIONS	\$ 22,393,179	\$ 22,393,179	AGAWAM -WEST SPRINGFIELD
AMESBURY- POWWOW RIVERWALK CONSTRUCTION, MAIN STREET TO WATER STREET, INCLUDES PED BRIDGE OVER THE BACK RIVER & PED BRIDGE OVER THE POWWOW RIVER	\$ 2,246,262	\$ 2,246,262	AMESBURY
AMESBURY- RECONSTRUCTION OF ELM STREET	\$ 10,328,835	\$ 7,459,715	AMESBURY
AMESBURY- SALISBURY- TRAIL CONNECTOR @ I-95	\$ 2,673,390	\$ 2,673,390	AMESBURY - SALISBURY
AMHERST- BRIDGE REPLACEMENT, A-08-008, MILL STREET OVER MILL RIVER	\$ 2,130,744	\$ 2,130,744	AMHERST
AMHERST- HADLEY- SIDEWALK & WHEELCHAIR RAMP CONSTRUCTION ON ROUTE 9	\$ 1,239,581	\$ 1,239,581	AMHERST -HADLEY
AMHERST- IMPROVEMENTS & RELATED WORK ON ROUTES 9 & 116, FROM UNIVERSITY DRIVE TO SOUTH PLEASANT STREET (0.8 MILES)	\$ 1,435,600	\$ 1,039,572	AMHERST
ANDOVER- BEDFORD- BILLERICA- TEWKSBURY- STORMWATER IMPROVEMENTS ALONG I-93, ROUTE 3 AND ROUTE 3A	\$ 1,537,536	\$ 1,537,536	ANDOVER -BEDFORD -BILLERICA - TEWKSBURY
ANDOVER- METHUEN- INTERSTATE MAINTENANCE & RELATED WORK ON I-93	\$ 11,096,142	\$ 11,096,142	ANDOVER - METHUEN

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
ARLINGTON- BELMONT- HIGHWAY LIGHTING REPAIR & MAINTENANCE ON ROUTE 2	\$ 10,101,678	\$ 10,101,678	DISTRICT4
ATHOL- BRIDGE REPLACEMENT, A-15-005, WASHINGTON AVE OVER ATHOL POND OUTLET	\$ 2,492,160	\$ 1,516,967	ATHOL
ATTLEBORO- INTERSECTION IMPROVEMENTS AT ROUTE 1 (WASHINGTON STREET)/ROUTE 1A (NEWPORT AVENUE) AND ROUTE 123 (HIGHLAND AVENUE)	\$ 6,679,189	\$ 5,426,841	ATTLEBORO
ATTLEBORO TO NORWOOD- GUIDE AND TRAFFIC SIGN REPLACEMENT ON A SECTION OF I-95	\$ 5,109,000	\$ 5,109,000	ATTLEBORO - NORWOOD
AUBURN- BRIDGE REHABILITATION, A-17-046, I-90 INTERCHANGE 10 RAMP OVER ROUTE 12	\$ 5,763,225	\$ 4,372,102	AUBURN
AUBURN TO WORCESTER- GUIDE & TRAFFIC SIGN REPLACEMENT ON A SECTION OF INTERSTATE 290	\$ 5,645,600	\$ 5,645,600	AUBURN - WORCESTER
AVON- INSTALLATION OF A MEDIAN BARRIER ON HARRISON BOULEVARD	\$ 2,383,545	\$ 2,383,545	AVON
AVON- INTERSECTION IMPROVEMENTS AT HARRISON BOULEVARD AND POND STREET	\$ 4,092,000	\$ 3,129,176	AVON
AWARD ADJUSTMENTS, CHANGE ORDERS, ETC, YEAR 2020, FOR CIP POLICY DEVELOPMENT PURPOSES ONLY	\$ 21,335,295	\$ 2,510,035	Statewide
AYER- FRAMINGHAM- MILLVILLE- NATICK- UXBRIDGE- WORCESTER- STORMWATER IMPROVEMENTS ALONG ROUTE 9, ROUTE 2A/ROUTE 110/ROUTE 111, ROUTE 146, AND I-290	\$ 1,240,272	\$ 1,240,272	AYER -FRAMINGHAM - MILLVILLE -NATICK - WORCESTER
BARNSTABLE- INTERSECTION & SIGNAL IMPROVEMENTS AT SR 28 (FALMOUTH ROAD) AT STRAWBERRY HILL ROAD	\$ 474,320	\$ 474,320	BARNSTABLE
BARNSTABLE- INTERSECTION IMPROVEMENTS @ FALMOUTH ROAD (ROUTE 28) & OSTERVILLE-WEST BARNSTABLE ROAD	\$ 2,329,809	\$ 2,329,809	BARNSTABLE
BARNSTABLE- INTERSECTION IMPROVEMENTS AT IYANOUGH ROAD (ROUTE 28) AND YARMOUTH ROAD	\$ 6,932,779	\$ 6,932,779	BARNSTABLE
BARNSTABLE- LIGHTING & LANDSCAPING OF THE ROUNDABOUT AT THE MID-CAPE HIGHWAY (ROUTE 6) EASTBOUND EXIT RAMP & ROUTE 149	\$ 477,231	\$ 477,231	BARNSTABLE
BECKET- LEE- OTIS- STOCKBRIDGE-CLEANING & PAINTING OF BRIDGES ALONG I-90 CORRIDOR	\$ 4,623,757	\$ 4,623,757	BECKET -LEE -OTIS - STOCKBRIDGE
BEDFORD- BILLERICA- MIDDLESEX TURNPIKE IMPROVEMENTS, FROM CROSBY DRIVE NORTH TO MANNING ROAD, INCLUDES RECONSTRUCTION OF B-04-006 (PHASE III)	\$ 38,432,742	\$ 38,432,742	BEDFORD - BILLERICA
BEDFORD- IMPROVEMENTS AT JOHN GLENN MIDDLE (SRTS)	\$ 1,107,744	\$ 1,107,744	BEDFORD

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
BELCHERTOWN- GRANBY- RESURFACING AND RELATED WORK ON ROUTE 202	\$ 4,775,736	\$ 4,775,736	BELCHERTOWN - GRANBY
BELCHERTOWN- WARREN- BRIDGE DEMOLITION OF B-05-023, WILSON STREET OVER NECRR, & W-07-012, OLD BOSTON POST ROAD OVER NAULTAUG BROOK	\$ 755,254	\$ 755,254	BELCHERTOWN - WARREN
BERKLEY- RAYNHAM- TAUNTON- RESURFACING & RELATED WORK ON ROUTE 24	\$ 11,511,562	\$ 11,511,562	BERKLEY -RAYNHAM - TAUNTON
BILLERICA- INTERSCETION & SIGNAL IMPROVEMENTS AT ROUTE 3A (BOSTON ROAD) AND ALLEN ROAD	\$ 2,975,435	\$ 2,450,358	BILLERICA
BLANDFORD- LEE- INSTALLATION OF OIL WATER SEPARATORS AT MAINTENANCE DEPOTS ON I-90	\$ 322,000	\$ 322,000	BLANDFORD -LEE
BOLTON TO LOWELL- GUIDE & TRAFFIC SIGN REPLACEMENT ON A SECTION OF INTERSTATE 495	\$ 6,253,600	\$ 6,253,600	DISTRICT3 - DISTRICT4
BOSTON- BRIDGE REHABILITATION, B-16-016, NORTH WASHINGTON STREET OVER THE BOSTON INNER HARBOR	\$ 122,496,000	\$ 99,039,319	BOSTON
BOSTON- BRIDGE REHABILITATION, B-16-053, BROOKLINE AVENUE OVER I-90	\$ 3,562,000	\$ 2,942,522	BOSTON
BOSTON- BRIDGE REHABILITATION, B-16-237, MASSACHUSETTS AVENUE (ROUTE 2A) OVER COMMONWEALTH AVENUE	\$ 9,167,177	\$ 9,167,177	BOSTON
BOSTON- BRIDGE REPLACEMENT, B-16-109, RIVER STREET BRIDGE OVER AMTRAK/BMRR	\$ 9,220,516	\$ 8,017,840	BOSTON
BOSTON- BRIDGE REPLACEMENT, B-16-382(38T), DALTON STREET OVER I-90 (EB & SB), MBTA & CSX AND CAMBRIA STREET	\$ 17,958,325	\$ 15,615,935	BOSTON
BOSTON- BROOKLINE- MULTI-USE PATH CONSTRUCTION ON NEW FENWAY	\$ 2,012,243	\$ 2,012,243	BOSTON - BROOKLINE
BOSTON- BROOKLINE- SUPERSTRUCTURE REPLACEMENT, B-16-216=B-27-008, ST. MARY'S STREET OVER I-90 (EB & WB)	\$ 5,889,920	\$ 5,889,920	BOSTON - BROOKLINE
BOSTON- CHELSEA- DECK REHABILITATION ON TOBIN BRIDGE, B-16-017, FROM C4 TO C30 (PHASE VII) INCLUDING STRUCTURAL STEEL REPAIRS TO CHELSEA CROSS-GIRDERS & RELATED WORK TO EVERETT STREET ON-RAMP, CLEANING AND PAINTING	\$ 52,164,000	\$ 52,164,000	BOSTON -CHELSEA
BOSTON- CHELSEA- DRY STANDPIPE INSTALLATION AND REPAIR ON THE TOBIN BRIDGE	\$ 1,747,500	\$ 1,747,500	BOSTON -CHELSEA
BOSTON- CHELSEA- POWER, LIGHTING, COMMUNICATION, CONDUIT & WIRING UPGRADES TO TOBIN BRIDGE	\$ 6,580,600	\$ 6,580,600	BOSTON -CHELSEA

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
BOSTON- CHELSEA- STRUCTURAL CLEANING & PAINTING, STEEL REPAIRS, DECK REPAIRS AND RESURFACING ON TOBIN BRIDGE, B-16-017	\$ 30,140,000	\$ 24,112,000	BOSTON -CHELSEA
BOSTON- CHELSEA- TOBIN BRIDGE ITS EXPANSION FOR CCTV, VMS, RTMS	\$ 2,668,000	\$ 2,668,000	BOSTON -CHELSEA
BOSTON- CONSTRUCTION OF A MAINTENANCE FACILITY FOR THE GREENWAY CONSERVATORY	\$ 3,220,000	\$ 3,220,000	DISTRICT6
BOSTON- CURTAIN WALL ANCHOR REPAIRS ON VARIOUS CA/T STRUCTURES AND ALBANY STREET EXTENSION FILL REMEDIATION (CRC 26)	\$ 2,576,000	\$ 2,576,000	BOSTON
BOSTON- FIREPROOFING REPLACEMENT & REPAIRS IN THE MHS TUNNEL SYSTEM AT VARIOUS LOCATIONS	\$ 1,296,765	\$ 1,296,765	BOSTON
BOSTON- HIGHWAY LIGHTING SYSTEM REPLACEMENT ON I-93, FROM SOUTHAMPTON STREET TO NEPONSET AVENUE	\$ 3,313,146	\$ 3,313,146	BOSTON
BOSTON- IMPROVEMENTS ON BOYLSTON STREET, FROM INTERSECTION OF BROOKLINE AVENUE & PARK DRIVE TO IPSWICH STREET	\$ 8,661,400	\$ 3,882,697	BOSTON
BOSTON- INTERSECTION & SIGNAL IMPROVEMENTS AT THE VFW PARKWAY & SPRING STREET	\$ 580,800	\$ 580,800	BOSTON
BOSTON- INTERSECTION IMPROVEMENTS @ GALLIVAN BOULEVARD (ROUTE 203) & MORTON STREET	\$ 3,457,374	\$ 3,457,374	BOSTON
BOSTON- INVESTIGATION & REMEDIATION OF I-90 CONNECTOR GROUND FREEZE ISSUES (CRC 11)	\$ 10,304,000	\$ 10,304,000	BOSTON
BOSTON- LEAK SEALING, FIREPROOFING & MISCELLANEOUS REPAIRS IN I-93, TIP O'NEILL TUNNELS	\$ 4,000,000	\$ 4,000,000	BOSTON
BOSTON- LOW POINT PUMP STATION BYPASS FROM SANITARY DISCHARGE TO STORMWATER WITH NO TREATMENT IN I-90/I-93 TUNNELS (CRC)	\$ 4,278,000	\$ 4,278,000	BOSTON
BOSTON- MISCELLANEOUS RAMPS MICROSILICA OVERLAY REPLACEMENT ON I-90 & I-93 (CRC 28)	\$ 6,440,000	\$ 6,440,000	BOSTON
BOSTON- MODIFICATION OF THE CEILING FRAME SYSTEM IN TED WILLIAMS TUNNEL (CRC 14A)	\$ 5,336,000	\$ 5,336,000	BOSTON
BOSTON- RANDOLPH- BRIDGE PRESERVATION OF 3 BRIDGES: B-16-165, R-01-005 & R-01-007	\$ 2,533,928	\$ 1,542,391	BOSTON -RANDOLPH
BOSTON- RECONSTRUCTION OF MELNEA CASS BOULEVARD	\$ 10,991,470	\$ 10,991,470	BOSTON
BOSTON- REHABILITATION OF B-16-079, B-16-078, B-16-080, OVER I-90 & RR	\$ 3,449,600	\$ 899,896	BOSTON

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
BOSTON- REHABILITATION OF LOW POINT PUMP STATIONS & INSTALLATION OF NEW PLENUM PUMPS IN VARIOUS CA/T TUNNELS (CRC 16)	\$ 4,183,707	\$ 4,183,707	BOSTON
BOSTON- REVERE- GUIDE AND TRAFFIC SIGN REPLACEMENT ON ROUTE 1A	\$ 1,976,000	\$ 1,976,000	BOSTON -REVERE
BOSTON- ROADWAY, CEILING & WALL RECONSTRUCTION, NEW JET FANS, AND OTHER CONTROL SYSTEMS IN SUMNER TUNNEL	\$ 106,507,215	\$ 106,507,215	BOSTON
BOSTON- SEAPORT DISTRICT IMPROVEMENTS	\$ 28,227,307	\$ 28,227,307	BOSTON
BOSTON- SIDEWALK, WHEELCHAIR RAMP & CROSSWALKS REPAIRS AT VARIOUS CA/T LOCATIONS CRC 25	\$ 6,624,000	\$ 602,182	BOSTON
BOSTON- SUPERPLUG ACCESS SHAFT CONSTRUCTION IN I-90 CONNECTOR TUNNEL (PHASE II - CRC 4B)	\$ 4,830,000	\$ 4,830,000	BOSTON
BOSTON- SUPERPLUG REHABILITATION IN I-90 CONNECTOR TUNNEL (PHASE III) (CRC 4C)	\$ 2,334,500	\$ 2,334,500	BOSTON
BOSTON- SUPERSTRUCTURE REPLACEMENT, B-16-067(3GV), MAFFA WAY OVER ORANGE & MBTA/BMRR	\$ 14,559,000	\$ 14,056,966	BOSTON
BOSTON- TRAFFIC SIGNAL IMPROVEMENTS AT 9 LOCATIONS	\$ 4,854,262	\$ 4,854,262	BOSTON
BOSTON- TRAFFIC SIGNAL IMPROVEMENTS ON BLUE HILL AVENUE AND WARREN STREET	\$ 3,944,787	\$ 3,944,787	BOSTON
BOSTON- TUNNEL AND DRAIN LINE REPAIRS ON I-90 (EB & WB) (CRC)	\$ 29,624,000	\$ 29,624,000	BOSTON
BOURNE- PLYMOUTH- PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 3	\$ 11,484,000	\$ 11,484,000	BOURNE -PLYMOUTH
BOURNE- TRAFFIC AND MULTI-MODAL IMPROVEMENTS @ BELMONT CIRCLE AT ROUTES 6/25/28	\$ 5,936,700	\$ 3,613,643	BOURNE
BOURNE- WAREHAM- RESURFACING AND RELATED WORK ON ROUTE 25	\$ 7,035,600	\$ 4,282,539	BOURNE -WAREHAM
BOXBOROUGH- BRIDGE REPLACEMENT, B-18-002, ROUTE 111 OVER I-495	\$ 16,720,000	\$ 5,815,652	BOXBOROUGH
BRAINTREE- BRIDGE REHABILITATION, B-21-060 AND B-21-061, ST 3 (SB) AND ST 3 (NB) OVER RAMP C (QUINCY ADAMS)	\$ 8,464,396	\$ 8,464,396	BRAINTREE
BRAINTREE- QUINCY- RESURFACING & RELATED WORK INCLUDING TWO BRIDGES ALONG ROUTE 3 (PHASE IIB)	\$ 3,220,000	\$ 3,220,000	BRAINTREE -QUINCY
Bridge - Cap Adjustment	\$ -	\$ 196,243,101	Statewide
BRIDGE PROGRAM	\$ 50,000,000	\$ 50,000,000	Statewide
BRIMFIELD- PALMER- BRIDGE PRESERVATION, P-01-055, I-90 OVER ROUTE 67 (BOSTON ROAD) & B-24-061=P-01-048, I90 OVER WASHINGTON ROAD	\$ 5,727,000	\$ 5,727,000	PALMER -WARREN

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
BRIMFIELD- STURBRIDGE- RESURFACING & RELATED WORK ON ROUTE 20, BEGINNING EAST OF NEW HOLLAND ROAD (MM 87.8), ENDING WEST OF GALILEO DRIVE (MM 91.9)	\$ 3,703,679	\$ 3,703,679	BRIMFIELD - STURBRIDGE
BROCKTON- CORRIDOR IMPROVEMENTS ON ROUTE 123 (BELMONT STREET), FROM ANGUS BEATON DRIVE TO WEST STREET	\$ 4,620,000	\$ 4,620,000	BROCKTON
BROCKTON- INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/QUINCY STREET/MASSASOIT BOULEVARD	\$ 3,984,116	\$ 3,434,582	BROCKTON
BROCKTON- INTERSECTION IMPROVEMENTS AT NORTH QUINCY STREET, BOUNDARY AVENUE AND CHESTNUT STREET	\$ 2,273,788	\$ 1,384,045	BROCKTON
BROCKTON- STORMWATER IMPROVEMENTS ALONG ROUTE 28	\$ 93,276	\$ 93,276	BROCKTON
BROCKTON- TRAFFIC SIGNAL AND INTERSECTION IMPROVEMENTS AT ROUTE 123 (BELMONT STREET)/LINWOOD STREET/LORRAINE AVENUE	\$ 3,774,463	\$ 3,774,463	BROCKTON
BROCKTON- WEST BRIDGEWATER- BRIDGEWATER- RAYNHAM- TAUNTON- FREETOWN- CLEANING, PAINTING & REPAIRING 11 STEEL BRIDGES ON/OVER ROUTE 24	\$ 10,549,000	\$ 7,446,353	BROCKTON - FREETOWN - RAYNHAM -TAUNTON -WEST BRIDGEWATER
BROOKLINE- INTERSECTION & SIGNAL IMPROVEMENTS @ ROUTE 9 & VILLAGE SQUARE (GATEWAY EAST)	\$ 5,866,996	\$ 5,866,996	BROOKLINE
BROOKLINE- PEDESTRIAN BRIDGE REHABILITATION, B-27-016, OVER MBTA OFF CARLTON STREET	\$ 3,026,991	\$ 3,026,991	BROOKLINE
BUCKLAND- BRIDGE REPLACEMENT, B-28-009, ST 2 OVER DEERFIELD RIVER	\$ 25,941,960	\$ 25,941,960	BUCKLAND
BUCKLAND- CHARLEMONT- RESURFACING & RELATED WORK ON ROUTE 2, FROM MM 27.41 (R.R. BRIDGE) TO MM 37.39 (BUCKLAND/SHELBURNE T.L.) EXCLUDING MM 29.5 TO MM 30.75 (VILLAGE CENTER)	\$ 6,358,462	\$ 6,358,462	CHARLEMONT
BUCKLAND- CONSTRUCTION OF BICYCLE SHOULDERS ON ROUTE 112, FROM MOHAWK TRAIL REGIONAL HIGH SCHOOL TO NORTH STREET	\$ 954,800	\$ 625,559	BUCKLAND
BURLINGTON- BRIDGE REPLACEMENT, B-29-010, I-95/ST 128 (NB) & I-95/ST128 (SB) OVER ROUTE 3A (CAMBRIDGE STREET)	\$ 26,400,000	\$ 26,400,000	BURLINGTON
CAMBRIDGE- SOMERVILLE- RESURFACING AND RELATED WORK ON ROUTE 28	\$ 8,404,200	\$ 5,438,012	CAMBRIDGE - SOMERVILLE
CARVER- MIDDLEBOROUGH- BRIDGE REPLACEMENT, C-04-004=M-18-025, ROCHESTER ROAD OVER WEWEANTIC RIVER	\$ 642,611	\$ 642,611	CARVER - MIDDLEBOROUGH
CHARLEMONT- ROADWAY RECONSTRUCTION AND VILLAGE CENTER TRAFFIC CALMING ON ROUTE 2, FROM MM 29.5 TO MM 31.0	\$ 6,439,105	\$ 6,439,105	CHARLEMONT

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
CHARLTON- OXFORD- RECONSTRUCTION ON ROUTE 20, FROM RICHARDSON'S CORNER EASTERLY TO ROUTE 12, INCLUDES REHAB OF C-06-023 & REPLACEMENT OF O-06-002	\$ 57,426,624	\$ 23,492,710	CHARLTON -OXFORD
CHATHAM- IMPROVEMENTS ON MAIN STREET (ROUTE 28), FROM GEORGE RYDER ROAD TO BARN HILL ROAD	\$ 3,221,883	\$ 3,221,883	CHATHAM
CHATHAM- INTERSECTION IMPROVEMENTS & RELATED WORK AT MAIN STREET (ROUTE 28), DEPOT ROAD, QUEEN ANNE ROAD AND CROWELL ROAD	\$ 2,640,000	\$ 1,606,957	CHATHAM
CHELMSFORD- BRIDGE DECK REPLACEMENT, C-08-037, ST 4 NORTH STREET OVER I-495	\$ 2,376,000	\$ 2,376,000	CHELMSFORD
CHELMSFORD- BRIDGE REPLACEMENT, C-08-039, GORHAM STREET (ST 3A) OVER I-495	\$ 17,783,218	\$ 9,278,201	CHELMSFORD
CHELMSFORD- CONCORD- LOWELL- PEABODY- STORMWATER IMPROVEMENTS ALONG ROUTE 2/ROUTE 2A, ROUTE 128, AND ROUTE 3/ROUTE 3A	\$ 492,800	\$ 492,800	CHELMSFORD - CONCORD -LOWELL - PEABODY
CHELMSFORD- INTERSECTION IMPROVEMENTS AT ROUTE 129 AND RIVERNECK ROAD	\$ 3,352,800	\$ 3,352,800	CHELMSFORD
CHELMSFORD- INTERSECTION IMPROVEMENTS AT ROUTE 4 & I-495 (EXIT 33)	\$ 1,050,299	\$ 1,050,299	CHELMSFORD
CHELMSFORD- TRAFFIC SIGNAL INSTALLATION AT ROUTE 110 & ROUTE 495 (2 LOCATIONS)	\$ 1,155,616	\$ 1,155,616	CHELMSFORD
CHELSEA TO DANVERS- GUIDE AND TRAFFIC SIGN REPLACEMENT ON A SECTION OF US ROUTE 1	\$ 7,709,400	\$ 7,709,400	CHELSEA -DANVERS
CHESTERFIELD- BRIDGE REPLACEMENT, C-12-009, IRELAND STREET OVER WEST BRANCH BRONSON BROOK	\$ 3,690,457	\$ 3,690,457	CHESTERFIELD
CHICOPEE- BRIDGE DECK & JOINT REPAIRS ON 12 BRIDGES ON I-90, FROM GRANGER STREET TO SHERIDAN STREET	\$ 4,861,050	\$ -	CHICOPEE
CHICOPEE- CHICOPEE RIVER RIVERWALK MULTI-USE PATH CONSTRUCTION, FROM GRAPE STREET TO FRONT STREET (NEAR ELLERTON STREET) (1 MILE)	\$ 2,237,157	\$ 2,237,157	CHICOPEE
CHICOPEE- CONNECTICUT RIVERWALK & BIKEWAY CONSTRUCTION, FROM BOAT RAMP NEAR I-90 TO NASH FIELD (2.5 MILES), INCLUDES NEW BRIDGE C-13-060 OVER OVERFLOW CHANNEL	\$ 3,873,320	\$ 3,873,320	CHICOPEE
CHICOPEE- HOLYOKE- INTERSTATE MAINTENANCE & RELATED WORK ON I-391	\$ 11,515,157	\$ 6,448,488	CHICOPEE - HOLYOKE
CHICOPEE- LUDLOW- BRIDGE PRESERVATION ON 16 BRIDGES ON I-90 (MM 50.9 TO MM 56.9)	\$ 6,655,200	\$ -	CHICOPEE -LUDLOW

