



# Transportation Improvement Program 2022-2026



## Improving OUR COMMUNITIES

Amendment #1 December 14, 2021

Amendment #2 February 15, 2022

Amendment #3 April 19, 2022

**Endorsed  
May 18, 2021**

Adjustment #1 August 9, 2022

Amendment #4 May 17, 2022

Amendment #5 July 19, 2022

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**2022-2026  
TRANSPORTATION IMPROVEMENT PROGRAM**

**For the  
SOUTHEASTERN MASSACHUSETTS  
METROPOLITAN PLANNING ORGANIZATION**

**SOUTHEASTERN REGIONAL PLANNING AND  
ECONOMIC DEVELOPMENT DISTRICT**

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English: If this information is needed in another language, please contact SRPEDD's Title VI Coordinator by phone at (508) 824-1367.

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**Shawn McDonald**, Select Board, Town of Dartmouth

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**Mark Sousa**, Administrator of the Greater Attleboro-Taunton  
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**Peter Butler**, FTA Acting Regional Administrator

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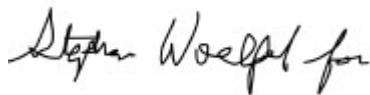
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**Southeastern Massachusetts Metropolitan Planning Organization  
Endorsement of the FFY 2022-2026 Transportation Improvement  
Program**

This is to certify that the members of the Southeastern Massachusetts Metropolitan Planning Organization (SMMPO), in accordance with 23 CFR Part 450 Section 324 (Transportation Improvement Program: General) endorse the FFY 2022-2026 Transportation Improvement Program (TIP) for the region. Furthermore, the SMMPO certifies that the FFY 2022-2026 TIP conforms with the existing FFY 2020 Regional Transportation Plan for the region. The SMMPO hereby endorses the FFY 2022-2026 Transportation Improvement Program.

The endorsement of this document was administered on May 18, 2021 at a virtual SMMPO meeting in compliance with the Baker-Polito temporary order modifying the state's open meeting law in order to allow state, quasi and local governments to continue to carry out essential functions and operations during the ongoing COVID-19 outbreak.

The Acting Secretary and CEO of the Massachusetts Department of Transportation (MassDOT) hereby signs on behalf of the SMMPO members endorsing the FFY 2022-2026 Transportation Improvement Program.



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Jamey Tesler, Acting Secretary and CEO  
Massachusetts Department of Transportation (MassDOT)

**Southeastern Massachusetts Metropolitan Planning Organization**  
**310 CMR 60.05: Global Warming Solutions Act Requirements for the Transportation Sector and**  
**the Massachusetts Department of Transportation**

This will certify that the FFY2022-2026 Transportation Improvement Program for the Southeastern Massachusetts Metropolitan Planning Organization is in compliance with all applicable requirements in the State Regulation 310 CMR 60.05: Global Warming Solutions Act Requirements for the Transportation Sector and the Massachusetts Department of Transportation. The regulation requires the Metropolitan Planning Organizations (MPOs) to:

1. 310 CMR 60.05, 3(b)(1)(a): Evaluate and track the GHG emissions and impacts of RTPs and TIPs;
2. 310 CMR 60.05, 3(b)(1)(b): In consultation with MassDOT, develop and utilize procedures to prioritize and select projects in RTPs, TIPs, and STIPs based on factors that include GHG emissions and impacts;
3. 310 CMR 60.05, 3(b)(1)(c): Quantify net GHG emissions and impacts resulting from the projects in RTPs and TIPs and have made efforts to minimize GHG emissions and impacts;
4. 310 CMR 60.05, 3(b)(1)(d): Determine in consultation with MassDOT that the appropriate planning assumptions used for GHG emissions modeling are consistent with local land use policies, or that local authorities have made documented and credible commitments to establishing such consistency;
5. 310 CMR 60.05, 4(a)(2)(e): Develop public consultation procedures for GHG reporting and related GWSA requirements consistent with current and approved regional public participation plans;
6. 310 CMR 60.05, 4(c): Prior to making final endorsements on the RTPs, TIPs, STIPs, and projects included in these plans, MassDOT and the MPOs shall include the GHG Assessment and information on related GWSA activities in RTPs and TIPs and provide an opportunity for public review and comment on the RTPs, and TIPs.
7. 310 CMR 60.05, 6(a): After a final GHG assessment has been made by MassDOT and the MPOs, MassDOT and the MPOs shall submit MPO-endorsed RTPs and TIPs within 30 days of endorsement to the Department for review of the GHG assessment.

**Southeastern Massachusetts Metropolitan Planning Organization**  
**310 CMR 60.05: Global Warming Solutions Act Requirements for the Transportation Sector and**  
**the Massachusetts Department of Transportation**  
**Member Signature Page**

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The Acting Secretary and CEO of the Massachusetts Department of Transportation (MassDOT) hereby signs on behalf of the SMMPO members certifying that the FFY2022-2026 Transportation Improvement Program for the Southeastern Massachusetts Metropolitan Planning Organization is in compliance with all applicable requirements in the State Regulation 310 CMR 60.05: Global Warming Solutions Act Requirements for the Transportation Sector and the Massachusetts Department of Transportation.

A handwritten signature in cursive script, appearing to read "Stephen Woelfel for".

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Jamey Tesler, Acting Secretary and CEO  
Massachusetts Department of Transportation (MassDOT)

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## ATTACHMENTS

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- Attachment 2 – Greenhouse Gas Monitoring, Evaluation Process & Summaries  
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- Attachment 4 – Federal Transit Project Listing GATRA FFY2022-2026
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- Attachment 6 – Federal Target Reports
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## APPENDICES

- Appendix A – Evaluation Criteria
- Appendix B – Project Descriptions
- Appendix C – Acronyms

## INTRODUCTION

The Transportation Improvement Program (TIP) is a requirement of the Metropolitan Transportation Planning Process as described in the Metropolitan Planning Final Rule 23 CFR 450 section 324.

The SMMPO is required to carry out a continuing, cooperative, and comprehensive performance-based regional multimodal transportation planning process, including the development of a long-range regional transportation plan (RTP) and TIP, that facilitates the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight (including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support intercity transportation, including intercity bus facilities and commuter van pool providers) and that fosters economic growth and development and takes into consideration resiliency needs while minimizing transportation-related fuel consumption and air pollution.

The Joint Transportation Planning Group (JTPG) makes recommendations on priorities, plans and programs to the Southeastern Massachusetts Metropolitan Planning Organization (SMMPO). The JTPG, consists of appointed delegates from each of SRPEDD's member municipalities, and is the transportation advisory body and citizen participation tool of the SMMPO. SRPEDD Transportation Planning Staff works with the JTPG to prepare the Regional Transportation Plan, the Transportation Improvement Program (TIP) and the Unified Planning Work Program. The SMMPO is responsible for the preparation and approval of each of these documents.

Funding for development of the TIP and the long-range statewide transportation plan is outlined in the SMMPO's Unified Planning Work Program (UPWP). The UPWP is updated annually and identifies the planning priorities and activities to be carried out within a metropolitan planning area.

The Southeastern Massachusetts MPO consists of thirteen members representing the following: 1. Secretary of the Executive Office of Transportation and Public Works, 2. MassDOT Highway Administrator, 3. Chairman of the Southeastern Regional Planning and Economic Development District (SRPEDD) Commission, 4. Administrator of the Southeastern Regional Transit Authority (SRTA), 5. Administrator of the Greater Attleboro Taunton Regional Transit Authority (GATRA), 6. Mayors of Attleboro, Fall River, New Bedford and Taunton, 7. Members of four Boards of Selectmen in the SRPEDD Region to be elected by the SRPEDD Commission. A listing of current SMMPO members may be found at <https://srpedd.org/transportation/regional-transportation-planning/smmpo>.

The SMMPO TIP is a five-year programming document that lists all the needs of the regional transportation system. The TIP is developed annually and is subject to amendment and adjustment at any time. Each program year of the TIP coincides with the Federal Fiscal Year, October 1 through September 30. All projects are identified by fiscal year and federal funding category and include cost. The total cost of the projects programmed in the TIP must be constrained to available funding, be consistent with the long-range Regional Transportation Plan, and include an annual element, or listing, of projects to be advertised in the first year of the TIP.

The programming years of the TIP are divided into six sections:

**FIRST YEAR ELEMENT** - Transportation projects proposed for construction/implementation during federal fiscal year **2022 (October 1, 2021 to September 30, 2022)**. First Year projects for construction should generally have reached the 75% design stage.

**SECOND YEAR ELEMENT** - Transportation projects proposed for construction/implementation during federal fiscal year **2023 (October 1, 2022 to September 30, 2023)**. Second year projects for construction should generally have reached the 25% design stage.

**THIRD YEAR ELEMENT** - Transportation projects proposed for construction/implementation during federal fiscal year **2024 (October 1, 2023 to September 30, 2024)**.

**FOURTH YEAR ELEMENT** - Transportation projects proposed for construction/implementation during federal fiscal year **2025 (October 1, 2024 to September 30, 2025)**.

**FIFTH YEAR ELEMENT** - Transportation projects proposed for construction/implementation during federal fiscal year **2026 (October 1, 2025 to September 30, 2026)**.

**SUPPLEMENTAL PROJECT LIST** - A listing of long-term highway, bridge or transit projects that are not expected to be ready for construction or implementation within five years. The status of these projects may range from the early stages of development through Project Needs and Project Initiation submittals and beyond.

## **REGIONAL TRANSPORTATION PLAN & FEDERAL METROPOLITAN PLANNING FACTORS**

The purpose of the Regional Transportation Plan (RTP) is to provide a comprehensive, long-term analysis of existing and future needs of the regional transportation system. It highlights the major transportation issues and provides both short-range and long-range guidance to local elected officials, the JTPG, and eventually to the state and federal implementing agencies. The RTP also incorporates the Federal Metropolitan Planning Factors as outlined in the latest legislation Fixing America's Surface Transportation (P.L. No. 114-94) / The FAST Act signed into law by President Obama on December 4, 2015.

The Metropolitan Planning Organizations (MPO) is required to consider and advance the ten planning factors in the development of projects and strategies. The factors are as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and

## 10. Improve the transportation system to enhance travel and tourism.

The current RTP was developed in 2019 and provided reasonable opportunity for public comment before prior to approval. On July 16, 2019 the members of the Southeastern Massachusetts Metropolitan Planning Organization (SMMPO) determined that the Regional Transportation Plan was in conformance with the Massachusetts State Implementation Plan (SIP). This assures that no goals, directives, recommendations, or projects identified in the Plan or TIP have an adverse impact on the SIP. The State Implementation Plan is the official document that lists committed strategies to meet the requirements of the Clean Air Act Amendments through investments in transportation. Most of the state of Massachusetts (with limited exceptions) was designated on 5/21/12 by the United States Environmental Protection Agency as “unclassifiable/attainment” for the latest ozone standard, therefore, a conformity determination for the SMMPO 2022-2026 TIP is not required. Additional information follows on pages 66-71.

SRPEDD, through the Regional Transportation Plan (RTP) has created a “needs assessment” of our transportation infrastructure. The plan identifies infrastructure with deficiencies including but not limited to congestion, safety, pavement, environmental and security. The RTP serves as a resource to our communities to assist them in identifying specific needs and in the development of projects.

## **PERFORMANCE BASED PLANNING AND MEASURES**

The FAST Act’s overall performance management approach requires critical changes to the planning process by mandating that investment priorities assist in meeting performance targets that would address key areas such as safety, infrastructure condition, congestion, system reliability, emissions and freight movement. This called for the integration of a performance based approach to decision making in support of the national goals and a greater level of transparency and accountability. The goal is to improve project decision-making and assist in more efficient investments of Federal transportation funds.

Please see national goals listed below for additional details.

1. SAFETY - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. INFRASTRUCTURE CONDITION - To maintain the highway infrastructure asset system in a state of good repair.
3. CONGESTION REDUCTION - To achieve a significant reduction in congestion on the National Highway System.
4. SYSTEM RELIABILITY - To improve the efficiency of the surface transportation system.
5. FREIGHT MOVEMENT AND ECONOMIC VITALITY — To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. ENVIRONMENTAL SUSTAINABILITY - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. REDUCED PROJECT DELIVERY DELAYS — To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

In 2016, FHWA passed a rule establishing three performance measures (PM1, PM2, and PM3) that State DOTs and MPOs must track, as required by MAP-21 and the FAST Act. PM1 is improving safety, PM2 is maintain pavement and bridge conditions and PM3 is improving efficiency of the system and freight movement, reducing traffic congestion and reducing emissions. The SMMPO adopts statewide performance measures for all three categories and has integrated them into decision making processes including evaluation criteria and programming decisions.

The Federal Transit Authority (FTA) requires any Regional Transit Agency (RTA) that owns, operates, or manages capital assets used to provide public transportation and receives federal financial assistance under 49 U.S.C. Chapter 53 to develop a transit asset management (TAM) plan. TAM Plans outline how people, processes, and tools come together to address asset management policy and goals, provide accountability and visibility for furthering understanding of leveraging asset management practices



and support planning, budgeting, and communications to internal and external stakeholders.

The FTA also requires RTA's that receive federal funds under FTA's Urbanized Area Formula Grants to develop Public Transportation Agency Safety Plans (PTASP) that detail agency safety processes and procedures and set safety performance measures.

Each of the performance measures are discussed in detail on the following pages.

## **SAFETY PERFORMANCE MEASURES (PM1)**

The SMMPO has previously chosen to adopt the statewide safety performance measure targets set by MassDOT for Calendar Years (CY)2018, CY2019 and CY2020. CY2021 targets were adopted by the SMMPO on January 19, 2021. In setting these targets, MassDOT has followed FHWA guidelines by using statewide crash data and Highway Performance Monitoring System (HPMS) data for vehicle miles traveled (VMT) in order to calculate 5-year, rolling average trendlines for all FHWA defined safety measures. CY2021 targets for four of the five safety measures—total number of fatalities, rate of fatalities per 100 million vehicle miles traveled, total number of serious injuries, and rate of serious injuries per 100 million VMT—were established by extending their respective trendlines based on 2018 data. All four of these measures reflect a decrease in statewide trends.

The fifth safety measure, total number of combined serious injuries and fatalities for non-motorized modes, was until recently the only safety measure for which the statewide trendline reflected an increase. The most recent data for non-motorized fatalities and incapacitating injuries indicates that the previously increasing trend showed a decrease in 2017.

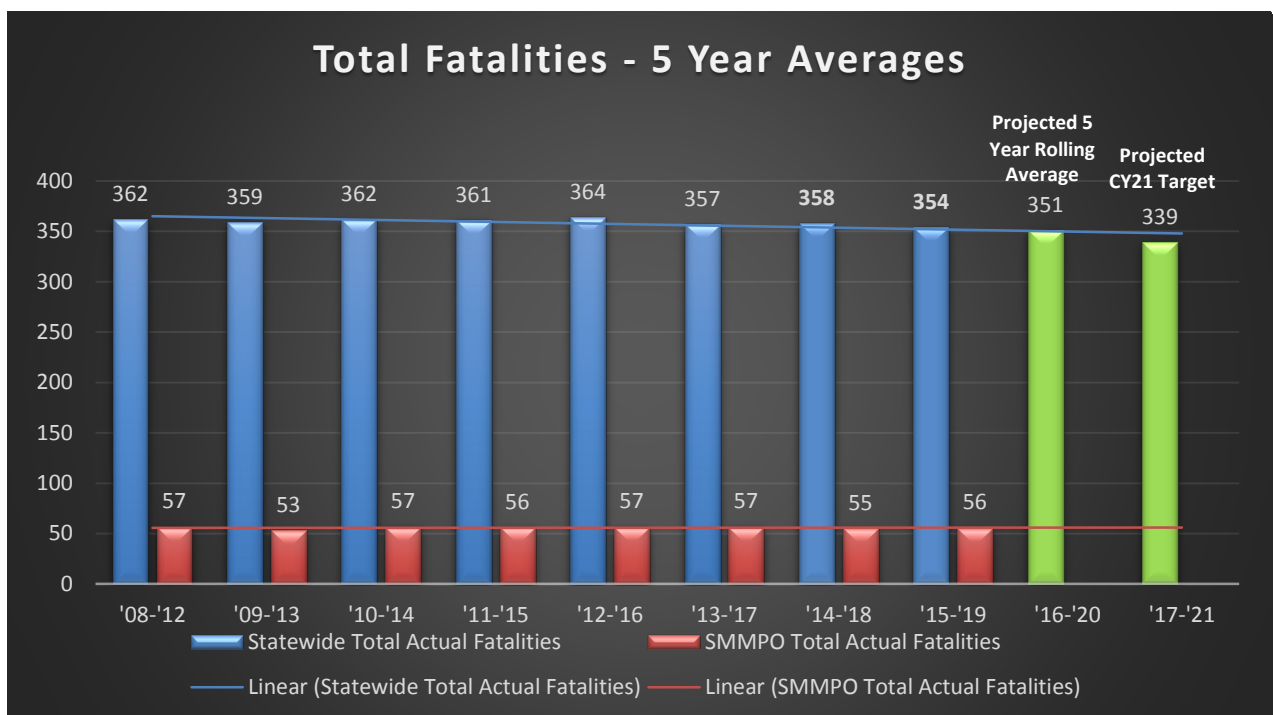
In all safety categories, MassDOT has established a long-term target of "Toward Zero Deaths" through [MassDOT's Performance Measures Tracker](#) and will be establishing safety targets for the MPO to consider for adoption each calendar year. While the MPO is not required by FHWA to report on annual safety performance targets, FHWA guidelines require MPOs to adopt MassDOT's annual targets or perennially establish their own. The SMMPO adopted PM1 targets for CY2018 in January of 2018, CY2019 targets in January of 2019, CY2020 targets in January of 2020 and CY2021 targets in January of 2021.

The safety measures MassDOT has established for 2021, that the SMMPO has adopted, are as follows:

## 1) Fatalities:

Per guidance from the Federal Highway Administration (FHWA), MassDOT's 2021 safety target setting process began with a trend line projection based on the most recent available data (up to 2018). The calendar year (CY) 2021 target of 339 was set to reflect an anticipated decrease in fatalities due to joint initiatives across MassDOT related to sustainable transportation; commitment to several FHWA Every Day Counts (EDC) initiatives (e.g. reducing rural roadway departures); and strategies and legislative proposals that were part of the 2018 Strategic Highway Safety Plan (SHSP), such as the primary seat belt and hands-free driving laws.

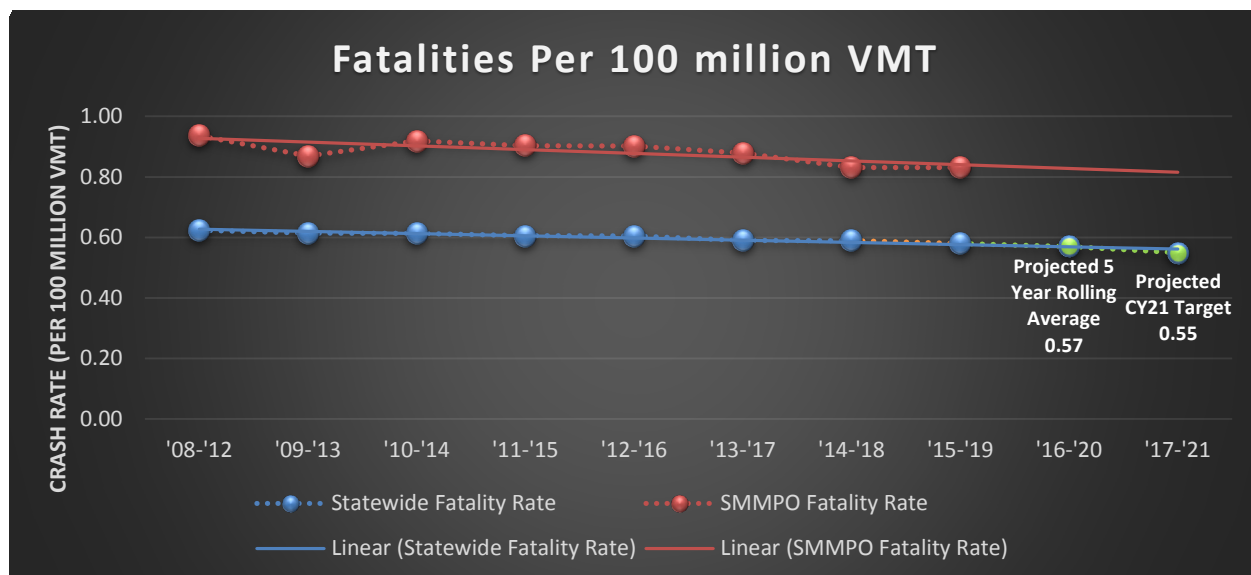
The SMMPO total number of fatalities follows a similar trend to statewide totals, showing a decrease in total fatalities based on 5 year rolling averages from 57 in 2019 to 55 in 2020. See Figure 1 for the SMMPO vs. statewide comparison of the trend for this performance measure.



**Figure 1 - SMMPO vs. Statewide 5 Year Total Fatalities Averages and Statewide CY 2021 Target**

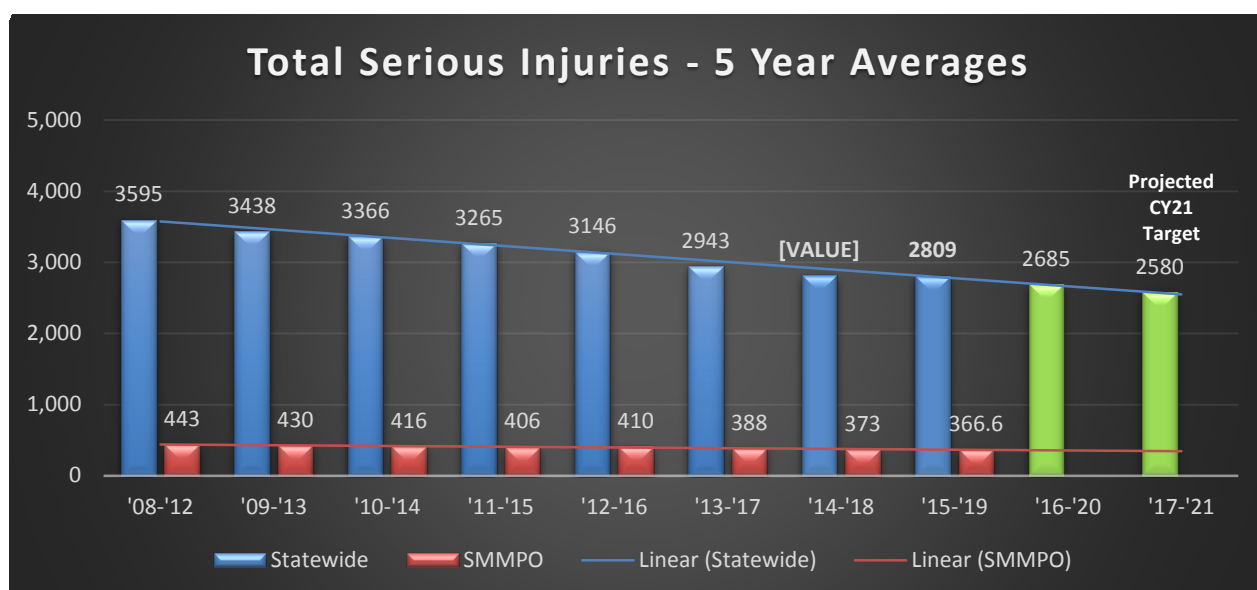
## 2) Rate of Fatalities per 100 million VMT:

The CY 2021 target of .55 fatalities per 100 million vehicle miles traveled (VMT) reflects an overall reduction from previous years. The SMMPO Fatalities per 100 million VMT rate is higher than the Statewide rate based on 5-year averages; however, in recent years the trend has started to reverse, with steady levels for calendar years 2015-2017 and a decrease in CY2018. See Figure 2 for the SMMPO vs. statewide comparison of the trend for this performance measure.



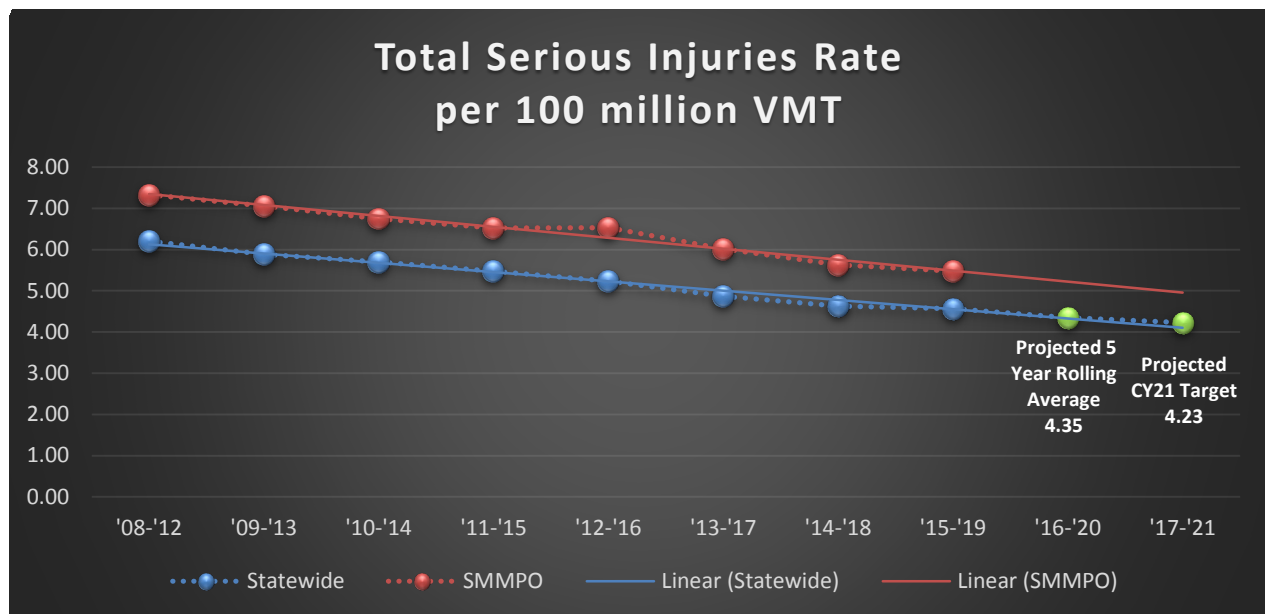
**Figure 2 - SMMPO vs. Statewide Fatalities Per 100 Million VMT 5 Year Averages and Statewide CY 2021 Target**

**3) Serious Injuries:** It is anticipated that there will be an overall decrease in the number of serious injuries due to a continual downward trend line as well as the implementation of countermeasures that are being developed as part of the 2018 Strategic Highway Safety Plan (SHSP). The CY 2021 Statewide target of 2,580 was set to reflect this trend. For this performance measure, it is important to note that on January 1st, 2019, Massachusetts moved from the term “incapacitating injuries” to “serious injuries,” per federal requirements. The SMMPO total number of serious injuries follows a similar decreasing trendline to statewide totals based on 5-year rolling averages. See Figure 3 for the SMMPO vs. statewide comparison of the trend for this performance measure.



**Figure 3 - SMMPO vs. Statewide 5-Year Total Serious Injuries Averages and Statewide CY2021 Target**

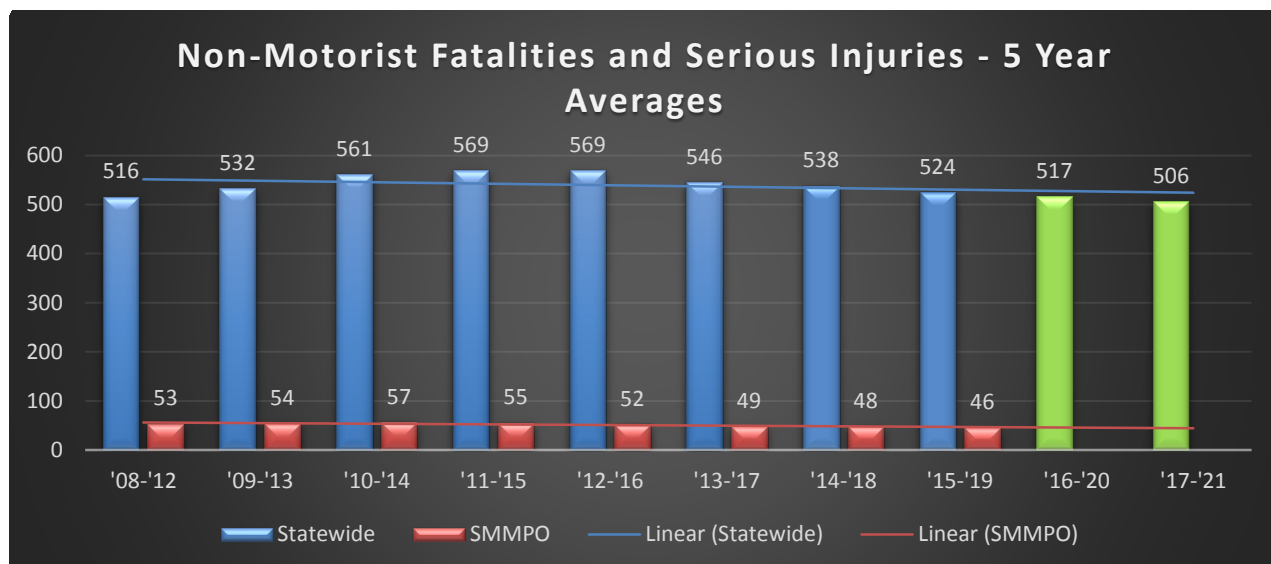
**4) Rate of Serious Injuries per 100 million VMT:** Similar to the fatality rate, it is anticipated that the downward trend line will result in a drop in the rate of serious injuries from 4.35 per 100 million VMT between 2016–2020 to 4.23 between 2017–2021. The SMMPO Total Serious Injuries Rate per 100 million VMT is higher than the statewide rate based on 5 year averages but is following a similar downward trend. See Figure 4 for the SMMPO vs. statewide comparison of the trend for this performance measure.



**Figure 4 - SMMPO vs. Statewide Total Serious Injuries Rate Per 100 Million VMT  
5-Year Averages and Statewide CY2019 and CY2020 Targets**

**5) Total Number of Combined Serious Injuries and Fatalities for Non-Motorized Modes:** The CY2021 target of 506 has been set to reflect continued projected reductions in non-motorized fatalities and injuries due to a number of implementation strategies contained within the Statewide Bike Plan, Statewide Pedestrian Plan, and Strategic Highway Safety Plan. It is important to note that in prior years, only bicyclist and pedestrian data were used to calculate this target. More recently, it was determined that this category would include other non-motorists. In addition to bicyclists and pedestrians, this category includes skaters and users of wheelchairs and other mobility devices. The historical data within the graph below includes these additional users.

The SMMPO total number of combined cyclist and pedestrian fatalities and serious injuries follows a similar trend to statewide totals based on 5-year averages. See Figure 5 on the following page for the SMMPO vs. statewide comparison of the trend for this performance measure.



**Figure 5 - SMMPO vs. Statewide Combined Cyclist and Pedestrian Fatalities and Serious Injuries 5-Year Averages and Statewide CY2019 and CY2020 Targets**

The SMMPO will continue to assist MassDOT in striving towards these targets through our project prioritization process and with our evaluation criteria. This criterion, that awards a higher score for safety improvements projects, will result in a measurable reduction in injuries and fatalities.

## BRIDGE & PAVEMENT PERFORMANCE MEASURES (PM2)

The SMMPO has chosen to adopt the 2-year (2020) and 4-year (2022) statewide bridge and pavement performance measure targets set by MassDOT. MassDOT was required to adopt a statewide target by May 20<sup>th</sup>, 2018, with MPOs either adopting the statewide target or establishing their own by November 2018. In setting these targets, MassDOT has followed FHWA guidelines by measuring bridges and pavement condition using the 9-point National Bridge Inventory Standards (NBIS); the International Roughness Index (IRI); the presence of pavement rutting; and the presence of pavement cracking. 2-year and 4-year targets were set for six individual performance measures: percent of bridges in good condition; percent of bridges in poor condition; percent of Interstate pavement in good condition; percent of Interstate pavement in poor condition; percent of non-Interstate pavement in good condition; and percent of non-Interstate pavement in poor condition. All of the above performance measures are tracked in greater detail in MassDOT's Transportation Asset Management Plan (TAMP).

Targets for bridge-related performance measures were determined by identifying which bridge projects are programmed and projecting at what rate bridge conditions deteriorate. The bridge-related performance measures measure the percentage of deck area, rather than the total number of bridges.

Performance targets for pavement-related performance measures were based on a single year of data collection, and thus were set to remain steady under the guidance of FHWA. These measures are to be revisited at the 2-year mark (2020), once three years of data are available, for more informed target setting.

MassDOT continues to measure pavement quality and to set statewide short-term and long-term targets in the MassDOT Performance Management Tracker using the Pavement Serviceability Index (PSI), which differs from IRI. These measures and targets are used in conjunction with federal measures to inform program sizing and project selection.

**Table 1 – Bridge & Pavement Performance Measure Targets**

<b>Performance Measure</b>	<b>Baseline (2017)</b>	<b>2-year target (2020)</b>	<b>4-year target (2022)</b>
Bridges in good condition	15.22%	15%	16%
Bridges in poor condition	12.37%	13%	12%
Interstate Pavement in good condition	74.20%	70%	70%
Interstate Pavement in poor condition	0.10%	4%	4%
Non-Interstate Pavement in good condition	32.90%	30%	30%
Non-Interstate Pavement in poor condition	31.40%	30%	30%

The SMMPO will continue to assist MassDOT in striving towards these targets through our project prioritization process and with our evaluation criteria which considers maintenance and infrastructure an important factor in the selection process.

## **RELIABILITY, CONGESTION, & EMISSIONS PERFORMANCE MEASURES (PM3)**

The SMMPO has chosen to adopt the 2-year (2020) and 4-year (2022) statewide reliability, congestion, and emissions performance measure targets set by MassDOT. MassDOT was required to adopt a statewide target by May 20<sup>th</sup>, 2018, with MPOs either adopting the statewide target or establishing their own by November 2018. Based on new data from 2017 and 2018 original targets were met and new ones were established in 2020.