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
CHICOPEE- RECONSTRUCTION & RELATED WORK ON FULLER ROAD, FROM MEMORIAL DR (RTE 33) TO SHAWINIGAN DR (2.0 MILES)	\$ 6,890,400	\$ 6,890,400	CHICOPEE
CHICOPEE- SIGNAL & INTERSECTION IMPROVEMENTS AT 11 INTERSECTIONS ALONG ROUTE 33 (MEMORIAL DRIVE), FROM FULLER ROAD TO BRITTON STREET	\$ 3,897,800	\$ 3,897,800	CHICOPEE
CHICOPEE- SPRINGFIELD- INTERSTATE MAINTENANCE & RELATED WORK ON I-291	\$ 4,077,216	\$ 4,077,216	CHICOPEE - SPRINGFIELD
CHICOPEE- WESTFIELD- FACILITY REPAIRS AT WESTFIELD MASS STATE POLICE BARRACKS & CHICOPEE MAINTENANCE CENTER AT I-90	\$ 1,754,113	\$ -	CHICOPEE - WESTFIELD
COHASSET- SUPERSTRUCTURE REPLACEMENT & SUBSTRUCTURE REHABILITATION, C-17-002, ATLANTIC AVENUE OVER LITTLE HARBOR INLET	\$ 3,901,557	\$ 3,901,557	COHASSET
COLRAIN- BRIDGE REPLACEMENT, C-18-020, HEATH ROAD OVER WEST BRANCH NORTH RIVER	\$ 2,340,400	\$ 2,340,400	COLRAIN
COLRAIN- INTERSECTION IMPROVEMENTS @ MAIN ROAD, JACKSONVILLE ROAD (ROUTE 112) & GREENFIELD ROAD	\$ 1,595,000	\$ 1,595,000	COLRAIN
Complete Streets	\$ 50,000,000	\$ 50,000,000	Statewide
CONCORD- BRUCE FREEMAN RAIL TRAIL CONSTRUCTION, FROM COMMONWEALTH AVENUE TO POWDER MILL ROAD, INCLUDES 2 RAILROAD BRIDGES, C-19-036 & C-19-038 AND 1 CULVERT, C-19-015 (PHASE II-C)	\$ 7,385,142	\$ 7,385,142	CONCORD
CONCORD- RESURFACING & RELATED WORK ON ROUTE 2	\$ 1,786,400	\$ 1,786,400	CONCORD
CONCORD- RESURFACING AND RELATED WORK ON ROUTE 2	\$ 5,148,000	\$ 3,331,059	CONCORD
CUMMINGTON- BRIDGE MAINTENANCE, C-21-025, ROUTE 9 OVER THE WESTFIELD RIVER	\$ 318,120	\$ 318,120	CUMMINGTON
DANVERS- BRIDGE REPLACEMENT, D-03-018, ST 128 OVER WATERS RIVER	\$ 6,315,115	\$ 6,315,115	DANVERS
DANVERS- TOPSFIELD- BOXFORD- ROWLEY- INTERSTATE MAINTENANCE AND RELATED WORK ON I-95	\$ 20,262,000	\$ 2,383,765	BOXFORD -DANVERS -ROWLEY - TOPSFIELD
DARTMOUTH- NEW BEDFORD- INTERSTATE MAINTENANCE AND RELATED WORK ON I-195	\$ 14,907,200	\$ 14,907,200	DARTMOUTH -NEW BEDFORD
DARTMOUTH- REALIGNMENT OF TUCKER ROAD TO ROUTE 6 AND HATHAWAY ROAD, INCLUDING INTERSECTION SIGNALIZATION	\$ 4,105,874	\$ 2,503,582	DARTMOUTH
DEDHAM- RESURFACING & RELATED WORK ON ROUTE 109	\$	\$ 1,953,803	DEDHAM
DEERFIELD- BERNARDSTON- GREENFIELD- INTERSTATE MAINTENANCE & RELATED WORK ON ROUTE I-91	\$ 19,042,479 1,953,803	\$ 8,331,085	BERNARDSTON - DEERFIELD - GREENFIELD

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
DEERFIELD- BRIDGE REPLACEMENT, D-06-023, MCCLELLAN FARM ROAD OVER THE B&M RAILROAD	\$ 6,334,978	\$ 6,334,978	DEERFIELD
DEERFIELD- WHATELY- RESURFACING & RELATED WORK ON ROUTES 5 & 10, FROM OLD STATE ROAD TO CONWAY ROAD (1.1 MILES)	\$ 2,434,168	\$ 1,861,422	DEERFIELD - WHATELY
DENNIS- CORRIDOR AND STREETScape IMPROVEMENTS ON MAIN STREET (ROUTE 28), FROM DENNIS COMMONS DRIVE TO UPPER COUNTY ROAD	\$ 5,511,029	\$ 5,511,029	DENNIS
DENNIS- YARMOUTH- BRIDGE REPLACEMENT, D-07-004=Y-01-003, ROUTE 28 OVER BASS RIVER	\$ 21,390,000	\$ -	DENNIS -YARMOUTH
DENNIS- YARMOUTH- CONSTRUCTION OF A MULTI-USE PATH OVER THE BASS RIVER, INCLUDES NEW PEDESTRIAN BRIDGE D-07-007=Y-01-010	\$ 2,468,024	\$ 2,468,024	DENNIS -YARMOUTH
DISTRICT 1- ADA RETROFITS AT VARIOUS LOCATIONS	\$ 546,855	\$ 546,855	DISTRICT1
DISTRICT 1- BRIDGE REPAIRS VARIOUS LOCATIONS I-90	\$ 2,466,000	\$ 2,466,000	DISTRICT1
DISTRICT 1- CULVERT AND DRAINAGE REPAIRS AT VARIOUS LOCATIONS ON I-90 (STRUCTURES UNDER 48 INCH DIAMETER)	\$ 2,320,000	\$ 2,320,000	DISTRICT1
DISTRICT 1- CULVERT AND DRAINAGE REPAIRS ON I-90 AT VARIOUS LOCATIONS (STRUCTURES OVER 48 INCH DIAMETER)	\$ 3,480,000	\$ 3,480,000	DISTRICT1
DISTRICT 1- DEMOLITION OF LEGACY TOLL PLAZAS ALONG I-90	\$ 23,261,334	\$ 23,261,334	DISTRICT1
DISTRICT 1- RESURFACING AT VARIOUS LOCATIONS ON I-90	\$ 8,400,000	\$ 5,478,261	DISTRICT1
DISTRICT 1- VEGETATIVE SPRAYING ON I-90	\$ 162,400	\$ 162,400	DISTRICT1
DISTRICT 2- ADA RETROFITS AT VARIOUS LOCATIONS	\$ 1,690,815	\$ 1,690,815	DISTRICT2
DISTRICT 2- BARRIER PIER PROTECTION AT VARIOUS LOCATIONS ON I-90	\$ 3,570,339	\$ 3,570,339	DISTRICT2
DISTRICT 2- STRUCTURAL REPAIRS AT VARIOUS LOCATIONS ON I-90	\$ 4,148,740	\$ 4,148,740	DISTRICT2
DISTRICT 2- SUBSTRUCTURE REPAIRS AT VARIOUS LOCATIONS ON I-90	\$ 2,880,606	\$ 2,880,606	DISTRICT2
DISTRICT 2- SYSTEMATIC BRIDGE MAINTENANCE AT VARIOUS LOCATIONS	\$ 1,646,466	\$ 1,646,466	DISTRICT2
DISTRICT 2- SYSTEMATIC BRIDGE MAINTENANCE AT VARIOUS LOCATIONS (2017)	\$ 1,650,969	\$ 1,650,969	DISTRICT2
DISTRICT 2- SYSTEMATIC BRIDGE MAINTENANCE AT VARIOUS LOCATIONS (2018)	\$ 1,544,563	\$ 1,544,563	DISTRICT2
DISTRICT 2- SYSTEMATIC BRIDGE MAINTENANCE AT VARIOUS LOCATIONS (2019)	\$ 2,187,900	\$ 2,187,900	DISTRICT2
DISTRICT 3- ADA RETROFITS AT VARIOUS LOCATIONS	\$ 1,267,204	\$ 1,267,204	DISTRICT3
DISTRICT 3- BRIDGE MAINTENANCE AT VARIOUS LOCATIONS	\$ 1,491,188	\$ 1,491,188	DISTRICT3
DISTRICT 3- CONCRETE MEDIAN BARRIER COATING AT VARIOUS LOCATIONS ON I-90	\$ 615,692	\$ 615,692	DISTRICT3

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
DISTRICT 3- DEMOLITION OF LEGACY TOLL PLAZAS ALONG I-90	\$ 55,452,880	\$ 55,452,880	DISTRICT3
DISTRICT 3- FABRICATION AND INSTALLATION OF OVERHEAD AND GROUND MOUNTED SIGNS AT VARIOUS LOCATIONS	\$ 411,257	\$ -	DISTRICT3
DISTRICT 3- HIGHWAY LIGHTING AT VARIOUS LOCATIONS	\$ 443,821	\$ -	DISTRICT3
DISTRICT 3- SCHEDULED & EMERGENCY BRIDGE DECK REPAIRS AT VARIOUS LOCATIONS ON I-90	\$ 5,485,950	\$ 5,485,950	DISTRICT3
DISTRICT 3- SCHEDULED & EMERGENCY TRAFFIC MANAGEMENT AT VARIOUS LOCATIONS	\$ 206,060	\$ -	DISTRICT3
DISTRICT 3- SUBSTRUCTURE AND STRUCTURAL BRIDGE REPAIRS ALONG I-90	\$ 3,157,450	\$ 3,157,450	DISTRICT3
DISTRICT 4- ADA RETROFITS AT VARIOUS LOCATIONS	\$ 1,182,720	\$ 1,182,720	DISTRICT4
DISTRICT 4- ITS CONSTRUCTION ON I-95, FROM EXIT 60 (SALISBURY) TO ROUTE 128 (PEABODY) 25.8 MILES	\$ 5,729,167	\$ 2,765,805	DISTRICT4
DISTRICT 4- RETROREFLECTIVE SIGN UPGRADES ON SECONDARY ROADS	\$ 1,311,760	\$ 1,311,760	DISTRICT4
DISTRICT 5- ADA RETROFITS AT VARIOUS LOCATIONS	\$ 2,042,040	\$ 2,042,040	DISTRICT5
DISTRICT 5- BRIDGE CLEANING ALONG I-495, ROUTE 25, ROUTE 6 & ROUTE 28	\$ 2,008,518	\$ 2,008,518	DISTRICT5
DISTRICT 5- BRIDGE MAINTENANCE AT VARIOUS LOCATIONS ALONG THE ROUTE 24 & ROUTE 3 CORRIDORS	\$ 1,878,502	\$ 1,878,502	DISTRICT5
DISTRICT 5- BRIDGE PRESERVATION ON THE I-95, I-195 AND I-295 CORRIDORS	\$ 1,310,178	\$ 1,310,178	DISTRICT5
DISTRICT 5- DISTRICT 6- ITS CONSTRUCTION ON I-95, FROM CANTON TO ATTLEBORO	\$ 7,190,142	\$ 7,190,142	DISTRICT5 - DISTRICT6
DISTRICT 5- DISTRICT 6- ITS CONSTRUCTION ON ROUTE 3, FROM BRAintree TO PLYMOUTH (42 MILES)	\$ 4,989,600	\$ 4,989,600	DISTRICT5 - DISTRICT6
DISTRICT 5- GUIDE & TRAFFIC SIGN REPLACEMENT & RELATED WORK ON A SECTION OF US ROUTE 6 (MID-CAPE HIGHWAY) AND I-195	\$ 5,381,709	\$ 5,381,709	DISTRICT5
DISTRICT 5- RETROREFLECTIVE SIGN UPGRADE ON SECONDARY ROADS	\$ 1,211,968	\$ 1,211,968	DISTRICT5
DISTRICT 6- ADA RETROFITS AT VARIOUS LOCATIONS	\$ 1,743,867	\$ 1,743,867	DISTRICT6
DISTRICT 6- APPLICATION OF PAVEMENT MARKINGS AT VARIOUS LOCATIONS	\$ 351,540	\$ 351,540	DISTRICT6
DISTRICT 6- BRIDGE MAINTENANCE AT VARIOUS LOCATIONS ON STATE ROUTE 3	\$ 1,915,056	\$ 1,915,056	DISTRICT6
DISTRICT 6- BRIDGE WASHING AND CLEANING AT VARIOUS LOCATIONS	\$ 1,428,000	\$ 1,428,000	DISTRICT6
DISTRICT 6- CLEANING INTAKE EXHAUST CHAMBERS, VENT BUILDINGS, & EGRESS PASSAGEWAYS AT VARIOUS LOCATIONS	\$ 336,000	\$ 336,000	DISTRICT6

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
DISTRICT 6- COMMUNICATIONS UPGRADE ON I-90/I-93	\$ 1,667,040	\$ 1,667,040	DISTRICT6
DISTRICT 6- DEMOLITION OF LEGACY TOLL PLAZAS 18, 19 AND 20 ALONG I-90 IN ALLSTON & BRIGHTON	\$ 20,505,655	\$ 20,505,655	DISTRICT6
DISTRICT 6- DEMOLITION OF LEGACY TOLL PLAZAS 30, 31, AND 37 AT THE SUMNER AND TED WILLIAMS TUNNELS	\$ 8,411,400	\$ 8,411,400	DISTRICT6
DISTRICT 6- DEMOLITION OF LEGACY TOLL PLAZAS ALONG I-90 INCLUDING NEW BRIDGE W-29-071, RAMP R OVER MWRA AQUEDUCT	\$ 22,503,331	\$ 22,503,331	DISTRICT6
DISTRICT 6- FABRICATION & INSTALLATION OF OVERHEAD AND GROUND MOUNTED GUIDE SIGNS	\$ 498,400	\$ 498,400	DISTRICT6
DISTRICT 6- INSTALLATION & REFURBISHMENT OF CRASH CUSHION SYSTEMS AT VARIOUS LOCATIONS	\$ 980,000	\$ 980,000	DISTRICT6
DISTRICT 6- MHS SECURITY IMPROVEMENT UPGRADE PROJECT (PHASE 1)	\$ 4,347,000	\$ 4,347,000	DISTRICT6
DISTRICT 6- MHS SECURITY IMPROVEMENT UPGRADE PROJECT (PHASE 2)	\$ 2,484,000	\$ 2,484,000	DISTRICT6
DISTRICT 6- REMEDIATION OF EMERGENCY EGRESS RAILING IN TUNNELS	\$ 1,932,000	\$ 1,932,000	DISTRICT6
DISTRICT 6- REMEDIATION OF MISCELLANEOUS STEM TO STERN TUNNEL DEFICIENCIES	\$ 1,030,400	\$ 1,030,400	DISTRICT6
DISTRICT 6- RESURFACING & RELATED WORK AT VARIOUS LOCATIONS (HMA)	\$ 2,194,080	\$ 2,194,080	DISTRICT6
DISTRICT 6- ROADSIDE BARRIER RECONSTRUCTION & REPAIR AT VARIOUS LOCATIONS	\$ 1,212,400	\$ 1,212,400	DISTRICT6
DISTRICT 6- SCHEDULED & EMERGENCY BRIDGE DECK & JOINT REPAIRS AT VARIOUS LOCATIONS	\$ 1,178,800	\$ 1,178,800	DISTRICT6
DISTRICT 6- SCHEDULED & EMERGENCY CLEANING OF DRAINAGE STRUCTURES AT VARIOUS LOCATIONS	\$ 586,562	\$ 586,562	DISTRICT6
DISTRICT 6- SCHEDULED & EMERGENCY GUARDRAIL & FENCE REFURBISHMENT & SNOW FENCE INSTALLATION AT VARIOUS LOCATIONS	\$ 1,229,200	\$ 1,229,200	DISTRICT6
DISTRICT 6- SCHEDULED AND EMERGENCY MECHANICAL AND MILLWRIGHT SERVICES AT VARIOUS LOCATIONS	\$ 1,160,000	\$ 1,160,000	DISTRICT6
DISTRICT 6- TREE TRIMMING & SIGHT DISTANCE IMPROVEMENT AT VARIOUS LOCATIONS	\$ 205,200	\$ 205,200	DISTRICT6
DOUGLAS- RESURFACING AND RELATED WORK ON WEBSTER STREET (ROUTE 16), FROM T.L. (MM 2.8) TO MAIN STREET (MM 6.9)	\$ 2,404,885	\$ 2,404,885	DOUGLAS
DRACUT- IMPROVEMENTS ON NASHUA ROAD	\$ 6,072,000	\$ 6,072,000	DRACUT

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
DUDLEY- BRIDGE DEMOLITION, D-12-009, CARPENTER ROAD OVER QUINNEBAUG RAIL TRAIL	\$ 460,661	\$ 460,661	DUDLEY
DUDLEY- SIGN AND PAVEMENT MARKING INSTALLATION AND UPGRADES AND RELATED WORK ON DRESSER HILL ROAD (ROUTE 31), FROM STATE LINE (MM 0.0) TO TOWN LINE (MM 4.1)	\$ 342,126	\$ 342,126	DUDLEY
EAST BROOKFIELD- BRIDGE REPLACEMENT, E-02-001, SOUTH POND ROAD OVER SOUTH POND INLET	\$ 1,980,000	\$ 1,807,826	EAST BROOKFIELD
EASTON- CORRIDOR IMPROVEMENTS ON DEPOT STREET (ROUTE 123), FROM NEWELL CIRCLE TO WASHINGTON STREET (ROUTE 138)	\$ 7,410,128	\$ 3,577,303	EASTON
EASTON- INTERSECTION IMPROVEMENTS AT WASHINGTON STREET (ROUTE 138) AND UNION STREET	\$ 875,300	\$ 875,300	EASTON
EDGARTOWN- OAK BLUFFS- TISBURY- DRAINAGE IMPROVEMENTS & RELATED WORK ON EDGARTOWN/VINEYARD HAVEN ROAD	\$ 950,400	\$ 950,400	EDGARTOWN -OAK BLUFFS -TISBURY
ERVING- STREETScape & PEDESTRIAN IMPROVEMENTS ON ROUTE 63, FROM RIVER STREET TO 1,200 FT. NORTH OF LILLIAN WAY (1 MILE)	\$ 332,155	\$ 332,155	ERVING
EVERETT- IMPROVEMENTS AT MADELAINE ENGLISH (SRTS)	\$ 664,047	\$ 664,047	EVERETT
EVERETT- RECONSTRUCTION OF FERRY STREET, SOUTH FERRY STREET AND A PORTION OF ELM STREET	\$ 7,669,200	\$ 7,669,200	EVERETT
Facilities - Cap Adjustment	\$ -	\$ 6,220,943	Statewide
FAIRHAVEN- STORMWATER IMPROVEMENTS ALONG ROUTE 240 AND ROUTE 6	\$ 228,659	\$ 228,659	FAIRHAVEN
FALL RIVER- BRIDGE DECK REPLACEMENT. F-02-040, AIRPORT ROAD OVER STATE ROUTE 24	\$ 2,451,532	\$ 2,451,532	FALL RIVER
FALL RIVER- CLEANING, PAINTING & REPAIRING 14 STEEL BRIDGES ON/OVER ROUTE 79, ROUTE 24 & I-195	\$ 20,022,000	\$ 4,711,059	FALL RIVER
FALL RIVER- CORRIDOR IMPROVEMENTS ON ROUTE 79/DAVOL STREET	\$ 81,290,000	\$ 16,559,074	FALL RIVER
FALL RIVER- RESURFACING AND RELATED WORK ON ROUTE 24 (EXCLUDES MM 3.9-4.5)	\$ 9,035,136	\$ 5,059,676	FALL RIVER
FALL RIVER TO RANDOLPH- GUIDE & TRAFFIC SIGN REPLACEMENT ON A SECTION OF ROUTE 24	\$ 7,205,600	\$ 7,205,600	DISTRICT5 - DISTRICT6
FALMOUTH- INTERSECTION IMPROVEMENTS & RELATED WORK AT NORTH FALMOUTH HIGHWAY (ROUTE 28A),NATHAN ELLIS HIGHWAY (ROUTE 151) AND COUNTY ROAD	\$ 2,200,677	\$ 2,200,677	FALMOUTH
FEDERAL AID BRIDGE PROGRAM, YEAR 2020, FOR CIP POLICY DEVELOPMENT PURPOSES ONLY	\$ 105,873,667	\$ 7,301,632	Statewide
FITCHBURG- BRIDGE REHABILITATION, F-04-010, RIVER STREET (ST 31) OVER NORTH NASHUA RIVER	\$ 3,468,175	\$ 2,391,845	FITCHBURG