MassDOT followed FHWA regulation in measuring Level of Travel Time Reliability (LOTTR) on both the Interstate and non-Interstate NHS as well as Truck Travel Time Reliability (TTTR) on the Interstate system using the National Performance Management Research Dataset (NPMRDS) provided by FHWA. These performance measures aim to identify the predictability of travel times on the roadway network by comparing the average travel time along a given segment against longer travel times. For LOTTR, the performance of all segments of the Interstate and of the non-Interstate NHS are defined as either reliable or unreliable based on a comparison between the 50<sup>th</sup> percentile travel time and the 80<sup>th</sup> percentile travel time, and the proportion of reliable segments is reported. For TTTR, the ratio between the 50<sup>th</sup> percentile travel time and the 90<sup>th</sup> percentile travel time for trucks only along the Interstate system is reported as a statewide measure. As this data set has but one year of consistent data, FHWA guidance has been to set conservative targets and to adjust future targets once more data becomes available. To that end, MassDOT's reliability performance targets are set to remain the same.

The SMMPO - an agency whose planning area includes communities in the Boston Urbanized Area (UZA), and as a signatory to the 2018 Boston UZA Memorandum of Understanding (Boston UZA MOU)—has also adopted 2-year (2020) and 4-year (2022) Boston UZA-wide congestion performance measure targets. These performance measures are the percentage of non-single occupancy vehicle (SOV) travel and the Peak Hour Excessive Delay (PHED). Targets were developed in coordination with state Departments of Transportation and neighboring MPOs with planning responsibility for portions of the Boston UZA.

The percentage of non-SOV travel is approximated using the U.S. Census Bureau's American Community Survey (ACS) Journey-to-Work data. In the Boston UZA, the proportion of non-SOV travel has been steadily increasing and is projected to continue increasing at a rate of 0.32% annually.

PHED is measured by totaling the number of hours spent in excessive delay (defined as travel time at 20 miles per hour or at 60% of the posted speed limit, whichever is greater) in peak hours (between 6:00am and 10:00, and between 3:00pm and 7:00pm) divided by the total UZA population. As of target-setting, there was only one year of data available. As such, the performance targets have been set flat until further data is available.

Emissions reduction targets are measured as the sum total of all emissions reductions anticipated through CMAQ-funded projects in non-attainment or air quality maintenance areas (currently the cities of Lowell, Springfield, Waltham, and Worcester, and the town of Oak Bluffs) identified in the Statewide Transportation

Improvement Program (STIP). This anticipated emissions reduction is calculated using the existing CMAQ processes.

**Table 2 – Reliability, Congestion & Emissions Performance Targets**

Measure	Baseline (2017)	2-year (2020)	4-year (2022)
Non-Interstate LOTTR	80%	80%	80%
Interstate LOTTR	68%	68%	68%
TTTR	1.85	1.85	1.85
PHED (Boston UZA)	18.31	18.31	18.31
% non-SOV (Boston UZA)	33.6% (2016)	35.4%	36.2%
Emissions Reductions	Baseline (FFY 14–17)	1,622 CO 497.9 Ozone	TBD CO (Springfield) 1.1 Ozone

The SMMPO will continue to assist MassDOT in striving towards these targets through our project prioritization process and with our evaluation criteria which considers mobility and congestion an important factor in the selection process.

## **TRANSIT ASSET MANAGEMENT PLANS**

Both RTAs that operate in the SRPEDD Region, the Greater Attleboro Taunton Regional Transit Authority (GATRA) and the Southeastern Regional Transit Authority (SRTA), are classified as Tier II providers. A Tier II Provider is defined as a recipient that owns, operates, or manages (1) one hundred (100) or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode, (2) a sub recipient under the 5311 Rural Area Formula Program, (3) or any American Indian tribe.

Tier II Plan requirements include an inventory of assets for rolling stock, facilities, and equipment, a condition assessment of inventoried assets, prioritized list of investments and annual performance targets and measures. The annual performance measures and targets are required to be adopted by MPOs and included in TIP documents.

GATRA and SRTA's TAM Plans, and their associated Annual Performance Measures and Targets were adopted by the SMMPO on March 19, 2019. They are scheduled to be updated in 2023.

MassDOT, as a direct recipient of Federal financial assistance (USC Chapter 53 Section 49), is designated as a "sponsor" and required to develop a Group TAM Plan for its subrecipients that provide public transportation (excluding those subrecipients that are

also direct recipients under the 49 USC 5307 Urbanized Areas, i.e. SRTA and GATRA). In the SRPEDD Region, two providers were identified as subrecipients for inclusion in the Group TAM – the Fall River Council on Aging, and the Town of Swansea. Six providers in the region were identified as “closed door” and therefore not required to participate in the Group TAM – the City of New Bedford, the Fairhaven Council on Aging, the Somerset Council on Aging/Town of Somerset, the Town of Dartmouth, the Town of Marion, and the Town of Westport.

Performance Measure for GATRA, SRTA and the MassDOT Group TAM were and are identified as follows:

**Table 3 - GATRA, SRTA and the MassDOT Group TAM Targets**

Asset Category – Performance Measure	FTA Asset Class	GATRA Targets					SRTA Targets	Group TAM Targets	
		2019	2020	2021	2022	2023		2019	2020
Revenue Vehicles / Rolling Stock									
Age - % of revenue vehicles within a particular asset class that have met or exceed their useful life bench mark	Bus	28%	39%	39%	36%	28%	25%	10%	10%
	Cutaway	29%	62%	52%	39%	29%		35%	30%
	Minibus							10%	10%
	Van	37%	32%	52%	62%	68%	25%	10%	10%
Equipment									
Age - % of Vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue / Service Automobiles						50%	100%	67%
	Trucks and other Rubber Tire Vehicles						25%	50%	25%
Facilities									
Condition - % of facilities with a condition rating below 3.0 on the FTA Term Scale	Administrative / Passenger Facility	0%	0%	0%	0%	0%	0%	0%	0%
	Maintenance Facility	0%	0%	0%	0%	0%	0%	100%	100%

The lower the percentage, the closer an agency is to attaining a State of Good Repair (SGR). SGR is defined as the condition in which a capital asset is able to operate at a full level of performance. Condition assessments were performed on all assets inventoried and compared against the defined Useful Life Benchmark (ULB) for each asset. FTA defines as “the expected lifecycle of a capital asset for a particular Transit Provider’s operating environment, or the acceptable period of use in service for a particular Transit Provider’s operating environment.”

**Table 4 - Minimum Service-life for Buses and Vans (FTA Circular C 5010.1E)**

Category	Length	Minimum Life (whichever comes first)	
		Years	Miles
Heavy-Duty Large Bus	35 to 45 ft.	12	500,000
Heavy-Duty Small Bus	30 ft.	10	350,000
Medium-Duty Transit Bus	30 ft.	7	200,000
Light-Duty Mid-Sized Bus	25 to 35 ft.	5	150,000
Light Duty Small Bus, Cutaways and Modified Van	16 to 28 ft.	4	100,000

For facilities, all three agencies used these definitions to identify the condition of the facilities.

**Table 5 – Facility Conditions**

Condition	Ratings	Description
Excellent	5.0-4.8	New asset; No visible defects
Good	4.7-4.0	Asset showing minimal signs of wear; some slightly defective or deteriorated components
Adequate	3.9-3.0	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated components
Marginal	2.9-2.0	Asset reaching or just past the end of its useful life; increasing number of defective or deteriorated components and increasing maintenance needs
Poor	1.9-1.0	Asset is past its useful life and is in need of immediate repair or replacement; may have critically damaged components

Updates to targets will be done in conjunction with the preparation of the next TAM Plans scheduled for 2023.

To assist in achieving identified performance measures outlined in their TAM plans both regional transit authorities (GATRA & SRTA) are actively programming vehicle replacements, facility improvements/rehabs and support equipment in FFY's 2022-2026.

## **PUBLIC TRANSPORTATION AGENCY SAFETY PLANS**

On July 19, 2018, FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). The PTASP rule became effective on July 19, 2019. The plan must include safety performance targets. Originally, transit operators were required to certify they had a safety plan in place meeting the requirements of the rule by December 31, 2020. In light of the extraordinary challenges presented by the COVID-19 public health emergency, on December 11, 2020 FTA issued a second Notice of Enforcement Discretion for the Public Transportation Agency Safety Plan (PTASP) regulation (49 CFR Part 673). FTA will refrain from taking enforcement action until **July 21, 2021** for recipients and subrecipients unable to certify compliance with the PTASP regulation. The plan must be updated and certified by the transit agency annually.

As recipients of federal funds under FTA's Urbanized Area Formula Grants, GATRA and SRTA were required to develop PTASPs that detail safety processes and procedures. The plans for both agencies document existing safety practices and include industry best practices to be implemented. Both agency plans include formal documentation to guide the agencies in proactive safety management policy, safety risk management, safety assurance and safety promotion. The SMMPO adopted safety targets for GATRA and SRTA on January 19, 2021.

### **GATRA**

While GATRA's contractors all have unique and specific safety needs, policies, and practices, GATRA is committed to leading the way in creating and maintaining a superior safety culture. Through these efforts, GATRA strives to offer its passengers safe, reliable, and efficient transportation.

GATRA's major safety objectives include: Minimizing safety accidents, incidents, and occurrences; Ensuring a safety culture is present throughout the organization, with all employees empowered to identify and report safety concerns to appropriate managers; Prioritizing a safe experience for all our passengers with minimal disruptions; and Creating and maintaining a safe working environment for all GATRA employees and contractors.

GATRA's Safety Performance Targets, developed as part of the PTASP and adopted by the SMMPO on January 19, 2021, are shown in Table 6. Targets are based on a review of the previous five years of GATRA's safety performance data.

**Table 6 – GATRA Safety Performance Targets**

Mode of Transit Service	Fatalities (Total)	Fatalities (Rate)	Injuries (Total)	Injuries (Rate)	Safety Events (Total)	Safety Events (Rate)	System Reliability (Mean Distance Between Failure)
Fixed Route	0	0	3	1.8	3	1.8	45,000
Demand Response	0	0	2	1.3	2	1.3	55,000

\*Rates are per 1,000,000 vehicle revenue miles (VRM)

## **SRTA**

SRTA is committed to ensuring the safety of all passengers, employees and contractors, as well as the public at large. SRTA's safety objectives include: Reduce the number of occurrences of both accidents and incidents involving the SRTA service vehicles; Create a safe and hospitable workplace and culture for all the SRTA employees and contractors; Make safety the number one priority in all aspects of operations; and Consistently provide safe, reliable and efficient transportation service to the Southeastern Massachusetts Community.

SRTA's Safety Performance Targets developed as part of the PTASP and adopted by the SMMPO on January 19, 2021, are shown in Table 7. Targets are based on a review of the previous five years of GATRA's safety performance data.

**Table 7 - SRTA Safety Performance Targets**

Mode of Transit Service	Fatalities (Total)	Fatalities (Rate)	Injuries (Total)	Injuries (Rate)	Safety Events (Total)	Safety Events (Rate)	System Reliability (Mean Distance Between Failure)
Fixed Route	0	0	8	5.2	8	5.2	35,000
Demand Response	0	0	1	1.9	1	1.9	250,000

\*Rates are per 1,000,000 vehicle revenue miles (VRM)

As these plans have been recently adopted, specific funding sources have not been formally identified but operating funds will be used to advance any programs put into place toward the Authority's overall safety and security goals.



## PROJECT DEVELOPMENT

The process of developing a project begins with identifying a need within a community. Once the need is identified, the project's proponent (the community) should meet with SRPEDD and the staff of the MassDOT District 5 office before a project's concept (or scope) is formally developed. An informal review can address any questions and determine any issues with a proposed project. This will also eliminate the possibility of a project getting rejected during the development process.

Public outreach is critical and should be initiated as early on in the project development as possible to ensure participation. Public outreach should be continued throughout the process, but it is particularly important early in the development of a project. A well-informed community increases the chances for acceptance and support of a project, improving the opportunity for that project to proceed and ultimately, receive funding.

In 2017, MassDOT launched a digital online comprehensive project screening tool called "MaPIT", also known as MassDOT's Project Intake Tool, to help expedite project implementation.

MaPIT can be accessed at the following link:

<http://massdot.maps.arcgis.com/apps/MinimalGallery/index.html?appid=cdbefbdb8b4445549dee1151850c7d67>.

MaPIT allows communities, working with the MassDOT District 5 Office and SRPEDD, to define a project's scope, costs, timeline, impacts and responsibilities, guiding them through the TIP process to approval through the MassDOT Project Review Committee. The first step in the MaPIT application process is the Project Need. Communities must initiate a work flow, identify the project location and parameters, and provide general information related to the project. The geoprocessing step in MaPIT will check the parameters of your project area against all relevant GIS layers to identify possible issues, needs, and opportunities. Some of the layers identified in the Geoprocessing step include HSIP clusters, pedestrian crash clusters, schools in the area, wetlands, wildlife habitats, culverts, transit routes, freight corridors, Environmental Justice and Title VI areas, open space and flood zones. Also included in this step is environmental screening to flag an issue and notify proponents of permitting requirements and potential action items. MaPIT also allows automated alerts/communication between users and MassDOT, including links to access information necessary to complete the process.

If and when a Project Need has been approved, the applicant/community will receive an email with access to complete the second part of the process, which is the Project Scope or Proposal, (formerly the Project Initiation Form), also completed through the MaPIT project intake tool.

The second part of the MaPIT process requires information based on seven categories that will ultimately lead to a project score based on the scope of the proposed project. These categories include system preservation; mobility and connectivity for all users; safety for all users; the economic impacts of the project; social equity; environmental impacts; and policy support.

An approved Project Need, then a Project Scope, is necessary to gain Project Review Committee (PRC) approval.

Following the PRC review, one of the following determinations will be made:

- 1) APPROVE- the project will move ahead in the process into design and programming review by the MPO;
- 2) TABLE - no action is taken on the project and it is kept on the agenda for the next meeting;
- 3) DENY- the project is removed from consideration for design and programming.

Following approval by the PRC, there are a number of events set in motion. MassDOT sends out a PRC approval letter to a municipality notifying them of the PRC approved project. This letter defines the responsibilities of the municipality now that the project has been approved and includes appropriate attachments. All information provided through the MaPIT forms and geoprocessing are automatically added into MassDOT's project planning database (Pinfo) and given an official project number. The staff of the SMMPO is notified of the project's status, and it is placed in the future element of the TIP for programming consideration. MassDOT will notify, via email, the proponent, as well as forward a copy of a municipal agreement. This agreement must be signed prior to construction and states that MassDOT agrees to fund up to 110% of the bid value of a project. If overall project costs exceed 110%, the municipality must either reduce the scope of the project or cover the additional cost.

## **HEALTHY TRANSPORTATION POLICY DIRECTIVE**

To assist in supporting MassDOT's Complete Streets design standards, on September 9, 2013 the governor issued the Healthy Transportation Policy Directive which formalizes MassDOT's commitment to the implementation and maintenance of transportation networks that serve all mode choices for all users.

The directive was issued to ensure that all MassDOT projects are designed and implemented in a way that all customers have access to safe and comfortable healthy transportation options at all MassDOT facilities and services.

In order to ensure that healthy transportation modes are considered equally as potential solutions within project design, the *Healthy Transportation Policy Directive* requires the following:

- All MassDOT funded and/or designed projects shall seek to increase and encourage more pedestrian, bicycle and transit trips. MassDOT has established a statewide mode shift goal that seeks to triple the distance traveled by walking, bicycling and transit by 2030, promoting intermodal access to the maximum extent feasible to help the agency meet this goal.
- MassDOT funded and or designed projects that fail to provide facilities for healthy transportation modes, as identified by the aforementioned reviews, shall require signoff by the Secretary and CEO of Transportation prior to advancing additional design work.
- MassDOT construction projects shall include provisions of off-road accommodations (shared use path, or bridge side path) or clearly designate safe travel routes for pedestrians, bicyclists, and transit users along existing facilities, including customers that fall under the protection of the Americans with Disabilities Act.

Additional requirements can be found in the Healthy Transportation Policy Directive found at <https://www.mass.gov/files/documents/2018/03/07/p-13-0001.pdf>.

It is important that all communities take into consideration the Governor's Healthy Transportation Policy Directive when developing their projects.

## **TIP DEVELOPMENT PROCESS**

The TIP is developed annually by the SRPEDD Transportation Planning staff, acting as staff to the Metropolitan Planning Organization (MPO) for southeastern Massachusetts in consultation with federal, state and local officials, adjacent MPO's, the state of Rhode Island, transit authorities and the public. Regional priorities for projects are established by the Joint Transportation Planning Group (JTPG), which acts as the transportation policy advisory group to the MPO, and is a forum for public participation for transportation planning in the region.

### **PUBLIC PARTICIPATION**

The SMMPO has a documented participation plan that defines a process for providing individuals and other groups involved in transportation, including public agencies, providers of transportation, users of public transportation and other interested parties involved in transportation a reasonable opportunity to be involved in the metropolitan transportation planning process.

The Preliminary Draft TIP was prepared in consultation with the Massachusetts Department of Transportation and through public meetings of the Joint Transportation Planning Group held on March 10, 2021 & April 14, 2021 via Zoom Virtual Meeting during COVID-19 pandemic. These meetings were advertised through SRPEDD's social media network, including Facebook, and twitter, as well as posted on SRPEDD's website.

The preliminary draft TIP was approved for public review and comment by the SMMPO on April 20, 2021 via Zoom Virtual Meeting during the COVID-19 pandemic. The final draft TIP had an advertised minimum 21-day public comment period from April 20, 2021 to May 18, 2021. The draft document was available for review on SRPEDD's web site, and distributed in accordance with the SMMPO's approved Public Participation Program. The announcement of the availability of the draft document for review on SRPEDD's website was distributed to the city/town clerk of each community in the SRPEDD region for posting, to an extensive e-mail list of community groups, on social media and with a press release.

The public meeting was held on May 4, 2021 via Zoom Virtual Meeting during the COVID-19 pandemic. The SMMPO met on May 18, 2021 via Zoom Virtual Meeting during the COVID-19 pandemic to consider and endorse the TIP. See Table 8 for Public Comments received during the development of the draft FFY2022-2026 TIP.

The Southeastern Regional Transit Authority (SRTA) and the Greater Attleboro Taunton Regional Transit Authority (GATRA), which are the FTA Section 5307(c)

applicants, have consulted with the SMMPO and concur that the public involvement process adopted by the SMMPO for the development of the TIP satisfies the public hearing requirements that pertain to the development of the Program of Projects for regular Section 5307, Urbanized Area Formula Program grant applications, including the provision for public notice and the time established for public review and comment.

**Table 8 – FFY2022-2026 TIP Development Public Comments**

<b>Date</b>	<b>Meeting (If Applicable)</b>	<b>Comment Type</b>	<b>Commenter</b>	<b>Comment</b>	<b>Response</b>
3/10/2021	Joint Transportation Planning Group Meeting	e-Mail	Lisa Estrela- Pedro on behalf of Fred Cornaglia, Taunton	Lisa informed the group that a comment was received from the city of Taunton. They were unable to attend the JTPG meeting, but expressed that they were in favor of whichever scenario did not push their project out.	
3/10/2021	Joint Transportation Planning Group Meeting	Verbal	Lee Azinheira, Mansfield	Mr. Azinheira agreed with comments about the Chauncy Street project, regarding coordination and combination of the Route 106 and 140, and Route 106 projects in Mansfield. He expressed support for the two scenarios, although being pushed out to 2024, is later than they would like, but it's better than pushing it out to 2025.	
3/10/2021	Joint Transportation Planning Group Meeting	Verbal	Alan Slavin, Wareham	Mr. Slavin emphasized that a couple of projects are fairly important to Wareham, but that he prefers Scenario #3, but will accept Scenario #2.	

**Table 8 – FFY2022-2026 TIP Development Public Comments**

<b>Date</b>	<b>Meeting (If Applicable)</b>	<b>Comment Type</b>	<b>Commenter</b>	<b>Comment</b>	<b>Response</b>
3/10/2021	Joint Transportation Planning Group Meeting	Verbal	Benjamin Muller, MassDOT	Mr. Muller explained that based on TIP readiness days, the New Bedford County Street and the Taunton Broadway project were both recommended for a later TIP year. He inquired if there had been some change in discussion with the district or with the highway division on the status of those projects, or if that's really more just hoping that they'll be ready.	Lisa responded that she felt that Scenario #2, which pushes the Taunton project out a year, addresses that one as far as readiness. The New Bedford project was left in place because it's a larger project, and we're worried about having to shift it out even further, and where FFY2023 is still a couple of years away, we'll have a better handle on its status at that point.
3/10/2021	Joint Transportation Planning Group Meeting	Verbal	Manny Silva, New Bedford	Mr. Silva offered some information on the County Street project, and stated that the 75% design plans are due December of 2021, and that the advertisement is expected in April of 2023. He expressed that there should be plenty of time and that they should have no problems in getting the project ready for that time.	
3/16/2021	Southeastern Massachusetts Metropolitan Planning Organization Meeting	Verbal	Alan Slavin, Wareham	Mr. Slavin stated that after talking to the town administrator, etc. they would obviously like to see that the Route 6 at Swift's Beach completed as soon as possible due to injuries, accidents, etc. The town does not have any particular concern about the shared-use path and pushing it out to FFY2026.	

**Table 8 – FFY2022-2026 TIP Development Public Comments**

<b>Date</b>	<b>Meeting (If Applicable)</b>	<b>Comment Type</b>	<b>Commenter</b>	<b>Comment</b>	<b>Response</b>
3/16/2021	Southeastern Massachusetts Metropolitan Planning Organization Meeting	Verbal	Pamela Haznar, District 5	Ms. Haznar discussed the district's support for keeping the Dean Street project in 2022 and stated that they are forging ahead with it. She stated that at TIP readiness days, the New Bedford County Street was recommended to be pushed out a year, but that all proposed scenarios keep the project in FFY2023.	Ms. Estrela-Pedro responded that there was not another project with the same status to take its place, so the decision was made to leave it. The mindset was that moving forward year to year, our first consideration was evaluation criteria and priorities, and the secondary consideration was status.
4/14/2021	Joint Transportation Planning Group Meeting	Verbal	Pamela Haznar, District 5	Ms. Haznar informed the group that in FFY2023 the Dartmouth-Route 6 at Faunce Corner Road to Hathaway Road project is the former relocation of Tucker Road project. The project is advancing, but Tucker Road will not be relocated at this time. There will be improvements at Tucker Road and a new signal at Hathaway Road and improvements along Route 6. The project will be designed such that in the future, if the town does choose to relocate Tucker road, it will be available. She also mentioned that Mansfield 106 corridor, a statewide project, and the Mansfield Route 140 at 106 project are anticipated to be merged and be advertised as one project.	
5/7/2021		e-mail / via MPO Liaison TIP Review Checklist	Benjamin Muller, MassDOT	Please correct broken links and update alternate text. Update SMMPO members listing. Update signature pages to show chair will sign on behalf of SMMPO members.	Corrections & Updates Completed.

**Table 8 – FFY2022-2026 TIP Development Public Comments**

<b>Date</b>	<b>Meeting (If Applicable)</b>	<b>Comment Type</b>	<b>Commenter</b>	<b>Comment</b>	<b>Response</b>
5/7/2021		e-mail / via MPO Liaison TIP Review Checklist	Benjamin Muller, MassDOT	Please consider adding an executive summary in relevant languages on the MPO website.	We will take this into consideration.
5/7/2021		e-mail / via MPO Liaison TIP Review Checklist	Benjamin Muller, MassDOT	There remain concerns about the deliverability of project 606024 in FFY 2022 and project 608535 in FFY 2023.	We will closely monitor the development of both projects and if necessary and possible consider the programming of more advanced projects in out years.
5/10/2021		e-mail (in-line comments)	Andrew Reovan, FHWA	Comments included the identification of updating chart references, eliminating redundant text, formatting inconsistencies and a request for clarification on the term "look back" in the equity analysis.	Corrections & Updates Completed.
5/10/2021		e-mail (in-line comments)	Andrew Reovan, FHWA	Table 8 – FFY2022-2026 TIP Development Public Comments - This table is great and very helpful! Table 10 - Regional Target Projects Relationship - This table is great, very helpful!	
5/10/2021		e-mail (in-line comments)	Andrew Reovan, FHWA	In the equity analysis is there any change from 2010-2014 American Community Survey (ACS) data originally used with the updated 2015-2019 data?	2015-2019 ACS data was not available for analysis during the development of the FFY2022-2026 TIP. The data was released December 2020 and is being processed by Caliper Corp for use in transportation analysis.



## **COORDINATION**

Throughout the year SRPEDD has and continues to consult and work with the following agencies and officials that are affected by transportation planning activities to assist in the development of projects as needed:

MassDOT District 5 and Office of Transportation Planning, the National Park Service (NPS), Department of Conservation and Recreation (DCR), Executive Office of Energy and Environmental Affairs (EEA), MassTrails, Mass in Motion Fall River, Mass in Motion New Bedford, Mass in Motion Taunton, Southcoast Bikeway Alliance (includes members from: Swansea, Somerset, Fall River, Westport, Dartmouth, New Bedford, Fairhaven, Mattapoisett, Marion & Wareham), Taunton River Trail (includes: Taunton Pathways, Dighton Pathways, and Somerset), Taunton River Stewardship Council, and East Coast Greenway on Bicycle/Trail Planning.

SRPEDD staff also works closely with Local Community Highway / Public Works officials and staff, Community Boards of Selectmen, Planning Boards and Community Planners, Mayors and Town Mangers, Economic Development personnel, the MassDOT Office of Transportation Planning and MassDOT District 5 staff on all phases of projects and project development.

Development of the TIP constitutes the selection of projects to be included in the five-year programming element of the TIP. The SMMPO staff identifies potential projects for inclusion based on readiness from both the existing out year projects and the Supplemental Project List. Once potential projects are identified, the SMMPO's staff contacts each project proponent to obtain a project schedule, which is required for programming in the SMMPO TIP, and specific detailed information (relevant to the scope of work) to assist in the prioritization process. SMMPO staff provide each proponent and/or their consultant the opportunity to present new projects at the Joint Transportation Planning Group Meeting early each calendar year. This provides both JTPG members and staff the opportunity to learn details of a project to assist with programming. Projects are then evaluated through the SMMPO's Evaluation Criteria, as described on the following pages, which takes into consideration their impact on meeting performance targets.

In an effort to ensure readiness of TIP target projects within their programmed fiscal year, the SMMPO staff plays an active role in coordinating with project proponents during all stages of project development to ensure that the project is advancing according to schedule. As a project advances in design, staff is often at the table with MassDOT District 5 to review concepts and provide comments. In addition, staff requests updated project schedules at the initiation of TIP development as well as when we are informed of major changes in scopes and encourages updates to be sent

regularly. We also request project updates from MassDOT District 5 at our JTPG meetings quarterly at a minimum.

## **PROJECT PRIORITIZATION/EVALUATION CRITERIA**

The SMMPO developed a process and set of criteria to evaluate and prioritize the region's TIP projects. Since its development, the SMMPO's Evaluation Criteria has been revised several times. In 2016, SRPEDD received a Strategic Highway Research Program (SHRP2) grant to update the evaluation criteria based on FHWA's **PlanWorks Decision Guide**. Results from this analysis, as well as the incorporation of adopted performance measures, played a major role in the most recent update in late 2018/early 2019. In addition to the results of the SHRP2 analysis, a thorough review and update was conducted through the Evaluation Review Committee, a subcommittee of the Joint Transportation Planning Group. In addition to updated question text and weighting, a scoring rubric was also developed to clearly outline how points are awarded.

Although the past year has brought on changes in travel volumes and patterns due to the COVID-19 pandemic, the SMMPO staff has not made modifications to the transportation evaluation criteria. We currently consider these deviations as temporary and will reevaluate utilizing the RITIS platform once the state is back to some kind of normalcy post pandemic restrictions.

All projects included in the TIP have been evaluated and assigned a priority value or score. This process is used as a management tool to identify projects of regional priority and program them accordingly in the TIP. A copy of the evaluation criteria form and detailed information on each category can be found in Appendix A.

Each project is reviewed to evaluate the impact on, or sensitivity to, each of the criteria categories listed below, and to assist in meeting performance targets for safety, pavement preservation, mobility, freight movement, traffic congestion and emissions.

### **Evaluation Criteria Categories:**

- Community Impact & Support – the community and public support of a project,
- Maintenance & Infrastructure – infrastructure to be repaired,
- Safety & Security – improvements to all modes for safer operation,
- Mobility / Congestion – to improve efficiency of transportation,
- Livability / Sustainable Development – impacts to the surrounding land use, neighborhoods, and community,

- Environmental & Resiliency – positive / negative environmental impacts.

The SMMPO staff generally ranks projects that address safety problems highest in importance, especially those that will result in a reduction in injuries and fatalities. Such projects have been given added precedence over other projects to assist in meeting safety performance targets. Repairing, rebuilding, or replacing bridges that are structurally deficient (i.e. not safe) also generally rate higher on the priority list.

Table 9 on the following pages displays the evaluation scoring for each project currently programmed in the TIP and in the Supplemental Project List.

Upon completion of the project evaluation criteria scoring, the information is made available in draft form to the Joint Transportation Planning Group and is presented at their regular meetings, open and accessible to the public, for their review and comment.

Also, through our evaluation criteria, we highlight and provide higher rankings to projects that have been identified in our RTP to ensure that existing and future needs of the regional transportation system are prioritized, as well as advance federal transportation planning factors. Many of these projects have been identified as a need in either our RTP or our regional modal plans. Some have been initiated to address infrastructure maintenance, while others may have been initiated due to a recent uptick in safety issues.

Table 10 highlights connections between regional target projects, the Regional Transportation Plan (RTP), Unified Planning Work Program (UPWP), Regional Modal Plans, performance measures, and Statewide Modal Plans. The table also displays each projects effect on advancing documented performance measures and regional goals.

Of the current 14 projects programmed in FFY's 2022-2026; four have been identified as congested and high locations/corridors; four have been identified solely as high crash locations; two have been identified as having a high occurrence of bicycle and/or pedestrian crashes; one was identified solely as a congested corridor. In addition, one project was developed as the result of a signal warrant analysis, while the outlier is a system preservation project.

If applicable, different scenarios are developed based on available funding and projects for consideration. The scenarios are presented to the JTPG for their review. The JTPG ultimately is responsible for selecting the preferred scenario to be presented to the SMMPO as their recommendation for project programming. A Draft TIP is compiled and

presented to the SMMPO for their review and approval to release for a 21-day comment period in accordance with the SMMPO's public participation plan.

Following the public participation process the TIP is transmitted to each member of the Southeastern Massachusetts MPO for their review, action and endorsement.

The SMMPO approved TIP is forwarded to the Massachusetts Department of Transportation (MassDOT) where it is combined with TIPs produced by all of the MPOs throughout the State. The resulting document, referred to as the State Transportation Improvement Program (STIP), is then forwarded to the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and to the Environmental Protection Agency (EPA) for approval. Once approved, federal transportation funds can be obligated for projects in the TIP.