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
FITCHBURG- BRIDGE REPLACEMENT, F-04-003, STATE ROUTE 31 OVER PHILLIPS BROOK	\$ 5,038,222	\$ 5,038,222	FITCHBURG
FITCHBURG- LEOMINSTER- RAIL TRAIL CONSTRUCTION (TWIN CITIES RAIL TRAIL)	\$ 12,276,000	\$ 10,109,647	FITCHBURG - LEOMINSTER
FITCHBURG- LUNENBURG- LEOMINSTER- RECONSTRUCTION OF SUMMER STREET AND NORTH STREET	\$ 7,795,553	\$ 7,795,553	FITCHBURG - LEOMINSTER - LUNENBURG
FITCHBURG- SAFE ROUTES TO SCHOOLS (SOUTH STREET ELEMENTARY SCHOOL)	\$ 1,235,686	\$ 1,235,686	FITCHBURG
FLORIDA- BRIDGE REPLACEMENT, F-05-002, SOUTH COUNTY ROAD OVER THE COLD RIVER	\$ 1,440,408	\$ 1,440,408	FLORIDA
FOXBOROUGH- PLAINVILLE- WRENTHAM- FRANKLIN- INTERSTATE MAINTENANCE & RELATED WORK ON I-495	\$ 27,280,000	\$ 1,760,000	FOXBOROUGH - PLAINVILLE - WRENTHAM
FOXBOROUGH- WALPOLE- RESURFACING AND RELATED WORK ON ROUTE 1	\$ 9,190,800	\$ 5,946,988	FOXBOROUGH - WALPOLE
FRAMINGHAM- CLEANING AND PAINTING 2 BRIDGES OVER I-90 ON INTERCHANGE 12 AND GROVE STREET	\$ 1,021,162	\$ 1,021,162	FRAMINGHAM
FRAMINGHAM- NATICK- ADAPTIVE SIGNAL CONTROL ON ROUTE 9 (WORCESTER ROAD)	\$ 148,500	\$ 148,500	FRAMINGHAM - NATICK
FRAMINGHAM- NATICK- COCHITUATE RAIL TRAIL CONSTRUCTION INCLUDING PEDESTRIAN BRIDGE, N-03-014, OVER ROUTE 9 & F-07-033=N-03-029 OVER ROUTE 30	\$ 8,247,295	\$ 8,247,295	FRAMINGHAM - NATICK
FRAMINGHAM- RESURFACING AND RELATED WORK ON I-90, FROM MM 110.6 TO MM 117.1	\$ 14,674,000	\$ 14,674,000	FRAMINGHAM
GARDNER- BIKE PATH CONSTRUCTION, NORTH CENTRAL PATHWAY (PHASE VI)	\$ 784,071	\$ 784,071	GARDNER
GARDNER- LEOMINSTER- STERLING- INTERSECTION IMPROVEMENTS AT 3 LOCATIONS	\$ 542,300	\$ 542,300	GARDNER - LEOMINSTER - STERLING
GARDNER- RESURFACING & RELATED WORK ON MATTHEW STREET	\$	\$ 1,838,091	GARDNER
GARDNER- SUPERSTRUCTURE REPLACEMENT, G-01-008, PLEASANT STREET OVER THE B&M RAILROAD	\$ 1,838,716 1,838,091	\$ 1,838,716	GARDNER
GEORGETOWN- BORDER TO BOSTON TRAIL (SOUTHERN GEORGETOWN SECTION)	\$ 1,797,509	\$ 1,797,509	GEORGETOWN
GEORGETOWN- NEWBURY- BORDER TO BOSTON TRAIL (NORTHERN GEORGETOWN TO BYFIELD SECTION)	\$ 4,565,605	\$ 3,759,910	GEORGETOWN - NEWBURY

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
GRANBY- SOUTH HADLEY- RESURFACING & RELATED WORK ON ROUTE 202, FROM LYMAN STREET SOUTH HADLEY TO PLEASANT STREET GRANBY (2 MILES)	\$ 1,921,920	\$ 1,921,920	GRANBY -SOUTH HADLEY
GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11-005, SR 183 (PARK STREET) OVER HOUSATONIC RIVER	\$ 4,122,046	\$ 4,122,046	GREAT BARRINGTON
GREAT BARRINGTON- INTERSECTION & SIGNAL IMPROVEMENTS ON US 7 (SOUTH MAIN STREET) AT SR 23 & SR 41 (MAPLE AVENUE)	\$ 580,800	\$ 580,800	GREAT BARRINGTON
GREENFIELD- BRIDGE REPLACEMENT, G-12-006, NASH'S MILL ROAD OVER GREEN RIVER	\$ 2,874,220	\$ 2,874,220	GREENFIELD
GREENFIELD- BRIDGE REPLACEMENT, G-12-052 (0XR) & G-12-053 (0XT), I-91 (NB & SB) OVER BMRR	\$ 18,063,788	\$ -	GREENFIELD
GREENFIELD- MONTAGUE- BRIDGE REHABILITATION, G-12-020=M-28-001, MONTAGUE CITY ROAD OVER CONNECTICUT RIVER (GENERAL PIERCE BR)	\$ 22,010,890	\$ 15,179,924	GREENFIELD - MONTAGUE
HANOVER- NORWELL- SUPERSTRUCTURE REPLACEMENT, H-06-010, ST 3 OVER ST 123 (WEBSTER STREET) & N-24-003, ST 3 OVER ST 123 (HIGH STREET)	\$ 40,215,346	\$ 40,215,346	HANOVER - NORWELL
HARWICH- BREWSTER- ORLEANS- RESURFACING AND RELATED WORK ON ROUTE 6	\$ 7,339,774	\$ 7,339,774	BREWSTER - HARWICH -ORLEANS
HAVERHILL- IMPROVEMENTS ON MAIN STREET (ROUTE 125)	\$ 3,625,099	\$ 3,625,099	HAVERHILL
HAVERHILL- MERRIMAC- AMESBURY- TRAFFIC & GUIDE SIGN REPLACEMENT ON A SECTION OF I-495	\$ 4,958,187	\$ 2,802,454	AMESBURY - HAVERHILL - MERRIMAC
HAVERHILL- RECONSTRUCTION ON ROUTE 97 (BROADWAY), FROM SILVER BIRCH LANE TO RESEARCH DRIVE	\$ 7,006,310	\$ 7,006,310	HAVERHILL
HAVERHILL- SUPERSTRUCTURE REPLACEMENT, H-12-039, I-495 (NB & SB) OVER MERRIMACK RIVER	\$ 60,223,040	\$ 34,039,110	HAVERHILL
HEATH- BRIDGE REPLACEMENT, H-14-001, SR 8A (JACKSONVILLE STREET) OVER MILL BROOK	\$ 1,328,129	\$ 1,328,129	HEATH
HEATH- BRIDGE REPLACEMENT, H-14-009, SADOGA ROAD OVER THE BURLINGTON BROOK	\$ 817,960	\$ 817,960	HEATH
HINGHAM- INTERSECTION IMPROVEMENTS AT DERBY STREET, WHITING STREET (ROUTE 53) AND GARDNER STREET.	\$ 2,639,327	\$ 2,639,327	HINGHAM
HINGHAM- RECONSTRUCTION & RELATED WORK ON DERBY STREET, FROM POND PARK ROAD TO CUSHING STREET	\$ 5,075,747	\$ 5,075,747	HINGHAM
HOLYOKE- BRIDGE REPLACEMENT, H-21-018, LYMAN STREET OVER FIRST LEVEL CANAL	\$ 13,051,375	\$ 12,119,134	HOLYOKE

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
HOLYOKE- IMPROVEMENTS TO LOWER WESTFIELD ROAD ON I-91 (INTERCHANGE 15)	\$ 1,064,250	\$ 1,064,250	HOLYOKE
HOLYOKE- RECONSTRUCTION OF I-91 INTERCHANGE 17 & ROUTE 141	\$ 2,694,000	\$ 1,300,552	HOLYOKE
HOLYOKE- RESURFACING & RELATED WORK ON HERITAGE STREET, FRONT STREET & DWIGHT STREET FROM MAPLE ST TO THE 1ST LEVEL CANAL (.54 MILES)	\$ 3,246,566	\$ 3,246,566	HOLYOKE
HOLYOKE- TRAFFIC SIGNAL UPGRADES AT 15 INTERSECTIONS ALONG HIGH & MAPLE STREETS	\$ 3,529,200	\$ 3,529,200	HOLYOKE
HOLYOKE- WEST SPRINGFIELD- REHABILITATION OF ROUTE 5 (RIVERDALE ROAD), FROM I-91 (INTERCHANGE 13) TO MAIN STREET IN HOLYOKE & FROM ELM STREET TO NORTH ELM STREET IN WEST SPRINGFIELD (3.2 MILES)	\$ 4,929,800	\$ 4,929,800	HOLYOKE -WEST SPRINGFIELD
HOLYOKE- WEST SPRINGFIELD- SUPERSTRUCTURE REPLACEMENT ON I-91: H-21-058=W-21-039 (SB), W-21-037 (NB), W-21-038 (SB) & W-21-042 & BRIDGE PRESERVATION OF W-21-040	\$ 35,750,000	\$ 24,655,172	HOLYOKE -WEST SPRINGFIELD
HOPEDALE- MILFORD- RESURFACING & INTERSECTION IMPROVEMENTS ON ROUTE 16 (MAIN STREET), FROM WATER STREET WEST TO APPROXIMATELY 120 FEET WEST OF THE MILFORD/HOPEDALE T.L AND THE INTERSECTION OF ROUTE 140.	\$ 2,742,983	\$ 2,258,927	HOPEDALE - MILFORD
HOPEDALE- UXBRIDGE- STORMWATER IMPROVEMENTS ALONG ROUTE 140 AND ROUTE 146	\$ 944,593	\$ 944,593	HOPEDALE - UXBRIDGE
HOPKINTON- SIGNAL & INTERSECTION IMPROVEMENTS ON ROUTE 135	\$ 8,778,000	\$ 4,237,655	HOPKINTON
HOPKINTON- WESTBOROUGH- BRIDGE REPLACEMENT, H-23-006=W-24-016, FRUIT STREET OVER CSX & SUDBURY RIVER	\$ 8,856,470	\$ 8,856,470	HOPKINTON - WESTBOROUGH
HOPKINTON- WESTBOROUGH- RECONSTRUCTION OF I-90/I-495 INTERCHANGE	\$ 269,866,667	\$ 31,749,020	HOPKINTON - WESTBOROUGH
HUBBARDSTON- BRIDGE REPLACEMENT, H-24-009, EVERGREEN ROAD OVER MASON BROOK	\$ 1,641,488	\$ 1,641,488	HUBBARDSTON
HUBBARDSTON- BRIDGE REPLACEMENT, H-24-021, STATE ROUTE 62 OVER WEST BRANCH OF THE WARE RIVER	\$ 1,484,880	\$ 1,484,880	HUBBARDSTON
HUDSON- BRIDGE REPLACEMENT, H-25-003, STATE ROUTE 85 (WASHINGTON STREET) OVER THE ASSABET RIVER	\$ 4,653,792	\$ 4,653,792	HUDSON
Intersection Safety - Cap Adjustment	\$ -	\$ 8,940,909	Statewide
IPSWICH- ROWLEY- RESURFACING AND RELATED WORK ON ROUTE 1	\$ 11,383,680	\$ 7,365,911	IPSWICH -ROWLEY
KINGSTON- DUXBURY- MARSHFIELD- RESURFACING & RELATED WORK ON ROUTE 3	\$ 16,209,864	\$ 16,209,864	DUXBURY - KINGSTON - MARSHFIELD

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
LAKEVILLE- RECONSTRUCTION AND RELATED WORK ON RHODE ISLAND ROAD (ROUTE 79), FROM THE TAUNTON CITY LINE TO CLEAR POND ROAD	\$ 4,606,800	\$ 2,804,139	LAKEVILLE
LANCASTER- HARVARD- LITTLETON- RESURFACING AND RELATED WORK ON ROUTE 2	\$ 19,668,000	\$ 12,726,353	HARVARD - LANCASTER - LITTLETON
LANESBOROUGH- BRIDGE REPLACEMENT, L-03-024, NARRAGANSETT AVENUE OVER PONTOOSUC LAKE	\$ 5,460,012	\$ 5,460,012	LANESBOROUGH
LANESBOROUGH- PITTSFIELD- ASHUWILLTICOOK RAIL TRAIL EXTENSION TO CRANE AVENUE	\$ 2,143,852	\$ 2,143,852	LANESBOROUGH - PITTSFIELD
LAWRENCE- IMPROVEMENTS AT BRUCE ELEMENTARY SCHOOL (SRTS)	\$	\$ 2,039,575	Lawrence
LEE- BIKEWAY CONSTRUCTION, FROM STOCKBRIDGE T.L. TO WEST PARK STREET (PHASE 1)	\$ 3,843,950	\$ 3,843,950	LEE
LEE- SUPERSTRUCTURE REPLACEMENT, L-05-034, CHAPEL STREET OVER GREENWATER BROOK	\$ 1,081,727	\$ 1,081,727	LEE
LEE=LENOX- BRIDGE REPLACEMENT, L-05-020=L-07-003, VALLEY STREET OVER HOUSATONIC RIVER	\$ 1,540,628	\$ 1,540,628	LEE -LENOX
LEICESTER- RESURFACING & RELATED WORK ON ROUTE 56 (PAXTON STREET), FROM MAIN STREET TO HYLAND AVENUE	\$ 2,852,757	\$ 2,852,757	LEICESTER
LENOX- LEE- STOCKBRIDGE- RESURFACING AND RELATED WORK ON ROUTE 7	\$ 5,598,450	\$ 5,598,450	LEE -LENOX - STOCKBRIDGE
LENOX- RECONSTRUCTION & MINOR WIDENING ON WALKER STREET	\$ 6,725,400	\$ 3,014,834	LENOX
LEOMINSTER- RECONSTRUCTION ON ROUTE 13, FROM HAWES STREET TO PROSPECT STREET	\$ 3,638,320	\$ 3,638,320	LEOMINSTER
LEOMINSTER- RECONSTRUCTION/ REHABILITATION ON ROUTE 12 (CENTRAL STREET), INCLUDING REHABILITATION OF L-08-022	\$ 9,584,520	\$ 9,584,520	LEOMINSTER
LEXINGTON- BELMONT- ARLINGTON- CAMBRIDGE- PAVEMENT PRESERVATION ON ROUTE 2	\$ 7,938,365	\$ 7,938,365	ARLINGTON - BELMONT - CAMBRIDGE - LEXINGTON
LEXINGTON- RECONSTRUCTION ON MASSACHUSETTS AVENUE, FROM MARRETT ROAD TO PLEASANT STREET	\$ 5,267,051	\$ 5,267,051	LEXINGTON
LINCOLN- BRIDGE REPLACEMENT, L-12-002, CONCORD ROAD (ROUTE 126) OVER THE B&M RAILROAD	\$ 7,329,640	\$ -	LINCOLN
LITTLETON- WESTFORD- INTERSTATE MAINTENANCE AND RELATED WORK ON I-495	\$ 17,197,488	\$ 1,074,843	LITTLETON - WESTFORD
LONGMEADOW- RESURFACING & RELATED WORK ON CONVERSE STREET, FROM LAUREL STREET TO DWIGHT STREET (2.04 MILES)	\$ 2,820,880	\$ 2,820,880	LONGMEADOW

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
LONGMEADOW- RESURFACING & RELATED WORK ON LONGMEADOW STREET (ROUTE 5), FROM THE CT S.L. TO CONVERSE STREET (2.88 MILES)	\$ 2,520,918	\$ 2,520,918	LONGMEADOW
LONGMEADOW- SPRINGFIELD- INTERSTATE MAINTENANCE & RELATED WORK ON I-91	\$ 8,868,646	\$ 8,868,646	LONGMEADOW - SPRINGFIELD
LOWELL- CHELMSFORD- BILLERICA- ANDOVER- STORMWATER IMPROVEMENTS ALONG ROUTE 20, ROUTE 28, ROUTE 3A, AND I-495	\$ 2,296,800	\$ 2,296,800	DISTRICT4
LOWELL- CONNECTOR RECONSTRUCTION, FROM THORNDIKE STREET TO GORHAM STREET	\$ 891,000	\$ 891,000	LOWELL
LOWELL- DECK REPLACEMENT, L-15-068 (2H5), LOWELL CONNECTOR (NB) OVER INDUSTRIAL AVENUE EAST	\$ 1,708,929	\$ 1,708,929	LOWELL
LOWELL- IMPROVEMENTS ON ROUTE 38 AT FOUR INTERSECTIONS	\$ 4,442,183	\$ 4,442,183	LOWELL
LOWELL- PEDESTRIAN WALKWAY & BICYCLE CONNECTION AT PAWTUCKET FALLS OVERLOOK, FROM VANDENBERG ESPLANADE TO SCHOOL STREET	\$ 2,465,430	\$ 2,465,430	LOWELL
LOWELL- RECONSTRUCTION & RELATED WORK ON VFW HIGHWAY	\$ 6,380,000	\$ 6,380,000	LOWELL
LUDLOW- PALMER- WILBRAHAM- RESURFACING, GUARDRAIL & RELATED WORK ON I-90 (MM 55 TO MM 60)	\$ 7,398,000	\$ 5,468,087	LUDLOW -PALMER - WILBRAHAM
LUDLOW- RECONSTRUCTION OF CENTER STREET (ROUTE 21), FROM 35' WEST OF BEACHSIDE DRIVE WESTERLY TO GAS LINE BESIDE MTA OVERPASS (3,500 FEET)	\$ 6,115,880	\$ 6,115,880	LUDLOW
LUDLOW- WILBRAHAM- BRIDGE PRESERVATION, L-16-002=W-35-002 (OMA), EAST STREET OVER THE CHICOPEE RIVER	\$ 2,236,267	\$ 2,236,267	LUDLOW
LYNN- RECONSTRUCTION ON ROUTE 129 (LYNNFIELD STREET), FROM GREAT WOODS ROAD TO WYOMA SQUARE	\$ 4,491,966	\$ 3,435,033	LYNN
LYNN- SAUGUS- BRIDGE REPLACEMENT, L-18-016=S-05-008, ROUTE 107 OVER THE SAUGUS RIVER (AKA - BELDEN G. BLY BRIDGE)	\$ 45,979,200	\$ 41,600,229	LYNN -SAUGUS
LYNNFIELD- PEABODY- RESURFACING & RELATED WORK ON ROUTE 1	\$ 7,751,744	\$ 7,751,744	LYNNFIELD - PEABODY
MANSFIELD- INTERSECTION & SIGNAL IMPROVEMENTS AT SR 140 (COMMERCIAL STREET) & SR 106 (CHAUNCEY STREET)	\$ 580,800	\$ 546,635	Mansfield
MARION- SHARED USE PATH CONSTRUCTION (PHASE 1), FROM THE MARION-MATTAPOISETT T.L. TO POINT ROAD	\$ 3,410,000	\$ 1,927,391	MARION
MARION- WAREHAM- BRIDGE REPLACEMENT, M-05-001=W-06-013 & W-06-016, WAREHAM STREET (US 6) OVER WEWEANTIC RIVER	\$ 27,613,179	\$ 27,613,179	MARION -WAREHAM

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
MARLBORO- HUDSON- BERLIN- INTERSTATE MAINTENANCE & RELATED WORK ON I-495	\$ 15,385,920	\$ 12,501,060	BERLIN -HUDSON - MARLBOROUGH
MARLBOROUGH- RECONSTRUCTION OF ROUTE 85 (MAPLE STREET)	\$ 5,152,103	\$ 5,152,103	MARLBOROUGH
MARLBOROUGH- SUDBURY- RESURFACING AND RELATED WORK ON ROUTE 20	\$ 10,973,600	\$ 10,973,600	MARLBOROUGH - SUDBURY
MARLBOROUGH- SUDBURY- STORMWATER IMPROVEMENTS ALONG ROUTE 20	\$ 656,000	\$ 656,000	MARLBOROUGH - SUDBURY
MARSHFIELD- BRIDGE REPLACEMENT, M-07-007, BEACH STREET OVER THE CUT RIVER	\$ 2,921,225	\$ 2,921,225	MARSHFIELD
MARSHFIELD- PEMBROKE- NORWELL- HANOVER- ROCKLAND- HINGHAM- RESURFACING & RELATED WORK ON ROUTE 3	\$ 18,216,000	\$ 14,800,500	HANOVER -HINGHAM -MARSHFIELD - NORWELL - PEMBROKE - ROCKLAND
MASHPEE- CORRIDOR IMPROVEMENTS & RELATED WORK ON NATHAN ELLIS HIGHWAY (ROUTE 151), FROM MASHPEE ROTARY TO FALMOUTH T.L.	\$ 9,469,680	\$ 5,352,428	MASHPEE
MATTAPOISETT- MULTI-USE PATH CONSTRUCTION (PENN CENTRAL RIGHT OF WAY), FROM MATTAPOISETT NECK ROAD TO DEPOT STREET (PHASE 1B)	\$ 4,632,291	\$ 4,632,291	MATTAPOISETT
MEDFORD- METHUEN- STONEHAM- WOBURN- BRIDGE PAINTING ON I-93 CORRIDOR: M-12-037, M-12-044, M-17-007, S-27-008, W-43-035	\$ 1,334,000	\$ 1,334,000	MEDFORD - METHUEN - STONEHAM - WOBURN
METHUEN- RESURFACING & RELATED WORK ON ROUTE 213 INCLUDING DECK REPLACEMENT, M-17-024 & M-17-025, ROUTE 213 (EB & WB) OVER SPICKET RIVER & SUBSTRUCTURE REPAIRS, M-17-033, I-495 (NB & SB) OVER ROUTE 213	\$ 10,453,719	\$ 10,453,719	METHUEN
MIDDLEBOROUGH- CARVER- RESURFACING AND RELATED WORK ON ROUTE 44 FROM MM 21.75 TO 28.80	\$ 14,036,000	\$ 14,036,000	CARVER - MIDDLEBOROUGH
MIDDLEBOROUGH- INTERIM IMPROVEMENTS AT ROUTES 18/28/44 (ROTARY)	\$ 1,356,145	\$ 1,356,145	MIDDLEBOROUGH
MIDDLEFIELD- BRIDGE REPLACEMENT, M-19-010, CHESTER ROAD OVER SMART BROOK	\$ 1,485,396	\$ 1,356,231	MIDDLEFIELD
MILLBURY- RECONSTRUCTION ON MCCRACKEN ROAD & GREENWOOD STREET, INCLUDES REHAB OF M-22-058, MCCRACKEN ROAD OVER ACCESS ROAD	\$ 8,200,035	\$ 6,042,131	MILLBURY