**Table 9 – FFY2022-2026 TIP Project Evaluation Criteria**

Current FFY for 2022- 2026 TIP	PROJECT ID	Community	PROJECT	COMMUNITY IMPACT & SUPPORT (14 Total Points)	MAINTENANCE & INFRASTRUCTURE (13 Points Total)	SAFETY & SECURITY (25 Points Total)	MOBILITY / CONGESTION (20 Points Total)	LIVABILITY / SUSTAINABLE DEVELOPMENT (14 Points Total)	ENVIRONMENTAL & RESILIENCY (14 Points Total)	CRITERIA TOTAL (100 Points Total)
2022	606024	TN	TAUNTON - RECONSTRUCTION OF DEAN STREET (ROUTE 44) FROM ARLINGTON STREET TO ROUTE 104	13	13	22	17	11	14	90
2024	608753	TN	TAUNTON - CORRIDOR IMPROVEMENTS AND RELATED WORK ON BROADWAY (ROUTE 138), FROM PURCHASE STREET TO JACKSON STREET (PHASE 2)	10	10	21	11	10	11	73
2022	607339	AT	ATTLEBORO - INTERSECTION IMPROVEMENTS AT ROUTE 1 (WASHINGTON STREET)/ROUTE 1A (NEWPORT AVENUE) AND ROUTE 123 (HIGHLAND AVENUE)	5	10	22	9	7	11	64
2026	608750	PL	PLAINVILLE - RECONSTRUCTION OF SOUTH STREET (ROUTE 1A), FROM SHARLENE LANE TO EVERETT STREET AND RELATED WORK	7	13	18	8	10	6	62
2024	608944	MN	MANSFIELD - RECONSTRUCTION ON CHAUNCY STREET (ROUTE 106)	6	13	18	11	10	1	59

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Current FFY for 2022- 2026 TIP	PROJECT ID	Community	PROJECT	COMMUNITY IMPACT & SUPPORT (14 Total Points)	MAINTENANCE & INFRASTRUCTURE (13 Points Total)	SAFETY & SECURITY (25 Points Total)	MOBILITY / CONGESTION (20 Points Total)	LIVABILITY / SUSTAINABLE DEVELOPMENT (14 Points Total)	ENVIRONMENTAL & RESILIENCY (14 Points Total)	CRITERIA TOTAL (100 Points Total)
2025	606715	LK	LAKEVILLE- RECONSTRUCTION AND RELATED WORK ON RHODE ISLAND ROAD (ROUTE 79), FROM THE TAUNTON CITY LINE TO CLEAR POND ROAD	5	10	20	10	8	6	59
Supplemental Project List	610929	FR	FALL RIVER - BEDFORD STREET CORRIDOR IMPROVEMENTS	12	8	18	8	12	0	58
Supplemental Project List	608530	MB	MIDDLEBOROUGH - RECONSTRUCTION AND RELATED WORK ON WAREHAM STREET AND WOOD STREET	10	13	17	6	9	3	58
2023	607871	DA	DARTMOUTH - CORRIDOR IMPROVEMENTS ON ROUTE 6, FROM FAUNCE CORNER ROAD TO HATHAWAY ROAD	9	6	18	7	10	6	56
Supplemental Project List	609442	SK	SEEKONK- INTERSECTION IMPROVEMENTS AND RESURFACING ON ROUTE 44 (TAUNTON AVENUE) FROM RI LINE TO PECK STREET INCLUDING ROUTE 114A/FALL RIVER AND ARCADE AVE INTERSECTIONS	4	12	20	6	9	5	56

**Table 9 – FFY2022-2026 TIP Project Evaluation Criteria**

Current FFY for 2022- 2026 TIP	PROJECT ID	Community	PROJECT	COMMUNITY IMPACT & SUPPORT (14 Total Points)	MAINTENANCE & INFRASTRUCTURE (13 Points Total)	SAFETY & SECURITY (25 Points Total)	MOBILITY / CONGESTION (20 Points Total)	LIVABILITY / SUSTAINABLE DEVELOPMENT (14 Points Total)	ENVIRONMENTAL & RESILIENCY (14 Points Total)	CRITERIA TOTAL (100 Points Total)
2023	608535	NB	NEW BEDFORD - CORRIDOR IMPROVEMENTS AND RELATED WORK ON COUNTY STREET FROM NELSON STREET TO UNION STREET	9	10	17	7	10	2	55
2023	608230	RE	REHOBOTH - INTERSECTION IMPROVEMENTS & RELATED WORK AT WINTHROP STREET (ROUTE 44) & ANAWAN STREET (ROUTE 118)	5	5	20	4	8	6	48
2024	608563	SW	SWANSEA - IMPROVEMENTS ON ROUTE 6 (GRAND ARMY OF THE REPUBLIC HIGHWAY) AT GARDNERS NECK ROAD	5	6	17	8	11	1	48
Supplemental Project List	609193	NO	NORTON - INTERSECTION IMPROVEMENTS AT WEST MAIN STREET (ROUTE 123), NORTH WORCESTER STREET AND SOUTH WORCESTER STREET	6	13	9	7	10	3	48
2024	610647	WA	WAREHAM - CORRIDOR IMPROVEMENTS ON ROUTE 6 AT SWIFTS BEACH ROAD	9	6	15	7	10	0	47

**Table 9 – FFY2022-2026 TIP Project Evaluation Criteria**

Current FFY for 2022- 2026 TIP	PROJECT ID	Community	PROJECT	COMMUNITY IMPACT & SUPPORT (14 Total Points)	MAINTENANCE & INFRASTRUCTURE (13 Points Total)	SAFETY & SECURITY (25 Points Total)	MOBILITY / CONGESTION (20 Points Total)	LIVABILITY / SUSTAINABLE DEVELOPMENT (14 Points Total)	ENVIRONMENTAL & RESILIENCY (14 Points Total)	CRITERIA TOTAL (100 Points Total)
Supplemental Project List	610798	NB	NEW BEDFORD - INTERSECTION IMPROVEMENTS AT MOUNT PLEASANT AND NASH ROAD	4	7	8	10	13	2	44
2025	607825	WA	WAREHAM - CONSTRUCTION OF BIKE LANES ALONG NARROWS ROAD AND A SHARED USE PATH ADJACENT TO MINOT AVENUE INCLUDING RELATED WORK	11	7	5	5	9	6	43
2026	607440	MT	MATTAPOISETT - CORRIDOR IMPROVEMENTS AND RELATED WORK ON MAIN STREET, WATER STREET, BEACON STREET, AND MARION ROAD	2	13	9	3	4	10	41
Supplemental Project List	609255	MN	MANSFIELD - CORRIDOR IMPROVEMENTS AND RELATED WORK ON SCHOOL STREET, FROM SPRING STREET TO WEST STREET	1	12	6	10	6	5	40
2022	609201	NB	NEW BEDFORD - INTERSECTION IMPROVEMENTS ON ACUSHNET AVENUE AT PECKHAM ROAD/SASSAQUIN AVENUE	5	8	9	8	8	1	39



**Table 9 – FFY2022-2026 TIP Project Evaluation Criteria**

Current FFY for 2022- 2026 TIP	PROJECT ID	Community	PROJECT	COMMUNITY IMPACT & SUPPORT (14 Total Points)	MAINTENANCE & INFRASTRUCTURE (13 Points Total)	SAFETY & SECURITY (25 Points Total)	MOBILITY / CONGESTION (20 Points Total)	LIVABILITY / SUSTAINABLE DEVELOPMENT (14 Points Total)	ENVIRONMENTAL & RESILIENCY (14 Points Total)	CRITERIA TOTAL (100 Points Total)
Supplemental Project List	607820	DA	DARTMOUTH - RECONSTRUCTION AND RELATED WORK OF FAUNCE CORNER ROAD, FROM OLD FALL RIVER ROAD SOUTHERLY TO THE MASSDOT OWNED RAILROAD CROSSING	3	6	6	11	9	0	35
Supplemental Project List	610669	DA	DARTMOUTH - CROSS ROAD CORRIDOR IMPROVEMENTS	4	8	3	6	12	2	35
Supplemental Project List	608586	DA	DARTMOUTH - CORRIDOR IMPROVEMENTS ON DARTMOUTH STREET AND PROSPECT STREET	1	8	8	6	10	0	33
Supplemental Project List	610927	WT	WESTPORT - INTERSECTION IMPROVEMENTS AT ROUTE 177 AND ROBERTS ROAD/TICKLE ROAD	2	11	5	1	5	2	26

**Table 10 - Regional Target Projects Relationship**

TIP Year	Project Description	Plans in Which Project is Included					Project's Relationship to Performance Measures / Other Regional Goals
		Long Range Transportation Plan	Regional or State Modal Plan	Corridor Study	MPO Technical Assistance	Other (Please Specify)	
2022	ATTLEBORO- INTERSECTION IMPROVEMENTS AT ROUTE 1 (WASHINGTON STREET)/ROUTE 1A (NEWPORT AVENUE) AND ROUTE 123 (HIGHLAND AVENUE)	<b>Yes</b> , Identified as Congested Intersections and as Top 100 Most Dangerous Locations Washington St and Highland Ave (#11) & Newport Ave and Highland Ave (#97)	Identified in <b>Regional Bicycle Plan</b> Washington St Bicycle Crash Corridor  Identified in <b>Regional Pedestrian Plan</b> as Priority Sidewalk Locations and as a problem intersection for pedestrians  Identified in <b>Attleboro Comprehensive Plan</b> Washington St Listed as an essential route for economic purposes in town	<b>January 1984:</b> Traffic study performed to identify actions that may reduce crashes  <b>September 1998:</b> Route 1/1A/123 performed focused on these two intersections		<b>RSA</b> (September 15, 2015) performed Route 1 at Route 1A (Prepared by Fay, Spofford & Thorndike for MassDOT)	<b>SMMPO Performance Measures</b> <ul style="list-style-type: none"> <li>• Safety: Achieve a significant reduction in traffic fatalities and serious injuries on all public roads</li> <li>• Congestion Reduction: Reduce traffic congestion and improve LOS and access management &amp; Fully program minimum CMAQ targets each year</li> <li>• Environmental Sustainability: Reduce VMT by promoting facilities for bicycle and pedestrian mobility</li> <li>• Project Development &amp; Implementation: Accelerate project completion by supporting projects that addresses multiple issues</li> </ul> <b>Safety Performance Measures (PM1)</b> <ul style="list-style-type: none"> <li>• Listed as dangerous crash location intersection, improvements would relate to all vision zero goals</li> </ul> <b>Reliability, Congestion, and Emissions Performance Measures (PM3)</b> <ul style="list-style-type: none"> <li>• Noted in the congestion intersection tables in RTP, Improvement will contribute to goals in this section</li> </ul>
2022	NEW BEDFORD- INTERSECTION IMPROVEMENTS ON ACUSHNET AVENUE AT PECKHAM ROAD/SASSAQUIN AVENUE	<b>Yes</b> , Acushnet Ave Identified as Bicycle Crash Corridors	Identified in <b>Regional Bicycle Plan</b> Acushnet Ave Bicycle Crash Corridor  Recommended facilities: Acushnet Ave part of NB to Fairhaven for <b>South Coast Bikeway</b>  <b>New Bedford City Master Plan</b> Identifies Acushnet Ave for parcel redevelopment and sets goal of safety on Acushnet Ave especially at intersections			<b>RSA</b> (January 7, 2019) Performed by CDM Smith for MassDOT	<b>SMMPO Performance Measures</b> <ul style="list-style-type: none"> <li>• Safety: Ensure public safety with all modes of transportation</li> </ul> <b>Safety Performance Measures (PM1)</b> <ul style="list-style-type: none"> <li>• Listed as dangerous bicycle crash corridor, improvements would relate to all vision zero goals</li> </ul> <b>Reliability, Congestion, and Emissions Performance Measures (PM3)</b> <ul style="list-style-type: none"> <li>• Improved bicycle network may improve emissions numbers and reduce congestion</li> </ul>

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		Long Range Transportation Plan	Regional or State Modal Plan	Corridor Study	MPO Technical Assistance	Other (Please Specify)	
2022	TAUNTON-RECONSTRUCTION OF ROUTE 44 (DEAN STREET), FROM ARLINGTON STREET TO ROUTE 104 (SOUTH MAIN STREET)	<b>Yes</b> , Identified as Congested Corridor and Top 100 Most Dangerous Locations Dean Street and Longmeadow (#41)	Identified in <b>Regional Bicycle Plan</b> as bottleneck on Dean St. prevents safe cyclist use and proposes on-road route to commuter rail station on Dean St.  Identified in <b>Taunton Comprehensive Master Plan</b> as future location for South Coast Rail station	<b>Dean St/Gordon Owen Riverway/Longmeadow Rd Safety Study</b> (June 2001)		<b>RSA</b> (March 22, 2018) Dean St at Longmeadow (Prepared by GPI for MassDOT)  <b>RSA</b> (April 2, 2018) Dean St at Longmeadow (Prepared by GPI for MassDOT)	<b>SMMPO Performance Measures</b> <ul style="list-style-type: none"> <li>• Safety: Ensure public safety with all modes of transportation</li> <li>• System Reliability: Improve the efficiency of the transportation system for all users while promoting transit, bicycling, and pedestrian alternatives</li> <li>• Environmental Sustainability: Promote reduction of Greenhouse Gas (GHGs) through the Transportation Improvement Program (TIP) project selection &amp; Program a minimum of one project per year in the TIP that reduces GHG emissions</li> <li>• Project Development &amp; Implementation: Accelerate project completion by supporting projects that addresses multiple issues</li> </ul> <b>Safety Performance Measures (PM1)</b> <ul style="list-style-type: none"> <li>• Listed as dangerous crash location intersection, improvements would relate to all vision zero goals</li> </ul> <b>Reliability, Congestion, and Emissions Performance Measures (PM3)</b> <ul style="list-style-type: none"> <li>• Noted in the congestion intersection tables in RTP, Improvement will contribute to goals in this section</li> <li>• Improved bicycle network may improve emissions numbers and reduce congestion</li> </ul>
2023	REHOBOTH-INTERSECTION IMPROVEMENTS & RELATED WORK AT WINTHROP STREET (ROUTE 44) AND ANAWAN STREET (ROUTE 118)	<b>Yes</b> , Identified as Top 100 Most Dangerous Location Winthrop St and Anawan/Bay St (#38)				<b>RSA</b> (April 25, 2018) for Route 44 at Route 118 (Prepared by CHA Consulting for MassDOT)	<b>SMMPO Performance Measures</b> <ul style="list-style-type: none"> <li>• Safety: Ensure public safety with all modes of transportation &amp; Achieve a significant reduction in traffic fatalities and serious injuries on all public roads</li> </ul> <b>Safety Performance Measures (PM1)</b> <ul style="list-style-type: none"> <li>• Listed as dangerous crash location intersection, improvements would relate to all vision zero goals</li> </ul>

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TIP Year	Project Description	Plans in Which Project is Included					Project's Relationship to Performance Measures / Other Regional Goals
		Long Range Transportation Plan	Regional or State Modal Plan	Corridor Study	MPO Technical Assistance	Other (Please Specify)	
2023	NEW BEDFORD-CORRIDOR IMPROVEMENTS AND RELATED WORK ON COUNTY STREET FROM NELSON STREET TO UNION STREET	Yes, Identified as Bicycle Crash Corridors	<p>Identified in <b>Regional Bicycle Plan</b> with Bicycle Crash Corridors 2014-2016: County Street and Union Street</p> <p>County and Union Street listed as high priority by <b>NB Bike plan</b> to enhance connection</p> <p>Identified in <b>Regional Pedestrian Plan</b> with Top Pedestrian Crash Intersections; County Street at Elm Street, County Street at Bedford Street, County Street at Hawthorn, County Street at Parker and Union Street at Pleasant Street</p> <p><b>New Bedford City Master Plan</b> identifies County St is an a corridor that hosts several events</p>		<b>Traffic Signal Warrant Analysis</b> (September 2017) at Hawthorn and County St	<b>RSA</b> (March 22, 2017) for County Street (Prepared by CDM Smith for MassDOT)	<p><b>SMMPO Performance Measures</b></p> <ul style="list-style-type: none"> <li>• Safety: Ensure public safety with all modes of transportation</li> </ul> <p><b>Safety Performance Measures (PM1)</b></p> <ul style="list-style-type: none"> <li>• Listed as dangerous bicycle and pedestrian crash location intersection, improvements would relate to all vision zero goals</li> </ul> <p><b>Reliability, Congestion, and Emissions Performance Measures (PM3)</b></p> <ul style="list-style-type: none"> <li>• Improving bicycle and pedestrian conditions may reduce emissions</li> <li>• Listed as having pre-timed signals</li> </ul>

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		Long Range Transportation Plan	Regional or State Modal Plan	Corridor Study	MPO Technical Assistance	Other (Please Specify)	
2023	DARTMOUTH-CORRIDOR IMPROVEMENTS ON ROUTE 6, FROM FAUNCE CORNER ROAD TO HATHAWAY ROAD	Yes, Identified as Congestion Intersections	Identified in <b>Regional Pedestrian Plan</b> as Priority Sidewalk Locations	<b>Faunce Corner Road/Route 6 Congestion Study</b> (October 2007)  <b>Route 6 By Pass Study</b> (June 1995)		<b>RSA</b> (March 2015) State Road (Route 6) Corridor (Prepared by McMahon for MassDOT)	<b>SMMPO Performance Measures</b> <ul style="list-style-type: none"> <li>• Safety: Ensure public safety with all modes of transportation</li> <li>• Congestion Reduction: Reduce traffic congestion and improve LOS and access management &amp; Increase the use of healthy transportation choices (walking, biking &amp; transit) to lessen reliance on single occupancy vehicles</li> </ul> <b>Safety Performance Measures (PM1)</b> <ul style="list-style-type: none"> <li>• Listed as dangerous crash location intersection, improvements would relate to all vision zero goals especially for bike and ped</li> </ul> <b>Reliability, Congestion, and Emissions Performance Measures (PM3)</b> <ul style="list-style-type: none"> <li>• Noted in the congestion intersection tables in RTP, Improvement will contribute to goals in this section</li> </ul>
2024	SWANSEA- IMPROVEMENTS ON ROUTE 6 (GRAND ARMY OF THE REPUBLIC HIGHWAY) AT GARDNERS NECK ROAD	Yes, Identified as Top 100 Most Dangerous Location GAR Highway and Gardner's Neck Rd. (#35)	<b>Swansea Master Plan</b> identifies GAR Highway as the primary focus of future economic development as well as improved transportation networks in town			<b>RSA</b> (February 22, 2017) GAR (Route 6) at Gardners Neck Rd (Prepared by Nitsch Engineering for MassDOT)	<b>SMMPO Performance Measures</b> <ul style="list-style-type: none"> <li>• Safety: Achieve a significant reduction in traffic fatalities and serious injuries on all public roads</li> </ul> <b>Safety Performance Measures (PM1)</b> <ul style="list-style-type: none"> <li>• Listed as dangerous crash location intersection, improvements would relate to all vision zero goals</li> </ul>

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2024	TAUNTON- CORRIDOR IMPROVEMENTS AND RELATED WORK ON BROADWAY (ROUTE 138), FROM PURCHASE STREET TO JACKSON STREET (PHASE 2)	Yes, Identified as Congestion Corridor and Top 100 Most Dangerous Locations Broadway and East Britannia St (#29) & Broadway and Washington St (#32)	<b>Regional Bicycle Plan</b> identifies Broadway as top 2014-2016 Bicycle Crash Corridors 2014-2016  <b>Regional Pedestrian Plan</b> identifies Broadway from Court Street to Dartmouth Street as Top Pedestrian Crash Corridor	<b>Broadway (Route 138) @ Washington St Safety Study</b> (June 2001)		<b>Pedestrian Assessment</b> (February 21, 2017) by Beta Group  <b>RSA</b> (December 31, 2019) Broadway at Washington and E Britannia St. (Prepared by Beta Group for MassDOT)	<b>SMMPO Performance Measures</b> <ul style="list-style-type: none"> <li>• Safety: Achieve a significant reduction in traffic fatalities and serious injuries on all public roads</li> <li>• Congestion Reduction: Reduce traffic congestion and improve LOS and access management</li> <li>• System Reliability: Improve the efficiency of the transportation system for all users while promoting transit, bicycling, and pedestrian alternatives</li> <li>• Project Development &amp; Implementation: Accelerate project completion by supporting projects that addresses multiple issues</li> </ul> <b>Safety Performance Measures (PM1)</b> <ul style="list-style-type: none"> <li>• Listed as dangerous crash location intersection, improvements would relate to all vision zero goals especially for bike and ped</li> </ul> <b>Reliability, Congestion, and Emissions Performance Measures (PM3)</b> <ul style="list-style-type: none"> <li>• Noted in the congestion intersection tables in RTP, improvement will contribute to goals in this section</li> </ul>
2024	WAREHAM- CORRIDOR IMPROVEMENTS ON ROUTE 6 AT SWIFTS BEACH ROAD	No	<b>Wareham Master Plan</b> identifies Swift's Beach as a "special place" in town and will be focused on by Preservation Plans		<b>Signal Warrant Analysis performed</b> (2017)		<b>SMMPO Performance Measures</b> <ul style="list-style-type: none"> <li>• Congestion Reduction: Reduce traffic congestion and improve LOS and access management</li> </ul>

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TIP Year	Project Description	Plans in Which Project is Included					Project's Relationship to Performance Measures / Other Regional Goals
		Long Range Transportation Plan	Regional or State Modal Plan	Corridor Study	MPO Technical Assistance	Other (Please Specify)	
2024	MANSFIELD-RECONSTRUCTION ON CHAUNCY STREET (ROUTE 106)	<b>Yes</b> , Identified as Congestion Corridor and Top 100 Most Dangerous Locations Chauncy St and N. Main St (#16) & #17 Chauncy St and Copeland Dr (#17)	Identified in <b>Regional Pedestrian Plan</b> with Top Pedestrian Crash Corridor Chauncy Street from Copeland Dr to Hope St  <b>Mansfield Master Plan</b> identifies desire to create better connection between business areas such as Mansfield Crossing and Chauncy Street	<b>Chauncy Street Recommended Improvements Study</b> (December 2002)		<b>RSA</b> (April 2017) Route 140 at Chauncy and School Street (Prepared by McMahon for MassDOT)  <b>RSA</b> (March 27, 2019) Chauncy Street at Copeland Dr (Prepared by Beta Group Inc for MassDOT)	<b>SMMPO Performance Measures</b> <ul style="list-style-type: none"><li>• Safety: Achieve a significant reduction in traffic fatalities and serious injuries on all public roads</li><li>• Congestion Reduction: Reduce traffic congestion and improve LOS and access management &amp; Increase the use of healthy transportation choices (walking, biking &amp; transit) to lessen reliance on single occupancy vehicles</li><li>• System Reliability: Improve the efficiency of the transportation system for all users while promoting transit, bicycling, and pedestrian alternatives</li><li>• Environmental Sustainability: Reduce VMT by promoting facilities for bicycle and pedestrian mobility</li></ul> <b>ECONOMIC VITALITY AND FREIGHT MOVEMENT</b> To improve support regional economic development <b>Safety Performance Measures (PM1)</b> <ul style="list-style-type: none"><li>• Listed as dangerous crash location intersections, improvements would relate to all vision zero goals especially for bike and ped</li></ul> <b>Reliability, Congestion, and Emissions Performance Measures (PM3)</b> <ul style="list-style-type: none"><li>• Noted in the congestion intersection tables in RTP, improvement will contribute to goals in this section</li></ul>
2025	WAREHAM- SHARED USE PATH CONSTRUCTION ADJACENT TO NARROWS ROAD AND MINOT AVENUE	<b>Yes</b> , Identified as segment of Proposed South Coast Bikeway Bicycle (Wareham Pathway Phase II)	Identified in <b>Regional Bicycle Plan</b> as segment of Proposed South Coast Bikeway  Identified in <b>Regional Pedestrian Plan</b> Minot Ave listed as top priority sidewalk location				<b>SMMPO Performance Measures</b> <ul style="list-style-type: none"><li>• Safety: Ensure public safety with all modes of transportation</li><li>• Congestion Reduction: Increase the use of healthy transportation choices (walking, biking &amp; transit) to lessen reliance on single occupancy vehicles</li><li>• Environmental Sustainability: Reduce VMT by promoting facilities for bicycle and pedestrian mobility</li></ul> <b>Safety Performance Measures (PM1)</b> <ul style="list-style-type: none"><li>• Providing separate shared use path will remove bicycle from potential dangers of using roadways</li></ul>

**Table 10 - Regional Target Projects Relationship**

TIP Year	Project Description	Plans in Which Project is Included					Project's Relationship to Performance Measures / Other Regional Goals
		Long Range Transportation Plan	Regional or State Modal Plan	Corridor Study	MPO Technical Assistance	Other (Please Specify)	
2025	LAKEVILLE-RECONSTRUCTION AND RELATED WORK ON RHODE ISLAND ROAD (ROUTE 79), FROM THE TAUNTON CITY LINE TO CLEAR POND ROAD	<b>Yes</b> , Identified in Top 100 Most Dangerous Locations Bedford St and Rhode Island Rd. (#57)	<b>Regional Bicycle Plan</b> recommends Bicycle Connections in the Region along Rhode Island Rd	<b>Route 79 Relocation Study</b> (June 2003)		<b>RSA</b> (January 2017) Route 79 at Route 18 (Bedford St) Prepared by McMahon for MassDOT	<b>SMMPO Performance Measures</b> <ul style="list-style-type: none"> <li>• Safety: Ensure public safety with all modes of transportation</li> <li>• System Preservation: Promote the continued maintenance of the transportation system in a state of good repair &amp; Preserve and/or expand the pedestrian and sidewalk network</li> <li>• System Reliability: Improve the efficiency of the transportation system for all users while promoting transit, bicycling, and pedestrian alternatives</li> </ul> <b>Safety Performance Measures (PM1)</b> <ul style="list-style-type: none"> <li>• Listed as dangerous crash location intersection, improvements would relate to all vision zero goals especially for bike and ped</li> </ul>
2026	MATTAPOISETT-CORRIDOR IMPROVEMENTS AND RELATED WORK ON MAIN STREET, WATER STREET, BEACON STREET AND MARION ROAD	<b>No</b>					<b>SMMPO Performance Measures</b> <ul style="list-style-type: none"> <li>• System Preservation: Promote the continued maintenance of the transportation system in a state of good repair &amp; Preserve and/or expand the pedestrian and sidewalk network</li> </ul>
2026	PLAINVILLE-RECONSTRUCTION OF SOUTH STREET (ROUTE 1A), FROM SHARLENE LANE TO EVERETT STREET AND RELATED WORK	<b>Yes</b> , Identified in Top 100 Most Dangerous Locations South St and E/W Bacon Street (#88)				<b>RSA</b> (March 2, 2018) South St at E/W Bacon St (Prepared by Beta Group for MassDOT)	<b>SMMPO Performance Measures</b> <ul style="list-style-type: none"> <li>• Safety: Achieve a significant reduction in traffic fatalities and serious injuries on all public roads</li> <li>• System Preservation: Promote the continued maintenance of the transportation system in a state of good repair</li> </ul> <b>Safety Performance Measures (PM1)</b> <ul style="list-style-type: none"> <li>• Listed as dangerous crash location intersection, improvements would relate to all vision zero goals</li> </ul>



## **PROJECT DESCRIPTIONS**

The project descriptions in the TIP are only intended to identify the project and to describe its general character. The presence or absence of any specific element, policy issue, or design detail in the TIP's description is usually not significant.

### **HIGHWAY FUNDED PROJECTS**

See Appendix B for target funded highway project descriptions.

### **TRANSIT FUNDED PROJECTS**

Projects programmed in the TIP with federal, state and local matching funds for both Greater Attleboro Taunton Regional Authority (GATRA) and Southeastern Regional Transit Authority (SRTA) will allow for the operation and maintenance of their vehicle fleets, as well as the rehab and upgrade of infrastructure to provide for the needs of the Southeastern Massachusetts region.

Both GATRA and SRTA offer various types of services that cater to different customer types including year-round fixed-route services and demand response.

#### **GATRA**

Over the next five years GATRA's programmed operating funds will contribute to the operation of fixed route (flag system), dial-a-ride and paratransit (Americans with Disabilities Act (ADA)) services as well as upgrades to their buses. Facility and modernization funds will be dedicated to upgrading their AVL system, which includes GPS on each bus to track its real-time location and software to display its location on a map. Transit planning funds will assist with numerous services and tasks such as: service analysis, implementation of new electric bus service, public outreach, and engagement for service and fare changes, customer service surveys, document translations and in-person interpretation for public engagement events. Funding for mobility management activities (includes travel training, mobility office staffing, and software) will assist with maintaining their mobility management program. GATRA will also be pursuing the rehabilitation of the Attleboro Area Commuter Rail stations with work including but not limited to commuter parking lot restriping, enhanced security initiatives including surveillance cameras and upgraded lighting and interior and exterior painting.

GATRA oversees operations of fixed-route bus services in the SRPEDD region for Attleboro, Taunton, Berkley, Carver, Dighton, Lakeville, Mansfield, Middleborough, North Attleboro, Norton, Plainville, Raynham, Rehoboth, Seekonk and Wareham. All of these member communities also have demand response (Dial-A-Ride) services for

people with disabilities and seniors. Figures 6 through 8 show the agencies fixed routes services in Attleboro, Taunton & Wareham.

## **SRTA**

Over the next five years SRTA's programmed operating funds will contribute to the operation of both fixed route and demand response (Americans with Disabilities Act (ADA) paratransit) service as well as upgrades to their buses. Facility and modernization funds will be dedicated to transit enhancements and hardware/software upgrades. Facility and Vehicle maintenance funds will be spent on tire leases, maintenance support equipment, and bus support facilities and equipment. Transit planning funds will assist with various services and tasks such as; service analysis, public outreach and engagement for service and fare changes, customer service surveys, document translations and in-person interpretation for public engagement events.

Southeastern Regional Transit Authority (SRTA) provides fixed route and demand response service to residents of Acushnet, Dartmouth, Fairhaven, Fall River, Freetown, Mattapoisett, New Bedford, Somerset, Swansea, and Westport. Figures 9 & 10 show the agencies fixed routes services in both the Fall River and New Bedford areas. The routes with the highest ridership are Fall River Route 8 (Bristol Community College/Durfee High School) which carried the most passengers per revenue hour and per revenue mile in FY20 and New Bedford Route 9 (Intercity route from New Bedford to Fall River) which carried the most passengers per trip in FY20. System ridership tends to be peak in the fall and again in spring. Demand response accounts for 3% of total unlinked passenger trips.

In the last complete year of normal service, the Route 10 (Attleboro/North Attleborough) demonstrated the highest ridership. Fixed routes located in Scituate, Plymouth, and Wareham fluctuate seasonally while all other routes are demonstrate steady ridership year round. Paratransit accounts for 7% and Dial-A-Ride accounts for 31% of overall ridership.



Figure 6 - Attleboro System Map



**Figure 7 - Taunton System Map**



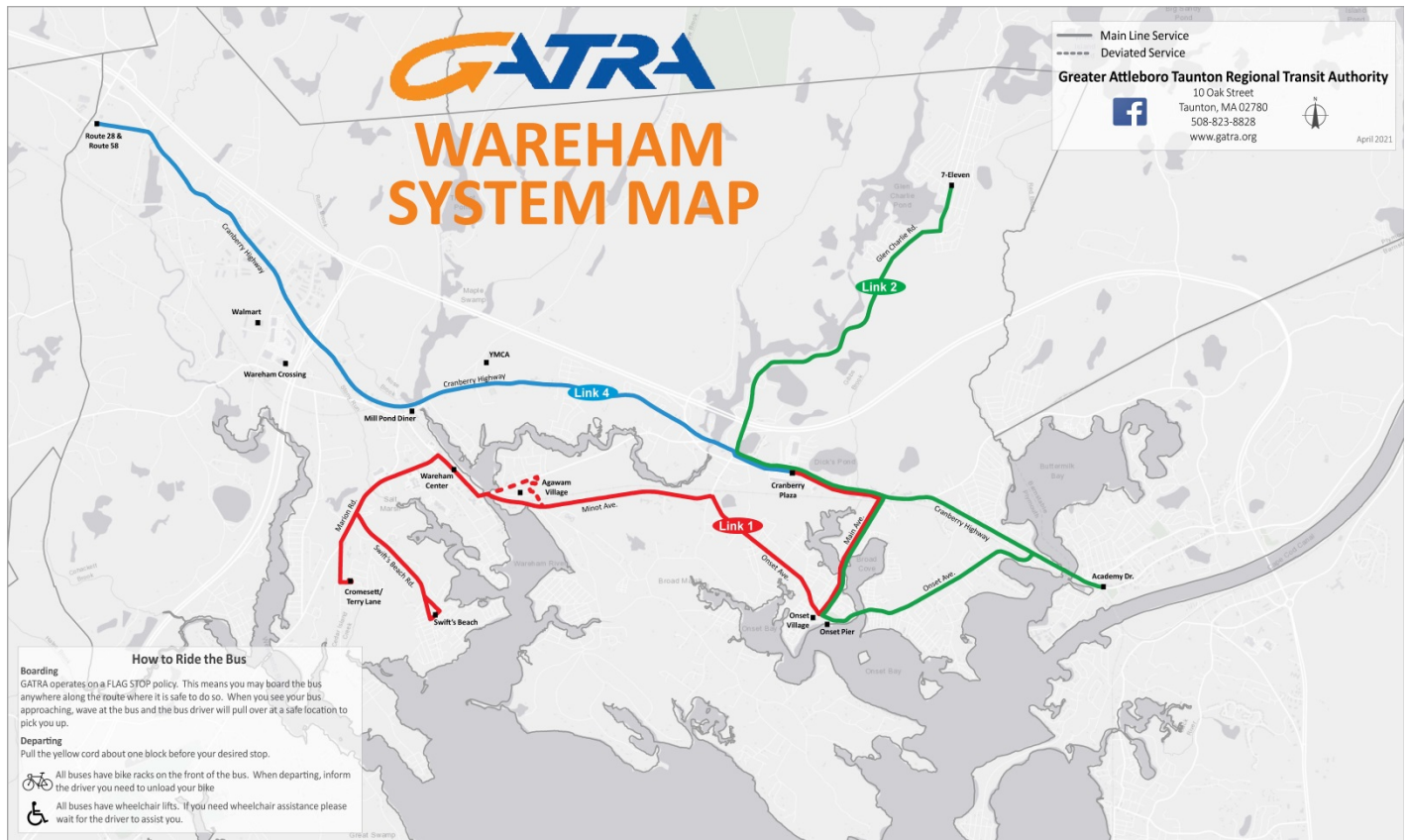




Figure 9 – Fall River System Map



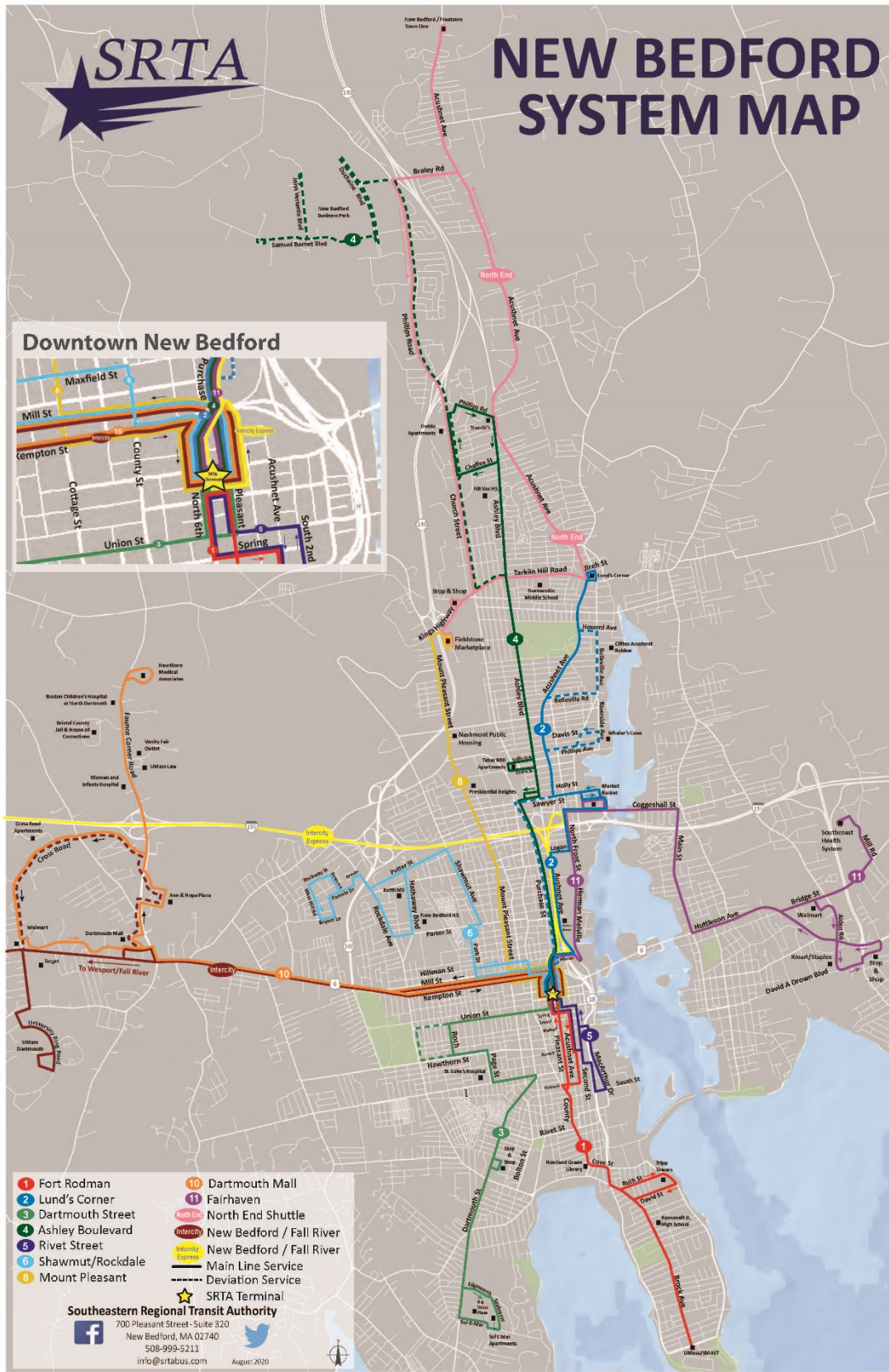


Figure 10 – New Bedford System Map

## **Title VI AND ENVIRONMENTAL JUSTICE**

### **Introduction**

As a recipient of federal funds, the Southeastern Regional Planning and Economic Development District (SRPEDD), acting as staff to the Southeastern Massachusetts Metropolitan Planning Organization (SMMPO), complies with Title VI of the Civil Rights Acts of 1964. Title VI prohibits discrimination based upon race, color and national origin. Additional federal nondiscrimination laws prohibit discrimination on the basis of age, sex and disability.

The SMMPO is equally committed to complying with federal Executive Order 12898, entitled "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations." In this capacity, the SMMPO identifies and addresses disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income (poverty) populations. The SMMPO carries out this responsibility by involving minority and low-income individuals in the transportation process and considering their transportation needs in the development and review of the SMMPO's transportation plans, programs, projects, and services.

Although we do not make decisions that initiate projects, our efforts certainly guide and inform the process. We encourage communities and transit agencies to pursue projects that are identified needs through the Regional Transportation Plan. We provide support to our communities as requested throughout the TIP process for development including public outreach, the MaPIT tool, and any additional requirements. Our Transportation Evaluation Criteria supports projects that conduct inclusive public outreach and are located in underserved neighborhoods and communities.

SRPEDD routinely maps minority, low-income (below poverty level), Limited English Proficiency (LEP), as well as age (particularly older populations), and disability as populations of concern for our Transportation Evaluation Criteria, for public outreach purposes, for the Title VI submissions of our regional transit agencies, for transit route equity analyses and evaluations, and for other general planning purposes. As part of the requirements for the TIP we have extended these efforts into a regional project distribution / Title VI equity analyses.

### **Methodology**

This Equity Analyses is based on projects that are programmed with regional target funds in the current FFY2022-FFY2026 TIP in the SMMPO region and are compared to



traditionally underserved populations. Environmental Justice considers minority and low-income (poverty) populations. Title VI considers Limited English Proficient (LEP), as well as age (particularly older populations), and disability populations.

The following populations are defined in the following way in the 2010 Census and/or the American Community Survey. Minority is defined as those persons who identify as other than white and this includes Hispanics. Low-income (poverty) is defined as persons living below the regional average poverty level. Limited English Proficient (LEP) refers to any person age 5 and older who reported speaking English less than "very well." Older adults are defined as those being 65 and older. Persons with a disability could have any one of six disability types. These include hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty, and independent living difficulty. Respondents who report anyone of the six disability types are considered to have a disability.

These populations are ensured participation and consideration of their transportation needs with Federal Executive Order 12898, otherwise known as Environmental Justice (minority and low-income) and are protected under Title VI of the Civil Rights Act (LEP, older adults, and persons with a disability).

EJ populations have traditionally been identified if they are above the regional average or threshold for that population. Title VI populations are identified as an overall number of persons that are mapped with a dot that represent 50 persons or as "dot density" on the map. All of these populations are calculated by the 2010 Census and the 2010-2014 American Community Survey (ACS). The ACS is an ongoing survey by the U.S. Census Bureau.

The data for these populations are displayed in both ways on each map to grant a better perspective of where these populations of concern are located. Each map is a density map where each dot on the map represents 50 people (LEP, older adults and persons with a disability) or 100 people (low-income and minority). These dots are overlaid on a display in which percentages and regional thresholds (or averages) are shaded. These two methods were used because although thresholds are an absolute way to identify where the greatest number of these populations are located, dot density gives a better overall perspective, so we will not unintentionally eliminate any populations of concern that have not exceeded the threshold, but are still affected. Regional averages for all of the population groups were determined for thresholds. For minority populations, the regional average is 10.98%. The regional average for low-income (or percent below the poverty level) is 12.13% and for LEP populations the regional average is 7.4%. The regional average for older adults is 14.48%, and for persons with disabilities it is 13.75%.

These areas were mapped for each of the 27 communities in the SRPEDD region. This effort was completed with the intent to determine the level of project distribution equity in these areas.

## **FFY2022-2026 TIP (CURRENT) ANALYSIS**

We mapped the geographical distribution of the current FFY2022-2026 Transportation Improvement Program (TIP) projects by threshold and by the density of the population of concern.

If a project was located within, directly connects, or serves one of the areas identified as having a population of concern by threshold or dot density such as minority, low-income (poverty), LEP, older adults and/or persons with a disability, or if that project directly connected and/or served the identified populations, we included the project as falling within one of these areas. Of the 14 total projects in 11 communities in the current FFY2022-2026 TIP, there were 12 projects that were located within, or directly connected or served these identified populations of concern.

Please see maps entitled Concentrations of Minority Populations with 2022-2026 TIP Project Locations (Figure 12); Concentrations of Low-Income Populations with 2022-2026 TIP Project Locations (Figure 13) ; Concentrations of Limited English Proficiency (LEP) Populations with 2022-2026 TIP Project Locations (Figure 14) ; Concentrations of Populations Age 65 and over with 2022-2026 TIP Project Locations (Figure 15); and Concentrations of Populations with a Disability with 2022-2026 TIP Project Locations Figure 16).

We also determined the number of projects in a community, the total dollar amount of funding per community, and the total dollar amount of funding per capita per community to analyze the distribution of TIP projects and funding in our region. Both data sheets and mapping of project data was utilized.

As well as mapping projects to determine geographic equity, we also considered the social equity of past and current TIP projects to evaluate any Title VI implications (LEP, age, particularly older adults, and disability populations), as well as if any project will place disparate impacts or disproportionate burdens on our EJ (minority and low-income) populations.

Regardless of the results of this analysis, there are a number of factors that would affect one or more communities having a disparate number of projects or funding compared to other communities in this region. Although the SMMPO (SRPEDD) offers a

myriad of services and technical assistance to all 27 communities in the region on request, including intersection analysis, signal warrants analysis, safety and congestion studies for intersections and corridors, as well as road safety audits, including the accompanying public outreach efforts, some communities simply do not take advantage of this, whether by indifference or by design.

Some communities have expressed concern regarding the length of the TIP process, as well as their own unwillingness to be held to MassDOT's stricter design standards that now include Complete Streets, and significantly raise the scope and the cost of a project. Those communities not seeking this assistance will not benefit in the number of projects and amount of funding to the same extent that communities in this region that are proactive.

## **FFY2022-2026 TIP (CURRENT) RESULTS**

For social equity with Title VI implications, the 14 TIP projects in 11 communities were analyzed considering Limited English Proficient (LEP), age (particularly older adults) and disability populations. Out of the 14 projects, 5 projects affect or serve all three Title VI populations, while 4 affect or serve two of the populations and 2 affect or serve at least one of the Title VI populations. There are only 3 projects which do not serve any Title VI populations. This is displayed in Table 11. The anticipated improvements (safety, congestion, bicycle and pedestrian, and ADA) of these projects are expected to result in improved system efficiency and roadway conditions. This may include reductions in congestion and travel time, improved access to transit, improved transit time, and improvements in travel options and infrastructure conditions. These benefits may also extend beyond the project area, which was also considered in the identification of affected populations. The project details and all anticipated improvements were reviewed and are also displayed in Table 11.

For social equity with Environmental Justice impacts, we considered Low-Income and Minority populations to evaluate if any project will place disparate impacts or disproportionate burdens on our EJ populations. Out of the 14 projects, 6 projects affect or serve both Minority and Low-income populations, while one project affects or serves minority populations only and another affects or serves low-income populations only. There are 6 projects which do not affect or serve any EJ populations. This is displayed in Table 11. The anticipated improvements (safety, congestion, bicycle and pedestrian, and ADA) of these projects may result in improved system efficiency and roadway conditions. This may include reductions in congestion and travel time, improved access to transit, improved transit time, and improvements in travel options and infrastructure conditions. These benefits may also extend beyond the project area, which was also considered in the identification of effected populations. The project details and all anticipated improvements were reviewed and are also displayed in Table 11. Our analysis identified no disparate impacts or disproportionate burdens on EJ populations.

**Table 11 - FFY2022-2026 TIP Projects with Title VI & Environmental Justice Populations  
Anticipated Benefits & Disproportionate Burdens**

<b>Project</b>	<b>Title VI populations affected/ served</b>	<b>Environmental Justice populations affected/served</b>	<b>Anticipated Benefits/Positive impacts</b>	<b>Disproportionate Burdens/Adverse Affects</b>
NEW BEDFORD- CORRIDOR IMPROVEMENTS AND RELATED WORK ON COUNTY STREET FROM NELSON STREET TO UNION STREET	age/disability/ LEP	Both	Addition of bike lanes, ADA compliant sidewalks, new lighting, On SRTA transit route.	No identified burdens/ adverse affects
TAUNTON- RECONSTRUCTION OF ROUTE 44 (DEAN STREET), FROM ARLINGTON STREET TO ROUTE 104 (SOUTH MAIN STREET)	age/disability/ LEP	Both	Safety improvements including reconstructed sidewalks and bike lanes.	No identified burdens/ adverse affects
TAUNTON- CORRIDOR IMPROVEMENTS AND RELATED WORK ON BROADWAY (ROUTE 138), FROM PURCHASE STREET TO JACKSON STREET (PHASE 2)	age/disability/ LEP	Both	Safety improvements, updated signals, ADA curb ramps, reconstructed sidewalks, bike lanes, access to Morton Hospital, on GATRA route.	No identified burdens/ adverse affects
NEW BEDFORD- INTERSECTION IMPROVEMENTS ON ACUSHNET AVENUE AT PECKHAM ROAD/SASSAQUIN AVENUE	age/disability/ LEP	NO EJ	Infrastructure condition (Signalization) & improved pedestrian accommodations.	No identified burdens/ adverse affects
SWANSEA- IMPROVEMENTS ON ROUTE 6 (GRAND ARMY OF THE REPUBLIC HIGHWAY) AT GARDNERS NECK ROAD	age/disability/ LEP	NO EJ	Traffic Signal Upgrades that will result in decreased delay, Geometric Improvements & Improved Bicycle & Ped accommodations.	No identified burdens/ adverse affects
DARTMOUTH- CORRIDOR IMPROVEMENTS ON ROUTE 6, FROM FAUNCE CORNER ROAD TO HATHAWAY ROAD	age/disability	Both	Safety improvements. New traffic signal, enhances bike & ped, sidewalks and crosswalk. On major SRTA transit route.	No identified burdens/ adverse affects
WAREHAM- CORRIDOR IMPROVEMENTS ON ROUTE 6 AT SWIFTS BEACH ROAD	age/disability	Both	Signalization, includes safety improvements, improved sidewalks, new crosswalks. ADA curb ramps, bike accommodations.	No identified burdens/ adverse affects

**Table 11 - FFY2022-2026 TIP Projects with Title VI & Environmental Justice Populations  
Anticipated Benefits & Disproportionate Burdens**

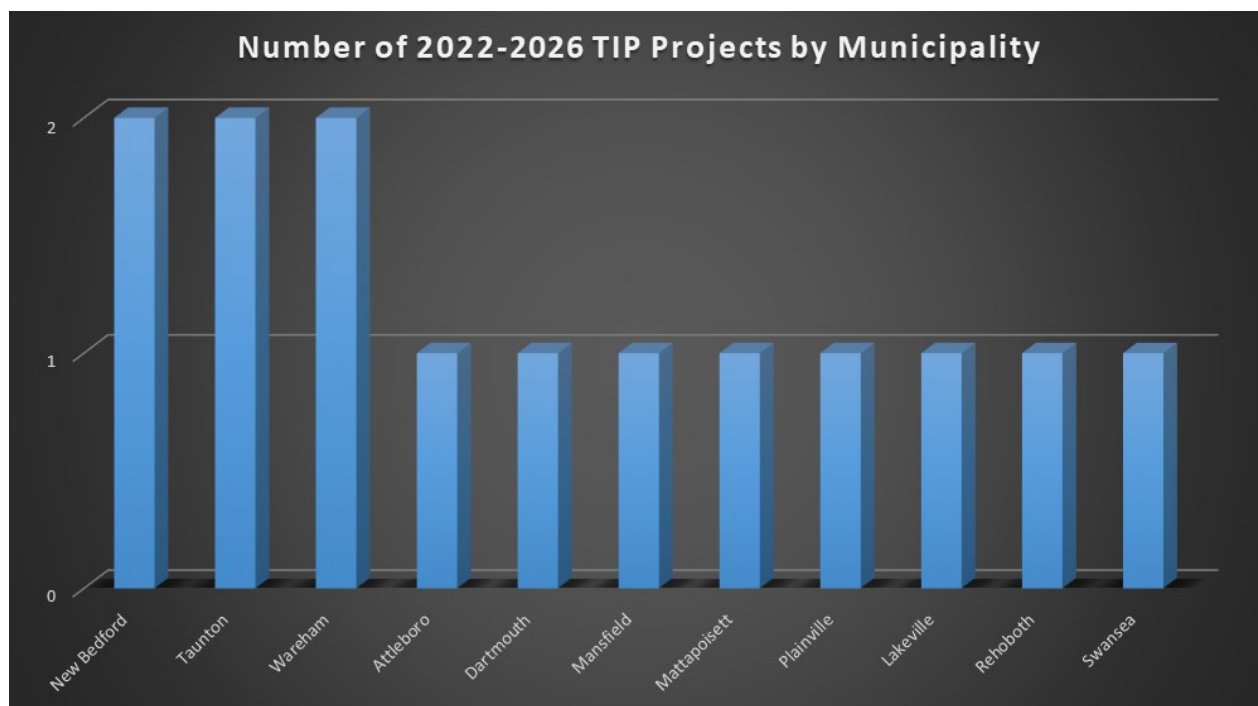
<b>Project</b>	<b>Title VI populations affected/ served</b>	<b>Environmental Justice populations affected/served</b>	<b>Anticipated Benefits/Positive impacts</b>	<b>Disproportionate Burdens/Adverse Affects</b>
WAREHAM- CONSTRUCTION OF BIKE LANES ALONG NARROWS ROAD AND A SHARED USE PATH ADJACENT TO MINOT AVENUE INCLUDING RELATED WORK	age/disability	Both	Improved bike & ped accommodation. Adds travel options. Connects to an employment center, on an OWL transit route.	No identified burdens/ adverse affects
ATTLEBORO- INTERSECTION IMPROVEMENTS AT ROUTE 1 (WASHINGTON STREET)/ROUTE 1A (NEWPORT AVENUE) AND ROUTE 123 (HIGHLAND AVENUE)	age/disability	NO EJ	Signal Upgrades, New and improved pedestrian accommodations. On GATRA flag route.	No identified burdens/ adverse affects
LAKEVILLE- RECONSTRUCTION AND RELATED WORK ON RHODE ISLAND ROAD (ROUTE 79), FROM THE TAUNTON CITY LINE TO CLEAR POND ROAD	Age only	NO EJ	Safety and infrastructure improvements, Bicycle & Ped accommodations.	No identified burdens/ adverse affects
MATTAPOISETT- CORRIDOR IMPROVEMENTS AND RELATED WORK ON MAIN STREET, WATER STREET, BEACON STREET AND MARION ROAD	Age only	NO EJ	Infrastructure Improvements & Ped accommodation Improvements.	No identified burdens/ adverse affects
MANSFIELD- RECONSTRUCTION ON CHAUNCY STREET (ROUTE 106)	NO Title VI	Minority	Congestion improvements, bike lanes, pedestrian signal & new sidewalk, on GATRA route.	No identified burdens/ adverse affects
PLAINVILLE- RECONSTRUCTION OF SOUTH STREET (ROUTE 1A), FROM SHARLENE LANE TO EVERETT STREET AND RELATED WORK (low-income only)	NO Title VI	Low-income	New and improved sidewalks, ADA curb ramps, improves congestion/air quality. On GATRA flag route.	No identified burdens/ adverse affects
REHOBOTH- INTERSECTION IMPROVEMENTS & RELATED WORK AT WINTHROP STREET (ROUTE 44) AND ANAWAN STREET (ROUTE 118)	NO Title VI	NO EJ	Safety Improvement.	No identified burdens/ adverse affects

The number of projects programmed in the existing FFY2022-2026 TIP total 14 in 11 communities, leaving 16 out of the 27 communities in the SRPEDD region with no projects in the current TIP. However, 7 of these communities (Dighton, Middleborough, North Attleborough, Norton, Raynham, Seekonk, and Westport) had projects programmed in the FFY2017-2021 TIP look-back analysis.

The remaining 9 communities (Acushnet, Berkley, Carver, Fairhaven, Fall River, Freetown, Marion, Rochester, and Somerset) have had no recent or future projects in the TIP programmed with regional target funds. Fairhaven, Fall River and Marion have developed projects that are programmed with statewide funds; these projects are not part of this analysis. In addition, Fall River is also developing a project that is currently on the supplemental list. Somerset is now a member of the SMMPO, is active in the JTPG, and SRPEDD staff are planning a study for the Somerset that may result in a future TIP project. Aside from Carver the remaining communities make little or no effort to attend Joint Transportation Planning Group (JTPG) meetings or to take advantage of the array of services and technical assistance offered by the staff of the SMMPO.

SRPEDD has made continuous efforts in the past to reach out to non-participating communities with some success. Our past efforts have included personal invitations by phone call and/or e-mail to attend our Joint Transportation Planning Group meetings, as well as the regular distribution of our meeting notices. We are updating the process by which we solicit communities for representation on the JTPG by emphasizing the importance of this appointment and attendance of meetings.

Of the 11 communities with projects in the FFY2022-2026 TIP, there are 8 communities with 1 project in the TIP. These communities are Attleboro, Dartmouth, Lakeville, Mansfield, Mattapoisett, Plainville, Rehoboth and Swansea. There are 3 communities, New Bedford, Taunton, and Wareham, with two 2 projects in the TIP for a total of 14. (Please see figure 11 entitled Number of 2022-2026 TIP Projects by Municipality.)



**Figure 11 - Number of FFY2022-2026 TIP Projects by Municipality**

We mapped the geographical distribution of the FFY2022-2026 Transportation Improvement Program (TIP) projects by threshold and by the density of the population of concern. As far as the geographical distribution of projects, out of the 14 total projects in the region, 13 projects fell within, directly connected, or served populations of concern including minority, low-income (poverty), LEP, older adults and/or persons with a disability. (Please see maps entitled Concentrations of Minority Populations with 2022-2026 TIP Project Locations (Figure 12); Concentrations of Low-Income Populations with 2022-2026 TIP Project Locations (Figure 13); Concentrations of Limited English Proficiency (LEP) Populations with 2022-2026 TIP Project Locations (Figure 14); Concentrations of Populations Age 65 and over with 2022-2026 TIP Project Locations (Figure 15); and Concentrations of Populations with a Disability with 2022-2026 TIP Project Locations (Figure 16.)

Total project expenditures were calculated by community and per capita for minority, low-income (poverty), LEP, older adults and/or persons with a disability. The median per capita spending for the 11 communities with projects programmed in the FFY2022-2026 TIP is \$290. Among those communities, per capita spending ranges from \$125 per capita in New Bedford to \$1355 in Plainville. (See the table entitled SRPEDD 2022-2026 TIP Projects by Municipality with Project Expenditure and Title VI and EJ Criteria.)

Of the 16 communities with no projects in the FFY2022-2026 TIP, three, Berkley, Freetown, and Rochester have no populations of concern. The fourth community with no populations of concern, Rehoboth, has a project in the current FFY2022-2026 TIP.

Of the remaining 13 communities with no projects in the current TIP programmed with regional target funds, (Acushnet, Carver, Dighton, Fairhaven, Fall River, Marion, Middleborough, North Attleborough, Norton, Raynham, Seekonk, Somerset, and Westport), 7 communities had 9 projects in the FFY2017-2021 look-back TIP. (Westport and Middleborough had 2 and Dighton, North Attleborough, Norton, Raynham, and Seekonk had one each.)

Excluding Fairhaven, Fall River, and Marion from the 13 communities with no projects because they have developed a project listed in our TIP that is being funded with statewide funds. That leaves 3 communities (Acushnet, Carver, and Somerset) with no past or current projects, which account for 16% of SMMPO communities with populations of concern that are not actively seeking projects through the TIP.

**Table 12 – SRPEDD 2022-2026 TIP Projects by Municipality with Project Expenditure and Title VI and EJ Criteria**

<b>Municipality</b>	<b>Number of Projects</b>	<b>Total Population (Census 2010)</b>	<b>Project Expenditures</b>	<b>Per Capita Expenditure</b>	<b>Project(s) serves or affects an EJ Area</b>	<b>Project(s) serves or affects a Title VI area</b>	<b>Minority Population (Census 2010)</b>
Attleboro	1	43,593	\$7,213,265	\$165	No	Yes	5,618
Dartmouth	1	34,032	\$5,909,275	\$174	Yes	Yes	2,709
Lakeville	1	10,810	\$13,905,267	\$1,286	No	Yes	340
Mansfield	1	23,184	\$5,400,000	\$233	Yes	No	1,957
Mattapoisett	1	6,045	\$8,037,971	\$1,330	No	Yes	233
New Bedford	2	95,072	\$11,873,857	\$125	Yes	Yes	24,273
Plainville	1	8,264	\$11,200,257	\$1,355	Yes	No	479
Rehoboth	1	11,608	\$3,371,115	\$290	No	No	404
Swansea	1	15,865	\$3,829,546	\$241	No	Yes	436
Taunton	2	55,874	\$19,620,027	\$351	Yes	Yes	7,132
Wareham	2	21,822	\$11,275,946	\$517	Yes	Yes	2,948

If a project was located directly in or adjacent to one of the areas identified as having a population of concern by threshold or dot density as EJ, (e.g. minority, low-income), or Title VI, (e.g. LEP, older adults and/or persons with a disability), or if that project directly connected and/or served the identified area, we included the project as falling



within one of these areas. Our results show that 13 out of the 14 projects in the FFY2022-2026 TIP fall within, directly connect, or serve Title VI or EJ populations which is 93 % of the projects.

There were 12 Shared Streets & Spaces grants awarded to 10 communities in the SMMPO region thus far, totaling \$1,374,566. The 10 communities were Acushnet, Attleboro, Dighton, Mattapoisett, Middleborough, New Bedford, North Attleborough, Somerset, and Wareham. While most of these communities are active participants in the regional TIP funding process, two Acushnet and Somerset, have no TIP projects in the current or look back analysis. Somerset has recently become more active, but Acushnet is not actively seeking projects through the TIP and makes little or no effort to attend Joint Transportation Planning Group (JTPG) meetings or to take advantage of the array of services and technical assistance offered by the staff of the SMMPO. This reinforces the trend of SMMPO communities involved in the TIP process that tend to seek participation, and those that do not.

Although 93 % of our current projects serve populations of concern, we will continue to support projects through our evaluation criteria process, that serve these populations.