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
MILLBURY- SUPERSTRUCTURE REPLACEMENT, M-22-038, I-90 RAMPS @ INTERCHANGE 11	\$ 6,910,096	\$ 6,910,096	MILLBURY
MILTON- INTERSECTION & SIGNAL IMPROVEMENTS AT 2 LOCATIONS: SR 138 (BLUE HILL AVENUE) AT ATHERTON STREET & BRADLEE ROAD AND SR 138 (BLUE HILL AVENUE) AT MILTON STREET & DOLLAR LANE	\$ 1,161,600	\$ 1,161,600	MILTON
MILTON- INTERSECTION & SIGNAL IMPROVEMENTS AT GRANITE AVENUE & SQUANTUM STREET	\$ 542,080	\$ 542,080	MILTON
MILTON- MASSDOT CENTRAL MAINTENANCE FACILITY (CMF) & HIGHWAY OPERATIONS CENTER (HOC) RELOCATION & CONSTRUCTION AT GRANITE AVENUE	\$ 68,650,400	\$ 68,650,400	MILTON
MILTON- RECONSTRUCTION ON GRANITE AVENUE, FROM NEPONSET RIVER TO SQUANTUM STREET (5,000 FEET)	\$ 4,139,305	\$ 4,139,305	MILTON
MONROE- BRIDGE REPLACEMENT, M-26-004, RAYCROFT ROAD OVER DUNBAR BROOK	\$ 741,348	\$ 676,883	MONROE
MONSON- BRIDGE REHABILITATION, M-27-022, BRIMFIELD ROAD (US 20) OVER THE QUABOAG RIVER	\$ 3,939,969	\$ 3,804,108	MONSON
MONTAGUE- RESURFACING AND RELATED WORK ON ROUTE 63	\$	\$ 4,878,720	MONTAGUE
MONTGOMERY- RUSSELL- BRIDGE PRESERVATION, M-30-008=R-13-108(4GT), I-90 OVER US 20, WESTFIELD RIVER, & CSX RR	\$ 18,619,000 7,539,840	\$ 18,619,000	MONTGOMERY - RUSSELL
NATICK- RECONSTRUCTION OF ROUTE 27 (NORTH MAIN STREET), FROM NORTH AVENUE TO THE WAYLAND T.I.	\$ 15,718,808	\$ 12,944,901	NATICK
NATICK- WAYLAND- WESTON- RESURFACING AND RELATED WORK ON I-90, FROM MM 117.1 TO MM 121.1	\$ 11,500,920	\$ 10,580,846	NATICK -WAYLAND - WESTON
NEEDHAM- NEWTON- RECONSTRUCTION OF HIGHLAND AVENUE, NEEDHAM STREET & CHARLES RIVER BRIDGE, N-04-002, FROM WEBSTER STREET (NEEDHAM) TO ROUTE 9 (NEWTON)	\$ 14,645,952	\$ 13,599,812	NEEDHAM -NEWTON
NEW BEDFORD- CLEANING, PAINTING & REPAIRING 6 STEEL BRIDGES ON/OVER I-195	\$ 16,791,751	\$ 7,902,001	New Bedford
NEW BEDFORD- CONSTRUCTION OF A WALKWAY ON THE HURRICANE BARRIER FROM WEST RODNEY FRENCH BOULEVARD TO PADANARUM AVENUE ON CLARK'S COVE	\$ 5,594,512	\$ 5,594,512	New Bedford
NEW BEDFORD- CORRIDOR IMPROVEMENTS AND RELATED WORK ON COGGESHALL STREET, FROM PURCHASE STREET TO MITCHELL AVENUE	\$ 5,524,868	\$ 5,524,868	New Bedford
NEW BEDFORD- CORRIDOR IMPROVEMENTS AND RELATED WORK ON KINGS HIGHWAY, FROM CHURCH STREET TO THE KINGS HIGHWAY BRIDGE (N-06-036) OVER ROUTE 140	\$ 5,910,022	\$ 3,182,319	New Bedford

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
NEW BEDFORD- RECONSTRUCTION OF ROUTE 18 (JFK HIGHWAY), FROM COVE STREET TO GRIFFIN COURT (PHASE II)	\$ 8,488,789	\$ 8,488,789	New Bedford
NEW BEDFORD- STORMWATER IMPROVEMENTS ALONG ROUTE 6/ROUTE 18	\$ 696,235	\$ 696,235	New Bedford
NEW MARLBOROUGH- BRIDGE REPLACEMENT, N-08-010, UMPACHENE FALLS OVER KONKAPOT RIVER	\$ 773,190	\$ 773,190	NEW MARLBOROUGH
NEW MARLBOROUGH- SUPERSTRUCTURE REPLACEMENT, N-08-022, HADSELL STREET OVER UMPACHENE RIVER	\$ 962,758	\$ 962,758	NEW MARLBOROUGH
NEWTON- WELLESLEY- WESTON- BRIDGE MAINTENANCE OF N-12-063, N-12-054, N-12-055 & N-12-056 ON I-95/ROUTE 128	\$ 1,697,789	\$ 1,697,789	NEWTON - WELLESLEY - WESTON
NEWTON- WESTON- BRIDGE REHABILITATION, N-12-010=W-29-005, SOUTH AVENUE (ROUTE 30) OVER THE CHARLES RIVER	\$ 10,232,534	\$ 1,411,384	NEWTON -WESTON
Non Interstate DOT Pavement - Cap Adjustment	\$ -	\$ 102,539,428	Statewide
NORTH ADAMS- BRIDGE MAINTENANCE, N-14-019, ROUTE 8A (HODGES CROSS ROAD) OVER SOUTH BRANCH HOOSIC RIVER	\$ 294,228	\$ 294,228	NORTH ADAMS
NORTH ADAMS- INTERSECTION IMPROVEMENTS AT ROUTE 2 & PHELPS AVENUE	\$ 1,271,956	\$ 1,271,956	NORTH ADAMS
NORTH ADAMS- WILLIAMSTOWN- MOHAWK BICYCLE/PEDESTRIAN TRAIL	\$ 5,210,806	\$ 5,210,806	WILLIAMSTOWN
NORTH ANDOVER- INTERSECTION & SIGNAL IMPROVEMENTS AT ROUTE 125 & MASSACHUSETTS AVENUE	\$ 3,568,475	\$ 3,568,475	NORTH ANDOVER
NORTH ATTLEBOROUGH- TRAFFIC SIGNAL AND INTERSECTION IMPROVEMENTS @ EAST WASHINGTON STREET (ROUTE 1) & CHESTNUT STREET	\$ 1,664,439	\$ 1,664,439	NORTH ATTLEBOROUGH
NORTHAMPTON- BRIDGE RECONSTRUCTION, N-19-059, I-91 OVER US 5/BMRR & N-19-060, I-91 OVER HOCKANUM ROAD	\$ 47,740,000	\$ 19,657,647	NORTHAMPTON
NORTHAMPTON- HATFIELD- WHATELY- DEERFIELD- INTERSTATE MAINTENANCE & RELATED WORK ON I-91, FROM MM 26.97 TO MM 38.1	\$ 17,918,911	\$ 17,918,911	DEERFIELD - HATFIELD - NORTHAMPTON - WHATELY
NORTHAMPTON- IMPROVEMENTS ON I-91 INTERCHANGE 19 AT ROUTE 9 AND DAMON ROAD	\$ 6,051,610	\$ 6,051,610	NORTHAMPTON
NORTHAMPTON- INTERSECTION IMPROVEMENTS @ ELM STREET, MAIN STREET, WEST STREET, STATE STREET & NEW SOUTH STREET	\$ 1,143,425	\$ 941,644	NORTHAMPTON
NORTHAMPTON- INTERSECTION IMPROVEMENTS AT KING STREET, NORTH STREET & SUMMER STREET AND AT KING STREET & FINN STREET	\$ 2,007,800	\$ 2,007,800	NORTHAMPTON

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
NORTHAMPTON- RECONSTRUCTION OF DAMON ROAD, FROM ROUTE 9 TO ROUTE 5, INCLUDES DRAINAGE SYSTEM REPAIRS & SLOPE STABILIZATION AT THE NORWOTTUCK RAIL TRAIL	\$ 4,579,184	\$ 4,579,184	NORTHAMPTON
NORTHAMPTON- ROUNDABOUT CONSTRUCTION AT INTERSECTION ROUTES 5/10 (NORTH KING STREET) & HATFIELD STREET	\$ 2,861,415	\$ 2,861,415	NORTHAMPTON
NORTON- CORRIDOR IMPROVEMENTS & RELATED WORK ON EAST MAIN STREET (ROUTE 123), FROM PINE STREET TO I-495	\$ 3,993,696	\$ 3,580,555	NORTON
NORTON- MANSFIELD- RAIL TRAIL EXTENSION (WORLD WAR II VETERANS TRAIL)	\$ 3,769,805	\$ 2,130,759	MANSFIELD - NORTON
NORWOOD- BRIDGE REHABILITATION, N-25-031, I-95 (NB)&(SB) OVER NEPONSET RIVER	\$ 10,209,233	\$ 8,449,020	NORWOOD
NORWOOD- INTERSECTION & SIGNAL IMPROVEMENTS AT US 1 (PROVIDENCE HIGHWAY) & MORSE STREET	\$ 580,800	\$ 580,800	NORWOOD
ORANGE- BRIDGE REPLACEMENT, O-03-009, HOLTSHIRE ROAD OVER MILLERS RIVER	\$ 5,220,092	\$ 5,220,092	Orange
ORANGE- BRIDGE REPLACEMENT, O-03-021, ROUTE 2 OVER ROUTE 202	\$ 17,208,965	\$ 2,992,863	Orange
ORANGE- RECONSTRUCTION OF NORTH MAIN STREET, FROM SCHOOL STREET TO LINCOLN AVENUE (0.4 MILES) INCL RELOCATION OF FALL HILL BROOK CULVERT	\$ 5,320,161	\$ 5,320,161	Orange
ORLEANS- INTERSECTION IMPROVEMENTS AT 2 LOCATIONS: CRANBERRY HIGHWAY (ROUTE 6A) AND MAIN STREET & CHATHAM ROAD (ROUTE 28) AND MAIN STREET	\$ 2,926,660	\$ 2,926,660	ORLEANS
OXFORD- CLEANING AND PAINTING & RELATED WORK, O-06-036, I-395 OVER DANA ROAD & O-06-037, I-395 (SB) OVER FEDERAL HILL ROAD	\$ 1,533,005	\$ 1,533,005	OXFORD
OXFORD- RECONSTRUCTION ON CHARLTON STREET, BETWEEN MAIN STREET AND DUDLEY ROAD	\$ 5,879,865	\$ 5,879,865	OXFORD
PALMER- BRIDGE PRESERVATION. P-01-046, I-90 OVER QUABOAG RIVER, P-01-047, I-90 OVER NECRR & MCRR & P-01-049, I-90 OVER ROUTE 181 (SYKES STREET)	\$ 6,514,143	\$ 6,454,143	PALMER
PAXTON- RECLAMATION ON ROUTE 31 (HOLDEN ROAD)	\$ 3,915,742	\$ 3,045,577	PAXTON
PEABODY- DANVERS- RESURFACING AND RELATED WORK ON ROUTE 1	\$	\$ 13,372,480	DANVERS -PEABODY
PEMBROKE- INTERSECTION IMPROVEMENTS AND RELATED WORK AT WASHINGTON STREET (ROUTE 53) AND PLEASANT STREET.	\$ 13,372,480	\$ 1,809,504	PEMBROKE
PITTSFIELD- BRIDGE REPLACEMENT, P-10-049, LAKEWAY DRIVE OVER ONOTA LAKE	\$ 2,507,406	\$ 1,526,247	PITTSFIELD

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
PITTSFIELD- INTERSECTION & SIGNAL IMPROVEMENTS AT 3 LOCATIONS: SR 8 & SR 9 (DALTON AVENUE) @ MERRILL CHESHIRE ROAD, DALTON AVENUE @ CRANE AVENUE CONNECTOR & SR 9 (MERRILL ROAD) @ CRANE AVENUE CONNECTOR	\$ 1,531,200	\$ 1,531,200	PITTSFIELD
PITTSFIELD- INTERSECTION & SIGNAL IMPROVEMENTS AT FIRST STREET & NORTH STREET (NEAR BERKSHIRE MEDICAL CENTER)	\$ 5,133,333	\$ 5,133,333	PITTSFIELD
PITTSFIELD- TRAFFIC SIGNAL AND INTERSECTION IMPROVEMENTS AT CENTER STREET AND WEST HOUSATONIC STREET (ROUTE 20)	\$ 1,980,636	\$ 1,980,636	PITTSFIELD
PLAINVILLE- WRENTHAM- RESURFACING AND RELATED WORK ON ROUTE 1	\$ 12,192,300	\$ -	PLAINVILLE - WRENTHAM
PLYMOUTH- IMPROVEMENTS ON OBERY STREET, FROM SOUTH STREET TO A.A. CARANCI WAY/PLYMOUTH NORTH H.S. DRIVE INTERSECTION	\$ 5,041,507	\$ 5,041,507	PLYMOUTH
PLYMOUTH- KINGSTON- CARVER- PLYMPTON- RESURFACING AND RELATED WORK ON ROUTE 44 (FROM MM 28.8 TO 36.4)	\$ 12,955,219	\$ 12,955,219	CARVER -KINGSTON - PLYMOUTH - PLYMPTON
PLYMOUTH- RECONSTRUCTION OF TAYLOR AVENUE, FROM WHITE HORSE ROAD TO MANOMET POINT ROAD, INCLUDES BRIDGE REPLACEMENT OF P-13-010	\$ 5,242,160	\$ 5,242,160	PLYMOUTH
PLYMOUTH- RESURFACING & RELATED WORK ON ROUTE 3	\$ 13,812,762	\$ 13,812,762	PLYMOUTH
Pre-apprenticeship program	\$ 4,631,843	\$ 4,631,843	Statewide
PRINCETON- RECONSTRUCTION OF ROUTE 140, FROM STERLING T.L. THROUGH EAST PRINCETON VILLAGE TO ROUTE 31, INCLUDING REHAB OF P-16-017	\$ 7,578,619	\$ 7,037,289	PRINCETON
QUINCY- CONSTRUCTION OF NEW CONNECTION (BRIDGE) FROM BURGIN PARKWAY OVER MBTA	\$ 9,338,000	\$ 9,338,000	QUINCY
QUINCY- MILTON- BOSTON- INTERSTATE MAINTENANCE & RELATED WORK ON I-93	\$ 25,128,515	\$ 1,570,532	BOSTON -MILTON - QUINCY
QUINCY- SUPERSTRUCTURE REPLACEMENT, Q-01-039, ROBERTSON STREET OVER I-93/US 1/SR 3	\$ 3,398,079	\$ 3,398,079	QUINCY
RANDOLPH- QUINCY- BRAINTREE- INTERSTATE MAINTENANCE & RELATED WORK ON I-93 (SB)	\$ 4,725,270	\$ 4,725,270	BRAINTREE -QUINCY -RANDOLPH
RAYNHAM- BRIDGE REPLACEMENT, R-02-013 (3PA), US 44 (CAPE HIGHWAY) OVER SR 24	\$ 30,480,734	\$ 30,480,734	RAYNHAM
READING TO LYNNFIELD- GUIDE AND TRAFFIC SIGN REPLACEMENT ON A SECTION OF I-95 (SR 128)	\$ 4,801,000	\$ 2,713,609	LYNNFIELD - READING
READING- WAKEFIELD- INTERSTATE MAINTENANCE AND RELATED WORK ON I-95	\$ 4,804,800	\$ 2,924,661	READING - WAKEFIELD

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
REHOBOTH- RESURFACING AND RELATED WORK ON ROUTE 44	\$ 8,644,320	\$ 8,644,320	REHOBOTH
REVERE- IMPROVEMENTS AT GARFIELD ELEMENTARY & MIDDLE SCHOOL (SRTS)	\$ 784,080	\$ 784,080	REVERE
Roadway Maintenance	\$ -	\$ 98,625,313	Statewide
ROYALSTON- BRIDGE REPLACEMENT, R-12-001 (B35), STOCKWELL ROAD OVER LAWRENCE BROOK	\$ 850,080	\$ 850,080	ROYALSTON
ROYALSTON- BRIDGE REPLACEMENT, R-12-009, NORTH FITZWILLIAM ROAD OVER LAWRENCE BROOK	\$ 1,830,932	\$ 1,830,932	ROYALSTON
RUTLAND- BRIDGE REPLACEMENT, R-14-004, INTERVALE ROAD OVER EAST BRANCH OF WARE RIVER	\$ 1,881,681	\$ 1,881,681	RUTLAND
Safety Maintenance	\$ -	\$ 46,668,211	Statewide
SALEM- BRIDGE REPLACEMENT, S-01-001, (ST 114) NORTH STREET OVER NORTH RIVER	\$ 1,714,765	\$ 1,491,100	SALEM
SALEM- STORMWATER IMPROVEMENTS ALONG ROUTE 107 (SALEM BYPASS ROAD)	\$ 184,091	\$ 184,091	SALEM
SALISBURY- MULTI-USE TRAIL EXTENSION (BORDERS TO BOSTON TRAIL)	\$ 6,760,550	\$ 6,760,550	SALISBURY
SAUGUS - RESURFACING AND RELATED WORK ON ROUTE 1	\$ 10,611,216	\$ 10,611,216	DISTRICT4
SAUGUS- IMPROVEMENTS AT VETERANS MEMORIAL SCHOOL (SRTS)	\$ 603,504	\$ 603,504	SAUGUS
SEEKONK- INTERSECTION IMPROVEMENTS & RELATED WORK AT FALL RIVER AVENUE (ROUTE 114A) AND COUNTY STREET	\$ 1,183,366	\$ 1,183,366	SEEKONK
SEEKONK- REHOBOTH- INTERSTATE MAINTENANCE & RELATED WORK ON I-195	\$ 11,229,412	\$ 11,229,412	REHOBOTH - SEEKONK
SEEKONK- RESURFACING AND RELATED WORK ON ROUTE 44	\$ 4,636,800	\$ 3,000,282	SEEKONK
SHARON- BRIDGE REPLACEMENT, S-09-003 (40N), MASKWONICUT STREET OVER AMTRAK/MBTA	\$ 5,604,390	\$ 3,167,699	SHARON
SHEFFIELD- BRIDGE REPLACEMENT, S-10-002, ROUTE 7A (ASHLEY FALLS RD) OVER THE HOUSATONIC RIVER	\$ 5,133,333	\$ 5,133,333	SHEFFIELD
SHEFFIELD- BRIDGE REPLACEMENT, S-10-019, BERKSHIRE SCHOOL ROAD OVER SCHENOB BROOK	\$ 1,943,520	\$ 1,774,518	SHEFFIELD
SHELBURNE- BRIDGE REPLACEMENT, S-11-006, BARDWELL FERRY ROAD OVER DRAGON BROOK	\$ 1,897,280	\$ 1,897,280	SHELBURNE
SHELBURNE- INTERSECTION IMPROVEMENTS @ ROUTE 2 & COLRAIN/SHELBURNE ROAD	\$ 1,386,252	\$ 1,386,252	SHELBURNE
SHREWSBURY- BOYLSTON- NORTHBORO- INTERSTATE MAINTENANCE & RELATED WORK ON I-290	\$ 14,084,515	\$ 14,084,515	BOYLSTON - NORTHBOROUGH - SHREWSBURY

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
SHREWSBURY- BRIDGE REHABILITATION, S-14-018, BOYLSTON STREET (ROUTE 140) OVER I-290	\$ 12,685,951	\$ 12,685,951	SHREWSBURY
SHREWSBURY- INTERSECTION & SIGNAL IMPROVEMENT AT US 20 (HARTFORD TURNPIKE) AT GRAFTON STREET	\$ 457,380	\$ 457,380	SHREWSBURY
SHREWSBURY- NORTHBOROUGH- WESTBOROUGH- RESURFACING AND RELATED WORK ON ROUTE 9	\$ 13,245,489	\$ 13,245,489	NORTHBOROUGH - SHREWSBURY - WESTBOROUGH
SHREWSBURY- RESURFACING & RELATED WORK ON MAIN STREET, FROM I-290 RAMPS EASTERLY TO MAPLE AVENUE	\$ 5,233,962	\$ 5,233,962	SHREWSBURY
SOUTH HADLEY- RESURFACING AND RELATED WORK ON ROUTE 116	\$ 2,572,416	\$ 1,664,504	SOUTH HADLEY
SOUTH HADLEY- SIGNAL & INTERSECTION IMPROVEMENTS AT ROUTE 202 (GRANBY ROAD) & ROUTE 33 (LYMAN STREET)	\$ 634,119	\$ 634,119	SOUTH HADLEY
SOUTH HADLEY- STORMWATER IMPROVEMENTS ALONG ROUTE 116	\$ 109,973	\$ 109,973	SOUTH HADLEY
SOUTHAMPTON- RECONSTRUCTION OF GLENDALE ROAD (PHASE II) FROM COLLEGE HIGHWAY (RT 10) NORTHWESTERLY TO POMEROY MEADOW RD (3,801 FEET)	\$ 2,355,838	\$ 2,355,838	SOUTHAMPTON
SOUTHAMPTON- SAFE ROUTES TO SCHOOL (WILLIAM E. NORRIS ELEMENTARY)	\$ 946,930	\$ 946,930	SOUTHAMPTON
SOUTHBOROUGH- RECONSTRUCTION OF MAIN STREET (ROUTE 30), FROM SEARS ROAD TO PARK STREET	\$ 7,259,495	\$ 7,259,495	SOUTHBOROUGH
SOUTHBOROUGH- RESURFACING & RELATED WORK ON ROUTE 30	\$	\$ 2,456,400	SOUTHBOROUGH
SOUTHBOROUGH- RESURFACING & RELATED WORK ON ROUTE 9, FROM THE FRAMINGHAM T.L TO WHITE BAGLEY ROAD	\$ 2,456,400	\$ 4,599,139	SOUTHBOROUGH
SOUTHWICK- INTERSECTION IMPROVEMENTS AT FOUR LOCATIONS ON ROUTE 57 (FEEDING HILLS ROAD)	\$ 4,768,400	\$ 4,768,400	SOUTHWICK
SOUTHWICK- RECONSTRUCTION CONGAMOND ROAD (ROUTE 168) - FROM COLLEGE HIGHWAY & ENDS 250 FEET SHORT OF STATE LINE (1.2 MILES)	\$ 4,750,329	\$ 4,750,329	SOUTHWICK
SPENCER- REHABILITATION ON ROUTE 9 (MAIN STREET), FROM HIGH STREET TO GROVE STREET	\$ 3,946,041	\$ 3,946,041	SPENCER
SPRINGFIELD- NORTH END PEDESTRIAN PATH CONSTRUCTION (UNDER THE CONNECTICUT RIVER RAILROAD), BETWEEN PLAINFIELD STREET AND BIRNIE AVENUE, INCLUDES CONSTRUCTION OF NEW BRIDGE S-24-044	\$ 4,593,600	\$ 4,593,600	SPRINGFIELD
SPRINGFIELD- SIGNAL & INTERSECTION IMPROVEMENTS @ ROOSEVELT AVENUE & ISLAND POND ROAD, ROOSEVELT AVENUE & ALDEN STREET	\$ 2,264,912	\$ 2,264,912	SPRINGFIELD

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
STATEWIDE CMAQ, YEAR 2020, FOR CIP POLICY DEVELOPMENT PURPOSES ONLY	\$ 41,404,956	\$ 4,871,171	Statewide
STATEWIDE- COMMUNICATIONS SYSTEMS ENHANCEMENTS AND UPGRADES ON I-90	\$ 1,120,000	\$ 1,120,000	Statewide
STATEWIDE- EXPANSION OF CCTV, VMS AND THE TRAFFIC SENSOR NETWORK	\$ 30,499,021	\$ 27,486,569	Statewide
STATEWIDE- FACILITY MAINTENANCE AND REPAIRS AT VARIOUS LOCATIONS ON I-90	\$ 232,000	\$ 232,000	Statewide
STATEWIDE- FIRE DETECTION SYSTEMS TESTING AND REPAIRS AT VARIOUS LOCATIONS ON I-90	\$ 112,000	\$ 112,000	Statewide
STATEWIDE- GENERATOR TESTING AND REPAIRS AT VARIOUS LOCATIONS ON I-90	\$ 300,000	\$ 158,824	Statewide
STATEWIDE HSIP PROGRAM, YEAR 2020, FOR CIP POLICY DEVELOPMENT PURPOSES ONLY	\$ 30,917,333	\$ 2,132,230	Statewide
STATEWIDE- INSTALLATION OF PERMANENT VMS ON I-90 AT VARIOUS LOCATIONS	\$ 427,800	\$ 132,766	Statewide
STATEWIDE INTELLIGENT TRANSPORTATION SYSTEMS, YEAR 2020, FOR CIP POLICY DEVELOPMENT PURPOSES ONLY	\$ 17,661,208	\$ 1,218,014	Statewide
STATEWIDE NHS PRESERVATION PROGRAM, YEAR 2020, FOR CIP POLICY DEVELOPMENT PURPOSES ONLY	\$ 49,368,411	\$ 4,292,905	Statewide
STATEWIDE- REMOVAL AND REPLACEMENT OF UNDERGROUND FUEL TANKS AT VARIOUS LOCATIONS ON I-90	\$ 257,600	\$ 257,600	Statewide
STATEWIDE- REPAIR AND REPLACEMENT OF FUEL PUMP SYSTEMS AT VARIOUS LOCATIONS ON I-90	\$ 224,000	\$ 224,000	Statewide
STATEWIDE- REPLACEMENT OF VARIABLE MESSAGE SIGNS (VMS)	\$ 3,294,870	\$ 3,294,870	Statewide
STATEWIDE- RETROREFLECTIVE SIGN UPGRADE ON SECONDARY ROADS (PHASE II)	\$ 1,312,200	\$ 1,312,200	Statewide
STATEWIDE- ROOF REPLACEMENT AND REPAIRS AT VARIOUS LOCATIONS ON I-90	\$ 483,000	\$ 454,588	Statewide
STATEWIDE RR GRADE CROSSINGS, YEAR 2020, FOR CIP POLICY DEVELOPMENT PURPOSES ONLY	\$ 2,515,822	\$ 218,767	Statewide
STATEWIDE- RTTM EXPANSION & ENHANCEMENT (DISTRICTS 1-6)	\$ 1,796,667	\$ 1,796,667	Statewide
STATEWIDE SAFE ROUTES TO SCHOOLS PROGRAM, YEAR 2020, FOR CIP POLICY DEVELOPMENT PURPOSES ONLY	\$ 7,246,250	\$ 499,741	Statewide
STERLING- INTERSECTION IMPROVEMENTS AT ROUTE 12 AND CHOCKSETT ROAD	\$ 5,745,868	\$ 5,745,868	STERLING