# Concentrations of Minority Populations with 2022-2026 TIP Project Locations

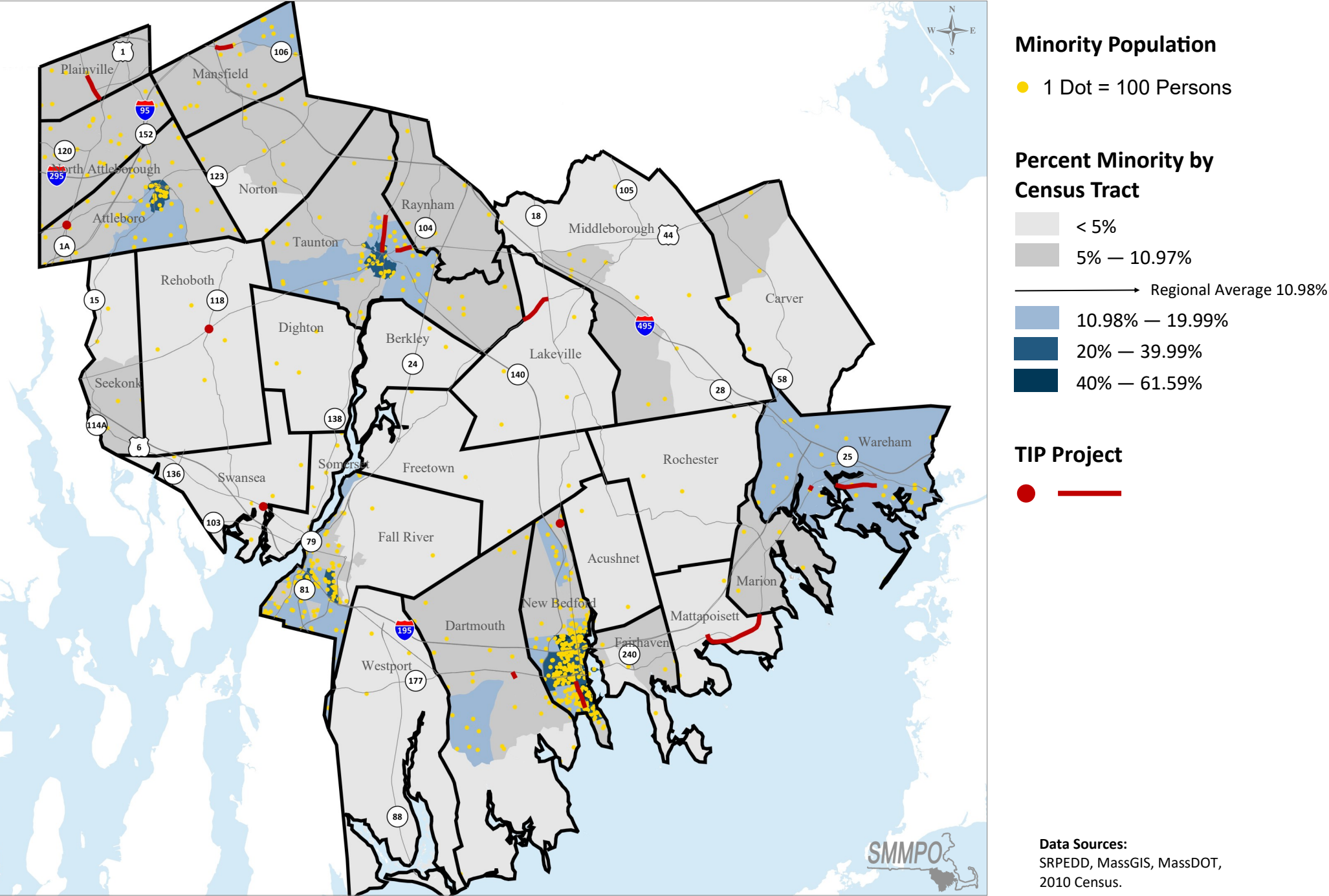


Figure 12

## Concentrations of Low-Income Populations with 2022-2026 TIP Project Locations

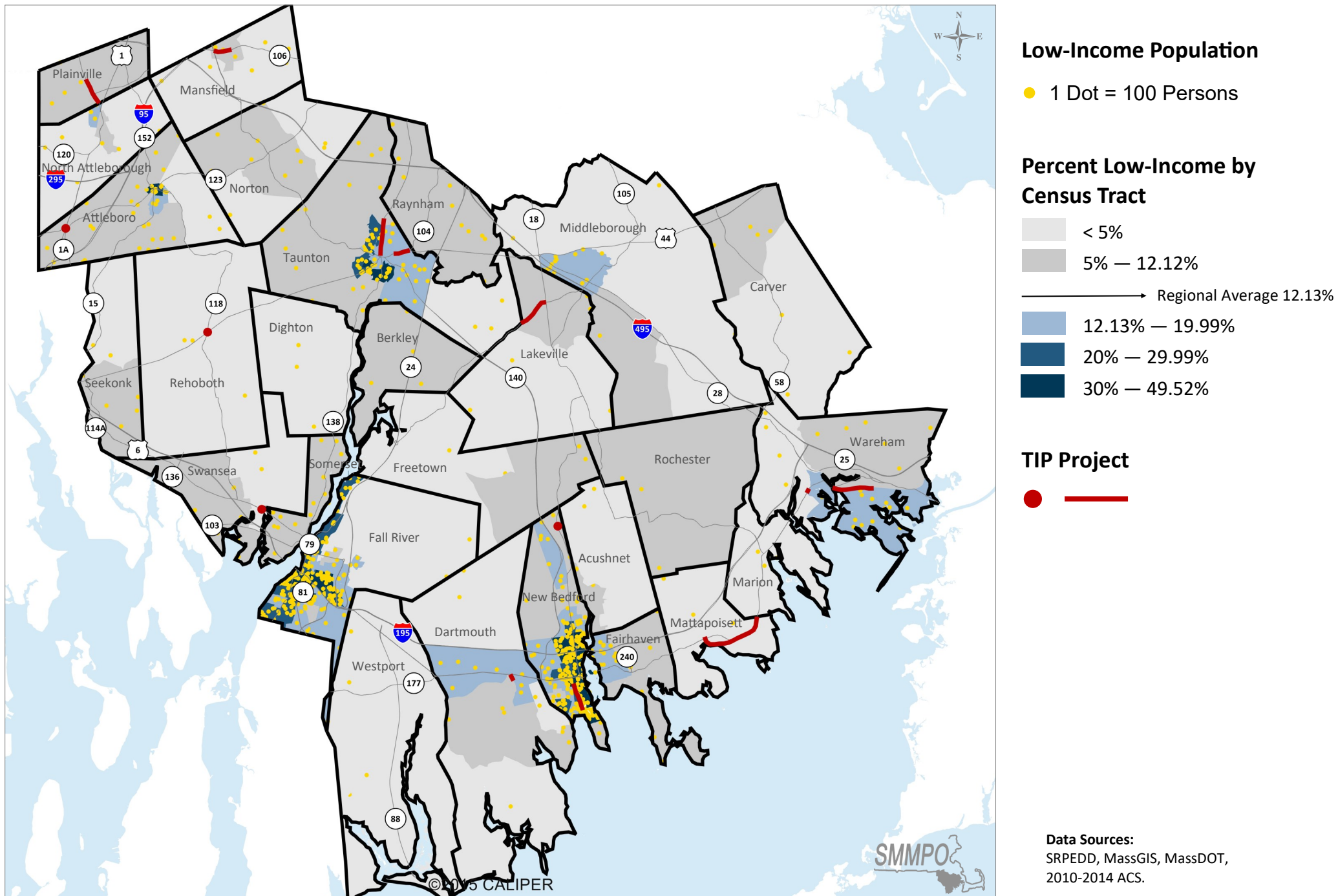


Figure 13

# Concentrations of Limited English Proficiency (LEP) Populations with 2022-2026 TIP Project Locations

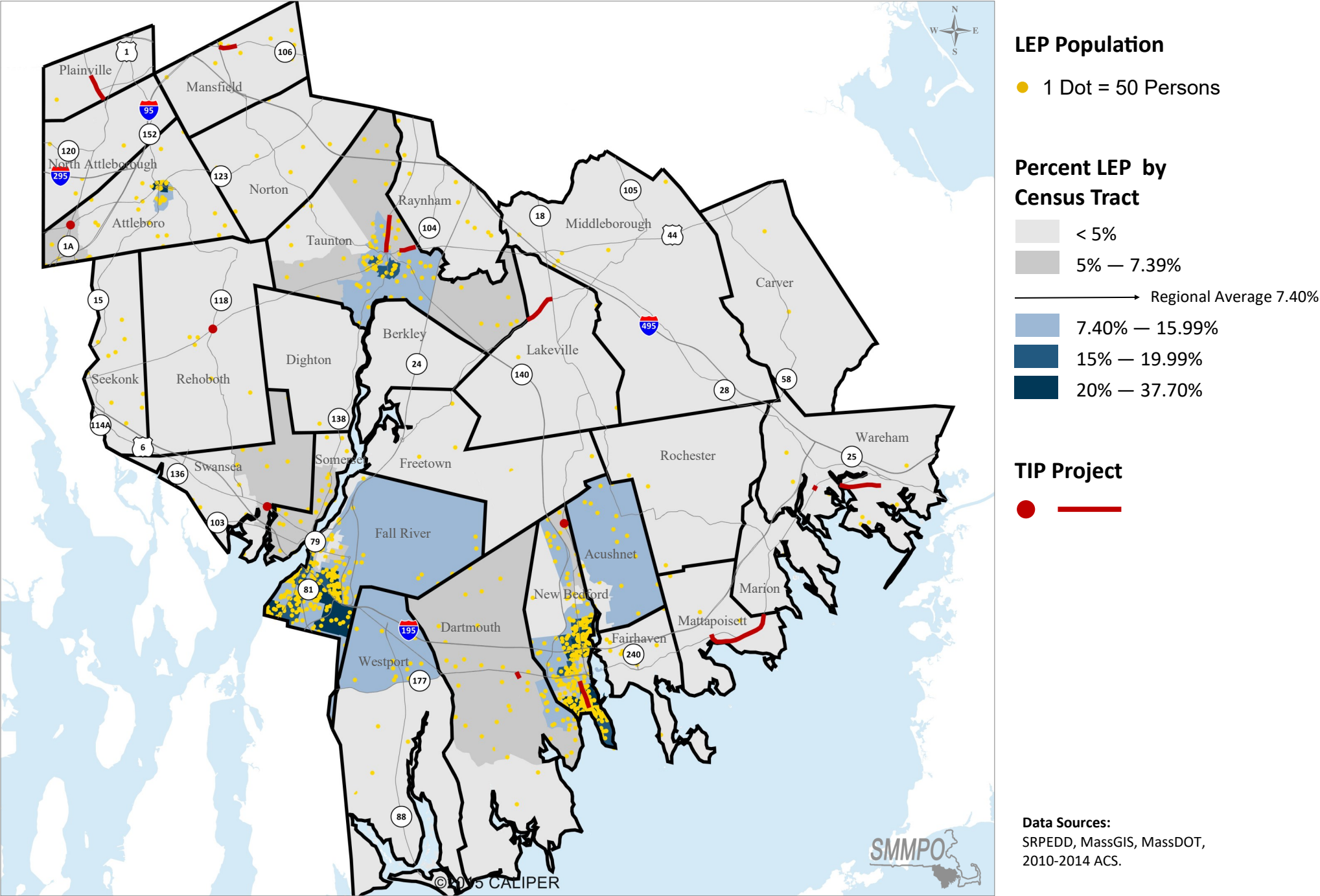


Figure 14



# Concentrations of Population Age 65 and over with 2022-2026 TIP Project Locations

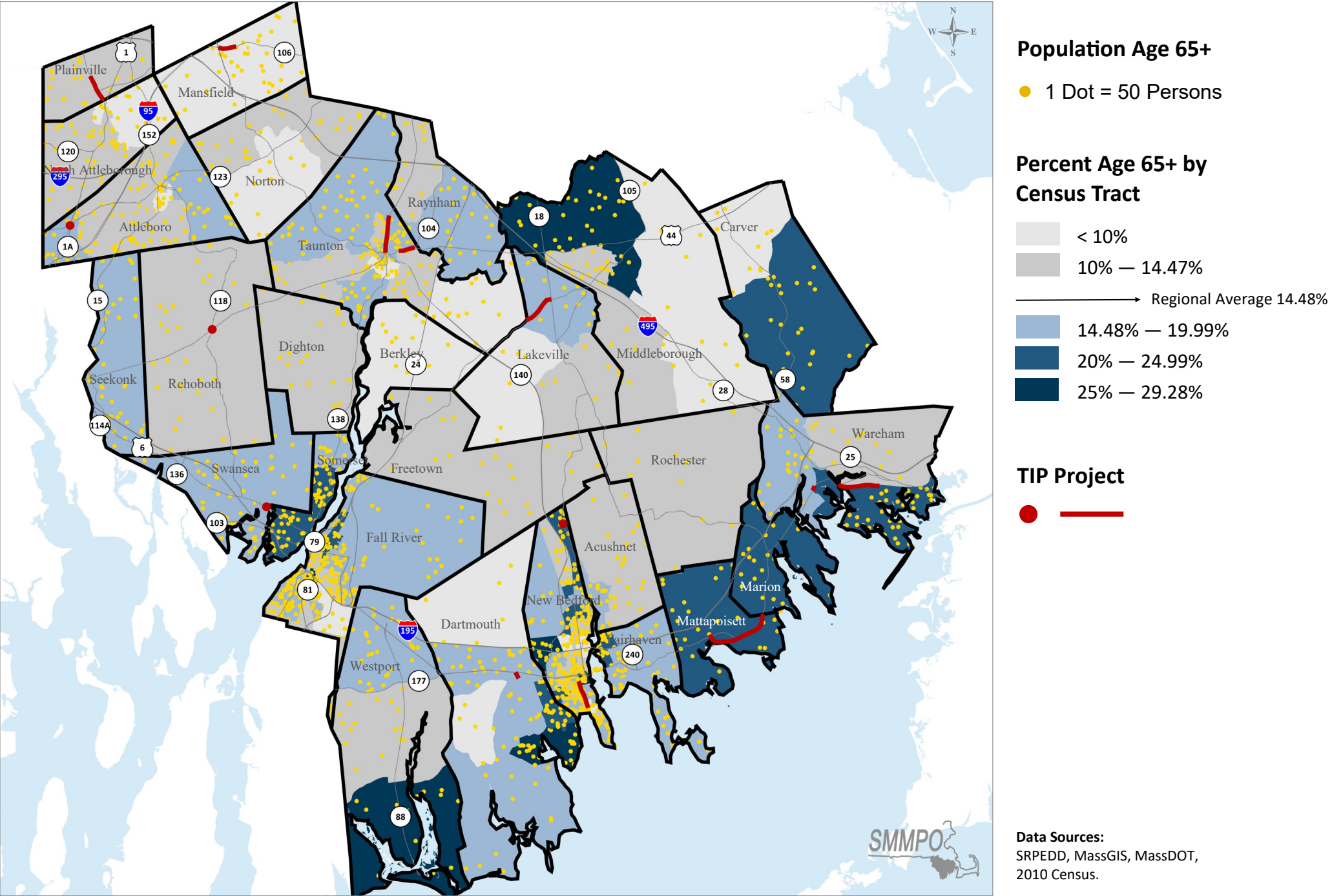


Figure 15

# Concentrations of Populations with a Disability with 2022-2026 TIP Project Locations

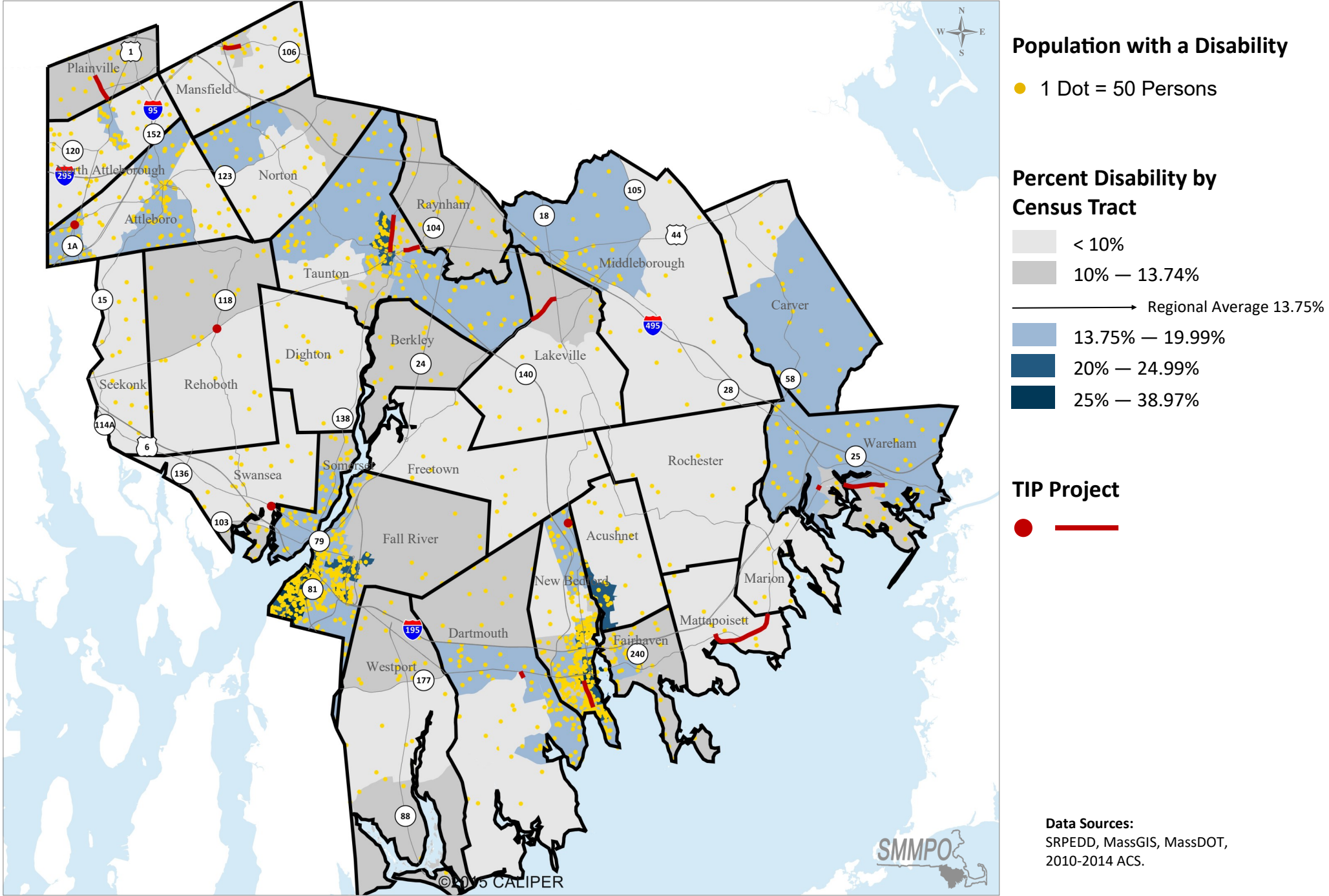


Figure 16

## **FFY2017-2021 TIP (LOOK BACK) ANALYSIS**

We mapped the geographical distribution of the FFY2017-2021 Transportation Improvement Program (TIP) projects by threshold and by the density of the population of concern.

If a project was located directly in or adjacent to one of the areas identified as having a population of concern by threshold or dot density such as minority, low-income (poverty), LEP, older adults and/or persons with a disability, or if that project directly connected and/or served the identified populations, we included the project as falling within one of these areas. Out of the 17 total projects in 11 communities in the look-back period there were 14 projects in the FFY2017-2021 TIP that were located within or directly connected or served these identified populations of concern.

Please see maps entitled Concentrations of Minority Populations with 2017-2021 TIP Project Locations (Figure 18); Concentrations of Low-Income Populations with 2017-2021 TIP Project Locations (Figure 19); Concentrations of Limited English Proficiency (LEP) Populations with 2017-2021 TIP Project Locations (Figure 20); Concentrations of Populations Age 65 and over with 2017-2021 TIP Project Locations (Figure 21); and Concentrations of Populations with a Disability with 2017-2021 TIP Project Locations (Figure 22).

We also determined the number of projects in a community, the total dollar amount of funding per community, and the total dollar amount of funding per capita per community to analyze the distribution of TIP projects and funding in our region. Both data sheets and mapping of project data was utilized.

Regardless of the results of this analysis, there are a number of factors that would affect some communities having a disparate number of projects or funding compared to other communities in this region. Although the SMMPO (SRPEDD) offers a myriad of services and technical assistance to all 27 communities in the region on request, including intersection analysis, signal warrants analysis, safety and congestion studies for intersections and corridors, as well as road safety audits, including the accompanying public outreach efforts, some communities simply do not take advantage of this, whether by indifference or by design.

Some communities have expressed concern regarding the length of the TIP process, as well as their own unwillingness to be held to MassDOT's stricter design standards that now include Complete Streets and significantly raise the scope and the cost of a

project. Those communities not seeking this assistance will not benefit in the number of projects and amount of funding to the same extent that communities in this region that are proactive.

## **FFY2017-2021 TIP (LOOK BACK) RESULTS**

For social equity with Title VI implications, the 17 TIP projects in 11 communities were analyzed considering Limited English Proficient (LEP), age (particularly older adults) and disability populations. Out of the 17 projects, 4 projects affect or serve all three Title VI populations, while 8 affect or serve two of the populations and 4 affect or serve at least one of the Title VI populations. There is only 1 project which does not serve any Title VI populations. This is displayed in Table 13. The anticipated improvements (safety, congestion, bicycle and pedestrian, and ADA) of these projects are expected to result in improved system efficiency and roadway conditions. This may include reductions in congestion and travel time, improved access to transit, improved transit time, and improvements in travel options and infrastructure conditions. These benefits may also extend beyond the project area, which was also considered in the identification of affected populations. The project details and all anticipated improvements were reviewed and are also displayed in Table 13.

For social equity with Environmental Justice impacts, we considered Low-Income and Minority populations to evaluate if any project will place disparate impacts or disproportionate burdens on our EJ populations. Out of the 17 projects, 10 projects affect or serve both Minority and Low-income populations, while 2 projects affect or serve low-income populations only. There are 5 projects which do not affect or serve any EJ populations. This is displayed in Table 13. The anticipated improvements (safety, congestion, bicycle and pedestrian, and ADA) of these projects may result in improved system efficiency and roadway conditions. This may include reductions in congestion and travel time, improved access to transit, improved transit time, and improvements in travel options and infrastructure conditions. These benefits may also extend beyond the project area, which was also considered in the identification of effected populations. The project details and all anticipated improvements were reviewed and are also displayed in Table 13. Our analysis identified no disparate impacts or disproportionate burdens on EJ populations.



**Table 13 - FFY2017-2021 TIP Projects with Title VI & Environmental Justice Populations  
Anticipated Benefits & Disproportionate Burdens**

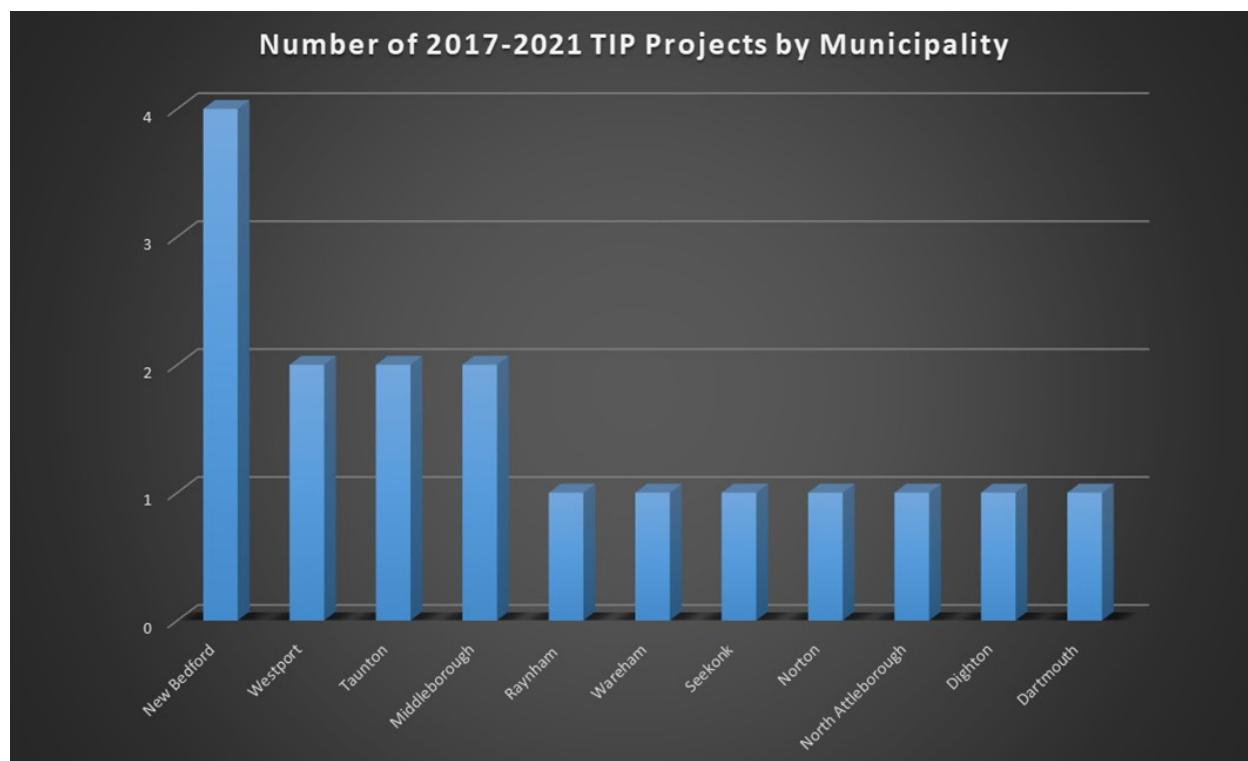
<b>Project</b>	<b>Title VI populations affected/served</b>	<b>Environmental Justice populations affected/served</b>	<b>Anticipated Benefits/ Positive impacts</b>	<b>Disproportionate Burdens/ Adverse Affects</b>
Dighton - Resurfacing and related work on Route 44	age/disability/LEP	both	Infrastructure Condition	No identified burdens/adverse affects
New Bedford - Intersection improvements and relate work at Rockdale Ave. and Allen St.	age/disability/LEP	both	Safety improvements	No identified burdens/adverse affects
New Bedford - Intersection improvements at Hathaway Rd., Mount Pleasant St., and Nauset St.	age/disability/LEP	both	Safety improvements	No identified burdens/ adverse affects
Raynham - Resurfacing and related work on Route 138	age/disability/LEP	both	Safety improvements, Travel option improvements & Infrastructure Condition	No identified burdens/ adverse affects
Dartmouth - Intersection improvements and related work at Chase Rd. and Old Westport Road	age/disability	both	Congestion reductions & Safety improvements	No identified burdens/ adverse affects
Wareham - Reconstruction of Route 6 & 28, from 500 Ft. east of Tyler Ave. to Red Brook Road (1.65 miles)	age/disability	both	Safety improvements, Travel option improvements & Infrastructure Condition	No identified burdens/ adverse affects
Middleborough - Interim improvements at Route 18/28/44 (Rotary)	age/disability	low-income	Congestion reductions & Safety improvements	No identified burdens/ adverse affects
Middleborough - Intersection improvements and related work at Everett Square	age/disability	low-income	Safety improvements	No identified burdens/ adverse affects
Taunton - Resurfacing and related work on Route 44	disability/LEP	both	Infrastructure Condition	No identified burdens/ adverse affects
New Bedford - Park and Ride improvements including a new bus shelter replacement at the Mount Pleasant St. Park and Ride	age/LEP	both	Travel option improvements	No identified burdens/ adverse affects

**Table 13 - FFY2017-2021 TIP Projects with Title VI & Environmental Justice Populations  
Anticipated Benefits & Disproportionate Burdens**

<b>Project</b>	<b>Title VI populations affected/served</b>	<b>Environmental Justice populations affected/served</b>	<b>Anticipated Benefits/ Positive impacts</b>	<b>Disproportionate Burdens/ Adverse Affects</b>
New Bedford - Corridor improvements & related work on Kings Highway, from Church St. to the Kings Highway Bridge (N-06-036) over Rte 140	age/LEP	both	Congestion reductions, Safety improvements, Travel option improvements & Infrastructure Condition	No identified burdens/ adverse affects
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 Rd.	age/LEP	No EJ	Infrastructure condition	No identified burdens/ adverse affects
North Attleborough - Traffic signal and intersection improvements at East Washington St. (Route 1) and Chestnut St	disability only	No EJ	Safety improvements	No identified burdens/ adverse affects
Taunton - Corridor improvements and related work on Broadway (Route 138), from Leonard St. northerly to Purchase St. (Phase I)	age only	both	Safety improvements, Travel option improvements & Infrastructure Condition	No identified burdens/ adverse affects
Seekonk - Intersection improvements and related work at Fall River Ave (Route 114A) and County St.	age only	No EJ	Congestion reductions, Safety improvements & Travel option improvements	No identified burdens/ adverse affects
Westport - Resurfacing and related work along route 88 from mile marker 1.2, just north of Drift Rd., northerly to mile marker 7.5, just south of Old County Rd.	age only	No EJ	Infrastructure condition & Travel option improvements	No identified burdens/ adverse affects
Norton - Corridor improvements and related work on East Main St. (Route 123), from Pine St. to I-495	No Title VI	No EJ	Infrastructure condition & Travel option improvements	No identified burdens/ adverse affects

The total number of TIP projects programmed in the look-back FFY2017-2021 TIP total 17 in 11 communities. The analysis identified 16 communities out of the 27 in the SRPEDD region with no projects over the 5-year look-back period. However, 7 of these 16 communities (Attleboro, Lakeville, Mansfield, Mattapoisett, Plainville, Rehoboth and Swansea) have projects programmed in the existing FFY2022-2026 TIP with regional target funds. Of the remaining 9 communities (Acushnet, Berkley, Carver, Fairhaven, Fall River, Freetown, Marion, Rochester, and Somerset), one has a future project listed in the Supplemental list (Fall River), the rest have no recent or future projects in the TIP programmed with regional target funds. However, three (3) communities, Fairhaven, Fall River, and Marion have developed a project listed in our TIP that is being funded with statewide funds. These projects are not included in this analysis.

Of the 11 communities with TIP projects in the look-back period of FFY2017-2021 TIP, there were 7 communities with 1 project in the TIP. These communities were Dartmouth, Dighton, North Attleborough, Norton, Raynham, Seekonk, and Wareham. There were 3 communities, Westport, Taunton, and Middleborough, with 2 projects each, and the city of New Bedford had 4 projects in the look-back period. (Please see Figure 17, Number of 2017-2021 TIP Projects by Municipality.)



**Figure 17 – Number of FFY2017-2021 TIP Projects by Municipality**

We mapped the geographical distribution of the FFY2017-2021 Transportation Improvement Program (TIP) projects by threshold and by the density of the population of concern. As far as the geographical distribution of projects, out of the 17 total projects in the region over the 5-year look-back period, 16 projects fell within, directly connected or served populations of concern including minority, low-income (poverty), LEP, older adults and/or persons with a disability. Please see maps entitled Concentrations of Minority Populations with 2017-2021 TIP Project Locations (Figure 18); Concentrations of Low-Income Populations with 2017-2021 TIP Project Locations (Figure 19); Concentrations of Limited English Proficiency (LEP) Populations with 2017-2021 TIP Project Locations (Figure 20); Concentrations of Populations Age 65 and over with 2017-2021 TIP Project Locations (Figure 21); and Concentrations of Populations with a Disability with 2017-2021 TIP Project Locations (Figure 22).

Total project expenditures were calculated by community and per capita for minority, low-income (poverty), LEP, older adults and/or persons with a disability. The median per capita spending for the 11 communities with projects programmed in the FFY2017-2021 TIP was \$273. Among those communities, per capita spending ranged from a low of \$31 in Dartmouth to a high of \$1142 in Raynham. (See the table entitled SRPEDD 2017-2021 TIP Projects by Municipality with Project Expenditure and Title VI and EJ Criteria.)

Of the 16 communities with no projects in the TIP during FFY2017-2021, there are five, Berkley, Freetown, Plainville, Rehoboth, and Rochester, that had no populations of concern, although Plainville and Rehoboth have projects in the current TIP. Of the remaining 11 communities, 7 have projects in the FFY2022-2026 TIP. These are Plainville, Mansfield, Attleboro, Swansea, Lakeville, Rehoboth, and Mattapoisett. Six of these communities remaining have had no past or current projects programmed with regional target funds. These communities are Acushnet, Carver, Fairhaven, Fall River, Marion and Somerset. However, Fairhaven, Fall River and Marion have developed a project listed in our TIP that is being funded with statewide funds. The remaining 3 communities account for 16% of SMMPO communities with populations of concern that are not actively seeking projects through the TIP.

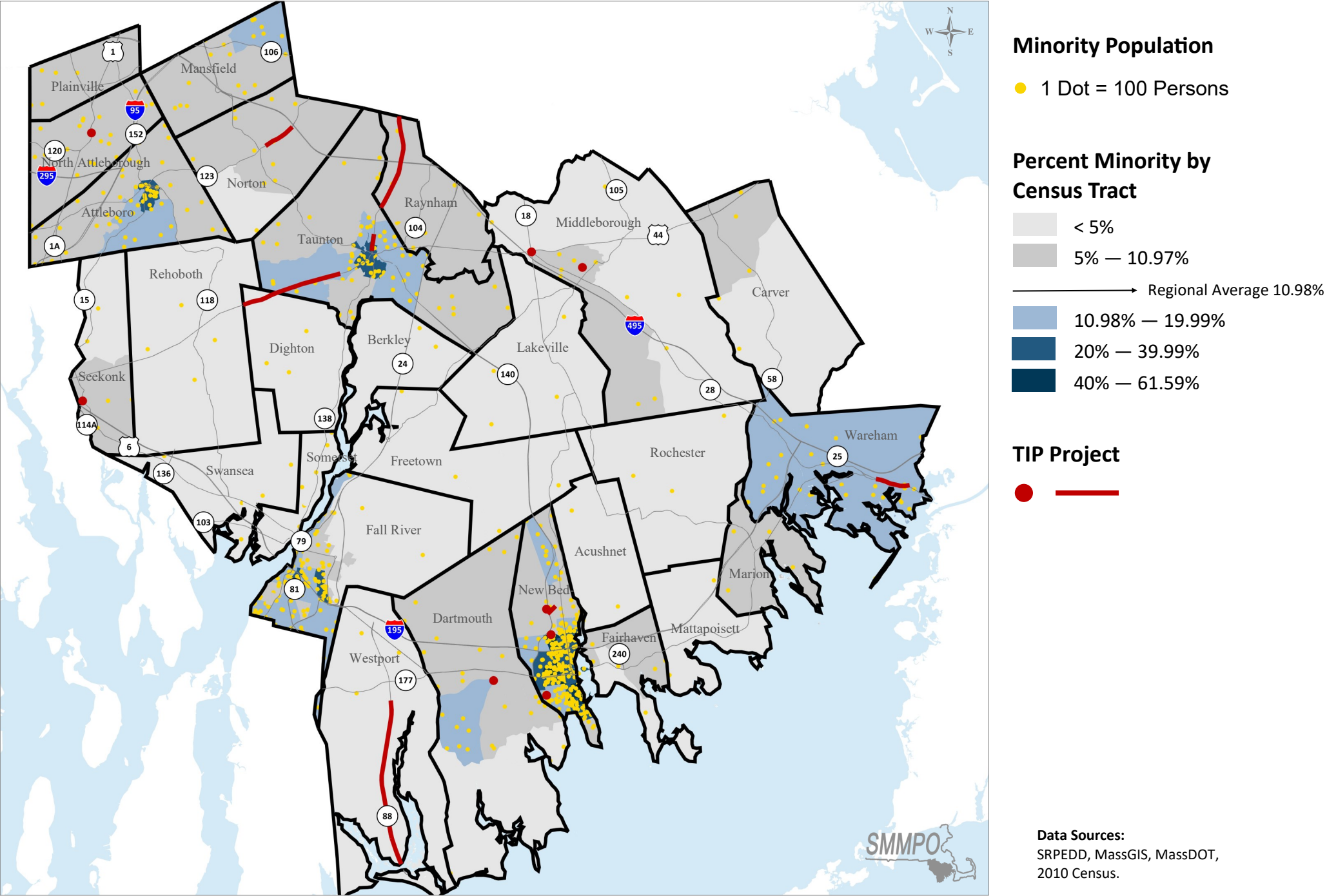
**Table 14 – SRPEDD 2017-2021 TIP Projects by Municipality with Project Expenditure and Title VI and EJ Criteria**

<b>Municipality</b>	<b>Number of Projects</b>	<b>Total Population (Census 2010)</b>	<b>Project Expenditures</b>	<b>Per Capita Expenditure</b>	<b>Project(s) serves or affects an EJ Area</b>	<b>Project(s) serves or affects a Title VI area</b>
Attleboro	1	43,593	\$7,213,265	\$165	No	Yes
Dartmouth	1	34,032	\$5,909,275	\$174	Yes	Yes
Lakeville	1	10,810	\$13,905,267	\$1,286	No	Yes
Mansfield	1	23,184	\$5,400,000	\$233	Yes	No
Mattapoisett	1	6,045	\$8,037,971	\$1,330	No	Yes
New Bedford	2	95,072	\$11,873,857	\$125	Yes	Yes
Plainville	1	8,264	\$11,200,257	\$1,355	yes	No
Rehoboth	1	11,608	\$3,371,115	\$290	No	No
Swansea	1	15,865	\$3,829,546	\$241	No	Yes
Taunton	2	55,874	\$19,620,027	\$351	Yes	Yes
Wareham	2	21,822	\$11,275,946	\$517	Yes	Yes

If a project was located directly in or adjacent to one of the areas identified as having a population of concern by threshold or dot density as EJ, (e.g. minority, low-income), or as Title VI, (e.g. LEP, older adults and/or persons with a disability), or if that project directly connected and/or served the identified area, we included the project as falling within one of these areas.

Our results show that 16 out of the 17 projects in the look-back FFY2017-2021 TIP fall within a community that meets the criteria for Title VI or EJ populations for minority, low-income (poverty), LEP, older adult, and persons with a disability, which is 94% of the projects. Although 94% of our current projects serve populations of concern, we will continue to support projects, through our evaluation criteria process, that serve these populations.

# Concentrations of Minority Populations with 2017-2021 TIP Project Locations





# Concentrations of Low-Income Populations with 2017-2021 TIP Project Locations

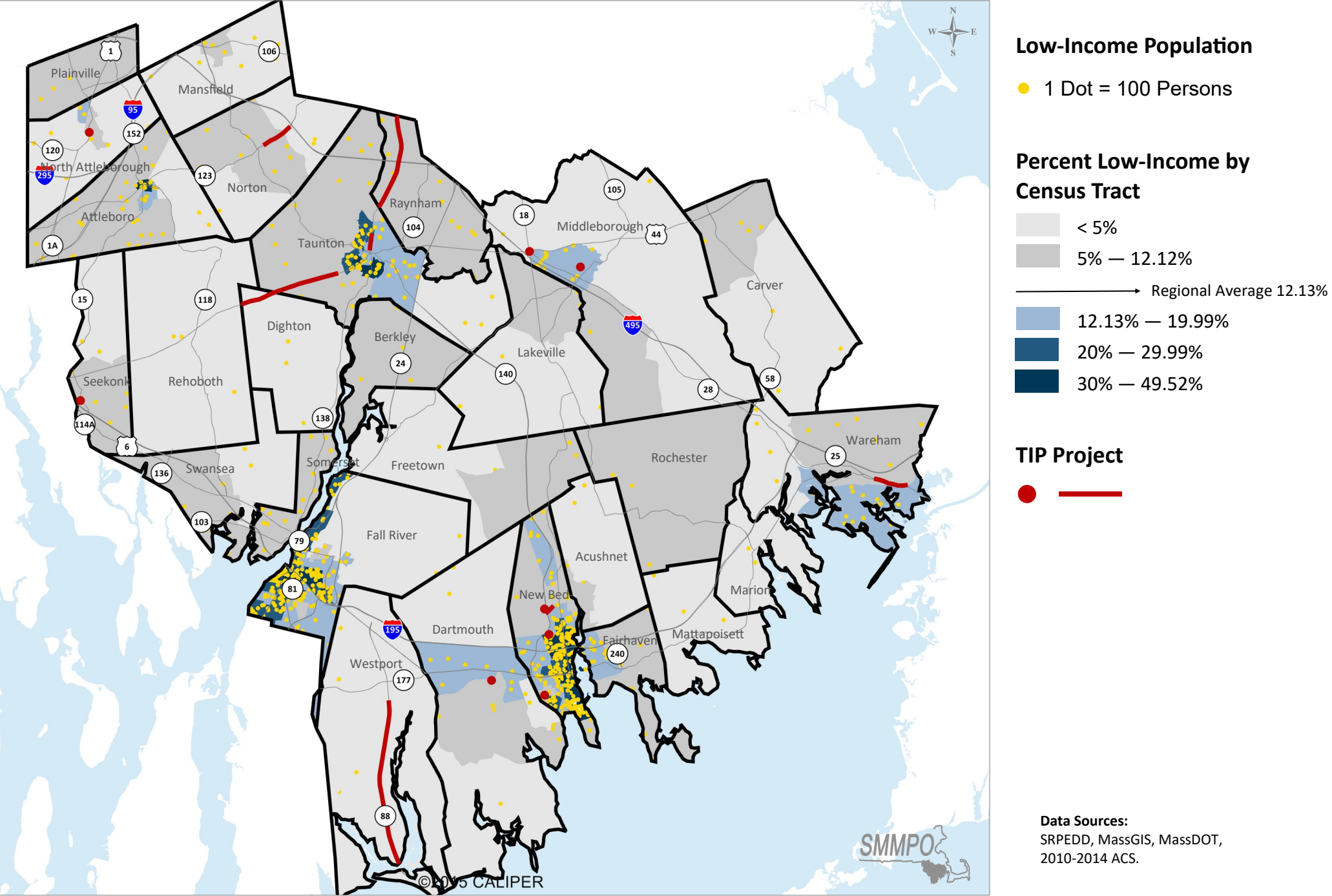


Figure 19

# Concentrations of Limited English Proficiency (LEP) Populations with 2017-2021 TIP Project Locations

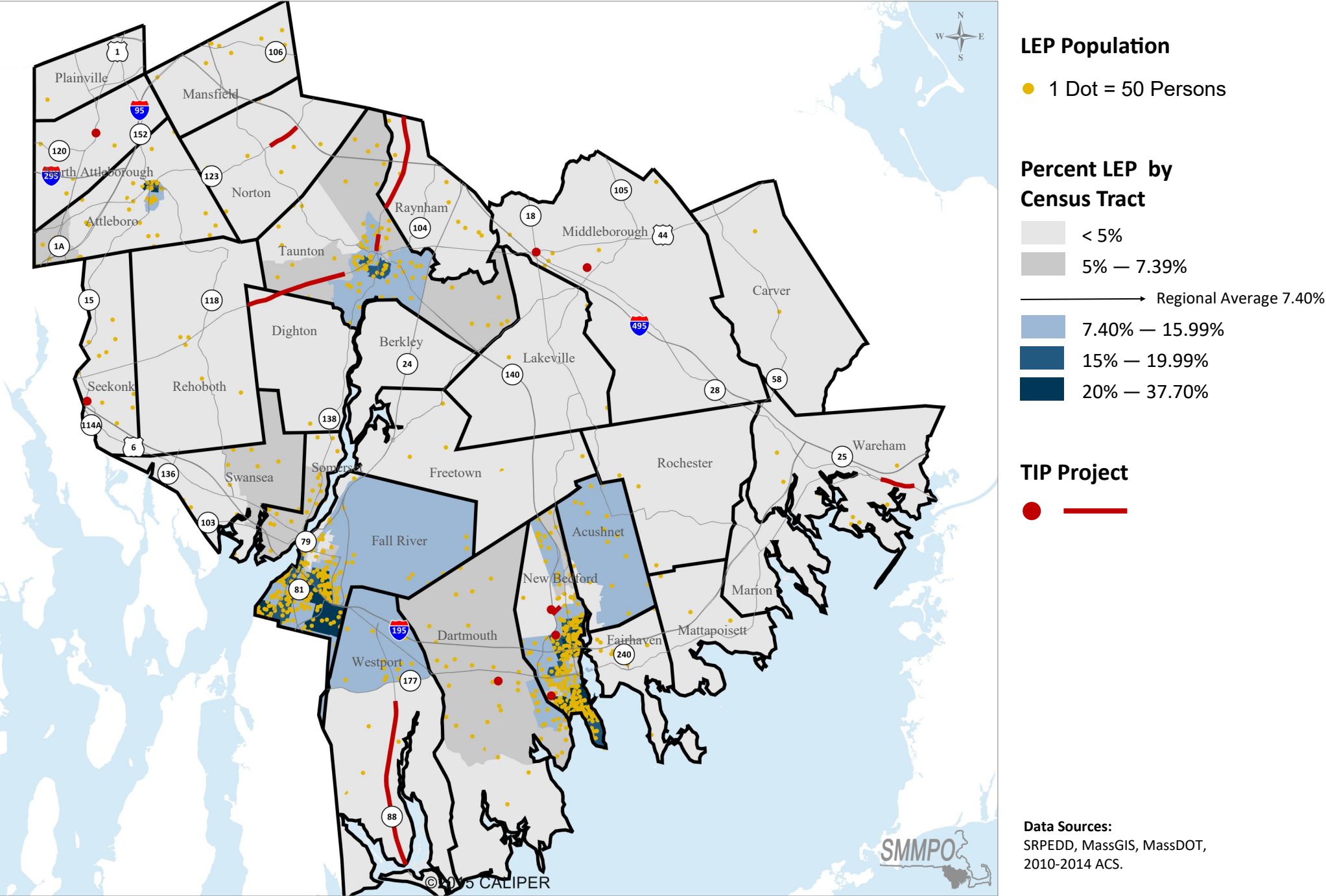


Figure 20



# Concentrations of Population Age 65 and over with 2017-2021 TIP Project Locations

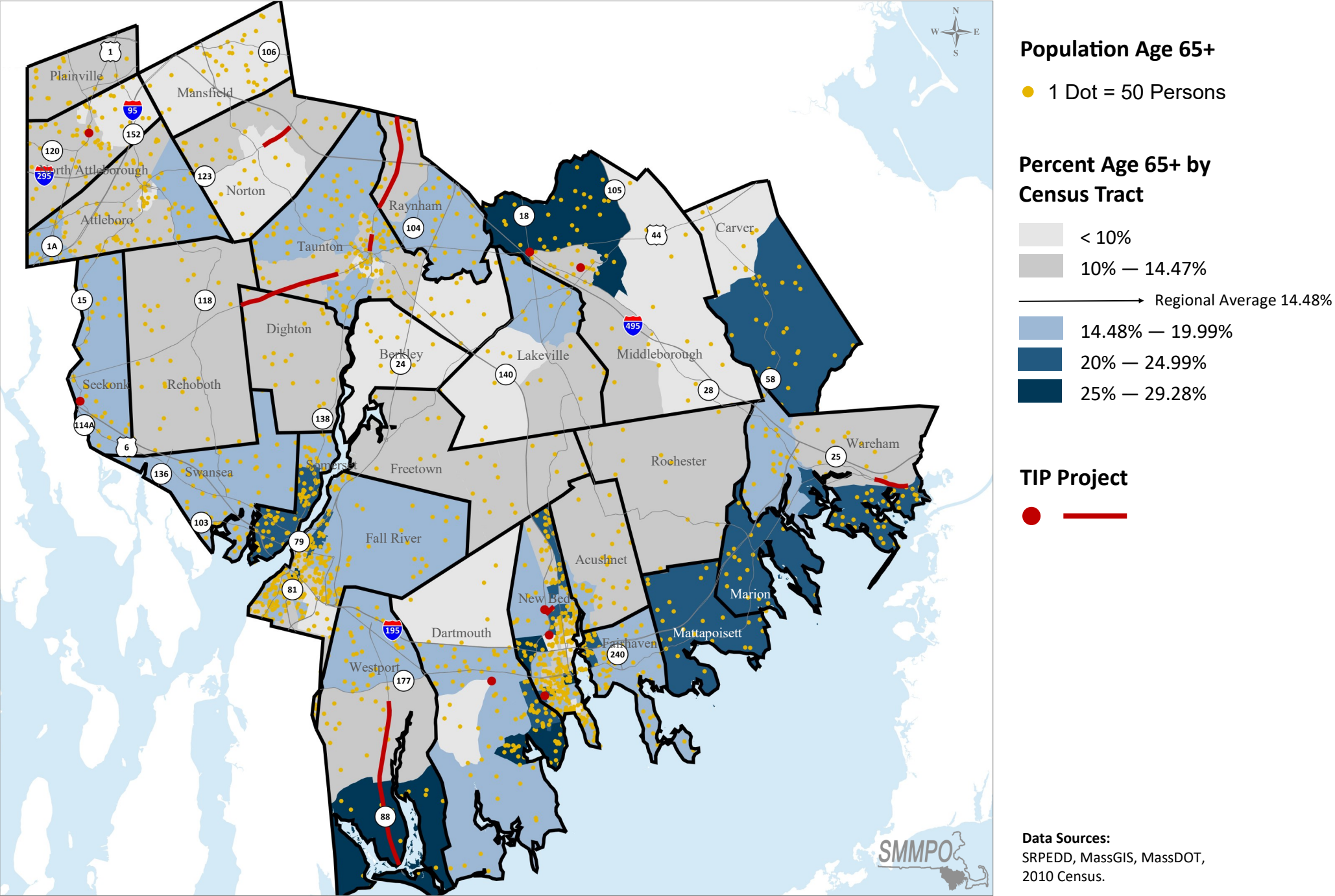


Figure 21

# Concentrations of Populations with a Disability with 2017-2021 TIP Project Locations

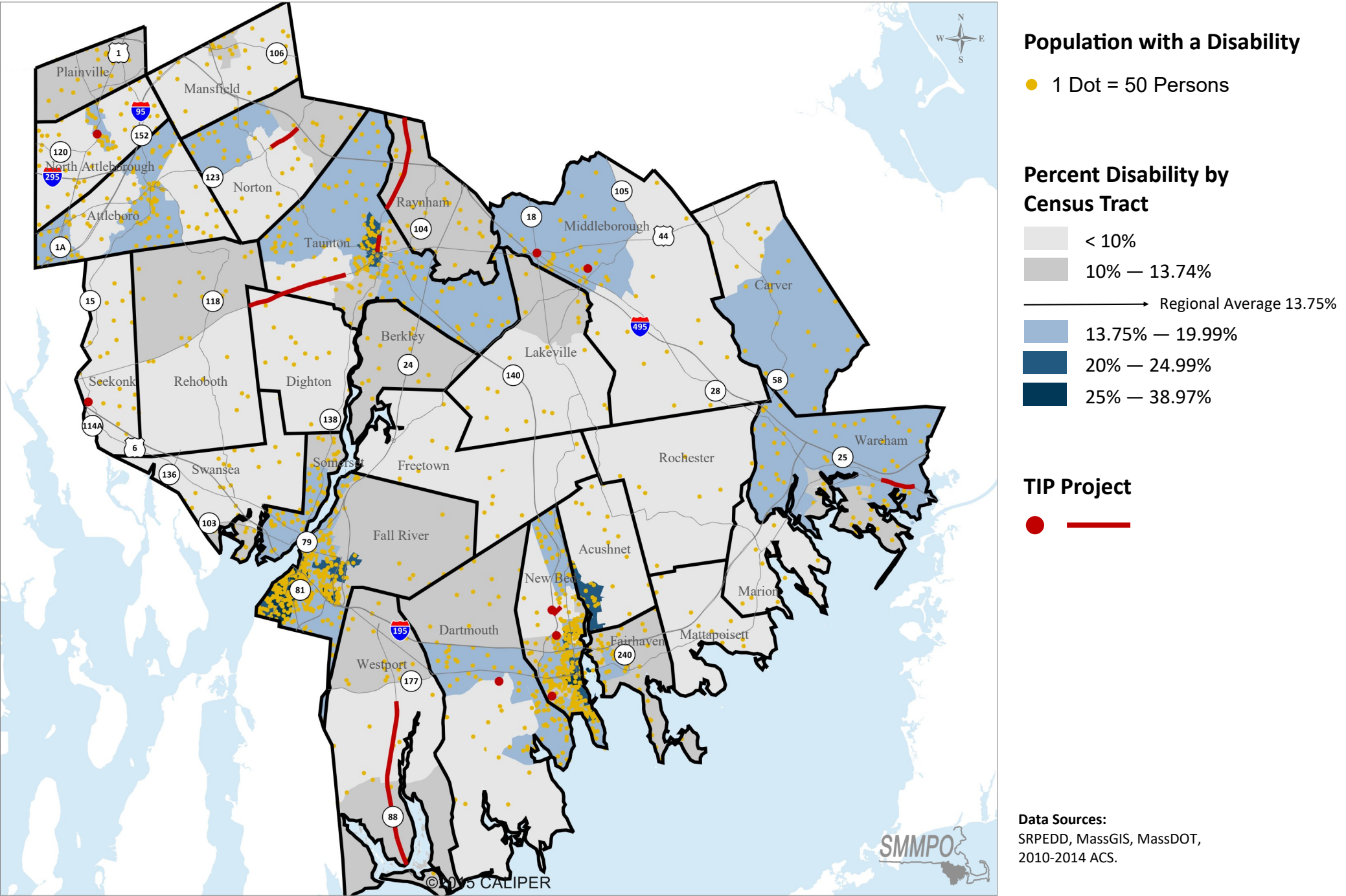


Figure 22

## MUNICIPALITY GRANT PROGRAM PARTICIPATION

There were 12 Shared Streets & Spaces grants awarded to 10 communities in the SMMPO region thus far, totaling \$1,374,566. The 10 communities were Acushnet, Attleboro, Dighton, Mattapoisett, Middleborough, New Bedford, North Attleborough, Somerset, and Wareham. While most of these communities are active participants in the regional TIP funding process, two (Acushnet and Somerset), have no TIP projects in the current or look back analysis. Somerset has recently become more active, but Acushnet is not actively seeking projects through the TIP and makes little or no effort to attend Joint Transportation Planning Group (JTPG) meetings or to take advantage of the array of services and technical assistance offered by the staff of the SMMPO. This reinforces the trend of communities involved in the TIP process that tend to seek participation, and those that do not.

**Acushnet received \$12,917.50** to provide access to a public park from the Slocum Street corridor along River Street by installing a new path.

**Attleboro received \$122,149.50** to support new lighting, paving, landscaping, public seating, public art, and bicycle racks in order to transform an underused alleyway between Attleboro's municipal parking garage and the downtown area into a safe and comfortable public space capable of hosting civic activities and festivals.

**Dighton received \$168,242** to extend an existing sidewalk, allowing for better and safer connections among residential neighborhoods, a playground, the Post Office, a child-care center, the Dighton Public Library, a local church, and a main commercial area.

**Mattapoisett received \$237,849** to provide a new, safe connection to the Mattapoisett Rail Trail and create a new safe route to Old Hammond town Elementary School and areas of employment in Fairhaven.

**Middleborough received \$228,206.00** to construct a new concrete sidewalk with granite curbing on the south side of East Main Street (Route 105), in order to extend the existing sidewalk network and allow safe walking to the Pratt Farm Conservation and Recreation Area.

**New Bedford received two grants for a total of \$148,395** to create multiple outdoor dining destinations and safe pedestrian spaces within the city.

**New Bedford received \$224,224.00** to install lighting, wayfinding, and other placemaking elements in order to encourage residents and a regional audience to return to downtown for dining, shopping, and arts and culture-based programming.

**North Attleborough was awarded \$28,984.04** to create outdoor parklets, reduce vehicle speeds from 25mph to 10mph, and install street furniture, all with easy access by low-income, senior, and affordable housing populations.

**Somerset was awarded \$12,100** to support dedicated bike lanes along Brayton Avenue and Read Street in order to promote outdoor activity and provide additional transportation options.

**Taunton received \$150,000** to provide traffic calming, enhanced pedestrian safety, and ADA-accessibility measures at a dangerous three-way intersection used by elementary, middle, and high school students.

**Wareham received \$41,500** to promote the creative use of the public space in downtown Wareham by transforming the historic train station in downtown Wareham Village into an entertainment, food and hospitality area.

## **DESCRIPTION OF FUNDING CATEGORIES**

The following are explanations of the highway and transit funding categories presented in this TIP. Detailed information concerning the specific eligibility for these funds can be obtained by contacting SRPEDD at (508) 824-1367 or [info@srpedd.org](mailto:info@srpedd.org). In addition, the MassDOT District 5 office may be contacted concerning roadway facilities.

### **FEDERAL FUNDING CATEGORIES**

#### **HIGHWAY AND BRIDGE PROJECTS THROUGH THE FHWA**

**Bridge (BR)** - Federal-aid bridge funding is used to rehabilitate or replace bridges based upon the structure's adequacy, safety, serviceability, age and public usage. Bridge funding is sub-allocated for projects that are on the federal-aid system (a road classified as a collector or higher) (BR-On) and those that are not (BR-Off). Funding: Federal - 80%, State - 20%.

**Congestion Mitigation/Air Quality (CMAQ)** - CMAQ provides a flexible funding source for transportation investments and programs to help meet the requirements of the federal Clean Air Act. Funding is available to help reduce congestion and improve

air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). Prior to programming, proposed CMAQ investments are reviewed by the CMAQ Consultation Committee, which is responsible for determining whether a project shows an air quality benefit and is eligible for CMAQ funding. The members of the Committee include representatives from MassDOT, Massachusetts Department of Environmental Protection (DEP), United States Department of Transportation (USDOT), U.S. Environmental Protection Agency (EPA), and the MPOs. Funding: Federal - 80%, State - 20%.

**Earmarks** - Certain funding categories are project-specific, i.e. funds are 'earmarked' only for use in the development of that project. Previously, earmarks were included in federal Transportation bills by a state's congressional delegation. This practice has since ended in Congress, though some earmarks are still available for certain designated investments. These include, among others, Sections 115, 117, 129 and 125 categories. Funding: Federal - 100%,

**Emergency Relief (ER)** - A special program from the Highway Trust Fund for the repair or reconstruction of Federal-aid highways and roads on Federal lands which have suffered serious damage as a result of (1) natural disasters or (2) catastrophic failures from an external cause. This program supplements the commitment of resources by States, their political subdivisions, or other Federal agencies to help pay for unusually heavy expenses resulting from extraordinary conditions. Funding: For Interstate highways, the Federal share is 90 percent. For all other highways, the Federal share is 80 percent. The Federal share for permanent ER repairs may amount to 90 percent if the combined eligible ER expenses incurred by the State in a Federal fiscal year exceeds the annual apportionment of the State under 23 U.S.C. section 104 for the fiscal year in which the disasters or failures occurred.

**Federal Lands Access Program (FLAP)** - The Federal Lands Access Program was established under MAP-21 §1119; 23 USC 201, 204 to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The Access Program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. The Federal share is 100%.

**Ferry Boat Formula Program (FBP)** - The FBP program provides formula-based funding for ferry facilities (either vehicular or passenger) that are on a non-Interstate public road and are publicly owned, publicly operated, or majority publicly owned providing substantial public benefits. The FBP was created under MAP-21 and



continued under the FAST Act, replacing the previous Ferry Boat Discretionary Program (FBD).

**Highway Safety Improvement Program (HSIP)** - The HSIP funds safety improvement investments to reduce the number and severity of crashes at dangerous locations. A highway safety improvement investment is any strategy, activity, or project on a public road that is consistent with each state's data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or addresses a highway safety problem. Funding: Federal - 90%, State - 10%.

**National Highway Freight Program (NHFP)** - NHFP was established in December 2015 through the FAST Act to improve the efficient movement of freight on the National Highway Freight Network (NHFN). The Commonwealth's Freight Plan was approved by FHWA on July 13, 2018. As the Freight Plan continues to develop, program sizes will be proposed in future STIPs according to need and appropriations. Funding: The Federal share is generally 80%, subject to the upward sliding scale adjustment for States containing public lands. Funding: The Federal share for projects on the Interstate system (except projects that add lanes that are not high-occupancy-vehicle or auxiliary lanes) is 90%, subject to the upward sliding scale adjustment. For projects that add single occupancy vehicle capacity, that portion of the project that increases single occupancy vehicle capacity will revert to the 80% Federal share participation level.

**National Highway Performance Program (NHPP)** - NHPP provides support for the condition and performance of the National Highway System (NHS), including Interstate and non-Interstate routes and 26 bridges. These investments ensure that federal-aid funds in highway construction are on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and that they are consistent with Metropolitan and Statewide planning requirements. The federal share for projects on the Interstate System is 90%, with a 10% match coming from the state. Any Interstate System project that increases single occupancy vehicle capacity will revert to the 80 percent Federal share participation level. Funding: Federal - 90%, State - 10%.

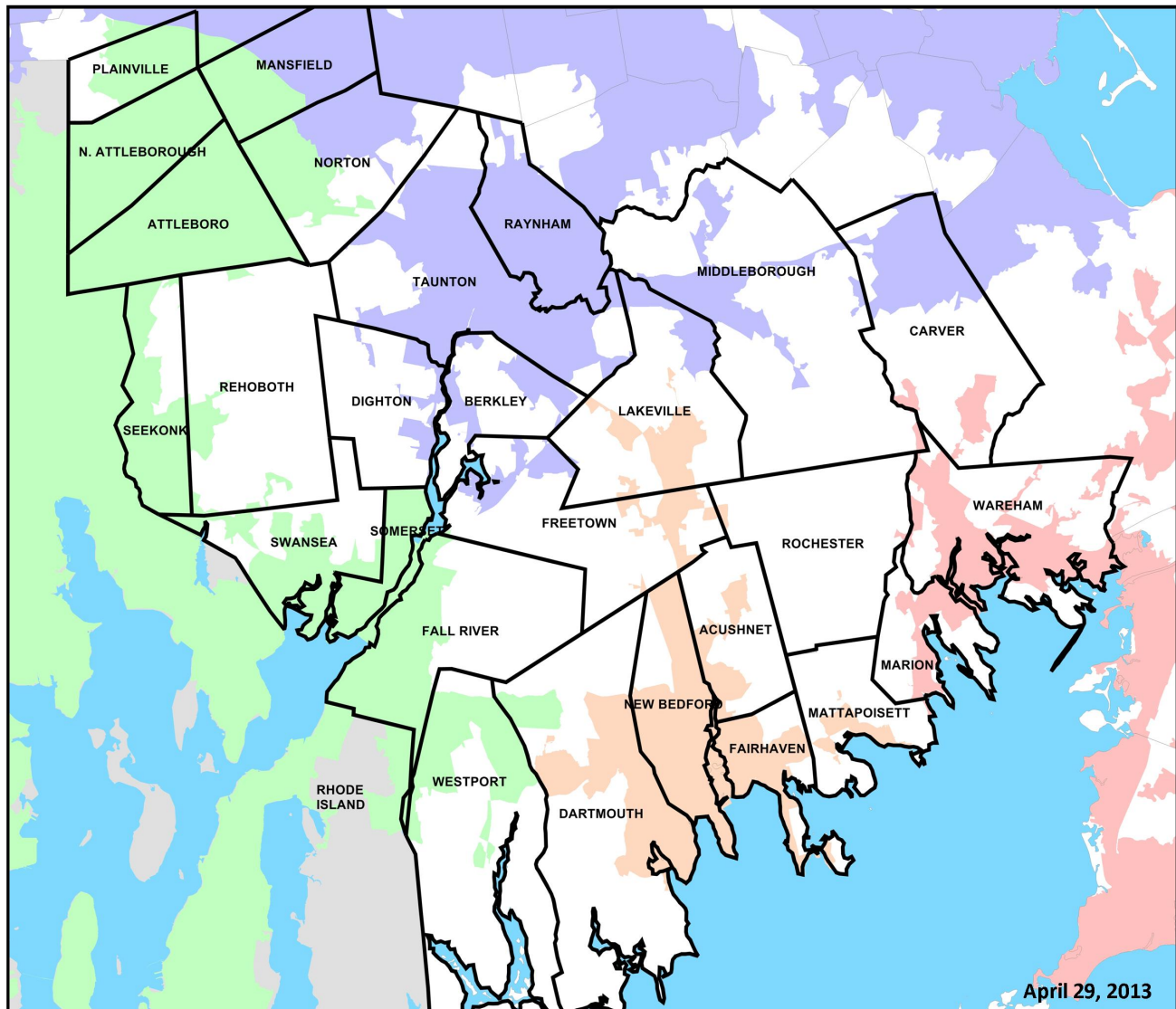
**Non-Federal Aid (NFA)** - This funding category contains all those projects not receiving federal funds. Various categories of state funding are included in this group including bikeways and highway construction and maintenance (Chapter 497). This category is included in the TIP for informational purposes only. Funding: State - 100%.

**Railroad Highway Crossing Program (Section 130)** - The Railway-Highway Crossings (Section 130) Program (formerly RRHE and RRPD) provides funds for the elimination of hazards at railway-highway crossings. The 2015 Fixing America's Surface Transportation Act (FAST Act) continues the annual set-aside for railway-highway crossing improvements under 23 USC 130(e). The funds are set-aside from the Highway Safety Improvement Program (HSIP) apportionment. Funding: Federal - 90%, State - 10%

**Surface Transportation Block Grant Program (STBG)** - Funding under this category may be expended for construction, reconstruction, rehabilitation, resurfacing, restoration, operational and safety improvements on roads classified higher than urban local or rural minor collectors in the urbanized areas of the region as shown on the map in Figure 23. In addition to federal-aid roads, capital costs for transit projects are also eligible. Additional eligible activities are defined under 23 U.S.C. 133(b). Funding: Federal - 80%, State - 20%.

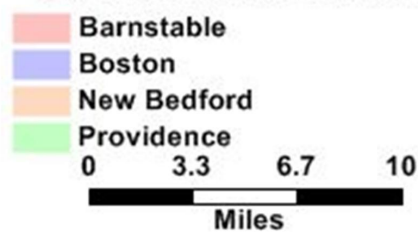
**Surface Transportation Block Grant Program – Transportation Alternatives (STBG-TA)** The FAST Act eliminates the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. Funding: federal - 80%, state - 20%.

# SRPEDD Urbanized Areas



April 29, 2013

## 2010 Urbanized Areas



Southeastern Regional Planning and Economic Development District 88 Broadway, Taunton, MA 02780 Sources: SRPEDD, MassGIS, Census 2010  
Maps produced by SRPEDD are for the sole purpose of aiding regional planning decisions and are not warranted for any other use. This map is not intended for engineering, legal or survey purposes.

**Figure 23 – SRPEDD Urbanized Areas**



## **FEDERAL TRANSIT ADMINISTRATION FUNDING PROGRAMS**

**Section 5307 Urbanized Area Formula Funding Program** - 5307 program funds are used for public transportation capital and operating assistance and for transportation-related planning. Eligible activities include planning, engineering design, capital investments in bus and bus-related activities, crime prevention and security equipment, construction of maintenance and passenger facilities, and capital investments in new and existing fixed guideway systems including rolling stock, the overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. Funding: The Federal share for Section 5307 Program is 80% for capital and planning expenses and up to 50% for net operating expenses. MAP-21 consolidated the Job Access Reverse Commute (JARC) program, formerly Section 5316, with Section 5307 funding.

**Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities** - 5310 program funds are used to improve mobility for seniors and individuals with disabilities. FTA provides financial assistance for transportation services that are planned, designed, and carried out to meet the special transportation needs of elderly individuals and individuals with disabilities in all areas—urbanized, small urban, and rural. MassDOT administers the Section 5310 program through a single application process that includes Section 5310, 5339 and the Commonwealth funded Mobility Assistance Program (MAP). A committee advises MassDOT by reviewing and scoring applications for funding under 5310 and MAP. Once applicants are selected, MassDOT develops the program of projects and submits the Section 5310 application to FTA. Federal funds will provide 80% of capital costs and require a 20% local funding match; operating assistance projects are funded with 50% federal and 50% local funds.

**Section 5311 Formula Grants for Rural Areas** - 5311 program funds are used to enhance access for people in non-urbanized areas to health care, shopping, education, employment, public services, and recreation. They are also used to assist in the maintenance, development, improvement, and use of public transportation systems in non-urbanized areas. Funding: for capital projects - Federal - 80%, State - 20%; for operating assistance – Federal - 50%, State – 50%; and for Americans with Disabilities Act (ADA) non-fixed-route paratransit service - Federal share is 80%, using up to 10% of a recipient's apportionment.

**Section 5337 State of Good Repair Grants** - 5337 is a formula-based State of Good Repair program that d) provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair. Additionally,

SGR grants are eligible for developing and implementing Transit Asset Management plans. Funding: Federal – 80%, State – 20%

**Section 5339(a) Bus and Bus Facilities** - Section 5339 is formula based capital program to replace, rehab, and purchase buses and related equipment; funds can also be used to construct bus related facilities. Section 5339 under MAP-21 replaced the previous Section 5309 discretionary Bus and Bus Facilities program. Funding: Federal - 80%, State - 20%

## **STATE AND LOCAL FUNDING PROGRAMS**

**Regional Transit Authority Capital Assistance Program (RTACAP)** - The RTACAP program is funded annually by the Commonwealth of Massachusetts through the budget process and provides capital assistance grants to regional transit authorities. The funds can be used to meet the matching requirements for federal capital funding programs.

**Mobility Assistance Program (MAP)** - MAP funds are state capital dollars for the purchase of vehicles to be used in the provision of transportation services to the elderly and persons with disabilities. MAP is administered by MassDOT under the Section 5310 program through an application process. The funds can be used to meet the matching requirements for federal capital funding programs.

**State Contract Assistance (SCA)** - The SCA program is funded annually by the Commonwealth of Massachusetts through the budget process and provide operating assistance grants to regional transit authorities. The funds can be used for operating expenses and as part of the matching requirements for federal operating expense programs.

**Transportation Development Credits (TDC)** - FHWA and FTA allow states to substitute certain previously financed toll investments for the state matching funds that are required for federal projects. This permits states to use TDCs, commonly known as Toll Credits, to match federal funds.

**Transportation Bond Bill Funding** - The Massachusetts Legislature passes transportation bond bills to provide state resources for investments in our transportation system. This provides the Commonwealth with authorization to issue bonds to support transportation capital expenditures. Such expenditures include matching funds for federally funded STIP investments, both highway and transit, and Chapter 90 reimbursement funds for local transportation projects. The Executive Office

of Administration and Finance issues bonds at its discretion subject to legislative authorization in transportation bond bills and subject to overall “bond cap” limits on the Commonwealth’s debt obligations.

**Local Assessment Funds** - Local assessment funds are provided to regional transit authorities by the communities that are served with transit. The assessments cannot exceed 50% of the net cost of the service provided to the community.

**Locally Generated Funds** - Locally generated funds are revenues received not mention above. These funds most typically are received through revenue at the farebox, but also include advertising revenue, parking fees, and rents collected from leased properties.

## **FINANCIAL PLAN**

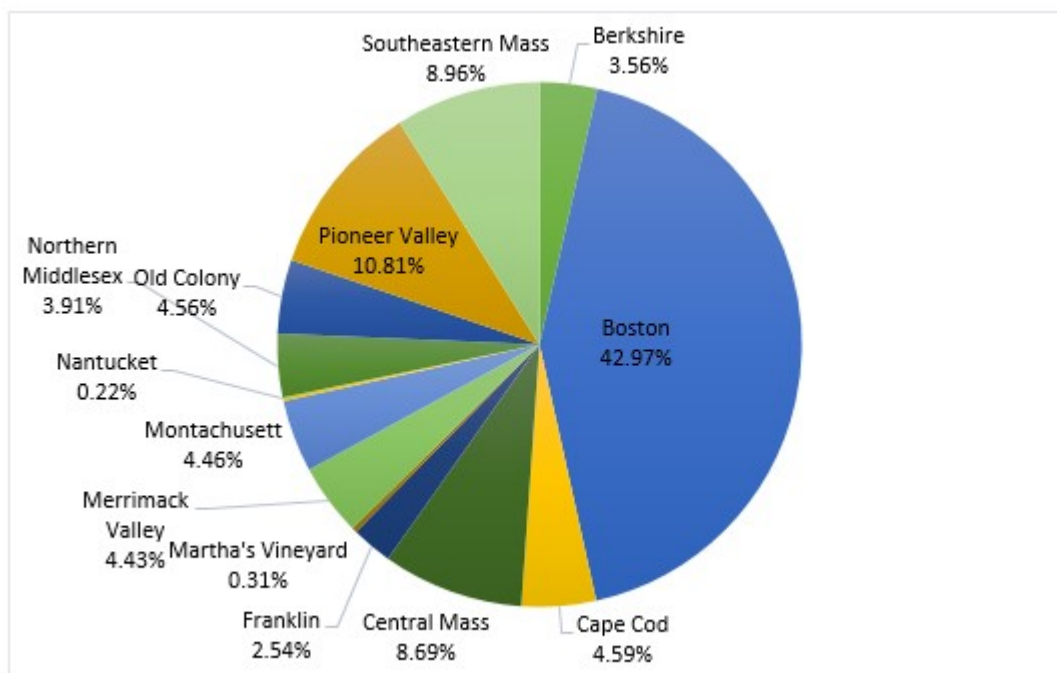
### **HIGHWAY - REGIONAL TARGET FUNDS**

The Federal Highway Administration (FHWA) provides funding for investments in the state’s multimodal transportation system. Each spring, MassDOT receives a funding “authorization” or estimate of total federal funding availability from the FHWA.

In recent years, the amount of this authorization or estimate has been approximately \$600 million. The United States Congress reviews the authorization during its budgeting process and sets a limit (called an obligation limitation) on how much can be spent from that authorization. This obligation limitation restricts MassDOT’s ability to spend federal funding beyond the limits set by Congress.

A portion of the federal highway funding allocated to Massachusetts is directly transferred to the Accelerated Bridge Program. The remaining funds are jointly examined by MassDOT Highway Division, MassDOT Planning, and Federal Aid Programming and Reimbursement Office (FAPRO) to determine how much of that amount is required for statewide needs, such as Interstate Maintenance, district-wide contracts, planning, and transportation demand management. A breakdown of MassDOT’s spending for FFY2021-2025 can be found in Attachment 9. When the amount for these statewide needs is deducted from the total, the remainder is distributed, by formula, to the 13 MPOs as regional target funds for each of the MPO’s TIP. The distribution is determined according to a formula that is primarily based on the MPO’s road mileage and population. The SMMPO’s share of these regional target funds is 8.9601%, See Figure 24 below. The formula for distribution among the MPOs was developed by the Massachusetts Association of Regional Planning Agencies

(MARPA), and is known as the “MARPA formula.” Funding for RTAs is formula based from FTA.



**Figure 24 - Regional Target Funds Distribution by MPO**

## TRANSIT – FUNDING SOURCES

The Federal Transit Administration (FTA) provides financial assistance to develop new transit systems and improve, maintain, and operate existing systems. Funds are provided directly to the MBTA and Regional Transit Authorities (RTAs) throughout the Commonwealth. The Tables below display estimates of available funding for each funding program.

**Table 15 - Section 5307 Urbanized Area**

GATRA	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	Total
Boston	\$856,746	\$869,597	\$882,641	\$895,881	\$909,319	\$4,414,184
Barnstable	\$1,146,118	\$1,163,310	\$1,180,759	\$1,198,470	\$1,216,447	\$5,905,104
Providence	\$3,516,782	\$3,569,533	\$3,623,076	\$3,677,422	\$3,732,584	\$18,119,397
GATRA Total	\$5,519,646	\$5,602,440	\$5,686,476	\$5,771,773	\$5,858,350	\$28,438,685

<b>SRTA</b>	<b>FFY 2022</b>	<b>FFY 2023</b>	<b>FFY 2024</b>	<b>FFY 2025</b>	<b>FFY 2026</b>	<b>Total</b>
Providence	\$3,303,527	\$3,352,419	\$3,402,705	\$3,454,426	\$3,506,243	\$17,019,320
New Bedford	\$4,223,537	\$4,287,551	\$4,351,865	\$4,416,462	\$4,482,709	\$21,762,124
<b>SRTA Total</b>	<b>\$7,527,064</b>	<b>\$7,639,970</b>	<b>\$7,754,570</b>	<b>\$7,870,888</b>	<b>\$7,988,952</b>	<b>\$38,781,444</b>

**SMMPO Total**      **\$13,046,710**    **\$13,242,410**    **\$13,441,046**    **\$13,642,661**    **\$13,847,302**    **\$67,220,129**

**Table 16 - Section 5337 State of Good Repair**

<b>GATRA</b>	<b>FFY 2022</b>	<b>FFY 2023</b>	<b>FFY 2024</b>	<b>FFY 2025</b>	<b>FFY 2026</b>	<b>Total</b>
Providence	\$902,874	\$916,133	\$929,876	\$944,116	\$958,277	\$4,583,101
Barnstable	\$100,009	\$101,793	\$103,320	\$104,577	\$106,146	\$507,658
<b>GATRA Total</b>	<b>\$1,002,883</b>	<b>\$1,017,926</b>	<b>\$1,033,196</b>	<b>\$1,048,693</b>	<b>\$1,064,423</b>	<b>\$5,090,759</b>

**SMMPO Total**      **\$1,002,883**    **\$1,017,926**    **\$1,033,196**    **\$1,048,693**    **\$1,064,423**    **\$5,090,759**

**Table 17 - Section 5339 Bus and Bus Facilities**

<b>GATRA</b>	<b>FFY 2022</b>	<b>FFY 2023</b>	<b>FFY 2024</b>	<b>FFY 2025</b>	<b>FFY 2026</b>	<b>Total</b>
Barnstable	\$41,591	\$42,215	\$42,848	\$43,491	\$44,143	\$214,288
Boston	\$58,418	\$59,294	\$60,184	\$61,086	\$62,003	\$300,985
Providence	\$162,362	\$164,797	\$167,269	\$169,778	\$172,325	\$836,531
<b>GATRA Total</b>	<b>\$262,371</b>	<b>\$266,306</b>	<b>\$270,301</b>	<b>\$274,355</b>	<b>\$278,471</b>	<b>\$1,351,804</b>

<b>SRTA</b>	<b>FFY 2022</b>	<b>FFY 2023</b>	<b>FFY 2024</b>	<b>FFY 2025</b>	<b>FFY 2026</b>	<b>Total</b>
Providence	\$152,516	\$154,803	\$157,125	\$159,482	\$161,874	\$785,800
<b>SRTA Total</b>	<b>\$152,516</b>	<b>\$154,803</b>	<b>\$157,125</b>	<b>\$159,482</b>	<b>\$161,874</b>	<b>\$785,800</b>

**SMMPO Total**      **\$414,887**    **\$421,109**    **\$427,426**    **\$433,837**    **\$440,345**    **\$2,137,604**

In addition, the transit authorities receive funding from state and local sources that are used for capital projects, operations and to supplement federal funds. The Tables the following page display estimates of available funding from each source.