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
STERLING- LANCASTER- LEOMINSTER- INTERSTATE MAINTENANCE & RELATED WORK ON I-190	\$ 18,524,524	\$ 18,524,524	LANCASTER - LEOMINSTER - STERLING
STONEHAM- SIGNAL & INTERSECTION IMPROVEMENTS AT ROUTE 28/NORTH STREET	\$ 1,530,689	\$ 1,530,689	STONEHAM
STONEHAM- WINCHESTER- WOBURN- TRI-COMMUNITY BIKEWAY INCLUDING NEW BRIDGE, W-43-029, OVER THE ABERJONA RIVER	\$ 5,236,587	\$ 5,236,587	STONEHAM - WINCHESTER - WOBURN
STOW- BRIDGE REPLACEMENT, S-29-011, BOX MILL ROAD OVER ELIZABETH BROOK	\$ 1,630,200	\$ 992,296	STOW
STURBRIDGE- GRAND TRUNK TRAIL CONSTRUCTION, FROM ED CALCUTT BRIDGE TO THE INTERSECTION OF RIVER ROAD & FARQUHAR ROAD	\$ 355,489	\$ 355,489	STURBRIDGE
STURBRIDGE- HOLLAND- INTERSTATE MAINTENANCE & RELATED WORK ON I-84	\$ 17,659,072	\$ 17,659,072	HOLLAND - STURBRIDGE
STURBRIDGE- SIGN AND PAVEMENT MARKING INSTALLATION AND UPGRADES, LIMITED ROADWAY IMPROVEMENTS AND RELATED WORK ON BROOKFIELD ROAD (ROUTE 148), FROM MAIN STREET (MM 0.0) TO T.L. (MM 3.4)	\$ 664,231	\$ 664,231	STURBRIDGE
STURBRIDGE- STORMWATER IMPROVEMENTS ALONG ROUTE 20 AND INTERSTATE 84	\$ 651,000	\$ 651,000	STURBRIDGE
SUTTON- BRIDGE REPLACEMENT, S-33-005, BLACKSTONE STREET OVER BLACKSTONE RIVER	\$ 4,587,092	\$ 4,587,092	SUTTON
SWAMPSCOTT- INTERSECTION & SIGNAL IMPROVEMENTS AT SR 1A (PARADISE ROAD) AT SWAMPSCOTT MALL	\$ 561,440	\$ 561,440	SWAMPSCOTT
TAUNTON- BRIDGE REHABILITATION, T-01-046, ST 24 OVER COUNTY STREET (ST 140)	\$ 6,378,712	\$ 1,759,645	TAUNTON
TAUNTON- CORRIDOR IMPROVEMENTS & RELATED WORK ON BROADWAY (ROUTE 138), FROM TAUNTON GREEN (COURT STREET) NORTHERLY TO PURCHASE STREET	\$ 8,034,840	\$ 4,890,772	TAUNTON
TAUNTON- INTERSECTION IMPROVEMENTS AT COUNTY STREET (ROUTE 140) AND HART STREET	\$ 2,727,775	\$ 2,727,775	TAUNTON
TAUNTON- INTERSECTION IMPROVEMENTS AT THE HON. GORDON M. OWEN RIVERWAY & WILLIAMS STREET	\$ 977,412	\$ 977,412	TAUNTON
TEMPLETON- RESURFACING & RELATED WORK ON A SECTION OF ROUTE 68, FROM THE GARDNER C.L. TO THE END OF STATE HIGHWAY	\$ 1,956,017	\$ 1,956,017	TEMPLETON
TEWKSBURY- BRIDGE REPLACEMENT, T-03-003, MILL STREET OVER SHAWSHOEN RIVER	\$ 1,232,653	\$ 1,179,059	TEWKSBURY

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
TISBURY- BIKE & PEDESTRIAN IMPROVEMENTS ALONG BEACH ROAD, FROM THE TERMINATION OF THE EXISTING SHARED USE PATH WESTERLY TO THE FIVE CORNERS INTERSECTION	\$ 2,283,905	\$ 2,283,905	TISBURY
TOTAL REGIONAL TARGET, YEAR 2020, FOR CIP POLICY DEVELOPMENT PURPOSES ONLY	\$ 217,927,834	\$ 25,638,569	Statewide
TOWNSEND- BRIDGE REPLACEMENT, T-07-013, WEST MEADOW ROAD OVER LOCKE BROOK	\$ 2,267,760	\$ 1,380,376	TOWNSEND
UPTON- RECONSTRUCTION OF HARTFORD AVENUE NORTH, HIGH STREET AND HOPKINTON ROAD	\$ 9,889,980	\$ 7,562,926	UPTON
UXBRIDGE- BRIDGE REHABILITATION, U-02-041, ST 146 (NB) OVER THE MUMFORD RIVER	\$ 2,145,500	\$ 887,793	UXBRIDGE
UXBRIDGE- RECONSTRUCTION OF ROUTE 122 (NORTH MAIN STREET), FROM HARTFORD AVENUE TO ROUTE 16	\$ 9,559,468	\$ 9,559,468	UXBRIDGE
WAKEFIELD- BRIDGE DECK REPLACEMENT, W-01-021 (2MF), HOPKINS STREET OVER I-95/ST 128	\$ 3,027,436	\$ 3,027,436	WAKEFIELD
WAKEFIELD- LYNNFIELD- RAIL TRAIL EXTENSION, FROM THE GALVIN MIDDLE SCHOOL TO LYNNFIELD/PEABODY T.L.	\$ 7,792,400	\$ 7,792,400	LYNNFIELD - WAKEFIELD
WALTHAM- BRIDGE REPLACEMENT, W-04-006, WOERD AVENUE OVER CHARLES RIVER	\$ 2,397,349	\$ 2,397,349	WALTHAM
WARE- BRIDGE REHABILITATION, W-05-015, ROUTE 32 (PALMER ROAD) OVER THE WARE RIVER	\$ 4,923,178	\$ 2,037,177	WARE
WARE- INTERSECTION IMPROVEMENTS @ MAIN STREET, WEST STREET, NORTH STREET, SOUTH STREET & CHURCH STREET	\$ 2,100,600	\$ 1,729,906	WARE
WAREHAM- BRIDGE REPLACEMENT, W-06-002, PAPER MILL ROAD OVER WEWEANTIC RIVER	\$ 1,916,992	\$ 1,916,992	WAREHAM
WAREHAM- RECONSTRUCTION OF ROUTE 6 & 28, FROM 500 FT. EAST OF TYLER AVENUE TO RED BROOK ROAD (1.65 MILES)	\$ 17,416,116	\$ 17,416,116	WAREHAM
WAREHAM- ROCHESTER- MIDDLEBORO- INTERSTATE MAINTENANCE & RELATED WORK ON I-495	\$ 13,971,384	\$ 13,971,384	MIDDLEBOROUGH - ROCHESTER - WAREHAM
WARREN- BRIDGE REHABILITATION, W-07-002, MAIN STREET (SR 67) OVER QUABOAG RIVER	\$ 3,738,758	\$ 2,062,763	WARREN
WARREN- RESURFACING & RELATED WORK ON ROUTE 67 @ WEST WARREN & WARREN TOWN CENTERS	\$ 1,224,738	\$ 1,224,738	WARREN
WASHINGTON- BRIDGE REPLACEMENT, W-09-006, SUMMIT HILL RD OVER CSX R.R.	\$ 1,259,209	\$ 1,259,209	WASHINGTON
WEBSTER- OXFORD- INTERSTATE MAINTENANCE & RELATED WORK ON I-395	\$ 7,650,720	\$ 7,650,720	OXFORD -WEBSTER

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
WELLESLEY- RESURFACING ON ROUTE 9, FROM LIMIT OF ADD-A-LANE TO EAST OF OVERBROOK INTERSECTION	\$ 8,340,429	\$ 8,340,429	WELLESLEY
WELLFLEET- INTERSECTION IMPROVEMENTS & RELATED WORK AT ROUTE 6 & MAIN STREET	\$ 2,282,957	\$ 2,282,956	WELLFLEET
WEST BROOKFIELD- BRIDGE REPLACEMENT, W-19-008, WICKABOAG VALLEY ROAD OVER SUCKER BROOK	\$ 2,027,242	\$ 2,027,242	WEST BROOKFIELD
WEST BROOKFIELD- RECONSTRUCTION ON ROUTE 9, ROUTE 67 & INTERSECTIONS AT SCHOOL STREET	\$ 2,241,699	\$ 2,241,699	WEST BROOKFIELD
WEST SPRINGFIELD- ADAPTIVE SIGNAL CONTROL ON ROUTE 5 (RIVERDALE STREET)	\$ 207,900	\$ 207,900	WEST SPRINGFIELD
WEST SPRINGFIELD- CONNECTICUT RIVERWALK & BIKEWAY EXTENSION, FROM ELM STREET TO ASHLEY AVENUE	\$ 1,866,125	\$ 1,866,125	WEST SPRINGFIELD
WEST SPRINGFIELD- WESTFIELD- CLEANING & PAINTING STRUCTURAL STEEL ON 10 BRIDGES CARRYING I-90 OVER PVRR, LOCKHOUSE ROAD, EAST MOUNTAIN ROAD, PVRR & MORGAN ROAD (FROM MM 40.0 TO 44.1)	\$ 5,425,588	\$ 5,425,588	WEST SPRINGFIELD - WESTFIELD
WEST SPRINGFIELD-WESTFIELD- BRIDGE DECK & JOINT REPAIRS ON 10 BRIDGES ON I-90, FROM EAST MOUNTAIN ROAD TO RIVERDALE ROAD (ROUTE 5)	\$ 3,941,175	\$ -	WEST SPRINGFIELD - WESTFIELD
WESTBOROUGH- INTERSECTION & SIGNAL IMPROVEMENTS AT ROUTE 9 & LYMAN STREET	\$ 8,212,557	\$ 8,212,557	WESTBOROUGH
WESTFIELD- COLUMBIA GREENWAY RAIL TRAIL CONSTRUCTION (CENTER DOWNTOWN SECTION), FROM EAST SILVER STREET TO COWLES COURT, INCLUDES W-25,014, W-25-015, W-25-016, W-25-017, W-25-018 & W-25-019	\$ 6,521,164	\$ 6,521,164	WESTFIELD
WESTFIELD- COLUMBIA GREENWAY RAIL TRAIL CONSTRUCTION (NORTH SECTION), FROM COWLES COURT ACCESS RAMPS TO THE WESTFIELD RIVER BRIDGE, INCLUDES REHAB OF W-25-036 (WESTFIELD RIVER CROSSING)	\$ 2,974,471	\$ 2,974,471	WESTFIELD
WESTFIELD- IMPROVEMENTS & RELATED WORK ON ROUTE 20, COURT STEET & WESTERN AVENUE, LLOYDS HILL ROAD TO HIGH STREET/MILL STREET INTERSECTION (PHASE II)	\$ 6,005,080	\$ 4,945,360	WESTFIELD
WESTFIELD- INTERSTATE MAINTENANCE & RELATED WORK ON I-90 (MM 36.4 - 41.4) (5 MILES)	\$ 3,361,680	\$ 3,361,680	DISTRICT2
WESTFIELD- RECONSTRUCTION OF ROUTE 187 (LITTLE RIVER ROAD) & SHAKER ROAD, FROM 300 METERS SOUTH OF ROUTE 20 TO 460 METERS EAST OF SHAKER ROAD (.8 MILES)	\$ 5,417,172	\$ 5,417,172	WESTFIELD

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
WESTFIELD- ROUTE 20 ACCESS IMPROVEMENTS ON COURT STREET & WESTERN AVENUE, FROM LLEWELLYN DRIVE EASTERLY TO LLOYDS HILL ROAD (PHASE I)	\$ 2,816,773	\$ 2,816,773	WESTFIELD
WESTFORD- INTERSECTION & SIGNAL IMPROVEMENTS @ ROUTE 110 & TADMUCK ROAD	\$ 3,544,332	\$ 3,544,332	WESTFORD
WESTFORD- INTERSECTION IMPROVEMENTS @ GROTON ROAD (ROUTE 40) & DUNSTABLE ROAD	\$ 1,760,000	\$ 1,760,000	WESTFORD
WESTFORD- INTERSECTION IMPROVEMENTS @ GROTON ROAD (ROUTE 40) & OAK HILL ROAD	\$ 2,012,351	\$ 2,012,351	WESTFORD
WESTMINSTER- BRIDGE REPLACEMENT, W-28-017, ROUTE 12 (ASHBURNHAM ROAD) OVER PHILLIPS BROOK	\$ 5,152,415	\$ -	WESTMINSTER
WESTMINSTER- INTERSECTION IMPROVEMENTS, ROUTE 2A AT ROUTE 140	\$ 2,408,560	\$ 2,408,560	WESTMINSTER
WESTON- HVAC UPGRADES AND REPAIRS AT MASSDOT CENTRAL WAREHOUSE	\$ 193,200	\$ 193,200	DISTRICT3
WESTON- REPAIRS TO TWO SALT SHEDS AT WESTON I-90 FACILITY	\$ 499,724	\$ 499,724	DISTRICT3
WESTON- WALTHAM- RESURFACING AND RELATED WORK ON ROUTE 20	\$	\$ 8,677,900	WALTHAM -WESTON
WESTPORT- RESURFACING AND RELATED WORK ALONG ROUTE 88 FROM MILE MARKER 0.0 (BEGINNING OF STATE HIGHWAY) NORTHERLY TO MILE MARKER 1.2, JUST NORTH OF DRIFT ROAD.	\$ 8,677,900	\$ 1,707,391	WESTPORT
WESTWOOD- DEDHAM- RESURFACING AND RELATED WORK ON ROUTE 1	\$ 4,202,100	\$ 4,202,100	DEDHAM - WESTWOOD
WEYMOUTH- ABINGTON- RECONSTRUCTION & WIDENING ON ROUTE 18 (MAIN STREET) FROM HIGHLAND PLACE TO ROUTE 139 (4.0 MILES) INCLUDES REPLACING W-32-013, ROUTE 18 OVER THE OLD COLONY RAILROAD (MBTA)	\$ 58,287,064	\$ 58,287,064	ABINGTON - WEYMOUTH
WEYMOUTH- IMPROVEMENTS AT PINGREE ELEMENTARY SCHOOL (SRTS)	\$ 714,560	\$ 714,560	WEYMOUTH
WEYMOUTH- INTERSECTION & SIGNAL IMPROVEMENTS AT 2 LOCATIONS: SR 53 (WASHINGTON STREET) AT MUTTON LANE & PLEASANT STREET	\$ 964,622	\$ 964,622	WEYMOUTH
WEYMOUTH- INTERSECTION IMPROVEMENTS @ MIDDLE STREET, LIBBEY INDUSTRIAL PARKWAY AND TARA DRIVE	\$ 1,246,439	\$ 1,246,439	WEYMOUTH
WEYMOUTH- RESURFACING AND RELATED WORK ON ROUTE 3A	\$ 2,760,000	\$ 1,785,882	WEYMOUTH

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
WHITMAN- TRAFFIC SIGNAL IMPROVEMENTS & RELATED WORK ON BEDFORD STREET (ROUTE 18) AT 2 LOCATIONS: AUBURN STREET (ROUTE 14) & TEMPLE STREET (ROUTE 27)	\$ 2,828,858	\$ 2,828,858	WHITMAN
WILBRAHAM- RECONSTRUCTION OF BOSTON ROAD (ROUTE 20), FROM DUDLEY STREET TO 400 FT. EAST OF DUMAINE STREET (0.28 MILES)	\$ 1,340,343	\$ 1,340,343	WILBRAHAM
WILLIAMSBURG- BRIDGE REPLACEMENT, W-36-011, BRIDGE STREET OVER THE MILL RIVER	\$ 6,494,004	\$ 6,494,004	WILLIAMSBURG
WILLIAMSTOWN- BRIDGE REHABILITATION, W-37-015, MAIN STREET (SR 2) OVER THE GREEN RIVER	\$ 4,585,878	\$ 4,427,744	WILLIAMSTOWN
WILLIAMSTOWN- RECONSTRUCTION & RELATED WORK ON ROUTE 43 (WATER STREET)	\$ 2,695,977	\$ 2,695,977	WILLIAMSTOWN
WILLIAMSTOWN- RESURFACING AND RELATED WORK ON ROUTE 43	\$ 3,105,000	\$ 2,009,118	WILLIAMSTOWN
WINCHENDON- BRIDGE REPLACEMENT, W-39-015, NORTH ROYALSTON ROAD OVER WEST BRANCH MILLERS RIVER	\$ 2,014,800	\$ 2,014,800	WINCHENDON
WINCHENDON- RESURFACING & RELATED WORK ON ROUTE 12, FROM MILL STREET/BEGINNING OF STATE HIGHWAY TO NEW HAMPSHIRE STATE LINE (2.5 MILES)	\$ 1,782,000	\$ 1,782,000	WINCHENDON
WINCHESTER- STORMWATER IMPROVEMENTS ALONG ROUTE 3	\$ 228,659	\$ 228,659	WINCHESTER
WOBURN- BRIDGE REPLACEMENT & RELATED WORK, W-43-028, WASHINGTON STREET OVER I-95	\$ 16,599,532	\$ 2,886,875	WOBURN
WOBURN- BRIDGE REPLACEMENT, W-43-003, SALEM STREET OVER MBTA	\$ 4,834,688	\$ 4,834,688	WOBURN
WOBURN- RECONSTRUCTION OF MONTVALE AVENUE, FROM I-93 INTERCHANGE TO CENTRAL STREET (APPROX. 1,850 FT)	\$ 3,124,716	\$ 3,124,716	WOBURN
WORCESTER- BLACKSTONE CANAL STREETScape IMPROVEMENTS ON HARDING STREET	\$ 798,841	\$ 798,841	WORCESTER
WORCESTER- BLACKSTONE RIVER BIKEWAY (SEGMENT 7), INCLUDING BRIDGE REHAB, W-44-041, MCGRATH BOULEVARD OVER MADISON STREET	\$ 6,581,260	\$ 6,581,260	WORCESTER
WORCESTER- BLACKSTONE VISITOR CENTER (PHASE II)	\$	\$ 12,811,539	WORCESTER
WORCESTER- BOYLSTON- NORTHBOROUGH- STRUCTURAL STEEL CLEANING AND PAINTING OF OVERHEAD BRIDGES ON I-290	\$ 12,811,539	\$ 1,368,280	BOYLSTON - NORTHBOROUGH - WORCESTER
WORCESTER- BRIDGE SUPERSTRUCTURE REPLACEMENT, W-44-030, PLANTATION STREET OVER CSX RAILROAD	\$ 3,243,000	\$ 1,789,241	WORCESTER
WORCESTER- CONSTRUCTION AND RELOCATION OF DISTRICT 3 ADMINISTRATION BUILDING ON PLANTATION PARKWAY	\$ 37,260,000	\$ 37,260,000	WORCESTER

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
WORCESTER- INTERSECTION IMPROVEMENTS AT WINTHROP STREET & PROVIDENCE STREET, VERNON STREET & GRANITE STREET	\$ 5,142,850	\$ 5,142,850	WORCESTER
WORCESTER- MAIN STREET BUSINESS DISTRICT STREETScape IMPROVEMENTS	\$ 8,114,371	\$ 8,114,371	WORCESTER
WORCESTER- RESURFACING & RELATED WORK ON ROUTE 122 (GRAFTON STREET), FROM WASHINGTON SQUARE TO RICE SQUARE (1.4 MILES)	\$ 7,808,287	\$ 7,808,287	WORCESTER
WORCESTER- SIGNAL & INTERSECTION IMPROVEMENTS @ HOLDEN STREET, DRUMMOND AVENUE & SHORE DRIVE, INCLUDES CULVERT EXTENSION OF W-44-122, SHORE DRIVE OVER (UNNAMED) STREAM	\$ 2,072,575	\$ 2,072,575	WORCESTER
WORCESTER- SIGNAL & INTERSECTION IMPROVEMENTS ON ROUTE SR 122A (PROVIDENCE STREET) AT MILLBURY STREET & MCKEON ROAD	\$ 580,800	\$ 580,800	WORCESTER
WORCESTER- STORMWATER IMPROVEMENTS ALONG I-290 AND 122A	\$ 3,250,000	\$ 2,659,091	WORCESTER
WORCESTER- STREETScape IMPROVEMENTS AT MAIN STREET & MAYWOOD STREET	\$ 2,854,661	\$ 2,854,661	WORCESTER
YARMOUTH- BARNSTABLE- CAPE COD RAIL TRAIL EXTENSION, INCLUDES NEW BRIDGE OVER WILLOW STREET & RAILROAD (PHASE III)	\$ 7,304,026	\$ 7,304,026	BARNSTABLE - YARMOUTH
Grand Total	\$ 4,410,129,065	\$ 3,562,656,795	