**Table 18 - Regional Transit Authority Capital Assistance Program (RTACAP)**

	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	Total
GATRA	\$512,748	\$520,440	\$528,246	\$536,170	\$544,212	\$2,641,816
SRTA	\$163,148	\$165,596	\$168,079	\$170,601	\$173,160	\$840,584
<b>SMMPO Total</b>	<b>\$675,896</b>	<b>\$686,036</b>	<b>\$696,325</b>	<b>\$706,771</b>	<b>\$717,372</b>	<b>\$3,482,400</b>

**Table 19 - State Contract Assistance (SCA)**

	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	Total
GATRA	\$4,370,689	\$4,436,249	\$4,502,793	\$4,570,334	\$4,638,889	\$22,518,954
SRTA	\$6,243,300	\$6,336,949	\$6,432,004	\$6,528,484	\$6,626,411	\$32,167,148
<b>SMMPO Total</b>	<b>\$10,613,989</b>	<b>\$10,773,198</b>	<b>\$10,934,797</b>	<b>\$11,098,818</b>	<b>\$11,265,300</b>	<b>\$54,686,102</b>

**Table 20 - Local Assessment Funds**

	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	Total
GATRA	\$3,695,544	\$3,695,544	\$3,695,544	\$3,695,544	\$3,695,544	\$18,477,720
SRTA	\$2,155,905	\$2,155,905	\$2,155,905	\$2,155,905	\$2,155,905	\$10,779,525
<b>SMMPO Total</b>	<b>\$5,851,449</b>	<b>\$5,851,449</b>	<b>\$5,851,449</b>	<b>\$5,851,449</b>	<b>\$5,851,449</b>	<b>\$29,257,245</b>

**Table 21 - Locally Generated Funds**

	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	Total
GATRA	\$2,538,340	\$2,576,415	\$2,615,061	\$2,654,287	\$2,694,101	\$13,078,204
SRTA	\$2,756,041	\$2,797,382	\$2,839,343	\$2,881,933	\$2,925,162	\$14,199,861
<b>SMMPO Total</b>	<b>\$5,294,381</b>	<b>\$5,373,797</b>	<b>\$5,454,404</b>	<b>\$5,536,220</b>	<b>\$5,619,263</b>	<b>\$27,278,065</b>

All of the funding amounts shown above are reasonable estimates of available funding and were generated for the 2020 SMMPO Regional Transportation Plan. The funding amounts may vary due to changes in local, state, and federal budgets and were developed based on historical funding amounts.

## STATEMENT ON PROJECT COST AND FISCAL CONSTRAINT

The project costs in the TIP are **estimates** and are not to be considered final; however, since these cost estimates are used to program limited fiscal resources and since the TIP must be financially constrained, every effort is made to ensure that the cost estimate is up-to-date and reliable. When inflation in the cost of labor, equipment, and raw materials contributes to changes in project cost estimates, the adjustments in the cost carried in the TIP are made administratively. When the project cost changes due to a change in the scope of work proposed, MassDOT must agree to the change. Alternately, competitive forces in the construction industries could also affect project costs during the bidding process.

The TIP is required to reflect 'Year of Expenditure' dollars based on reasonable financial principles and information developed cooperatively by the MPO's, State and Public Transportation Operators. The cost of projects in this TIP are adjusted to account for an inflation related cost increase of 4% per year.

The total cost of the projects presented in the TIP must realistically anticipate the amount of federal and state funds available for each of the fiscal years. When proposed spending and available funds are matched, the TIP is said to be "**Fiscally Constrained**".

The MassDOT Office of Transportation Planning, in consultation with the Regional Planning Agencies, provides each region with yearly targeted federal funding levels for regional priority projects. New federal aid targets were received from MassDOT on January 26, 2021. Part 1A includes projects subject to these targets. Table 22 displays all targets and programmed amounts.

**Table 22 – Federal Highway Federal Aid Financial Plan for FY21-25 TIP**

Federal Fiscal Year	2022	2023	2024	2025	2026
<b>Total Regional Federal Aid Funds Available</b>	<b>\$22,246,785</b>	<b>\$22,732,674</b>	<b>\$23,030,625</b>	<b>\$22,492,971</b>	<b>\$21,908,871</b>
<b>STBG Programmed</b>	\$11,570,040	\$16,442,077	\$20,410,819	\$9,872,740	\$19,238,229
<b>HSIP Programmed</b>					
<b>CMAQ Programmed</b>	\$9,554,273	\$3,371,115		\$11,177,235	
<b>STBG-TA Programmed</b>					
<b>Total Programmed</b>	\$21,124,313	\$19,813,192	\$20,410,819	\$21,049,975	\$19,238,229
<b>Balance</b>	<b>\$1,122,472</b>	<b>\$2,919,482</b>	<b>\$2,619,806</b>	<b>\$1,442,996</b>	<b>\$2,670,642</b>

Projects in Sections 1B, 1C and 1D of the highway and bridge program are not subject to regional targets. MassDOT is responsible for the fiscal constraint of these Sections in relation to the total available Statewide funding. Section 1C also contains projects that have received Congressional Earmarks for transportation. The value of Earmark projects can be listed in the TIP if the funding covers the total cost of the project or study. If additional funding is needed to accomplish the goal of the Earmark, this funding must be programmed in the five-year TIP in order to meet the criteria of Financial Constraint.

Transit projects that are programmed in the TIP represent both apportioned and discretionary items. The total amounts as displayed in Tables 23 & 24 below and on the following pages, represent total federal, state and local contributions for GATRA & SRTA by fiscal year.

**Table 23 – GATRA Federal Transit Financial Plan for FFY2022-2026 TIP**

**Federal Fiscal Year 2022**

<b>FTA Program</b>	<b>Federal Funds Programmed</b>	<b>State Funds Programmed</b>	<b>TDC</b>	<b>Local Funds Programmed</b>	<b>Total Funds Programmed</b>
<b>5307</b>	\$6,420,000	\$2,055,000	\$0	\$0	\$8,475,000
<b>5337</b>	\$0	\$0	\$0	\$0	\$0
<b>5339</b>	\$0	\$0	\$0	\$0	\$0
<b>Other Non-Federal</b>	\$0	\$0	\$0	\$528,000	\$528,000
<b>Totals</b>	\$6,420,000	\$2,055,000	\$0	\$528,000	\$9,003,000

**Federal Fiscal Year 2023**

<b>FTA Program</b>	<b>Federal Funds Programmed</b>	<b>State Funds Programmed</b>	<b>TDC</b>	<b>Local Funds Programmed</b>	<b>Total Funds Programmed</b>
<b>5307</b>	\$6,180,000	\$1,995,000	\$0	\$0	\$8,175,000
<b>5337</b>	\$1,013,370	\$0	\$0	\$253,343	\$1,266,713
<b>5339</b>	\$0	\$0	\$0	\$0	\$0
<b>Other Non-Federal</b>	\$0	\$0	\$0	\$530,000	\$530,000
<b>Totals</b>	\$7,193,370	\$1,995,000	\$0	\$783,343	\$9,971,713



**Federal Fiscal Year 2024**

FTA Program	Federal Funds Programmed	State Funds Programmed	TDC	Local Funds Programmed	Total Funds Programmed
<b>5307</b>	\$6,070,000	\$2,005,000	\$0	\$0	\$8,075,000
<b>5337</b>	\$1,030,800	\$0	\$0	\$257,700	\$1,288,500
<b>5339</b>	\$0	\$0	\$0	\$0	\$0
<b>Other Non-Federal</b>	\$0	\$0	\$0	\$530,000	\$530,000
<b>Totals</b>	\$7,100,800	\$2,005,000	\$0	\$787,700	\$9,893,500

**Federal Fiscal Year 2025**

FTA Program	Federal Funds Programmed	State Funds Programmed	TDC	Local Funds Programmed	Total Funds Programmed
<b>5307</b>	\$6,670,000	\$2,155,000	\$0	\$0	\$8,825,000
<b>5337</b>	\$1,048,530	\$0	\$0	\$262,133	\$1,310,663
<b>5339</b>	\$1,040,000	\$260,000	\$0	\$0	\$1,300,000
<b>Other Non-Federal</b>	\$0	\$0	\$0	\$532,000	\$532,000
<b>Totals</b>	\$8,758,530	\$2,415,000	\$0	\$794,133	\$11,967,663

**Federal Fiscal Year 2026**

FTA Program	Federal Funds Programmed	State Funds Programmed	TDC	Local Funds Programmed	Total Funds Programmed
<b>5307</b>	\$6,850,000	\$2,275,000	\$0	\$0	\$9,125,000
<b>5337</b>	\$0	\$0	\$0	\$0	\$0
<b>5339</b>	\$0	\$0	\$0	\$0	\$0
<b>Other Non-Federal</b>	\$0	\$0	\$0	\$532,000	\$532,000
<b>Totals</b>	\$6,850,000	\$2,275,000	\$0	\$532,000	\$9,657,000

**Table 24 – SRTA Federal Transit Financial Plan for FFY2022-2026 TIP**

**Federal Fiscal Year 2022**

FTA Program	Federal Funds Programmed	State Funds Programmed	TDC	Local Funds Programmed	Total Funds Programmed
<b>5307</b>	\$4,644,457	\$3,715,957	\$0	\$15,000	\$8,375,414
<b>5339</b>	\$144,000	\$36,000	\$0	\$0	\$180,000
<b>Other Non-Federal</b>	\$789,566	\$234,892	\$0	\$0	\$1,024,458
<b>Totals</b>	\$5,578,023	\$3,986,849	\$0	\$15,000	\$9,579,872

### Federal Fiscal Year 2023

FTA Program	Federal Funds Programmed	State Funds Programmed	TDC	Local Funds Programmed	Total Funds Programmed
<b>5307</b>	\$11,541,357	\$11,272,857	\$0	\$15,000	\$22,829,214
<b>5339</b>	\$172,000	\$43,000	\$0	\$0	\$215,000
<b>Other Non-Federal</b>	\$750,000	\$750,000	\$0	\$0	\$1,500,000
<b>Totals</b>	\$12,463,357	\$12,065,857	\$0	\$15,000	\$24,544,214

### Federal Fiscal Year 2024

FTA Program	Federal Funds Programmed	State Funds Programmed	TDC	Local Funds Programmed	Total Funds Programmed
<b>5307</b>	\$12,200,801	\$11,910,581	\$0	\$15,000	\$24,126,382
<b>5339</b>	\$144,000	\$36,000	\$0	\$0	\$180,000
<b>Other Non-Federal</b>	\$750,000	\$750,000	\$0	\$0	\$1,500,000
<b>Totals</b>	\$13,094,801	\$12,696,581	\$0	\$15,000	\$25,806,382

### Federal Fiscal Year 2025

FTA Program	Federal Funds Programmed	State Funds Programmed	TDC	Local Funds Programmed	Total Funds Programmed
<b>5307</b>	\$13,159,324	\$12,869,824	\$0	\$15,000	\$26,044,148
<b>5339</b>	\$144,000	\$36,000	\$0	\$0	\$180,000
<b>Other Non-Federal</b>	\$750,000	\$750,000	\$0	\$0	\$1,500,000
<b>Totals</b>	\$14,053,324	\$13,655,824	\$0	\$15,000	\$27,724,148

### Federal Fiscal Year 2026

FTA Program	Federal Funds Programmed	State Funds Programmed	TDC	Local Funds Programmed	Total Funds Programmed
<b>5307</b>	\$13,989,635	\$13,700,135	\$0	\$15,000	\$27,704,770
<b>5339</b>	\$144,000	\$36,000	\$0	\$0	\$180,000
<b>Other Non-Federal</b>	\$750,000	\$750,000	\$0	\$0	\$1,500,000
<b>Totals</b>	\$14,883,635	\$14,486,135	\$0	\$15,000	\$29,384,770

## **AMENDMENTS, ADMINISTRATIVE ADJUSTMENTS & ADMINISTRATIVE MODIFICATIONSS PROCEDURES**

The TIP may be modified after it has been endorsed due to project schedules, changes in cost estimates and financial constraints.

All formal actions of the SMMPO must result from a vote taken at a public meeting and conform to SRPEDD's Public Participation Program (PPP). Administrative adjustments to the TIP require the approval of the JTPG or the SMMPO by majority vote of those present at a duly constituted meeting, where the proposed administrative adjustment or modification was part of the agenda. SMMPO members receive copies of the JTPG meeting agenda to give them the opportunity to review and comment on proposed TIP adjustments.

Amendments to the TIP require the approval of the SMMPO and are subject to the public participation process requiring a public meeting, a 21-day public comment period and a process of public notification. The process of public notification can include various methods such as public postings, e-mail notifications and social media. The 21-day public comment period may be abbreviated by a vote of the SMMPO under what may be considered extraordinary circumstances. Definitions of TIP Revision Procedures are shown below followed by Table 25, which displays the type of revision with its respective definition, the proposed procedure, the responsible board for the action (SMMPO or JTPG) and the minimum length of public comment period, if applicable.

**Amendment:** A revision to the Transportation Improvement Program (TIP) that requires public review and demonstration of financial constraint. The public process for a TIP amendment requires a publicly advertised 21-day public comment period and for the SMMPO staff to address any public commentary prior to sending to MassDOT for transmittal to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for review and approval.

**Adjustment:** A revision to the TIP that does not require a public process, but that is required to be included in a SMMPO TIP action with a demonstration of financial constraint for MassDOT and FHWA/FTA approval.

**Administrative Modification:** A revision to the TIP that is minor enough in nature to require neither a public process nor FHWA/FTA approval, but that does involve a notification to federal partners.

**Table 25 - TIP Amendments, Administrative Adjustments & Administrative Modifications  
Procedures for Highway & Transit Projects**

Type of Revision	Definition	Proposed Procedure	SMMPO Action	JTPG Coordination/ Action	Minimum Length of Public Comment Period
Major Project Cost Changes	Increase or decrease of \$500,000 or greater for projects under \$5,000,000 and greater than 10% of the <b>total cost</b> for projects exceeding \$5,000,000	Amendment	Release to Comment Period, Subsequently Vote to Approve	Informed and offered opportunity to comment, Recommendation to SMMPO for approval	21 Days
Minor Project Cost Changes	Increase or decrease of \$499,999 or less for projects under \$5,000,000 and less than 10% of the <b>total cost</b> for projects exceeding \$5,000,000	Adjustment	Motion to Approve	Motion to Approve	N/A
Project Description Change	Change in the description of the project (e.g. spelling errors, more detailed descriptions, adding mile-markers, etc.)	Administrative Modification <b>or</b> Adjustment	Motion to Approve	Motion to Approve	N/A
Major Project Scope Change	A revision to design scope requiring public review and comment (e.g. changing the number of termini or the number of through traffic lanes on a highway project or changing the number of stations for transit)	Amendment	Release to Comment Period, Subsequently Vote to Approve	Informed and offered opportunity to comment, Recommendation to SMMPO for approval	21 Days
Minor Project Scope Change	A revision to the project scope that does not significantly alter the original scope (e.g. cosmetic changes, minor beautification features, lighting, or changes to the bus model for vehicle replacement projects)	Adjustment	Motion to Approve	Motion to Approve	N/A

**Table 25 - TIP Amendments, Administrative Adjustments & Administrative Modifications  
Procedures for Highway & Transit Projects**

<b>Type of Revision</b>	<b>Definition</b>	<b>Proposed Procedure</b>	<b>SMMPO Action</b>	<b>JTPG Coordination/ Action</b>	<b>Minimum Length of Public Comment Period</b>
Project Addition	The programming of a new project in any federal fiscal year of the active TIP  <b>Exception</b> - An Adjustment may be considered if the project was previously approved in a TIP that has been vetted through the public process	Amendment <b>or</b> Adjustment	Release to Comment Period, Subsequently Vote to Approve <b>or</b> Motion to Approve	Recommendation to SMMPO for approval <b>or</b> Motion to Approve	21 Days <b>or</b> N/A
Project Removal	The removal of a project in any federal fiscal year of the active TIP  <b>Exception</b> - An Adjustment may be considered if a project is being removed from an active TIP due to it being previously advanced/advertised, or if it constitutes a change of MPO	Amendment <b>or</b> Adjustment	Release to Comment Period, Subsequently Vote to Approve <b>or</b> Motion to Approve	Recommendation to SMMPO for approval <b>or</b> Motion to Approve	21 Days <b>or</b> N/A
Change in Funding Source	A change in the project's funding source including federal and non-federal sources, upon consultation with FHWA or FTA	Adjustment	Motion to Approve	Motion to Approve	N/A
Change in Additional Information	For Highway projects a change in an item listed in the "Additional Information" column (e.g. earmark details, project proponent, etc.)	Administrative Modification	Motion to Approve	Motion to Approve	N/A
Change In Year of Programming	A request to move a programmed project out of its current FFY into another FFY  <b>Exception</b> - An Adjustment may be considered if the move involves advancing a project that does not affect the delivery schedule of another project	Amendment <b>or</b> Adjustment	Release to Comment Period, Subsequently Vote to Approve <b>or</b> Motion to Approve	Recommendation to SMMPO for approval <b>or</b> Motion to Approve	21 Days <b>or</b> N/A

Although MassDOT typically holds a 21-day public comment period for amendments, in the event of extenuating circumstances beyond the agency's control, the comment period may be shortened or waived in consultation with FHWA Division Office and/or the FTA Regional Office. Additionally, MassDOT may make exceptions to the procedures outlined above and treat amendments as adjustments and/or adjustments as administrative modifications, but these exceptions will also require coordination with and concurrence by MassDOT's federal partners. The SMMPO's procedures are harmonious with MassDOT's procedures. Generally, MassDOT initiates the process of amending and adjusting the TIP.

## **REGIONALLY SIGNIFICANT TRANSPORTATION PROJECTS**

**The South Coast Rail** project will restore commuter rail service between Boston and southeastern Massachusetts. Taunton, Fall River and New Bedford, which are environmental justice identified area, are the only major cities within 50 miles of Boston that do not currently have commuter rail access to Boston. South Coast Rail will reconnect this region to jobs and generate economic development.

On January 31, 2018, MassDOT filed a Draft Supplemental Environmental Impact Report (DSEIR) for South Coast Rail (SCR). The document describes MassDOT's approach to providing SCR service by extending an existing rail line. MassDOT proposes to advance Phase 1 to deliver service to the South Coast in 2023 at a cost of approximately \$935 million and years before revenue service is possible under the Full Build Project. Phase 1, currently under construction will operate trains to both New Bedford and Fall River through Middleborough and then Taunton. The intent is to provide service as soon as possible while commencing design, permitting and funding for the Stoughton Straight Electric Alternative (already reviewed under the Massachusetts Environmental Policy Act and estimated at \$3.2 billion) with an implementation date of 2030.

The **Middleborough Rotary** has been the focus of many discussions over many years in reference to its congestion and safety issues. In 2014, the Massachusetts Department of Transportation (MassDOT) and the town of Middleborough came to a consensus on the best alternative. The preferred alternative will replace the existing rotary with a modern roundabout, including a flyover for Route 44. Route 44 will bridge the new roundabout with improved ramp access to Interstate 495 northbound. Local traffic on Routes 18 and 28 will pass through the new roundabout and have access to Route 44. The project is estimated at over \$80 million. A short-term improvement project was recently completed to provide interim improvements including: striping of the rotary to a 2-lane facility; new signage; and geometric improvements at the access/egress points to/from the rotary. While analysis of

improvements has not been completed, anecdotal evidence suggests that the improvements were successful in relieving congestion.

The full project is still under consideration and has the potential to assist with generating economic development in the surrounding area. Therefore, the full project is still considered a project of regional significance. At one point in time the JTPG voted to commit of one full year of Transportation Improvement Program (TIP) target funding; while this vote still stands, the identification of alternative financing is suggested for this project.

The replacement of the **Fairhaven / New Bedford Bridge** on Route 6 between the city of New Bedford and the town of Fairhaven has been under discussion for decades. The existing bridge accommodates nautical traffic and suffers from long-term deterioration despite extensive maintenance repairs. Its operation results in significant traffic delays. Machinery and operating systems are in poor condition and require frequent corrective maintenance and replacement of critical parts. The existing bridge is a barrier for larger ships accessing the northern waterfront area within the designated New Bedford harbor. Sidewalk exists on both sides for the majority of the bridge, but only the south side sidewalk is accessible by a ramp. There are no dedicated bicycle facilities; however, MassDOT added signage directly bicycles to use the south side sidewalk. The sidewalk provides protection for bicyclists but does not meet current separate use path standards. The bridge is an integral part of both the South Coast Bikeway and East Coast bicycle routes. According to the 2010 New Bedford-Fairhaven Municipal Harbor Plan, the future development of harbor activities north of Route 6 (including expansion of refrigerated cargo operations, short sea shipping operations, ferry, cruise ship and excursion/shuttle boat operations, etc.) is constrained by the clearances of the existing swing span bridge. The identification of financing is necessary before the project can be recommended in a fiscally constrained RTP and TIP.

MassDOT completed The New Bedford Fairhaven Bridge Corridor Study in 2015. A broad range of alternatives were developed to address the long-term options for the New Bedford-Fairhaven Bridge. The alternatives were evaluated and reviewed by MassDOT, the Study Advisory Group, and community and public stakeholders through a series of meetings to identify feasible solutions. Based on this review, it was determined that of the eight long-term alternatives considered, two build alternatives have the potential to provide the most effective long-term option. The two alternatives recommended for advancement into the project development phase are Alternative 1T: Tall Vertical Lift Bridge, and Alternative 3D: Double-leaf Dutch Bascule Bridge. The estimated cost for Alternative 1T is between \$100 and \$130 million and the estimated cost for Alternative 2 is between \$85 and \$100 million.



The **Route 24/140 interchange in Taunton** is the primary routing for trips from the greater New Bedford and Fall River areas to Boston. Heavy traffic volumes regularly result in crashes, mainly during commuting periods, that result in lengthy traffic delays. MassDOT extended the acceleration and deceleration lanes on Route 24 at Route 140 in 2008. This measure has helped in decreasing the number of crashes by separating queueing vehicles from the stream of through traffic along Route 24.

Although improvements have been made, the following measures are still recommended: adding a Route 24 southbound off-ramp; widening Route 140 under Route 24; and widening Route 24 over Route 140. These measures will improve traffic flow onto and off of Route 24 and simplify movements at the intersections at Route 140. Reconstruction of this interchange is still considered one of the most important highway projects in the region. Construction Funds are programmed in FFY's 2021 through 2022 of the TIP at an estimated cost of approximately \$126,417,047.

The **Fall River Route 79 Boulevard** will be transformed into an urban boulevard at street level with Davol Street East and President Avenue. It will include a wide landscaped center median, and will provide local access to the waterfront and Route 79 via new signalized intersections at Turner Street, Taylor Street/Fall River Depot Driveway, President Avenue, and Cory Street. The new boulevard will be shifted to the east where it will follow the current alignment of Davol Street. The project also includes bicycle infrastructure that will close a critical gap in the South Coast Bikeway and East Coast Greenway routing. The goal is to reconnect the waterfront to the downtown area, promote economic development, and incorporate plans for the South Coast Rail project. This project intends to limit regional transportation impacts, improve economic and land use feasibility within existing environmental constraints, and coordinate with the South Coast Rail project. Consultant services have been secured for the completion of the environmental and preliminary design, up to submission and approval of the 25% design stage. Funding for design was programmed in FFY2018 with repurposed Earmark Discretionary funds. The project is estimated at \$101,699,000. Construction Funds are programmed in FFY's 2022 through 2025 in the State Prioritized Modernization Project section with National Highway Performance Program (NHPP) and Surface Transportation Block Grant Program (STBG) funds.

The **South Coast Bikeway**, once completed, will be a 50-mile continuous system of Class I (separate use paths) and Class II (bicycle lanes) facilities that will connect to existing paths in Rhode Island and Cape Cod. Cities and towns included in this plan are Swansea, Somerset, Fall River, Westport, Dartmouth, New Bedford, Fairhaven,

Mattapoisett, Marion and Wareham. Several segments of the bikeway already exist in Swansea, Fall River, New Bedford, Fairhaven, Mattapoisett and Wareham. The South Coast Bikeway is an East Coast Greenway designated route and is consistent with MassDOT's Massachusetts Bicycle Transportation Plan Initiative 1 to Build connected, safe and comfortable bicycle networks. Three segments of the bikeway have funding allocated in the TIP – the Marion Pathway (FY2023 \$3.2 million), Wareham Minot Avenue/Narrows Road Path (FY2025 \$5.1 million, and a section of pathway in Wareham along Route 6 near Swifts Beach Road (FY 2025 \$4.2 million. Feasibility for routing of the bikeway between Fall River and Fairhaven is currently being studied, with an expected completion date of June 2021.

The proposed **Taunton River Trail** will be a 22+ mile continuous network of off-road multi-use paths and on-road bike lanes that will connect the communities of Taunton, Dighton, and Somerset along the Taunton River. Once complete, it will also intersect with the **South Coast Bikeway** at the Veterans Memorial Bridge in Somerset/Fall River. In addition, possible links to Norton and Mansfield to the north are under examination.

## **AIR QUALITY CONFORMITY DETERMINATION**

### **Southeastern Massachusetts Metropolitan Planning Organization (SMMPO) FFY 2022-2026 Transportation Improvement Program**

This section documents the latest air quality conformity determination for the 1997 ozone National Ambient Air Quality Standards (NAAQS) in the SMMPO Region. It covers the applicable conformity requirements according to the latest regulations, regional designation status, legal considerations, and federal guidance. Further details and background information are provided below:

#### **Introduction**

The 1990 Clean Air Act Amendments (CAAA) require metropolitan planning organizations within nonattainment and maintenance areas to perform air quality conformity determinations prior to the approval of Long-Range Transportation Plans (LRTPs) and Transportation Improvement Programs (TIPs), and at such other times as required by regulation. Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with ("conform to") the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that means Federal Highway Administration (FHWA)

and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones (42 U.S.C. 7506(c)(1)). EPA's transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP (40 CFR Parts 51.390 and 93).

A nonattainment area is one that the U.S. Environmental Protection Agency (EPA) has designated as not meeting certain air quality standards. A maintenance area is a nonattainment area that now meets the standards and has been re-designated as maintaining the standard. A conformity determination is a demonstration that plans, programs, and projects are consistent with the State Implementation Plan (SIP) for attaining the air quality standards. The CAAA requirement to perform a conformity determination ensures that federal approval and funding go to transportation activities that are consistent with air quality goals.

## **Legislative and Regulatory Background**

The entire Commonwealth of Massachusetts was previously classified as nonattainment for ozone, and was divided into two nonattainment areas. The Eastern Massachusetts ozone nonattainment area included Barnstable, Bristol, Dukes, Essex, Middlesex, Nantucket, Norfolk, Plymouth, Suffolk, and Worcester counties. Berkshire, Franklin, Hampden, and Hampshire counties comprised the Western Massachusetts ozone nonattainment area. With these classifications, the 1990 Clean Air Act Amendments (CAAA) required the Commonwealth to reduce its emissions of volatile organic compounds (VOCs) and nitrogen oxides (NOx), the two major precursors to ozone formation to achieve attainment of the ozone standard.

The 1970 Clean Air Act defined a one-hour national ambient air quality standard (NAAQS) for ground-level ozone. The 1990 CAAA further classified degrees of nonattainment of the one-hour standard based on the severity of the monitored levels of the pollutant. The entire commonwealth of Massachusetts was classified as being in serious nonattainment for the one-hour ozone standard, with a required attainment date of 1999. The attainment date was later extended, first to 2003 and a second time to 2007.

In 1997, the EPA proposed a new, eight-hour ozone standard that replaced the one-hour standard, effective June 15, 2005. Scientific information had shown that ozone could affect human health at lower levels, and over longer exposure times than one

hour. The new standard was challenged in court, and after a lengthy legal battle, the courts upheld it. It was finalized in June 2004. The eight-hour standard is 0.08 parts per million, averaged over eight hours and not to be exceeded more than once per year. Nonattainment areas were again further classified based on the severity of the eight-hour values. Massachusetts as a whole was classified as being in moderate nonattainment for the eight-hour standard, and was separated into two nonattainment areas—Eastern Massachusetts and Western Massachusetts.

In March 2008, EPA published revisions to the eight-hour ozone NAAQS establishing a level of 0.075 ppm, (March 27, 2008; 73 FR 16483). In 2009, EPA announced it would reconsider this standard because it fell outside of the range recommended by the Clean Air Scientific Advisory Committee. However, EPA did not take final action on the reconsideration so the standard would remain at 0.075 ppm.

After reviewing data from Massachusetts monitoring stations, EPA sent a letter on December 16, 2011 proposing that only Dukes County would be designated as nonattainment for the new proposed 0.075 ozone standard. Massachusetts concurred with these findings.

On May 21, 2012, (77 FR 30088), the final rule was published in the Federal Register, defining the 2008 NAAQS at 0.075 ppm, the standard that was promulgated in March 2008. A second rule published on May 21, 2012 (77 FR 30160), revoked the 1997 ozone NAAQS to occur one year after the July 20, 2012 effective date of the 2008 NAAQS.

Also on May 21, 2012, the air quality designations areas for the 2008 NAAQS were published in the Federal Register. In this Federal Register, the only area in Massachusetts that was designated as nonattainment is Dukes County. All other Massachusetts counties were designated as attainment/unclassified for the 2008 standard. On March 6, 2015, (80 FR 12264, effective April 6, 2015) EPA published the Final Rulemaking, "Implementation of the 2008 National Ambient Air Quality Standards (NAAQS) for Ozone: State Implementation Plan Requirements; Final Rule." This rulemaking confirmed the removal of transportation conformity to the 1997 Ozone NAAQS and the replacement with the 2008 Ozone NAAQS, which (with actually a stricter level of allowable ozone concentration than the 1997 standards) classified Massachusetts as "Attainment/unclassifiable" (except for Dukes County).

However, on February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* ("South Coast II," 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone NAAQS and

attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. On November 29, 2018, EPA issued *Transportation Conformity Guidance for the South Coast II Court Decision* (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas. According to the guidance, both Eastern and Western Massachusetts, along with several other areas across the country, are now defined as “orphan nonattainment areas” – areas that were designated as nonattainment for the 1997 ozone NAAQS at the time of its revocation (80 FR 12264, March 6, 2015) and were designated attainment for the 2008 ozone NAAQS in EPA’s original designations rule for this NAAQS (77 FR 30160, May 21, 2012).

### **Current Conformity Determination**

After 2/16/19, as a result of the court ruling and the subsequent federal guidance, transportation conformity for the 1997 NAAQS – intended as an “anti-backsliding” measure – now applies to both of Massachusetts’ orphan areas. Therefore, a conformity determination was made for the 1997 ozone NAAQS on the 2020-2040 Regional Transportation Plans. This conformity determination was finalized in July 2019 following each MPO’s previous endorsement of their regional transportation plan, and approved by the Massachusetts Divisions of FHWA and FTA on October 15, 2019. This conformity determination continues to be valid for the SMMPO FFY 2022-2026 Transportation Improvement Program, and Massachusetts’ FFY 2022-2026 STIP, as each is developed from the conforming 2020-2040 Regional Transportation Plans.

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for TIPs and RTPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c), and emissions budget and/or interim emissions (93.118 and/or 93.119).

For the 1997 ozone NAAQS areas, transportation conformity for TIPs and RTPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA’s nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS for the SMMPO FFY 2022-2026 Transportation Improvement Program and 2020-2040 Regional Transportation Plans can be demonstrated by showing that remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal Constraint (93.108)

#### *Latest Planning Assumptions:*

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally apply to regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP (See following section on Timely Implementation of TCMs).

#### *Consultation:*

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation. Interagency consultation was conducted with FHWA, FTA, US EPA Region 1, MassDEP, and the Massachusetts MPOs on March 6, 2019 to discuss the latest conformity-related court rulings and resulting federal guidance. Regular and recurring interagency consultations have been held since on an (at least) annual schedule, with the most recent conformity consultation held on January 21, 2021. This ongoing consultation is conducted in accordance with the following:

- Massachusetts' Air Pollution Control Regulations 310 CMR 60.03 "Conformity to the State Implementation Plan of Transportation Plans, Programs, and Projects Developed, Funded or Approved Under Title 23 USC or the Federal Transit Act"
- The Commonwealth of Massachusetts Memorandum of Understanding among the Massachusetts Department of Transportation, Massachusetts Department of Environmental Protection, Massachusetts Metropolitan Planning Organizations, and Regional Transit Authorities, titled The Conduct of Air Quality Planning and Coordination for Transportation Conformity (dated September 16, 2019)

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450. Title 23 CFR Section 450.324 and 310 CMR 60.03(6)(h) requires that the development of the TIP, RTP, and related certification documents provide an adequate opportunity for public review and comment. Section 450.316(b) also establishes the outline for MPO public participation programs. The Southeastern Massachusetts MPO's Public Participation Plan was formally adopted on June 18, 2019. The document can be found at <https://srpedd.org/transportation/regional-transportation-planning/public-participation-and-title-vi/>. The Public Participation Plan ensures that the public will have access to the TIP/RTP and all supporting documentation, provides for public notification of the availability of the TIP/RTP and the public's right to review the document and comment thereon, and provides a 21-day public review and comment period prior to the adoption of the TIP/RTP and related certification documents.

The public comment period for this conformity determination commenced on April 20, 2021. During the 21-day public comment period, any comments received were incorporated into this Plan. This allowed ample opportunity for public comment and MPO review of the draft document. The public comment period will close on May 18, 2021 and subsequently, the Southeastern Massachusetts MPO is expected to endorse this air quality conformity determination on April 20, 2021. These procedures comply with the associated federal requirements.