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
45 High Street Mechanical Systems and Fire Protection Project	\$ 14,118,913	\$ 6,823,783	Design and Construction
Accessibility ID/IQ	\$ 2,000,000	\$ 2,000,000	Design and Construction
Automatic Train Protection	\$ 64,550,000	\$ 47,682,249	Design and Construction
Beacon Junction Signals Rehabilitation Project	\$ 1,182,367	\$ 1,070,837	Engineering and Maintenance
Beacon Junction Special Track Work Replacement	\$ 5,350,000	\$ 5,350,000	Engineering and Maintenance
BRIDGE PROGRAM	\$ 67,541,458	\$ 51,000,000	Design and Construction
Bus Procurement Base Contract (44 60-foot hybrid buses)	\$ 24,806,378	\$ 24,806,378	Vehicles
Bus Route Accessibility, Safety and Service Improvements	\$ 19,835,880	\$ 7,500,000	Design and Construction
Commonwealth Ave Station Access Improvements	\$ 13,400,000	\$ 13,400,000	Design and Construction
CR Minim-High Platform Repairs	\$ 2,500,000	\$ 2,500,000	Design and Construction
DMA Bus Replacement	\$ 103,414,418	\$ 5,000,000	Bus
Downtown Crossing Vertical Transportation Improvements - Phase 2	\$ 108,000,000	\$ 5,000,000	Design and Construction
East Street Bridge Replacement Project	\$ 17,200,000	\$ 17,200,000	Design and Construction
Elevator Program	\$ 16,199,459	\$ 16,199,459	Design and Construction
Feasibility Study of Remaining Inaccessible Stations	\$ 13,200,000	\$ 13,200,000	Bus
Future 40 Foot Bus Procurement : 200 Diesel, 200 Hybrid	\$ 274,422,453	\$ 45,000,000	Bus
GLX - College Ave to Route 16	\$ 190,000,000	\$ 181,900,000	Design and Construction
Green Line #8 Car Reliability Improvement Program	\$ 18,520,835	\$ 18,520,835	Subway
Green Line Collision Avoidance Program	\$ 5,000,000	\$ 5,000,000	Operations
Green Line Light Rail Fleet Replacement	\$ 1,037,242,389	\$ 5,000,000	Subway
Green Line No. 8 Fleet Service, Maintenance and Reliability Improvement Program	\$ 28,122,351	\$ 28,122,351	Vehicles
Green Line Surface Station DESIGN	\$ 7,500,000	\$ 7,500,000	Design and Construction

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
Hingham Ferry Dock Modification	\$ 9,700,000	\$ 9,700,000	Design and Construction
Hingham Ferry Dock Modifications	\$ 4,300,000	\$ 4,300,000	Design and Construction
Improvements to Alewife, Braintree and Quincy Adams	\$ 15,000,000	\$ 15,000,000	Parking
Knowledge Corridor	\$ 18,972,584	\$ 18,972,584	Design and Construction
Mansfield Station Accessibility Improvements	\$ 400,000	\$ 400,000	Design and Construction
Natick Center Station Accessibility Project	\$ 3,500,000	\$ 3,500,000	Design and Construction
Overhaul of 155 Option New Flyer Buses	\$ 42,214,181	\$ 42,214,181	Vehicles
PCC Car Replacement-Alternative Service	\$ 30,196,794	\$ 5,000,000	Operations
PCC SGR	\$ 3,796,400	\$ 3,796,400	Subway
Public Safety Improvements to System-Wide Radio	\$ 5,000,000	\$ 5,000,000	IT
Reconfigure Tower A to New Drawbridge - 6 Tracks	\$ 3,360,000	\$ 3,360,000	Commuter Rail
Red Line / Orange Line Infrastructure Improvements	\$ 436,182,194	\$ 385,823,824	Design and Construction
Red Line No. 3 Car Mid-Life Overhaul	\$ 204,238,245	\$ 141,870,969	Subway
Rehabilitation of the South Shore Garages	\$ 5,500,000	\$ 5,500,000	Design and Construction
Rename: IDIQ Contracts	\$ 17,500,000	\$ 17,500,000	
Replace Back Ladder at Tower A Interlocking	\$ 2,400,000	\$ 2,400,000	Commuter Rail
Replace two minim high platforms at Mansfield Cr Station	\$ 6,202,041	\$ 6,202,041	Design and Construction
Replacement & Rehabilitation of Draw 1 and Tower A at North Station	\$ 121,100,000	\$ 107,147,858	Design and Construction
Replacement of Bacon Street Bridge	\$ 12,000,000	\$ 12,000,000	Design and Construction
Ruggles Station Improvements – Phase II	\$ 16,000,000	\$ 13,440,000	Design and Construction
South Attleboro Station Needs Assessment & Improvements Plan	\$ 3,500,000	\$ 3,500,000	Design and Construction
South Shore Parking Garage Repairs	\$ 39,664,890	\$ 39,664,890	Design and Construction
Stations and Facilities, and Commuter Rail and Transit Infrastructure Urgent ID/IQ Construction Contracts	\$ 20,892,109	\$ 17,408,424	Design and Construction

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
Symphony Station Improvements	\$ 10,000,000	\$ 5,000,000	Design and Construction
SYSTEMWIDE CAPITAL RESERVE [ID/IQ]	\$ 20,000,000	\$ 20,000,000	Other
System-Wide Radio	\$ 70,000,000	\$ 70,000,000	IT
The Auburndale Commuter Rail Station Accessibility Project	\$ 19,739,934	\$ 19,739,934	Design and Construction
The Forest Hills Orange Line/Commuter Rail Station Accessibility Project	\$ 28,100,000	\$ 5,000,000	Design and Construction
The Newton Highlands Green Line Station Accessibility Project	\$ 7,298,500	\$ 7,298,500	Design and Construction
Vertical Transportation Improvements - Oak Grove Station Redundant/Replacement Elevators	\$ 16,000,000	\$ 16,000,000	Design and Construction
Wachusett Extension – Additional Funding	\$ 20,000,000	\$ 8,000,000	Design and Construction
Winchester Center Commuter Rail Improvements	\$ 33,548,251	\$ 33,548,251	Design and Construction
Wollaston Station Improvements	\$ 51,149,976	\$ 51,149,976	Design and Construction
Commuter Rail Track and Signal improvement Program	\$ 200,000,000	\$ 200,000,000	Commuter Rail
Red and Orange Line Track Reliability Strategic Plan	\$ 50,000,000	\$ 50,000,000	Engineering and Maintenance
Red, Orange and Green Line Signals Strategic Program	\$ 553,000,000	\$ 496,582,286	Design and Construction
Commuter Rail Coach Procurement	\$ 408,235,836	\$ 150,000,000	Commuter Rail
Commuter Rail Locomotive Reliability	\$ 72,000,000	\$ 69,120,000	Vehicles
Commuter Rail Locomotive Reliability [LOCOMOTIVE TOP DECK OVERHAUL PROGRAM [12-16 CIP]]	\$ 18,000,000	\$ 17,280,000	Vehicles
Grand Total	\$ 4,632,798,836	\$ 2,592,196,009	

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
ACQUIRE - ADMIN/MAINT FACILITY	\$ 30,000	\$ 30,000	Montachusett Regional Transit Authority
ACQUIRE - ADMINISTRATIVE SUPPORT VEHICLE	\$ 35,000	\$ 35,000	Lowell Regional Transit Authority
ACQUIRE - ADP HARDWARE	\$ 1,218,292	\$ 1,218,292	Cape Cod Regional Transit Authority, Worcester Regional Transit Authority
ACQUIRE - ADP SOFTWARE	\$ 403,015	\$ 403,015	Worcester Regional Transit Authority
ACQUIRE - BUS PASSENGER SHELTERS	\$ 20,000	\$ 20,000	Nantucket Regional Transit Authority
ACQUIRE - BUS ROUTE SIGNING	\$ 750,000	\$ 750,000	Montachusett Regional Transit Authority
ACQUIRE - EXCLUSIVE BICYCLE EQUIP	\$ 10,000	\$ 10,000	Brockton Area Transit Authority

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
ACQUIRE - MISC SUPPORT EQUIPMENT	\$ 2,827,598	\$ 2,827,598	Brockton Area Transit Authority, Cape Ann Transportation Authority, Cape Cod Regional Transit Authority, Franklin Regional Transit Authority, Greater Attleboro-Taunton Regional Transit Authority, Martha's Vineyard Regional Transit Authority, Metro West Regional Transit Authority, Montachusett Regional Transit Authority, Nantucket Regional Transit Authority, Southeastern Regional Transit Authority, Worcester Regional Transit Authority
ACQUIRE - MOBILE SURV/SECURITY EQUIP	\$ 407,332	\$ 407,332	Cape Cod Regional Transit Authority
ACQUIRE - REPL SUPPORT VEHICLES, (1)	\$ 75,000	\$ 75,000	Pioneer Valley Transit Authority
ACQUIRE - SHOP EQ/COMP/SFTWR	\$ 100,000	\$ 100,000	Cape Ann Transportation Authority
ACQUIRE - SHOP EQ/COMPUTER/SFTWR	\$ 55,000	\$ 55,000	Cape Ann Transportation Authority
ACQUIRE - SHOP EQ/SOFTWARE MAINT	\$ 50,000	\$ 50,000	Cape Ann Transportation Authority

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
ACQUIRE - SHOP EQUIPMENT	\$ 140,000	\$ 140,000	Cape Ann Transportation Authority, Martha's Vineyard Regional Transit Authority, Worcester Regional Transit Authority
ACQUIRE - SHOP EQUIPMENT - 3 Lifts	\$ 150,000	\$ 150,000	Brockton Area Transit Authority
ACQUIRE - SUPPORT VEHICLES	\$ 763,982	\$ 763,982	Berkshire Regional Transit Authority, Brockton Area Transit Authority, Cape Cod Regional Transit Authority, Franklin Regional Transit Authority, Southeastern Regional Transit Authority, Worcester Regional Transit Authority
ACQUIRE - Transit Enhancements	\$ 20,000	\$ 20,000	Southeastern Regional Transit Authority
ACQUISITION - MAINTENANCE FACILITY	\$ 450,000	\$ 450,000	Franklin Regional Transit Authority
ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	\$ 1,421,765	\$ 1,421,765	Cape Cod Regional Transit Authority, Metro West Regional Transit Authority
Bus and Bus Facilities	\$ 11,245,780	\$ 11,245,780	Statewide
BUS SHELTERS	\$ 75,000	\$ 75,000	Pioneer Valley Transit Authority
Bus/Van Mobile location Project	\$ 300,000	\$ 300,000	Merrimack Valley Regional Transit Authority
BUY 30-FT BUS FOR EXPANSION - 2	\$ 1,000,000	\$ 1,000,000	Greater Attleboro-Taunton Regional Transit Authority

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
BUY 35-FT BUS FOR EXPANSION - 2	\$ 1,330,000	\$ 1,330,000	Brockton Area Transit Authority
BUY 35-FT BUS FOR EXPANSION (2)	\$ 1,330,000	\$ 1,330,000	Brockton Area Transit Authority
BUY 40-FT BUS FOR EXPANSION (6)	\$ 4,812,000	\$ 4,812,000	Brockton Area Transit Authority, Lowell Regional Transit Authority, Worcester Regional Transit Authority
BUY ASSOC CAP MAINT ITEMS	\$ 1,079,145	\$ 1,079,145	Lowell Regional Transit Authority
BUY ASSOC CAP MAINT ITEMS (IT EQUIPMENT)	\$ 20,000	\$ 20,000	Lowell Regional Transit Authority
BUY ASSOC CAP MAINT ITEMS (ITS EQUIPMENT)	\$ 10,000	\$ 10,000	Lowell Regional Transit Authority
BUY ASSOC CAP MAINT ITEMS (ITS EQUIPMENT) 2020	\$ 10,000	\$ 10,000	Lowell Regional Transit Authority
BUY CAPITAL SPARE PARTS 2019	\$ 100,000	\$ 100,000	Lowell Regional Transit Authority
BUY CAPITAL SPARE PARTS 2020	\$ 130,000	\$ 130,000	Lowell Regional Transit Authority
BUY CAPITAL SPARE PARTS 2021	\$ 130,000	\$ 130,000	Lowell Regional Transit Authority
BUY Hybrid Battery (1)	\$ 46,000	\$ 46,000	Southeastern Regional Transit Authority
BUY REPL ARTICULATED BUS (4)	\$ 2,135,672	\$ 2,135,672	Pioneer Valley Transit Authority
BUY REPL ARTICULATED BUS (8)	\$ 7,349,778	\$ 7,349,778	Pioneer Valley Transit Authority
BUY REPLACEMENT <30 FT BUS	\$ 1,860,000	\$ 1,860,000	Franklin Regional Transit Authority, Nantucket Regional Transit Authority
BUY REPLACEMENT 30-FT BUS	\$ 672,670	\$ 672,670	Berkshire Regional Transit Authority

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
BUY REPLACEMENT 30-FT BUS - 2	\$ 1,800,000	\$ 1,800,000	Greater Attleboro-Taunton Regional Transit Authority
BUY REPLACEMENT 30-FT BUS - 3	\$ 1,600,000	\$ 1,600,000	Greater Attleboro-Taunton Regional Transit Authority
BUY REPLACEMENT 30-FT BUS (3)	\$ 1,150,000	\$ 1,150,000	Montachusett Regional Transit Authority
BUY REPLACEMENT 30-FT BUS (4 BSU)	\$ 1,568,967	\$ 1,568,967	Brockton Area Transit Authority
BUY REPLACEMENT 35-FT BUS	\$ 2,326,658	\$ 2,326,658	Cape Cod Regional Transit Authority, Franklin Regional Transit Authority, Southeastern Regional Transit Authority
BUY REPLACEMENT 35-FT BUS (11)	\$ 2,741,326	\$ 2,741,326	Pioneer Valley Transit Authority
BUY REPLACEMENT 35-FT BUS (14)	\$ 7,043,055	\$ 7,043,055	Pioneer Valley Transit Authority
BUY REPLACEMENT 35-FT BUS (2)	\$ 1,360,000	\$ 1,360,000	Martha's Vineyard Regional Transit Authority
BUY REPLACEMENT 35-FT BUS (3)	\$ 3,714,167	\$ 3,714,167	Brockton Area Transit Authority, Montachusett Regional Transit Authority
BUY REPLACEMENT 35-FT BUS (5)	\$ 3,175,652	\$ 3,175,652	Lowell Regional Transit Authority, Southeastern Regional Transit Authority
BUY REPLACEMENT 35-FT DIESEL BUSES (9)	\$ 2,712,858	\$ 2,712,858	Lowell Regional Transit Authority
BUY REPLACEMENT 40-FT BUS	\$ 1,183,420	\$ 1,183,420	Worcester Regional Transit Authority

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
BUY REPLACEMENT 40-FT BUS (15)	\$ 3,343,720	\$ 3,343,720	Pioneer Valley Transit Authority
BUY REPLACEMENT 40-FT BUS (2)	\$ 1,570,000	\$ 1,570,000	Brockton Area Transit Authority, Martha's Vineyard Regional Transit Authority
BUY REPLACEMENT 40-FT BUS (21)	\$ 3,247,850	\$ 3,247,850	Pioneer Valley Transit Authority
BUY REPLACEMENT 40-FT BUS (5)	\$ 1,433,296	\$ 1,433,296	Pioneer Valley Transit Authority
BUY REPLACEMENT FIXED ROUTE VANS (2)	\$ 131,250	\$ 131,250	Lowell Regional Transit Authority
BUY REPLACEMENT FIXED ROUTE VANS (5)	\$ 356,250	\$ 356,250	Lowell Regional Transit Authority
BUY REPLACEMENT TROLLEY BUS	\$ 450,000	\$ 450,000	Montachusett Regional Transit Authority
BUY REPLACEMENT VAN	\$ 1,195,914	\$ 1,195,914	Berkshire Regional Transit Authority, Martha's Vineyard Regional Transit Authority, Pioneer Valley Transit Authority, Southeastern Regional Transit Authority
BUY REPLACEMENT VAN (15)	\$ 1,062,384	\$ 1,062,384	Pioneer Valley Transit Authority
BUY REPLACEMENT VAN (16)	\$ 1,984,866	\$ 1,984,866	Pioneer Valley Transit Authority
BUY REPLACEMENT VAN (4)	\$ 298,660	\$ 298,660	Pioneer Valley Transit Authority
BUY REPLACEMENT VAN (6)	\$ 365,625	\$ 365,625	Montachusett Regional Transit Authority
BUY REPLACEMENT VAN (8)	\$ 500,000	\$ 500,000	Montachusett Regional Transit Authority

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
BUY REPLACEMENT VANS (4)	\$ 276,101	\$ 276,101	Pioneer Valley Transit Authority
BUY REPLACEMENT VANS (5)	\$ 292,500	\$ 292,500	Montachusett Regional Transit Authority
BUY REPLACEMENTS - CAPITOL BUS (7)	\$ 1,775,991	\$ 1,775,991	Southeastern Regional Transit Authority
BUY VAN FOR SVC EXPANSION	\$ 60,000	\$ 60,000	Martha's Vineyard Regional Transit Authority
CAP MAINT ITEMS - Hybrid Battery (2)	\$ 36,800	\$ 36,800	Southeastern Regional Transit Authority
Computer Technologies - Hardware	\$ 472,410	\$ 472,410	Worcester Regional Transit Authority
Computer Technologies - Software	\$ 103,015	\$ 103,015	Worcester Regional Transit Authority
CONSTRUCT - ADMIN/MAINT FACILITY	\$ 14,520,000	\$ 14,520,000	Worcester Regional Transit Authority
CONSTRUCT - ADMINISTRATIVE BUILDING	\$ 645,000	\$ 645,000	Cape Cod Regional Transit Authority
CONSTRUCT - BUS PASSENGER SHELTERS	\$ 250,000	\$ 250,000	Martha's Vineyard Regional Transit Authority
CONSTRUCT - BUS SHELTER-CATA HUB/COA	\$ 18,000	\$ 18,000	Cape Ann Transportation Authority
CONSTRUCT - EAST MAINTENANCE FACILITY Year 1	\$ 2,000,000	\$ 2,000,000	Greater Attleboro-Taunton Regional Transit Authority
CONSTRUCT - SHOP EQUIPMENT	\$ 15,000	\$ 15,000	Nantucket Regional Transit Authority
CONSTRUCT BICYCLE ACCESS, FACIL & EQUIP ON BUSES	\$ 10,000	\$ 10,000	Pioneer Valley Transit Authority
CONSTRUCT Gallagher Intermodal Pedestrian Bridge	\$ 1,515,000	\$ 1,515,000	Lowell Regional Transit Authority
CONSTRUCT MISC ELEC/POWER EQUIP	\$ 750,000	\$ 750,000	Metro West Regional Transit Authority

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
CONSTRUCT SIGNAGE	\$ 15,000	\$ 15,000	Pioneer Valley Transit Authority
CONSTRUCTION - BUS SHELTERS	\$ 345,000	\$ 345,000	Cape Cod Regional Transit Authority, Pioneer Valley Transit Authority
CONSTRUCTION OF BUS STATIONS/TERMINALS	\$ 3,650,000	\$ 3,650,000	Metro West Regional Transit Authority
Construction: Gallagher Intermodal Center Lobby	\$ 2,500,000	\$ 2,500,000	Lowell Regional Transit Authority
ENG/DESIGN - ITS	\$ 1,595,100	\$ 1,595,100	Southeastern Regional Transit Authority
ENG/DESIGN - MAINT FACILITY	\$ 2,951,250	\$ 2,951,250	Franklin Regional Transit Authority
ENG/DESIGN - NORTH MAINT FACILITY	\$ 600,000	\$ 600,000	Greater Attleboro-Taunton Regional Transit Authority
Enhanced Mobility of Seniors and Individuals with Disabilities		\$ 25,988,730	Statewide
Enhancements - Shelters	\$ 37,500 28,460,355	\$ 37,500	Worcester Regional Transit Authority
Enhancements - Signage	\$ 25,000	\$ 25,000	Worcester Regional Transit Authority
Environmental Compliance	\$ 75,000	\$ 75,000	Pioneer Valley Transit Authority
Facility Rehab: SATCO	\$ 1,750,000	\$ 1,750,000	Pioneer Valley Transit Authority
Information Technology Systems	\$ 1,694,542	\$ 1,694,542	Pioneer Valley Transit Authority
Misc. Communications Systems and ITS	\$ 4,189,456	\$ 4,189,456	Pioneer Valley Transit Authority
Miscellaneous Equipment	\$ 189,000	\$ 189,000	Worcester Regional Transit Authority
Mobility Assistance Program	\$ 16,256,000	\$ 16,256,000	Statewide
Mobility Management	\$ 93,750	\$ 93,750	Metro West Regional Transit Authority
On board AVL/CAD tablets - 25	\$ 12,500	\$ 12,500	Franklin Regional Transit Authority

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
OTHER CAPITAL ITEMS (BUS)	\$ 1,721,400	\$ 1,721,400	Cape Cod Regional Transit Authority
Preventive Maintenance	\$ 650,000	\$ 650,000	Berkshire Regional Transit Authority, Nantucket Regional Transit Authority
Purchase - Capital Spare Parts	\$ 100,000	\$ 100,000	Lowell Regional Transit Authority
Purchase - Expansion: Buses (1)	\$ 600,000	\$ 600,000	Worcester Regional Transit Authority
Purchase - Replacement: Buses (1)	\$ 355,000	\$ 355,000	Berkshire Regional Transit Authority
Purchase - Replacement: Supervisory Vehicles (4)	\$ 120,000	\$ 120,000	Pioneer Valley Transit Authority
Purchase 3 new 35' buses delivery 2019	\$ 1,373,355	\$ 1,373,355	Merrimack Valley Regional Transit Authority
Purchase Automated Parking System Gallagher Parking Garage	\$ 215,000	\$ 215,000	Lowell Regional Transit Authority
PURCHASE BICYCLE ACCESS, FACIL & EQUIP ON BUSES	\$ 5,000	\$ 5,000	Pioneer Valley Transit Authority
PURCHASE BUS SHELTERS	\$ 367,500	\$ 367,500	Brockton Area Transit Authority, Montachusett Regional Transit Authority, Pioneer Valley Transit Authority, Worcester Regional Transit Authority
PURCHASE LANDSCAPING / SCENIC BEAUTIFICATION	\$ 160,000	\$ 160,000	Greater Attleboro-Taunton Regional Transit Authority
PURCHASE MISC COMMUNICATIONS EQUIP, IT systems	\$ 4,659,964	\$ 4,659,964	Pioneer Valley Transit Authority
PURCHASE RADIOS	\$ 90,000	\$ 90,000	Brockton Area Transit Authority

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
PURCHASE SIGNAGE	\$ 90,000	\$ 90,000	Pioneer Valley Transit Authority, Worcester Regional Transit Authority
PURCHASE VEHICLE LOCATOR SYSTEM - ITS	\$ 797,550	\$ 797,550	Southeastern Regional Transit Authority
Rehab Intermodal Hub repair/replace cross walks, tactiles and curbing	\$ 500,000	\$ 500,000	Lowell Regional Transit Authority
Rehab Northampton Main Facility	\$ 2,300,000	\$ 2,300,000	Pioneer Valley Transit Authority
REHAB- SHELTERS Railroad, P&R, Emerson Ave	\$ 42,000	\$ 42,000	Cape Ann Transportation Authority
Rehab UMass Maintenance Facility	\$ 180,000	\$ 180,000	Pioneer Valley Transit Authority
REHAB/REBUILD - CAPITOL BUS	\$ 50,000	\$ 50,000	Martha's Vineyard Regional Transit Authority
Rehab/Rebuild: Buses	\$ 100,000	\$ 100,000	Martha's Vineyard Regional Transit Authority
REHAB/RENOV - PASSENGER AMENITIES	\$ 50,000	\$ 50,000	Berkshire Regional Transit Authority
REHAB/RENOV BICYCLE ACCESS, FACIL & EQUIP	\$ 5,000	\$ 5,000	Pioneer Valley Transit Authority
REHAB/RENOV PED ACCESS / WALKWAYS	\$ 175,000	\$ 175,000	Montachusett Regional Transit Authority
REHAB/RENOV RADIOS	\$ 18,000	\$ 18,000	Nantucket Regional Transit Authority
REHAB/RENOV SIGNAGE	\$ 15,000	\$ 15,000	Pioneer Valley Transit Authority
REHAB/RENOV VEHICLE LOCATOR SYSTEM	\$ 50,000	\$ 50,000	Nantucket Regional Transit Authority

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
REHAB/RENOVATE - ADMIN/MAINT FACILITY	\$ 1,525,000	\$ 1,525,000	Martha's Vineyard Regional Transit Authority, Montachusett Regional Transit Authority, Nantucket Regional Transit Authority
REHAB/RENOVATE - ADMINISTRATIVE FACILITY	\$ 1,000,000	\$ 1,000,000	Pioneer Valley Transit Authority
REHAB/RENOVATE - BUS PARK & RIDE LOT	\$ 382,000	\$ 382,000	Montachusett Regional Transit Authority
REHAB/RENOVATE - BUS PASSENGER SHELTERS	\$ 12,000	\$ 12,000	Cape Ann Transportation Authority
REHAB/RENOVATE - BUS SURVEILL/SECURITY SYSTEM	\$ 175,000	\$ 175,000	Berkshire Regional Transit Authority, Southeastern Regional Transit Authority
REHAB/RENOVATE - BUS TERMINAL	\$ 250,000	\$ 250,000	Martha's Vineyard Regional Transit Authority, Worcester Regional Transit Authority
REHAB/RENOVATE - BUS TERMINAL - Pavement Mgmt.	\$ 50,000	\$ 50,000	Brockton Area Transit Authority
REHAB/RENOVATE - Environmental Compliance	\$ 300,000	\$ 300,000	Pioneer Valley Transit Authority
REHAB/RENOVATE - Holyoke ADMIN/MAINT FACILITY	\$ 500,000	\$ 500,000	Pioneer Valley Transit Authority
REHAB/RENOVATE - MAINTENANCE FACILITY	\$ 30,000	\$ 30,000	Brockton Area Transit Authority
REHAB/RENOVATE - MAINTENANCE FACILITY - Roof	\$ 100,000	\$ 100,000	Brockton Area Transit Authority
REHAB/RENOVATE - MAINTENANCE FACILITY Windows	\$ 75,000	\$ 75,000	Brockton Area Transit Authority

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
REHAB/RENOVATE - MAINTENANCE FACILITY, SATCO	\$ 750,000	\$ 750,000	Pioneer Valley Transit Authority
REHAB/RENOVATE - MISC SUPPORT EQUIPMENT	\$ 300,000	\$ 300,000	Nantucket Regional Transit Authority
REHAB/RENOVATE - MOBILE FARE COLL EQUIP	\$ 650,000	\$ 650,000	Brockton Area Transit Authority, Nantucket Regional Transit Authority
REHAB/RENOVATE - MOBILE SURVEILL/SECURITY EQUIP	\$ 560,000	\$ 560,000	Brockton Area Transit Authority, Martha's Vineyard Regional Transit Authority, Nantucket Regional Transit Authority, Southeastern Regional Transit Authority
REHAB/RENOVATE - SHOP EQUIPMENT	\$ 540,000	\$ 540,000	Franklin Regional Transit Authority, Nantucket Regional Transit Authority, Pioneer Valley Transit Authority
REHAB/RENOVATE - SHOP EQUIPMENT Waste Oil Heater	\$ 15,000	\$ 15,000	Brockton Area Transit Authority
REHAB/RENOVATE - SUPERVISORY VEHICLES (1)	\$ 30,000	\$ 30,000	Pioneer Valley Transit Authority
REHAB/RENOVATE - SUPERVISORY VEHICLES (5)	\$ 120,000	\$ 120,000	Pioneer Valley Transit Authority
REHAB/RENOVATE - SUPPORT VEHICLES (2)	\$ 300,000	\$ 300,000	Pioneer Valley Transit Authority
REHAB/RENOVATE - UMASS MAINTENANCE FACILITY	\$ 1,000,000	\$ 1,000,000	Pioneer Valley Transit Authority
REHAB/RENOVATE - YARDS AND SHOPS Diesel Fuel Tanks	\$ 200,000	\$ 200,000	Brockton Area Transit Authority
Rehab/Renovate Administration/Maintenance Facility	\$ 50,000	\$ 50,000	Berkshire Regional Transit Authority
REHAB/RENOVATE BUS STATIONS	\$ 955,000	\$ 955,000	Cape Cod Regional Transit Authority

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	\$ 280,000	\$ 280,000	Berkshire Regional Transit Authority, Nantucket Regional Transit Authority
Rehab/Renovation: Adin/Maintenance Facility	\$ 25,000	\$ 25,000	Franklin Regional Transit Authority
Rehab/Renovation: Communications Systems	\$ 20,000	\$ 20,000	Franklin Regional Transit Authority
Rehab/Renovation: Shop Equipment	\$ 785,000	\$ 785,000	Berkshire Regional Transit Authority, Franklin Regional Transit Authority, Pioneer Valley Transit Authority
Rehab/Renovation: Surveillance/Security	\$ 175,000	\$ 175,000	Franklin Regional Transit Authority, Southeastern Regional Transit Authority
Rehab/Renovation: Terminal, Intermodal	\$ 200,000	\$ 200,000	Franklin Regional Transit Authority
Rehab/Renovations: Northampton	\$ 325,000	\$ 325,000	Pioneer Valley Transit Authority
Rehab/Renovations: Northampton Maintenance Facility	\$ 250,000	\$ 250,000	Pioneer Valley Transit Authority
Rehab/Renovations: UMASS Maintenance Facility	\$ 100,000	\$ 100,000	Pioneer Valley Transit Authority
Replace 1 Model Yr 2013 Support Vehicle	\$ 49,000	\$ 49,000	Merrimack Valley Regional Transit Authority
Replace 11 Model Yr 2015 vans	\$ 681,268	\$ 681,268	Merrimack Valley Regional Transit Authority
Replace 2 Model Yr 2009 buses delivery 2022	\$ 886,338	\$ 886,338	Merrimack Valley Regional Transit Authority
Replace 3 Model Yr 2007 buses delivery 2020	\$ 1,310,958	\$ 1,310,958	Merrimack Valley Regional Transit Authority

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
Replace 5 Model Yr 2016 vans with new	\$ 318,780	\$ 318,780	Merrimack Valley Regional Transit Authority
Replace 6 Model Yr 2004 buses delivery 2018	\$ 2,725,755	\$ 2,725,755	Merrimack Valley Regional Transit Authority
Replace 7 Model Yr 2004 buses with new	\$ 597,800	\$ 597,800	Merrimack Valley Regional Transit Authority
Replace Batteries for Hybrid Electric Bus	\$ 47,500	\$ 47,500	Lowell Regional Transit Authority
Replace Batteries for Hybrid/Electric Buses	\$ 95,000	\$ 95,000	Lowell Regional Transit Authority
Replace Parking Facilities Revenue Collection Equipment	\$ 300,000	\$ 300,000	Merrimack Valley Regional Transit Authority
SGR Gateway Parking	\$ 40,000	\$ 40,000	Merrimack Valley Regional Transit Authority
Spare Parts / Associated Capital Maintenance	\$ 297,465	\$ 297,465	Worcester Regional Transit Authority
Systemwide Facilities Upgrades	\$ 8,226,866	\$ 8,226,866	Region wide
Terminal& Building Equipment and Maintenance	\$ 440,000	\$ 440,000	Lowell Regional Transit Authority
TERMINAL, INTERMODAL (TRANSIT)	\$ 3,857,935	\$ 3,857,935	Metro West Regional Transit Authority, Montachusett Regional Transit Authority, Worcester Regional Transit Authority
TERMINAL, INTERMODAL (TRANSIT) - WESTFIELD	\$ 662,274	\$ 662,274	Pioneer Valley Transit Authority
TERMINAL, INTERMODAL (TRANSIT): Facil. Improvements	\$ 187,500	\$ 187,500	Metro West Regional Transit Authority
Transit Enhancement	\$ 10,000	\$ 10,000	Southeastern Regional Transit Authority

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
Transit Enhancements	\$ 60,000	\$ 60,000	Berkshire Regional Transit Authority, Southeastern Regional Transit Authority
Transit Enhancements: Shelters	\$ 75,000	\$ 75,000	Pioneer Valley Transit Authority
Transit Enhancements: Signs/Lighting	\$ 15,000	\$ 15,000	Pioneer Valley Transit Authority
TRAVELER INFORMATION	\$ 115,000	\$ 115,000	Nantucket Regional Transit Authority
VEH OVERHAUL (UP TO 20% VEH MAINT) (4)	\$ 1,400,000	\$ 1,400,000	Brockton Area Transit Authority
VEH OVERHAUL (UP TO 20% VEH MAINT) (5)	\$ 1,468,912	\$ 1,468,912	Brockton Area Transit Authority
Grand Total	\$ 226,745,337	\$ 224,273,712	

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
Access Road Reconstruction	\$ 500,000	\$ 500,000	NORTH ADAMS
Aeronautical Study	\$ 230,000	\$ 230,000	Orange
Aircraft Parking Apron Reconstruction	\$ 1,500,000	\$ 1,500,000	PITTSFIELD
Airfield Markings/Painting Program	\$ 2,400,000	\$ 1,600,000	Statewide
Airfield-Wide Pavement Markings	\$ 150,000	\$ 150,000	Hyannis
Airport Layout Plan	\$ 100,000	\$ 100,000	WESTFIELD
Airport Master Plan Update	\$ 655,000	\$ 635,000	Lawrence, Montague, Pittsfield
ALP Update to address Runway 12-30 non-standard geometry	\$ 250,000	\$ 250,000	Nantucket
Apron Rehabilitation	\$ 166,666	\$ 166,666	Southbridge
Apron Repairs	\$ -	\$ -	Southbridge
Army Corps IN-Lieu Mitigation Fees	\$ 450,000	\$ 400,000	Provincetown
Automated Weather Observation Station	\$ 400,000	\$ 400,000	MONTAGUE
Avigation Easement Runway 22 End - Phase III	\$ 425,000	\$ 425,000	Mansfield
Clear Off-Airport Obstructions	\$ 150,000	\$ 150,000	Beverly
Construct New SW Apron	\$ 1,430,000	\$ 1,430,000	PLYMOUTH
Construct Obstruction Lighting - Phase I	\$ 1,000,000	\$ 1,000,000	Orange
Construct Obstruction Lighting - Phase II	\$ 1,050,000	\$ 1,050,000	Orange
Construct Snow Removal Equipment Building	\$ 400,000	\$ 400,000	Hyannis
Construct SRE Building	\$ 700,000	\$ 700,000	NORTH ADAMS
Construct Taxiway to Runway 15-33	\$ 1,100,000	\$ 1,100,000	PLYMOUTH
Construct T-Hangar	\$ 650,000	\$ 650,000	Hyannis
DESIGN & Construct Improvements	\$ 600,000	\$ 600,000	MONTAGUE
DESIGN New SW Apron	\$ 350,000	\$ 350,000	Vineyard Haven
DESIGN/Construct Light Control System Fiber optic	\$ 75,000	\$ 75,000	Hyannis
DESIGN/Reconstruct Runway 15-33 & Realign Taxiway	\$ 7,000,000	\$ 6,500,000	Hyannis
Drainage Improvements	\$ 175,000	\$ 175,000	TAUNTON
Easement Acquisition for Runway 14 Safety Area	\$ 150,000	\$ 129,000	New Bedford
Environmental Assessment	\$ 100,000	\$ 100,000	Vineyard Haven
Environmental Assessment & Permitting	\$ 1,270,000	\$ 1,230,000	Montague, Nantucket, Taunton
Environmental Assessment and Permitting for Airport Master Plan - Phase I	\$ 800,000	\$ 800,000	Hyannis
Environmental Mitigation - Phase I	\$ 300,000	\$ 300,000	Provincetown
Environmental Mitigation - Phase II	\$ 300,000	\$ 300,000	Provincetown
Environmental Mitigation - Phase III	\$ 300,000	\$ 300,000	Provincetown

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
Environmental Mitigation IV	\$ 300,000	\$ 300,000	Provincetown
Expand Auto Parking Lot	\$ 500,000	\$ 500,000	Provincetown
FAA Precision Approach Path Indicator (PAPI) Test Flight	\$ 15,000	\$ 15,000	Mansfield
Fuel Farm Jet A	\$ 166,666	\$ 166,666	CHICOPEE
Fuel Farm Replacement	\$ 500,000	\$ 500,000	Southbridge
Hangar Acquisition	\$ 650,000	\$ 650,000	Vineyard Haven
Hangar Improvements	\$ 333,334	\$ 333,334	CHICOPEE
Install High-Intensity Runway 16-34 Lights	\$ 950,000	\$ 950,000	Beverly
Install TW MITLS and Construct Electrical Vault - Approx. 50 lights	\$ 710,000	\$ 710,000	Provincetown
KOBO Utilities (Navigational Aid Maintenance)	\$ 150,000	\$ 125,000	Statewide
Master Plan Update	\$ 1,050,000	\$ 1,050,000	Hyannis, Orange
Navigational Aids (NAVAIDS) Access Roads	\$	\$ 400,000	Provincetown
Navigational Aids (NAVAIDS) Relocation	\$ 400,000	\$ 200,000	North Andover
North Shore 2-Way (Navigational Aid Maintenance)	\$ 200,000	\$ 136,000	Statewide
Obstruction Removal	\$ 166,666	\$ 166,666	CHICOPEE
Part 150 Acquisition & Sound Insulation	\$ 11,111,112	\$ 11,111,112	WESTFIELD
Part 150 Acquisition & Sound Insulation - Phase 11	\$ 2,777,778	\$ 2,777,778	WESTFIELD
Part 150 Acquisition and Sound Insulation	\$ 2,777,778	\$ 2,777,778	WESTFIELD
Pavement Condition Indexing Update	\$ 1,400,000	\$ 1,400,000	Statewide
Perimeter Wildlife Fence Improvements- Phase II	\$ 375,000	\$ 375,000	TAUNTON
Perimeter Fence - Phase I	\$ 1,350,000	\$ 1,350,000	Provincetown
Perimeter Fence - Phase II	\$ 1,500,000	\$ 1,500,000	Provincetown
Permit/Wildlife Fencing- Phase I	\$ 635,000	\$ 635,000	TAUNTON
Permitting - Airport Master Plan Phase II	\$	\$ 400,000	Hyannis
Purchase Snow Removal Equipment for EMAS	\$ 400,000	\$ 100,000	Hyannis
Realign Reconstruct TW A (non-standard separation)	\$ 5,000,000	\$ 5,000,000	Pittsfield
Reconstruct Parallel Taxiway	\$ 2,000,000	\$ 2,000,000	CHATHAM
Reconstruct Parking Apron - Phase 2	\$ 1,000,000	\$ 10,000,000	New Bedford
Reconstruct Runway 12-30 (3,500'x75')	\$ 3,255,000	\$ 3,255,000	Taunton
Reconstruct Runway 15-33	\$ 2,310,000	\$ 2,310,000	PLYMOUTH
Reconstruct Runway 6-24	\$ 6,500,000	\$ 6,500,000	Hyannis
Reconstruct Runway1-19, Route 2 Tree Clearing and Gravel Access Road	\$ 5,125,000	\$ 5,125,000	Orange
Reconstruct RW 6-24	\$ 2,800,000	\$ 2,800,000	PLYMOUTH
Reconstruct RW10/28	\$ 1,800,000	\$ 1,800,000	NORWOOD

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
Reconstruct Terminal Apron Phase 1	\$ 5,113,875	\$ 5,000,000	New Bedford
Reconstruct Turf Tie-down Area/Conduct Wildlife Hazard Assessment	\$ 333,334	\$ 333,334	CHATHAM
Rehab TW F/E or Remove TW D	\$ 5,500,000	\$ 5,500,000	Lawrence
Rehabilitate Taxiway B	\$ 3,000,000	\$ 3,000,000	Hyannis
Relocate East End Taxiway	\$ 900,000	\$ 900,000	Provincetown
Relocate Taxiway B North	\$ 3,110,000	\$ 3,110,000	New Bedford
Relocate Taxiway S	\$ 2,970,000	\$ 2,970,000	PLYMOUTH
Re-Mark Runway 32 End	\$ 230,000	\$ 230,000	Mansfield
Remove Existing Administration Building	\$ 150,000	\$ 150,000	PLYMOUTH
Repair Fuel Vault and Alarm	\$ 150,000	\$ 150,000	Hyannis
Repair Pilot Shack (contains FAA Equipment and Electrical Vault)	\$ 250,000	\$ 250,000	Provincetown
Replace 25 year old Caterpillar Front End Loader	\$ 200,000	\$ 200,000	Beverly
Replace Airport Rescue & Fire Fighting Vehicle	\$ -	\$ 900,000	Hyannis
Replace Fuel Tanks	\$ 300,000	\$ 300,000	PLYMOUTH
Replace Lighting & Emergency Generator Vault	\$ 150,000	\$ 129,000	Hyannis
Runway 14-32 Pavement Maintenance	\$ 960,000	\$ 960,000	Mansfield
Runway 22 End Tree Clearing	\$ 400,000	\$ 400,000	Mansfield
Runway 33 Taxiway Connector & Run-up Pad (safety and geometry)	\$ 1,230,000	\$ 1,230,000	Nantucket
Runway Lights & Security Fence	\$ 500,000	\$ 500,000	Nantucket
RW 24 High-speed Taxiway	\$ 777,778	\$ 777,778	Nantucket
Security Improvements	\$ 700,000	\$ 700,000	Nantucket
Self-Serve Fuel Facility	\$ 400,000	\$ 400,000	FITCHBURG
Snow Removal Equipment	\$ 2,000,000	\$ 2,000,000	WESTFIELD
Snow Removal Equipment Building DESIGN and Construction	\$ -	\$ 520,000	GARDNER
Snow Removal Equipment Replacement	\$ 300,000	\$ 300,000	WESTFIELD
Snow Removal Equipment Truck	\$ 520,000	\$ 668,000	New Bedford
SRE Building Public Area Flooring	\$ -	\$ -	Mansfield
SRE Equipment Purchase (Loader, plow, etc)	\$ -	\$ -	PITTSFIELD
Statewide Airport Administration Building-AQW	\$ -	\$ 1,326,903	North Adams
Statewide Airport Administration Building-PYM	\$ 4,386,860	\$ 1,483,751	Plymouth
Statewide Airport Administration Building-TAN	\$ 4,652,320	\$ 1,459,610	Taunton
Statewide Economic impact Statement	\$ 800,000	\$ 800,000	Statewide
Taxiway A Reconstruction; Full Reconstruction (1,300 LF) overlay (2,200 LF)	\$ 2,000,000	\$ 2,000,000	Mansfield
Taxiway A Relocation	\$ 900,000	\$ 900,000	NORWOOD

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
Taxiway Crack Repair and Seal	\$ 200,000	\$ 200,000	Beverly
Taxiway Project	\$ 700,000	\$ 700,000	Beverly
Terminal Addition	\$ 2,000,000	\$ 2,000,000	Vineyard Haven
T-Hangar DESIGN & Construction	\$ 577,500	\$ 513,500	GARDNER
TW E Rehab, Stub TW D Relocation	\$ 6,000,000	\$ 6,000,000	Nantucket
Upgrade Airport Lighting (edge lights and signs)	\$ 750,000	\$ 750,000	WESTFIELD
Vegetation Management	\$ 3,300,000	\$ 2,800,000	Statewide
Vegetation Management Airspace Study	\$ 450,000	\$ 450,000	Hyannis
Vegetation Management Plan	\$ 300,000	\$ 300,000	Lawrence
Wildlife Hazard Management Plan	\$ 132,000	\$ 132,000	PLYMOUTH
Grand Total	\$ 147,258,151	\$ 144,508,876	

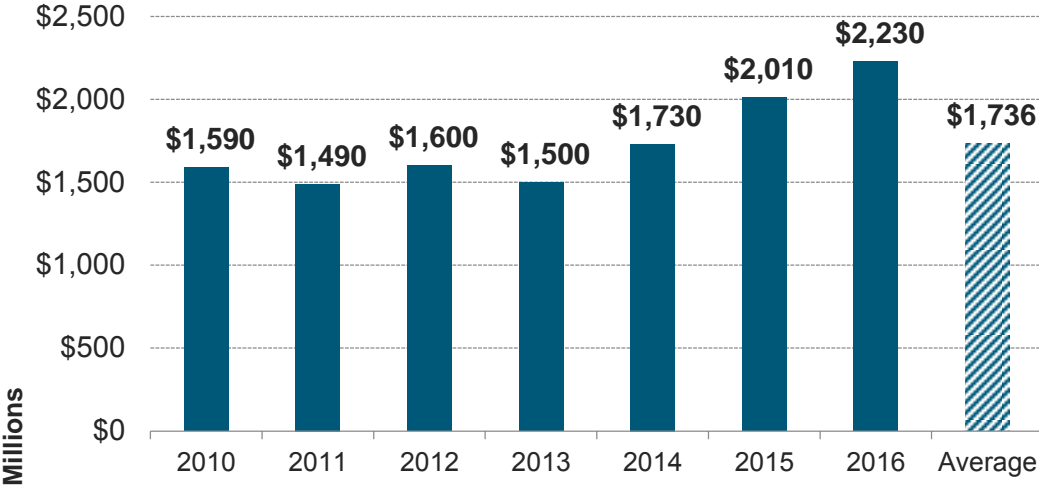
Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
ATLAS Case Management Implementation and Rollout	\$ 1,250,000	\$ 1,250,000	Statewide
ATLAS Core System (Lic & Reg)Replacement (COTS Configuration and Customization)	\$ 82,466,000	\$ 62,000,000	Statewide
ATLAS Data Cleanse - Data Conversion	\$ 3,200,000	\$ 3,200,000	Statewide
ATLAS External Partner Message Broker/Interfaces	\$ 4,500,000	\$ 4,500,000	Statewide
ATLAS Insourced Professional Services supporting MassDOT Program Efforts	\$ 42,322,000	\$ 10,000,000	Statewide
ATLAS QA Testing, Field Integration, and Implementation Professional Services	\$ 8,000,000	\$ 8,000,000	Statewide
ATLAS Third Party Development Professional Services for RFQ Support (Middleware, Implementation, Information Security, ALARS Decommission)	\$ 7,634,000	\$ 3,250,000	Statewide
ATLAS UMS System Migration	\$ 2,700,000	\$ 2,700,000	Statewide
Branch Kiosks	\$ 5,000,000	\$ 5,000,000	Statewide
CDLIS Regulation Federal Mandate Update	\$ 1,500,000	\$ 1,000,000	Statewide
Danvers Branch FF&E	\$ 200,000	\$ 200,000	Danvers
E-Citation	\$ 1,600,000	\$ 600,000	Statewide
Expand On-Line Branches	\$ 3,000,000	\$ 3,000,000	Statewide
Lawrence Branch FF&E	\$ 300,000	\$ 300,000	Lawrence
Leominster Branch FF&E	\$ 200,000	\$ 200,000	Leominster
Model Office Test Branch for CORE System Replacement POC	\$ 500,000	\$ 500,000	Statewide
Nantucket branch expiration	\$ 60,000	\$ 60,000	Nantucket
Personal and Business Web Portal for Customers	\$ 3,500,000	\$ 3,500,000	Statewide
Plymouth Branch FF&E	\$ 200,000	\$ 200,000	Plymouth
Quincy Headquarters	\$-	\$ 800,000	Quincy
Real ID	\$ 4,000,000	\$ 4,000,000	Statewide
RMV Operations Maintenance	\$ 506,455	\$ 506,455	Statewide
RMV Website UI/UX DESIGN and Mobile/Responsive Configuration	\$	\$ 2,500,000	Statewide
Watertown Branch FF&E	\$ 300,000	\$ 300,000	Watertown
Wilmington Branch FF&E	\$ 140,000	\$ 140,000	Wilmington
Grand Total	\$ 175,578,455	\$ 117,706,455	

Project Name	Sum of Total Cost	Sum of FY2017 - FY2021	Location
Backup Highway Operations Center	\$ 3,645,730	\$ 3,500,000	Statewide
Crash System Replacement/Enhancement Program	\$ 1,150,000	\$ 1,000,000	Statewide
DOT IT Security Automation Projects	\$ 1,550,920	\$ 1,300,000	Statewide
HWY SGR Infrastructure Desktop Projects	\$ 2,750,000	\$ 2,750,000	Statewide
Integrated Traffic Management System Services	\$ 2,700,000	\$ 2,500,000	Statewide
ITS SGR Infrastructure Network Projects	\$ 3,500,000	\$ 3,500,000	Statewide
MassDOT Infrastructure / DR	\$ 6,500,000	\$ 6,500,000	Statewide
MBTA Website Redesign	\$ 3,500,000	\$ 3,500,000	Statewide
MBTA Workforce HR System	\$ 10,000,000	\$ 10,000,000	Statewide
RMV SGR Infrastructure Desktop Projects	\$ 1,450,000	\$ 1,450,000	Statewide
Grand Total	\$ 36,746,650	\$ 36,000,000	

Appendix

- ▶ Historical spending

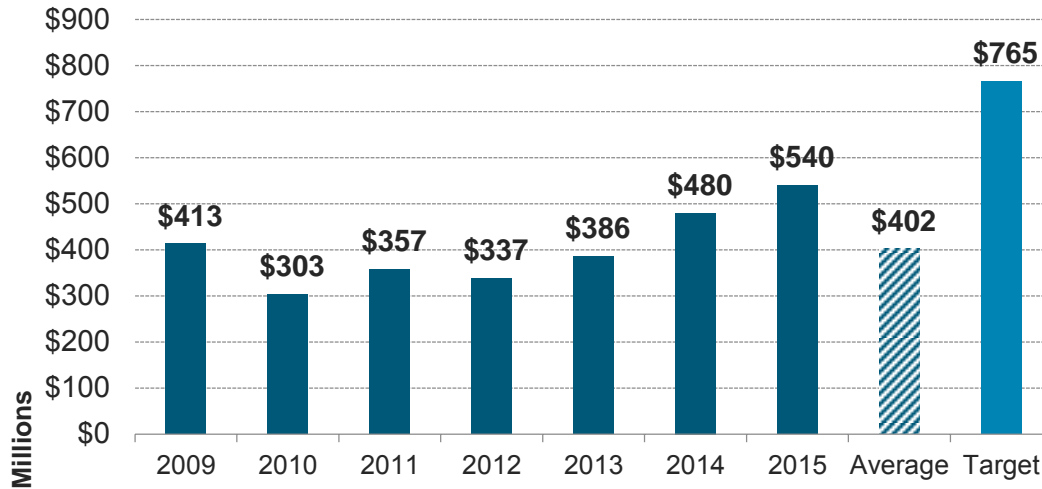
MassDOT historical capital spending



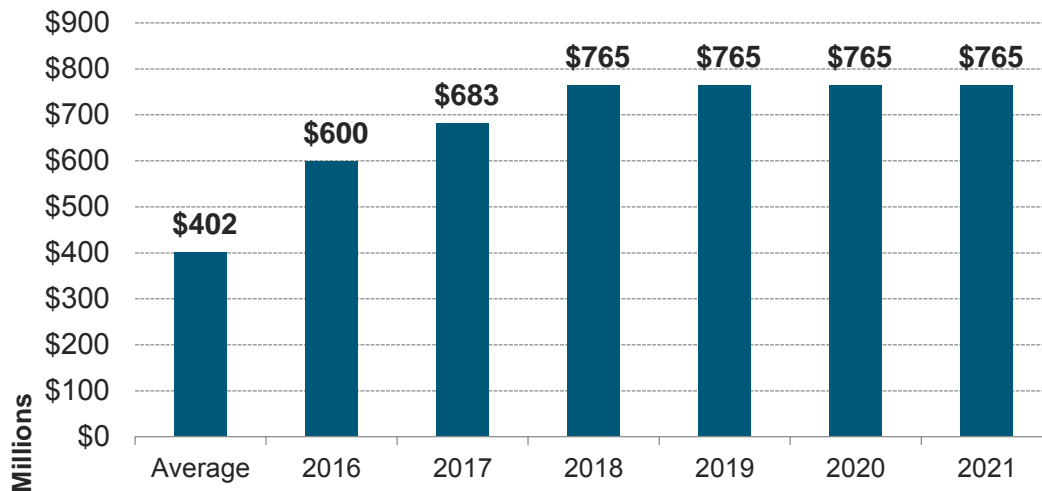
MBTA historical capital spending and SGR ramp up



MBTA historical spending



MBTA State of Good Repair ramp up



Appendix

- ▶ Program descriptions

Highway program descriptions



Priority	Program name	Program description
1	Interstate Pavement	This program uses federal funds to perform resurfacing and related work on the interstate system. The primary objective of these projects is to improve pavement condition.
	Non-Interstate DOT Pavement	This program uses federal funds to perform resurfacing and related work on non-interstate DOT owned roadways. In addition to the site specific federal aid projects, state funded maintenance contracts are also used to improve pavement condition.
	Bridge	This program includes the federal aid replacement and rehabilitation projects as well as the state funded routine structures maintenance contracts.
	Roadway Maintenance	This program consists of state funded routine maintenance contracts that are used to repair drainage systems, sidewalks, fencing, guardrail and vegetation management. These investments maximize the potential of our assets and increase the useful life. This program also includes the federal aid storm water retrofit contracts.
	Safety Maintenance	This program consists of state and federal funded maintenance contracts that are used to repair traffic signals, highway lighting systems, impact attenuators, traffic signs and pavement markers. These investments are essential to providing a safe roadway network for our customers.
	Facilities	This program is used to maintain, repair and replace buildings that are owned by the Highway Division. This investment provides the infrastructure to enable Highway Division staff to fulfill organizational goals.
	Municipal Bridge	This program will assist municipalities in repairing and replacing town owned bridges with a span length of less than 20 feet.
	All-Electronic Tolling	Implementation of cashless electronic tolling on the Western Turnpike and Metropolitan Highway System.
	CAT Trust	Funds restricted for the purpose of repairs associated with defects in the development and construction of the CAT Third Harbor Tunnel project. Funds can only be used in agreement with FHWA. Fund is known as the Central Artery Remediation Monies (CARM).

Priority	Program name	Program description
2	Roadway Reconstruction	This program includes projects that are typically federal aid roadway reconstruction projects. Many are municipally proposed projects involving municipally owned facilities. Nearly all of these projects include improvements to bicycle and pedestrian accommodations.
	Intersection Safety	This program includes traffic signal upgrades and intersection improvement projects. These projects provide valuable safety improvements. All new traffic signal installations include Accessible Pedestrian Signals (APS).
	ADA Retrofits	This program consists of projects that are specifically designed to improve the accessibility of state owned sidewalks. Locations will be identified utilizing information collected as part of MassDOT's ADA Transition Plan. A prioritization methodology that was developed in cooperation with the Massachusetts Office on Disabilities will be implemented for future projects.
	ITS	Projects in this program typically involve the installation of cameras message, signs and communication equipment designed to provide real time traffic information to roadway users. This information allows drivers to make better informed decisions regarding their travel options.
	Complete Streets Program	This program rewards communities that demonstrate a commitment to embedding Complete Streets in their policies and practices by providing technical assistance and funding.
3	Multi-use Path	Projects in this program typically involve the construction of multi-use paths on alignments that are independent from the roadway network.
	Capacity	This program includes projects that add new connections to or expand the existing transportation network.
	Bicycle and Pedestrian Plan Implementation	This program will fund future projects in accordance with statewide bicycle and pedestrian implementation plans.

MBTA program descriptions



Priority	Program name	Program description
1	Revenue vehicles	<p>In the FY17-21 CIP, the State of Good Repair target was allocated based on each individual asset class' percentage of the total backlog (\$7.3B). This will establish the program funding programs by asset class for the next five years. Based on available funding, directorates will recommend projects within these categories to return assets to acceptable condition.</p> <p>Revenue vehicle program includes acquisition of new rolling stock as well as mid-life overhauls. Track, signals and power includes a variety of investments designed to improve the reliability of those assets. Bridges and Facilities will follow a similar approach, focusing funding on critical needs in all these two categories.</p>
	Track, signals, and power	
	Bridges	
	Facilities	
2	Capacity improvements	<p>Investments to track, infrastructure, and car houses designed to ensure that the vehicles scheduled for delivery in FY2019 will operate as intended. This program includes a mix of state of good repair investments and additional improvements designed to modernize the system. Examples include Red and Orange Line infrastructure.</p>
	Federally mandated safety programs and accessibility	<p>To meet federally mandated safety requirements for the commuter rail system. Contracts to complete the work were approved by the Board of Directors; however, the FY17 – FY21 CIP will detail the finance plan necessary to pay for this mandated program. Examples include Positive Train Control, Green Line Automatic Train Protection, and other investments identified through PATI and BCIL.</p>
3	Expansion projects	<p>Targeted expansion investments designed to improve access to transit and statewide rail. Examples could include Green Line Extension, South Coast Rail, and Silver Line to Chelsea.</p>

Rail program descriptions



Priority	Program name	Program description
1	Safety/Capital Maintenance	Covers cost to maintain MassDOT- owned track and right of way to a minimal classification (Class 1) condition inclusive of structures such as bridges, culverts and grade crossings. Includes FRA compliance inspections.
	Federal Obligations / Railroad Contracted Services	Covers costs for PRIIA (Passenger Rail Investment and Improvement Act) 209 and 212, includes Framingham Secondary, Middleboro Secondary, and Knowledge Corridor
	Grade Crossing (Section 130 Program)	Repair of grade crossings owned by MassDOT and provide technical support. Cost primarily with federal funds (90% of the cost)
2	MAAB Compliance	Compliance with the requirements of MAAB (Massachusetts Architectural Access Board) when significant investments made to assets (e.g. Knowledge Corridor, Springfield Union Station)
	Modernize Rail Properties	Modernization of MassDOT lines to be used for projects such as a storage facility or MassDOT maintenance equipment.
	Industrial Rail Access Program	Investment in private sector rail lines to leverage private investment and increase freight rail usage or to modernize an active line to increase the utility to customer.
3	Increase Capacity	Supports Falmouth’s reuse of the Falmouth Depot, and rehabilitation of surplus MBTA equipment (pilot project), and Housatonic Berkshire

RTA Transit program descriptions



Priority	Program name	Program description
1	MassDOT Mobility Programs: Vehicle Replacement	The Mobility Assistance Program funds the purchase of vans and related equipment used to provide transportation for the elderly and disabled by Councils on Aging, RTAs, and non-profits.
	RTA: Facility and Vehicle Maintenance	Maintenance of the 15 Regional Transit Authorities' Facilities and Vehicles in or close to a State of Good Repair (SGR).
	Transit Support	Funds IT support for the Federal Grants program and technical assistance for the rural transit providers; Funds one year of BusPlus support for the intercity bus program
	Transit and Technical Assistance	Technical assistance (IT grants management) to rural RTAs in capital project development
2	RTA: Fleet Expansion	Construction of new Regional Transit Authority Maintenance, Operations, or Intermodal Transit Facilities such as garages and bus stations. Fleet growth to meet service needs.
	RTA: Facility and System Modernization	Modernization of Regional Transit Authority Facilities and Systems
	RTA: Replacement Facilities	Replacing outdated RTA facilities with modern buildings
3	No priority 3 programs	

Aeronautics program descriptions



Priority	Program name	Program description
1	Airport Pavement Management System	Maintain a Pavement Condition Index (PCI) equal to 75 for all pavements “inside the fence” by both investing state matching funds to leverage and manage Federal flow-through funding and to provide state funding for airport safety and maintenance program (ASMP) projects
	Airport Capital Improvement Program	Capital investments from federal and state sources to accomplish a full range of airport state of good repair projects that focus on safe and efficient airport operations and services
2	Statewide Airport Administration and Terminal Building Program	In 2010, the Statewide Airport System Plan identified 17 Airports that did not have, or needed renovation to their Administration Building due to insufficient admin spaces requiring upgrades
3	No priority 3 programs	

RMV program descriptions



Priority	Program name	Program description
1	RMV operations maintenance (RMV SGR)	Maintain and improve existing operating systems to support service delivery; application platforms, electronic records retention systems
2	ATLAS	<p>Improve RMV service delivery options by replacing the ALARS system</p> <ul style="list-style-type: none"> ▶ Increase business process efficiency through reduced wait times ▶ Increase the number of transactions done via alternative customer service channels ▶ Increase the capacity of third parties dependent on RMV data
	RMV Customer Service Modernization	<p>Service delivery target of serving 80% of all customers in branches in under 30 minutes and all branch customers in under 1 hour.</p> <ul style="list-style-type: none"> ▶ Strategy includes updating and upgrading leased branch locations to include the new dual line queuing model, signage, furniture and fixtures
	Kiosks	Branch improvement through installing kiosks to improve customer experience
3	No priority 3 programs	

IT program descriptions



Priority	Program name	Program description
1	MassDOT / MBTA Infrastructure Resiliency	Efforts to keep critical Information Technology infrastructure operational and secure. Backup and disaster recovery projects are also included here since they are central to maintaining business continuity in the case of primary system outages and other incidents.
	MassDOT/MBTA Workforce Management	Projects in this category include efforts adjust the ways that MassDOT/MBTA manages workforce productivity and time reporting through implementation of software solutions.
2	MassDOT/MBTA Enterprise Workflow/Paper Reduction	Projects in this category utilize technology to improve business processes through automated workflows and other electronic means. Projects that can make improvements in reducing process timelines and contribute to doing more with less also fit into this category.
	Highway Asset/Contract Management	Efforts to help the Highway Division track and maintain records for infrastructure assets across the Commonwealth. Through a series of application enhancements and re-platforming, updated business processes will be enforced electronically resulting in better data collection and leading to efficient data driven decisions.
	Customer Digital Experience	Projects in this category directly impact how transportation system users interact with various MassDOT public websites. As the agency's public face, MassDOT and MBTA websites must be capable of presenting clear, concise, and timely information to the citizens of the Commonwealth 24/7.
	Public Safety Modernization	Safety is the top priority at MassDOT and Information Technology projects in this category play a key role in providing systems to keep customers safe and secure and address transportation network security threats.
	RMV Customer Service Model Modernization	Projects in this category contribute to service delivery at RMV branches on the MassDOT website by streamlining information systems and making data more accessible to employees and customers.
	Cybersecurity and Merchant Regulations (PCI)	Projects in this category contribute to keeping IT infrastructure and software compliant with modern digital security standards to protect both agency and citizen data. Keeping ahead in this area and adopting industry best practices is imperative to customer confidence in making secure transactions.
3	No priority 3 programs	

Appendix

- ▶ Funding source details and assumptions

MassDOT sources



Projected Sources	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total
Known Sources							
FHWA New Obligation Authority		\$525,270,486	\$528,610,692	\$537,050,412	\$547,273,337	\$542,636,887	\$2,680,841,814
FHWA Existing		\$409,281,907	\$169,255,148	\$58,471,537	\$14,964,362	\$6,663,588	\$658,636,542
Federal Transit Funding		\$35,000,000	\$35,000,000	\$35,000,000	\$35,000,000	\$35,000,000	\$175,000,000
Bond Cap ¹		\$723,906,374	\$749,962,694	\$750,000,000	\$750,000,000	\$750,000,000	\$3,723,869,068
ABP		\$205,175,378	\$85,888,466	\$49,930,544	\$8,306,097	\$0	\$349,300,484
Toll Revenues and Reserves ³	\$229,928,838	\$108,371,763	\$123,610,767	\$123,026,399	\$121,322,015	\$121,685,981	\$827,945,763
Subtotal Known Sources	\$229,928,838	\$2,007,005,908	\$1,692,327,768	\$1,553,478,892	\$1,476,865,811	\$1,455,986,456	\$8,415,593,672
Estimated Sources							
FAA Discretionary Grants ⁵		\$30,000,000	\$30,000,000	\$30,000,000	\$30,000,000	\$30,000,000	\$150,000,000
CAT Trust and Reserves ⁴		\$81,105,000	\$77,555,000	\$92,550,000	\$78,249,541	\$24,000,000	\$381,439,896
Third Party Funds		\$6,600,000	\$6,600,000	\$6,600,000	\$6,600,000	\$6,600,000	\$33,000,000
Gaming Revenues ⁶		\$10,000,000		\$31,000,000	\$42,000,000	\$42,000,000	\$125,000,000
Subtotal Estimated Sources		\$127,705,000	\$114,155,000	\$160,150,000	\$156,849,541	\$102,600,000	\$689,439,896
Total MassDOT Sources²	\$229,928,838	\$2,134,710,908	\$1,806,482,768	\$1,713,628,892	\$1,633,715,352	\$1,558,586,456	\$9,105,033,568

1 Preliminary assumption for planning purposes only | 2 Totals may not add due to rounding | 3 Anticipated balance as of 6/30/16. | 4 Subject to FHWA approval
 5 Estimate based on past events | 6 Per legislation, 50% will be spent on municipal projects including Complete Streets

MBTA sources



Projected Sources MBTA	FY 2017 ²	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 17 21
FTA Funding - MBTA						
Section 5307/5340	\$332,609,078	\$140,202,383	\$142,183,024	\$144,557,710	\$144,557,710	\$904,109,905
Section 5337	\$394,652,098	\$140,394,801	\$142,812,385	\$145,271,551	\$145,271,551	\$968,402,387
Section 5339	\$23,154,989	\$5,555,626	\$5,676,308	\$5,799,449	\$5,799,449	\$45,985,821
Formula Funds Bought and paid for	\$433,624,489	\$153,252,046	\$58,964,212	\$6,222,892	\$0	\$652,063,640
FFGA (GLX)	\$55,000,000	\$150,000,000	\$150,000,000	\$150,000,000	\$150,000,000	\$655,000,000
Subtotal MBTA FTA Funding	\$1,239,040,654	\$589,404,857	\$499,635,928	\$451,851,603	\$445,628,710	\$3,225,561,752
Bond Cap - MBTA	\$26,093,626	\$37,306				\$26,130,932
ABP - MBTA	\$6,798,817	\$2,000,000				\$8,798,817
Transit Special Obligation Bonds	\$249,319,448	\$198,726,397	\$199,319,975	\$224,519,790	\$255,428,159	\$1,127,313,768
Revenue Bonds	\$150,000,000	\$200,000,000	\$200,000,000	\$0	\$200,000,000	\$750,000,000
Cash on hand	\$29,182,675	\$1,571,890	\$0	\$0	\$0	\$30,754,565
Pay-Go	\$100,000,000	\$150,000,000	\$150,000,000	\$150,000,000	\$150,000,000	\$700,000,000
Excess Debt Service Reserve Funds	\$60,000,000	\$0	\$0	\$0	\$0	\$60,000,000
Reimbursables	\$4,600,083	\$0	\$0	\$0	\$0	\$4,600,083
TIFIA³	\$0	\$154,535,000	\$0	\$0	\$0	\$154,535,000
RIIF³	\$0	\$234,140,000	\$0	\$0	\$0	\$234,140,000
Total MBTA Sources¹	\$1,865,035,303	\$1,530,415,450	\$1,048,955,903	\$826,371,393	\$1,051,056,869	\$6,321,834,918

¹ Totals may not add due to rounding. Amounts are based on current project budget as of this date and will change as additional reviews and adjustments to budgets, schedules, and cash flows occur. Actual amount available for new projects and programs is much lower as commitments against these funds have been obligated through past CIPs and the Federal State Transportation Improvement Plan. Timing of some funding, especially REP and Federal (Existing Grants), will shift as project schedules are updated. | ² Includes carry-over from previous years. | ³ PTC values are under discussion and subject to change based on LOI.

MassDOT sources: assumptions



Source	Assumptions
FHWA New Obligation Authority	93% of new FAST Act federal apportionments less GANs debt service
FHWA Existing	Federal spending on projects already underway (prior federal obligation authority). Amount will increase over the CIP as new obligation authority is used
FAA Discretionary Grants	Estimate of expected FAA Discretionary Grants for Airport Improvement (AIP funds) and Noise Abatement Project (set asides)
Federal Transit Funding	FTA funding under FAST Act (primarily for RTAs) <ul style="list-style-type: none"> - Section 5307 : Urbanized Area formula funds - Section 5310: Mobility Assistance Funds - Section 5311 : Non-urbanized Area formula funds - Section 5337 : State of Good Repair funds - Section 5339 : Bus and Bus Facilities funds
Bond Cap	Assumes \$750 million/year for planning purposes with \$200 million/year for Chapter 90 program
Accelerated Bridge Program	Remaining GANs (\$260 million) and special obligation bond spending (\$90 million) for underway projects
Toll Revenues and Reserves	Projected annual revenues available for capital for each of the toll facilities plus existing projected reserve balances as of June 30, 2016; assumes Western Turnpike Tolls remain in place
CA/T Trust and Reserves	Assumes use of \$307 million from the CA/T Trust, also known as Central Artery Remediation Monies (CARM), on eligible MHS projects; subject to FHWA approval
Third Party Funds	Estimated based on historical amounts
Gaming Revenues	Annual gaming revenues devoted to the Transportation Infrastructure and Development Fund from the Springfield and Everett casinos; estimate provided by A&F
Toll Development Credits	Soft match to federal funds accrued in lieu of Interstate Maintenance aid on tolled facilities within the Commonwealth

MBTA sources: assumptions



Source	Assumptions
FTA New Obligation Authority (three sections)	93% of new FAST Act federal apportionments
FTA Existing	Projected drawdowns of federal funds for projects already underway; amounts will increase in out years as new obligation authority is assigned to specific projects
FFGA (GLX)	Amount obligated and projected for the GLX project through the Full Funding Grant Agreement
Bond Cap – MBTA	Commonwealth general obligation bond proceeds allocated to specific projects; primarily for project operations and other construction support provided to the Highway Division and Rail Division
ABP – MBTA	Commonwealth special obligation bond proceeds allocated to specific bridge projects; primarily for project operations and other construction support provided to the Highway Division
Transit SOBS	The Commonwealth Rail Enhancement Program; a dedicated \$2.1B program for reliability, modernization and expansion initiatives at the MBTA
Revenue Bonds	General obligation bonds issued by the MBTA
Cash on Hand	Also known as the capital maintenance fund; surplus operating funds appropriated to pay-go in the past
Pay-GO	FY2017 initiative funded through operating budget savings; amounts are allocated to specific reliability and modernization projects
Excess Debt Service Reserve Funds	Estimated amount (final to be determined) potentially available through improved debt management policies
Reimbursable	Third party funding for specific initiatives
TIFIA & RIIF	Estimated amounts being sought from federal loan programs to fund the federally mandated, underway Positive Train Control (PTC) project