#### *Fiscal Constraint:*

Transportation conformity requirements in 40 CFR 93.108 state that TIPs and transportation plans must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. The SMMPOs 2022-2026 Transportation Improvement Program and 2020-2040 Regional Transportation Plan are fiscally constrained, as demonstrated in this document.

In summary and based upon the entire process described above, the SMMPO MPO has prepared this conformity determination for the 1997 Ozone NAAQS in accordance with EPA's and Massachusetts' latest conformity regulations and guidance. This conformity determination process demonstrates that the FFY 2022-2026 Transportation Improvement Program and the 2020-2040 Regional Transportation Plan meet the Clean Air Act and Transportation Conformity Rule requirements for the 1997 Ozone NAAQS, and have been prepared following all the guidelines and requirements of these rules during this time period.

Therefore, the implementation of the Southeastern Massachusetts MPO's FFY 2022-2026 Transportation Improvement Program and the 2020-2040 Regional



Transportation Plan are consistent with the air quality goals of, and in conformity with, the Massachusetts State Implementation Plan.

## **GREENHOUSE GAS EMISSIONS**

The Massachusetts Global Warming Solutions Act (310 CMR 60.05) was signed into law in August 2008. In keeping with the law, on December 29, 2010 the Massachusetts Executive Office of Energy and Environmental Affairs (EOEEA), in consultation with other state agencies and the public, released the Massachusetts Clean Energy and Climate Plan for 2020. The transportation sector is the single largest emitter of greenhouse gases, accounting for over a third of GHG emissions, and therefore the transportation sector was a key focus of the Clean Energy and Climate Plan. The implementation plan established initial targets for overall, statewide GHG emissions. MassDOT coordinated with MPOs and regional planning agency (RPA) staffs on the implementation of GHG tracking and evaluation in development of each MPO's 2035 RTPs, including SRPEDD, which were adopted in September 2011. Following adoption of the RTPs, GHG tracking and evaluation was incorporated in the TIP process starting with the 2013-2016 TIP.

In August 2017, the Massachusetts Department of Environmental Protection amended 310 CMR 60.05: Global Warming Solutions Act Requirements for Transportation, a legal reinforcement of the GHG assessment and reporting work that MassDOT and the MPOs have been doing since 2011. For MPO's, the amendments address the transition to the e-STIP application for highway project selection implemented during the 2020-2024 STIP development process as well as strengthen GHG assessment and reporting guidance.

As a part of this initiative the SMMPO seeks to balance highway system expansion projects with other projects that support smart growth development and promote public transit, walking and bicycling. This regional TIP includes an evaluation of all projects that would have an impact on greenhouse gas emissions.

A Greenhouse Gas (GHG) assessment is conducted for each TIP project. When the project is in an early stage, the project's impact on GHG is reported as an expected impact. When more information is available, a qualitative or quantitative assessment is performed based on the project type. Generally quantitative assessments are performed on bicycle and pedestrian infrastructure projects, bus replacement projects, new/additional transit service projects, park and ride lot projects, traffic operational improvement projects, alternative fuel vehicle procurements, anti-idling strategies,

bike share projects, induced travel projects, speed reduction programs, transit signal priority projects, and truck stop electrification projects.

After determining if a project should be quantified, Congestion Mitigation and Air Quality (CMAQ) spreadsheets provided by MassDOT are used to estimate the impact of a project. If a project does not fall into a category for a quantitative assessment, a qualitative assessment is performed and the results are reported as an estimated increase, decrease or no impact.

## **701 CMR 7.00 USE OF ROAD FLAGGERS AND POLICE DETAILS ON PUBLIC WORKS PROJECTS**

701 CMR 7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public Works Project that is performed within the limits of, or that impact traffic on, any Public Road. The Municipal Limitation referenced in this Regulation is applicable only to projects where the Municipality is the Awarding Authority.

For all projects contained in the TIP, the Commonwealth is the Awarding Authority. Therefore, all projects must be considered and implemented in accordance with 701 CMR 7.00, and the Road Flagger and Police Detail Guidelines.

By placing a project on the TIP, the Municipality acknowledges that 701 CMR 7.00 is applicable to its project and design and construction will be fully compliant with this Regulation.

This information, and additional information relative to guidance and implementation of the Regulation can be found at the following link on the MassDOT Highway Division website:

<https://www.mass.gov/road-flaggers-and-police-detail>

# **Attachment 1**

**FFY2022-2026**

**FEDERAL HIGHWAY  
PROJECT LISTING**

MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds	Earmark Details	Other Information
Federal Fiscal Year 2022						\$91,796,021	\$52,858,519	\$41,457,908		
Section 1A / Regionally Prioritized Projects						\$23,889,444	\$21,127,880	\$5,281,970		
Roadway Reconstruction						\$16,148,697	\$12,918,958	\$3,229,739		
606024	Southeastern Mass	Taunton	TAUNTON- RECONSTRUCTION OF ROUTE 44 (DEAN STREET), FROM ARLINGTON STREET TO ROUTE 104 (SOUTH MAIN STREET)	5	CMAQ	\$4,613,187	\$3,690,550	\$922,637		a) Construction; b) Total Cost = \$21,156,072 - CMAQ (\$4,613,187) / STBG (\$11,535,510) / Repurposed Earmark (\$5,007,375); d) EC Score 90 of 100; i) Status 25%
606024	Southeastern Mass	Taunton	TAUNTON- RECONSTRUCTION OF ROUTE 44 (DEAN STREET), FROM ARLINGTON STREET TO ROUTE 104 (SOUTH MAIN STREET)	5	STBG	\$11,535,510	\$9,228,408	\$2,307,102		a) Construction; b) Total Cost = \$21,156,072 - CMAQ (\$4,613,187) / STBG (\$11,535,510) / Repurposed Earmark (\$5,007,375); d) EC Score 90 of 100; i) Status 25%
Intersection Improvements						\$6,735,747	\$7,404,922	\$1,851,231		
607339	Southeastern Mass	Attleboro	ATTLEBORO- INTERSECTION IMPROVEMENTS AT ROUTE 1 (WASHINGTON STREET)/ROUTE 1A (NEWPORT AVENUE) AND ROUTE 123 (HIGHLAND AVENUE)	5	CMAQ	\$4,941,086	\$3,952,869	\$988,217		a) Construction; b) Total Cost = \$8,492,381 - CMAQ (\$4,941,086) / STBG (\$2,520,406) / Statewide STBG (\$1,030,889) ; d) EC Score 64 of 100; i) Status 75%; HSIP Eligible
607339	Southeastern Mass	Attleboro	ATTLEBORO- INTERSECTION IMPROVEMENTS AT ROUTE 1 (WASHINGTON STREET)/ROUTE 1A (NEWPORT AVENUE) AND ROUTE 123 (HIGHLAND AVENUE)	5	STBG	\$2,520,406	\$2,016,325	\$504,081		a) Construction; b) Total Cost = \$8,492,381 - CMAQ (\$4,941,086) / STBG (\$2,520,406) / Statewide STBG (\$1,030,889) ; d) EC Score 64 of 100; i) Status 75%; HSIP Eligible
609201	Southeastern Mass	New Bedford	NEW BEDFORD- INTERSECTION IMPROVEMENTS ON ACUSHNET AVENUE AT PECKHAM ROAD/SASSAQUIN AVENUE	5	STBG	\$1,794,661	\$1,435,729	\$358,932		a) Construction; b) Total Cost = \$2,284,661 STBG (\$1,794,661) / Earmark Discretionary (\$490,000); d) EC Score 39 of 100; i) Status Pre 25%
Flex to FTA						\$1,005,000	\$804,000	\$201,000		
S12714	Southeastern Mass		GATRA - Acquire Mobile Fare Collection Equipment	5	STBG	\$425,000	\$340,000	\$85,000		Project RTD0011454, \$85,000 RTACAP FFY2022
S12715	Southeastern Mass		GATRA - BUY REPLACEMENT <30 FT BUSES (2)	5	STBG	\$500,000	\$400,000	\$100,000		Project RTD0011455, \$100,000 RTACAP in FY23
S12716	Southeastern Mass		GATRA - ACQUIRE ELECTRIC SUPPORT VEHICLES (2)	5	STBG	\$80,000	\$64,000	\$16,000		Project RTD0011457, \$16,000 RTACAP in FY23
Section 1B / Earmark or Discretionary Grant Funded Projects						\$12,781,120	\$10,224,896	\$2,556,224		
Earmark Discretionary						\$12,781,120	\$10,224,896	\$2,556,224		
606024	Southeastern Mass	Taunton	TAUNTON- RECONSTRUCTION OF ROUTE 44 (DEAN STREET), FROM ARLINGTON STREET TO ROUTE 104 (SOUTH MAIN STREET)	5	HPP	\$5,007,375	\$4,005,900	\$1,001,475		a) Construction; b) Total Cost = \$21,156,072 - CMAQ (\$4,613,187) / STBG (\$11,535,510) / Repurposed Earmark (\$5,007,375); d) EC Score 90 of 100; i) Status 25%
608049	Southeastern Mass	Fall River	FALL RIVER- CORRIDOR IMPROVEMENTS ON ROUTE 79/DAVOL STREET	5	HIP-BR	\$7,283,745	\$5,826,996	\$1,456,749		AC'd FFY 2022-2026; HIP BR funds FFY 2022 & FFY 2024
609201	Southeastern Mass	New Bedford	NEW BEDFORD- INTERSECTION IMPROVEMENTS ON ACUSHNET AVENUE AT PECKHAM ROAD/SASSAQUIN AVENUE	5	HPP	\$490,000	\$392,000	\$98,000		a) Construction; b) Total Cost = \$2,284,661 STBG (\$1,794,661) / Earmark Discretionary (\$490,000); d) EC Score 39 of 100; i) Status Pre 25%
Section 2A / State Prioritized Reliability Projects						\$16,409,481	\$13,127,585	\$3,281,896		
Bridge On-system NHS						\$13,278,407	\$10,622,726	\$2,655,681		
600645	Southeastern Mass	Acushnet	ACUSHNET- BRIDGE REPLACEMENTS, A-03-003 (3M5), A-03-007 (AJH) & A-03-008 (AJJ), HAMLIN STREET OVER THE ACUSHNET RIVER	5	NHPP	\$4,898,136	\$3,918,509	\$979,627		

**2022 Southeastern Mass Region STIP Investments Report**

STIP: 2022 - 2026 (A) Revision 8+

MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds	Earmark Details	Other Information
605888	Southeastern Mass	Taunton	TAUNTON- INTERCHANGE IMPROVEMENTS AT ROUTES 24 & 140, INCLUDING REPLACING T-01-045 AND T-01-046	5	NHPP	\$8,380,271	\$6,704,217	\$1,676,054	MA113 & MA 205 (Total \$21,281,345)	Project AC'd over 2020-2022; TFPC: \$126,517,047; HIP (SW): \$24,328,985; HIP (BOS-Flex): \$17,975,820; HIP BR (2020): \$14,994,841; REP funding: \$28,243,278; Total cost: \$154,760,325
Roadway Improvements						\$548,125	\$438,500	\$109,625		
612023	Southeastern Mass	Foxborough	FOXBOROUGH- STORMWATER RETROFIT ALONG I-95 AND I-495	5	STBG	\$548,125	\$438,500	\$109,625		
Bridge Systematic Maintenance						\$2,582,949	\$2,066,359	\$516,590		
612200	Southeastern Mass	North Attleborough	NORTH ATTLEBORO- BRIDGE PAINTING AND REPAIRS ALONG I-295	5	NHPP	\$2,582,949	\$2,066,359	\$516,590		
Section 2B / State Prioritized Modernization Projects						\$5,461,020	\$4,368,816	\$1,092,204		
Intersection Improvements						\$1,030,889	\$824,711	\$206,178		
607339	Attleboro		ATTLEBORO- INTERSECTION IMPROVEMENTS AT ROUTE 1 (WASHINGTON STREET)/ROUTE 1A (NEWPORT AVENUE) AND ROUTE 123 (HIGHLAND AVENUE)	5	STBG	\$1,030,889	\$824,711	\$206,178		a) Construction; b) Total Cost = \$8,492,381 - CMAQ (\$4,941,086) / STBG (\$2,520,406) / Statewide STBG (\$1,030,889) ; d) EC Score 64 of 100; i) Status 75%; HSIP Eligible
Roadway Reconstruction						\$4,430,131	\$3,544,105	\$886,026		
608049	Southeastern Mass	Fall River	FALL RIVER- CORRIDOR IMPROVEMENTS ON ROUTE 79/DAVOL STREET	5	NHPP	\$800,000	\$640,000	\$160,000		AC'd FFY 2022-2026; HIP BR funds FFY 2022 & FFY 2024
608049	Southeastern Mass	Fall River	FALL RIVER- CORRIDOR IMPROVEMENTS ON ROUTE 79/DAVOL STREET	5	STBG	\$1,294,796	\$1,035,837	\$258,959		AC'd FFY 2022-2026; HIP BR funds FFY 2022 & FFY 2024
608049	Southeastern Mass	Fall River	FALL RIVER- CORRIDOR IMPROVEMENTS ON ROUTE 79/DAVOL STREET	5	TAP	\$2,335,335	\$1,868,268	\$467,067		AC'd FFY 2022-2026; HIP BR funds FFY 2022 & FFY 2024
Section 2C / State Prioritized Expansion Projects						\$5,011,678	\$4,009,342	\$1,002,336		
Bicycle and Pedestrian						\$5,011,678	\$4,009,342	\$1,002,336		
607822	Southeastern Mass	Multiple	NORTON- MANSFIELD- RAIL TRAIL EXTENSION (WORLD WAR II VETERANS TRAIL)	5	CMAQ	\$5,011,678	\$4,009,342	\$1,002,336		
Section 3B / Non-Federal Aid Funded						\$28,243,278	\$0	\$28,243,278		
NFA						\$28,243,278	\$0	\$28,243,278		
605888	Southeastern Mass	Taunton	TAUNTON- INTERCHANGE IMPROVEMENTS AT ROUTES 24 & 140, INCLUDING REPLACING T-01-045 AND T-01-046	5	NFA	\$28,243,278	\$0	\$28,243,278	MA113 & MA 205 (Total \$21,281,345)	Project AC'd over 2020-2022; TFPC: \$126,517,047; HIP (SW): \$24,328,985; HIP (BOS-Flex): \$17,975,820; HIP BR (2020): \$14,994,841; REP funding: \$28,243,278; Total cost: \$154,760,325

## 2023 Southeastern Mass Region STIP Investments Report

STIP: 2022 - 2026 (D)

MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
Federal Fiscal Year 2023						\$140,485,129	\$113,925,891	\$26,559,238	
Section 1A / Regionally Prioritized Projects						\$22,997,942	\$18,398,354	\$4,599,588	
Roadway Reconstruction						\$16,442,077	\$13,153,662	\$3,288,415	
607871	Southeastern Mass	Dartmouth	DARTMOUTH- CORRIDOR IMPROVEMENTS ON ROUTE 6, FROM FAUNCE CORNER ROAD TO HATHAWAY ROAD	5	STBG	\$5,909,275	\$4,727,420	\$1,181,855	a) Construction; b) Total Cost = \$5,909,274 STBG d) EC Score 62 of 100; i) Status Pre 25% Anticipating CMAQ Eligibility
608535	Southeastern Mass	New Bedford	NEW BEDFORD- CORRIDOR IMPROVEMENTS AND RELATED WORK ON COUNTY STREET FROM NELSON STREET TO UNION STREET	5	STBG	\$10,532,802	\$8,426,242	\$2,106,560	a) Construction; b) Total Cost = \$10,532,802 STBG; d) EC Score 55 of 100; i) Status Pre 25%
Intersection Improvements						\$3,371,115	\$2,696,892	\$674,223	
608230	Southeastern Mass	Rehoboth	REHOBOTH- INTERSECTION IMPROVEMENTS & RELATED WORK AT WINTHROP STREET (ROUTE 44) AND ANAWAN STREET (ROUTE 118)	5	CMAQ	\$3,371,115	\$2,696,892	\$674,223	a) Construction; b) Total Cost = \$3,241,457 STBG; d) EC Score 48 of 100; i) Status 75%
Flex to FTA						\$3,184,750	\$2,547,800	\$636,950	
S12740	Southeastern Mass		New Airport Express Bus Service from the Mansfield MBTA Station to Logan Airport		CMAQ	\$3,184,750	\$2,547,800	\$636,950	Total Project Cost \$3,184,750, (20% match \$636,950 to be provided by Brush Hill Transportation Co./Blue Apple Bus - Airport Express)
Section 2A / State Prioritized Reliability Projects						\$95,342,236	\$76,311,576	\$19,030,660	
Bridge Off-system						\$3,224,282	\$2,579,426	\$644,856	
603796	Southeastern Mass	Mansfield	MANSFIELD- BRIDGE REPLACEMENT, M-03-003 & M-03-045, BALCOM STREET OVER THE WADING RIVER	5	STBG-BR-Off	\$3,224,282	\$2,579,426	\$644,856	
Bridge On-system NHS						\$90,849,568	\$72,679,654	\$18,169,914	
606527	Southeastern Mass	New Bedford	NEW BEDFORD- SUPERSTRUCTURE REPLACEMENT, N-06-020, I-195 (EB & WB) RAMP C & F OVER ST 18, COUNTY STREET, STATE STREET, MASS COASTAL RAILROAD, PURCHASE STREET, WELD STREET, INCLUDES REPLACING N-06-046, I-195 (EB) RAMP F OVER WELD STREET	5	NHPP	\$87,758,938	\$70,207,150	\$17,551,788	
609165	Southeastern Mass	Attleboro	ATTLEBORO- BRIDGE REPLACEMENT, A-16-062(3UL), INTERSTATE 295 RAMP OVER TEN MILE RIVER	5	NHPP	\$3,090,630	\$2,472,504	\$618,126	
Safety Improvements						\$377,874	\$340,087	\$37,787	
609063	Southeastern Mass	Multiple	ATTLEBORO- NORTH ATTLEBOROUGH- GUIDE AND TRAFFIC SIGN REPLACEMENT ON INTERSTATE 295	5	HSIP	\$377,874	\$340,087	\$37,787	
Roadway Improvements						\$890,512	\$712,410	\$178,102	
610801	Southeastern Mass	Somerset	SOMERSET- STORMWATER IMPROVEMENTS ALONG ROUTE I-195 FOR MOUNT HOPE BAY	5	STBG	\$890,512	\$712,410	\$178,102	



## 2023 Southeastern Mass Region STIP Investments Report

STIP: 2022 - 2026 (D)

MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
Section 2B / State Prioritized Modernization Projects						\$16,941,711	\$15,053,369	\$1,888,342	
Roadway Reconstruction						\$16,941,711	\$15,053,369	\$1,888,342	
608049	Southeastern Mass	Fall River	FALL RIVER- CORRIDOR IMPROVEMENTS ON ROUTE 79/DAVOL STREET	5	NHPP-I	\$15,000,000	\$13,500,000	\$1,500,000	AC'd FFY 2022-2026; HIP BR funds FFY 2022 & FFY 2024
609518	Southeastern Mass	Fairhaven	FAIRHAVEN- LEROY WOOD ELEMENTARY SCHOOL IMPROVEMENTS (SRTS)	5	TAP	\$1,941,711	\$1,553,369	\$388,342	
Section 2C / State Prioritized Expansion Projects						\$5,203,240	\$4,162,592	\$1,040,648	
Bicycle and Pedestrian						\$5,203,240	\$4,162,592	\$1,040,648	
607979	Southeastern Mass	Marion	MARION- SHARED USE PATH CONSTRUCTION (PHASE 1), FROM THE MARION- MATTAPOISETT T.L. TO POINT ROAD	5	CMAQ	\$5,203,240	\$4,162,592	\$1,040,648	





## 2024 Southeastern Mass Region STIP Investments Report

STIP: 2022 - 2026 (A) Revision 2+

MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
Federal Fiscal Year 2024						\$94,904,568	\$76,875,125	\$18,029,443	
Section 1A / Regionally Prioritized Projects						\$20,410,819	\$16,328,655	\$4,082,164	
Intersection Improvements						\$3,829,546	\$3,063,637	\$765,909	
608563	Southeastern Mass	Swansea	SWANSEA- IMPROVEMENTS ON ROUTE 6 (GRAND ARMY OF THE REPUBLIC HIGHWAY) AT GARDNERS NECK ROAD	5	STBG	\$3,829,546	\$3,063,637	\$765,909	a) Construction; b) Total Cost = \$3,829,546 HSIP; d) EC Score 48 of 100; i) Status 25%
Roadway Reconstruction						\$12,450,035	\$9,960,028	\$2,490,007	
608753	Southeastern Mass	Taunton	TAUNTON- CORRIDOR IMPROVEMENTS AND RELATED WORK ON BROADWAY (ROUTE 138), FROM PURCHASE STREET TO JACKSON STREET (PHASE 2)	5	STBG	\$7,050,035	\$5,640,028	\$1,410,007	a) Construction; b) Total Cost = \$7,050,035 STBG; d) EC Score 73 of 100; i) Status Pre 25%
608944	Southeastern Mass	Mansfield	MANSFIELD- RECONSTRUCTION ON CHAUNCY STREET (ROUTE 106)	5	STBG	\$5,400,000	\$4,320,000	\$1,080,000	a) Construction; b) Total Cost = \$5,400,000 STBG; d) EC Score 59 of 100; i) Status Pre 25%
ADA Retrofits						\$4,131,238	\$3,304,990	\$826,248	
610647	Southeastern Mass	Wareham	WAREHAM- CORRIDOR IMPROVEMENTS ON ROUTE 6 AT SWIFTS BEACH ROAD	5	STBG	\$4,131,238	\$3,304,990	\$826,248	a) Construction; b) Total Cost = \$4,131,238 STBG; d) EC Score 47 of 100; i) Status Pre 25%
STBG Programmed						\$20,410,819	\$16,328,655	\$4,082,164	
Total Programmed for Southeastern Mass Region Projects*						\$20,410,819	\$16,328,655	\$4,082,164	
Program Target for Southeastern Mass Region Projects						\$23,030,625	\$18,424,500	\$4,606,125	
Target Funds Available for Southeastern Mass Region Projects						\$2,619,806	\$2,095,845	\$523,961	
Section 1B / Earmark or Discretionary Grant Funded Projects						\$25,917,561	\$20,734,049	\$5,183,512	
Earmark Discretionary						\$25,917,561	\$20,734,049	\$5,183,512	
608049	Southeastern Mass	Fall River	FALL RIVER- CORRIDOR IMPROVEMENTS ON ROUTE 79/DAVOL STREET	5	HIP-BR	\$25,917,561	\$20,734,049	\$5,183,512	AC'd FFY 2022-2026; HIP BR funds FFY 2022 & FFY 2024
Section 2A / State Prioritized Reliability Projects						\$28,021,499	\$23,368,670	\$4,652,829	
Bridge On-system NHS						\$17,325,530	\$13,860,424	\$3,465,106	
606527	Southeastern Mass	New Bedford	NEW BEDFORD- SUPERSTRUCTURE REPLACEMENT, N-06-020, I-195 (EB & WB) RAMP C & F OVER ST 18, COUNTY STREET, STATE STREET, MASS COASTAL RAILROAD, PURCHASE STREET, WELD STREET, INCLUDES REPLACING N-06-046, I-195 (EB) RAMP F OVER WELD STREET	5	NHPP	\$17,325,530	\$13,860,424	\$3,465,106	
Safety Improvements						\$9,514,706	\$8,563,235	\$951,471	
608053	Southeastern Mass	Mansfield	MANSFIELD- INTERSECTION & SIGNAL IMPROVEMENTS AT SR 140 (COMMERCIAL STREET) & SR 106 (CHAUNCEY STREET)	5	HSIP	\$1,619,258	\$1,457,332	\$161,926	
608572	Southeastern Mass	Multiple	DARTMOUTH TO RAYNHAM- GUIDE AND TRAFFIC SIGN REPLACEMENT ON SECTIONS OF I-195 AND I-495	5	HSIP	\$7,895,448	\$7,105,903	\$789,545	



## 2024 Southeastern Mass Region STIP Investments Report

STIP: 2022 - 2026 (A) Revision 2+

MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
Roadway Improvements						\$1,181,263	\$945,010	\$236,253	
610802	Southeastern Mass	Somerset	SOMERSET- STORMWATER IMPROVEMENTS ALONG ROUTE 6, ROUTE 138, AND ROUTE 103 FOR TAUNTON RIVER	5	STBG	\$1,181,263	\$945,010	\$236,253	
Section 2B / State Prioritized Modernization Projects						\$20,554,689	\$16,443,751	\$4,110,938	
Roadway Reconstruction						\$20,554,689	\$16,443,751	\$4,110,938	
608049	Southeastern Mass	Fall River	FALL RIVER- CORRIDOR IMPROVEMENTS ON ROUTE 79/DAVOL STREET	5	NHPP	\$7,554,689	\$6,043,751	\$1,510,938	AC'd FFY 2022-2026; HIP BR funds FFY 2022 & FFY 2024
608049	Southeastern Mass	Fall River	FALL RIVER- CORRIDOR IMPROVEMENTS ON ROUTE 79/DAVOL STREET	5	STBG	\$13,000,000	\$10,400,000	\$2,600,000	AC'd FFY 2022-2026; HIP BR funds FFY 2022 & FFY 2024



## 2025 Southeastern Mass Region STIP Investments Report

STIP: 2022 - 2026 (A) Revision 2+

MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
Federal Fiscal Year 2025						\$65,579,191	\$53,281,258	\$12,297,933	
Section 1A / Regionally Prioritized Projects						\$21,049,975	\$16,839,980	\$4,209,995	
Roadway Reconstruction						\$13,905,267	\$11,124,214	\$2,781,053	
606715	Southeastern Mass	Lakeville	LAKEVILLE- RECONSTRUCTION AND RELATED WORK ON RHODE ISLAND ROAD (ROUTE 79), FROM THE TAUNTON CITY LINE TO CLEAR POND ROAD	5	CMAQ	\$4,032,527	\$3,226,022	\$806,505	a) Construction; b) Total Cost = \$13,905,267 - STBG; d) EC Score 52 of 100; i) Status Pre 25%
606715	Southeastern Mass	Lakeville	LAKEVILLE- RECONSTRUCTION AND RELATED WORK ON RHODE ISLAND ROAD (ROUTE 79), FROM THE TAUNTON CITY LINE TO CLEAR POND ROAD	5	STBG	\$9,872,740	\$7,898,192	\$1,974,548	a) Construction; b) Total Cost = \$13,905,267 - STBG; d) EC Score 52 of 100; i) Status Pre 25%
Bicycle and Pedestrian						\$7,144,708	\$5,715,766	\$1,428,942	
607825	Southeastern Mass	Wareham	WAREHAM- SHARED USE PATH CONSTRUCTION ADJACENT TO NARROWS ROAD AND MINOT AVENUE	5	CMAQ	\$7,144,708	\$5,715,766	\$1,428,942	a) Construction; b) Total Cost = \$7,144,708 - CMAQ d) EC Score 43 of 100; h) Project Proponent - Wareham; i) Status Pre 25%; TAP Eligible, Anticipating CMAQ Eligibility
						CMAQ Programmed	\$11,177,235	\$8,941,788	\$2,235,447
						STBG Programmed	\$9,872,740	\$7,898,192	\$1,974,548
Total Programmed for Southeastern Mass Region Projects*						\$21,049,975	\$16,839,980	\$4,209,995	
Program Target for Southeastern Mass Region Projects						\$22,492,971	\$17,994,377	\$4,498,594	
Target Funds Available for Southeastern Mass Region Projects						\$1,442,996	\$1,154,397	\$288,599	
Section 2A / State Prioritized Reliability Projects						\$15,815,141	\$12,745,022	\$3,070,119	
Bridge On-system NHS						\$5,249,352	\$4,199,482	\$1,049,870	
606527	Southeastern Mass	New Bedford	NEW BEDFORD- SUPERSTRUCTURE REPLACEMENT, N-06-020, I-195 (EB & WB) RAMP C & F OVER ST 18, COUNTY STREET, STATE STREET, MASS COASTAL RAILROAD, PURCHASE STREET, WELD STREET, INCLUDES REPLACING N-06-046, I-195 (EB) RAMP F OVER WELD STREET	5	NHPP	\$5,249,352	\$4,199,482	\$1,049,870	
Bridge Off-system						\$9,636,693	\$7,709,354	\$1,927,339	
608616	Southeastern Mass	Taunton	TAUNTON- BRIDGE REPLACEMENT, T-01-024, SCADDING STREET OVER SNAKE RIVER	5	STBG-BR-Off	\$9,636,693	\$7,709,354	\$1,927,339	
Safety Improvements						\$929,096	\$836,186	\$92,910	
610715	Southeastern Mass	Multiple	FREETOWN TO TAUNTON- GUIDE AND TRAFFIC SIGN REPLACEMENT ON A SECTION OF ROUTE 140		HSIP	\$929,096	\$836,186	\$92,910	
Section 2B / State Prioritized Modernization Projects						\$28,714,075	\$23,696,256	\$5,017,819	
Roadway Reconstruction						\$21,464,118	\$17,171,294	\$4,292,824	
608049	Southeastern Mass	Fall River	FALL RIVER- CORRIDOR IMPROVEMENTS ON ROUTE 79/DAVOL STREET	5	NHPP	\$20,554,689	\$16,443,751	\$4,110,938	AC'd FFY 2022-2026; HIP BR funds FFY 2022 & FFY 2024



## 2025 Southeastern Mass Region STIP Investments Report

STIP: 2022 - 2026 (A) Revision 2+

MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
612101	Southeastern Mass	Fall River	FALL RIVER- MARY FONSECA ELEMENTARY SCHOOL (SRTS)	5	TAP	\$909,429	\$727,543	\$181,886	
Intersection Improvements						\$7,249,957	\$6,524,961	\$724,996	
608759	Southeastern Mass	Swansea	SWANSEA- TRAFFIC SIGNAL AND SAFETY IMPROVEMENTS AT THREE INTERSECTIONS ON ROUTE 6	5	HSIP	\$7,249,957	\$6,524,961	\$724,996	



## 2026 Southeastern Mass Region STIP Investments Report

STIP: 2022 - 2026 (A) Revision 2+

MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
Federal Fiscal Year 2026						\$87,258,113	\$72,274,303	\$14,983,810	
Section 1A / Regionally Prioritized Projects						\$19,238,229	\$15,390,583	\$3,847,646	
Roadway Reconstruction						\$19,238,229	\$15,390,583	\$3,847,646	
607440	Southeastern Mass	Mattapoisett	MATTAPOISETT- CORRIDOR IMPROVEMENTS AND RELATED WORK ON MAIN STREET, WATER STREET, BEACON STREET AND MARION ROAD	5	STBG	\$8,037,972	\$6,430,378	\$1,607,594	a) Construction; b) Total Cost = \$8,037,971 STBG; d) EC Score 41 of 100; Status Pre 25%
608750	Southeastern Mass	Plainville	PLAINVILLE- RECONSTRUCTION OF SOUTH STREET (ROUTE 1A), FROM SHARLENE LANE TO EVERETT STREET AND RELATED WORK	5	STBG	\$11,200,257	\$8,960,206	\$2,240,051	a) Construction; b) Total Cost = \$11,200,257 STBG; d) EC Score 62 of 100; i) Status Pre 25%
STBG Programmed						\$19,238,229	\$15,390,583	\$3,847,646	
Total Programmed for Southeastern Mass Region Projects*						\$19,238,229	\$15,390,583	\$3,847,646	
Program Target for Southeastern Mass Region Projects						\$21,908,871	\$17,527,097	\$4,381,774	
Target Funds Available for Southeastern Mass Region Projects						\$2,670,642	\$2,136,514	\$534,128	
Section 2A / State Prioritized Reliability Projects						\$47,309,132	\$40,315,119	\$6,994,013	
Bridge On-system NHS						\$7,310,325	\$5,848,260	\$1,462,065	
606527	Southeastern Mass	New Bedford	NEW BEDFORD- SUPERSTRUCTURE REPLACEMENT, N-06-020, I-195 (EB & WB) RAMP C & F OVER ST 18, COUNTY STREET, STATE STREET, MASS COASTAL RAILROAD, PURCHASE STREET, WELD STREET, INCLUDES REPLACING N-06-046, I-195 (EB) RAMP F OVER WELD STREET	5	NHPP	\$7,310,325	\$5,848,260	\$1,462,065	
Bridge Off-system						\$2,850,677	\$2,280,542	\$570,135	
609434	Southeastern Mass	Fall River	FALL RIVER- BRIDGE REPLACEMENT, F-02-114 (C0X), JEFFERSON STREET OVER SUCKER BROOK	5	STBG-BR-Off	\$2,850,677	\$2,280,542	\$570,135	
Interstate Pavement						\$24,678,130	\$22,210,317	\$2,467,813	
611990	Southeastern Mass	Multiple	SOMERSET- SWANSEA- PAVEMENT PRESERVATION & RELATED WORK ON I-195	5	NHPP-I	\$24,678,130	\$22,210,317	\$2,467,813	
Non-Interstate Pavement						\$12,470,000	\$9,976,000	\$2,494,000	
611996	Southeastern Mass	New Bedford	NEW BEDFORD- PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 140	5	NHPP	\$12,470,000	\$9,976,000	\$2,494,000	
Section 2B / State Prioritized Modernization Projects						\$20,710,752	\$16,568,602	\$4,142,150	
Roadway Reconstruction						\$20,710,752	\$16,568,602	\$4,142,150	
608049	Southeastern Mass	Fall River	FALL RIVER- CORRIDOR IMPROVEMENTS ON ROUTE 79/DAVOL STREET	5	NHPP	\$20,710,752	\$16,568,602	\$4,142,150	AC'd FFY 2022-2026; HIP BR funds FFY 2022 & FFY 2024

# **Attachment 2**

## **FFY 2022-2026**

### **Greenhouse Gas Monitoring & Evaluation Process & Summaries**



## 2022 Greenhouse Gas (GHG) Analysis Report

STIP: 2022 - 2026 (D)

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2022					
Southeastern Mass					
605888	TAUNTON- INTERCHANGE IMPROVEMENTS AT ROUTES 24 & 140, INCLUDING REPLACING T-01-045 AND T-01-046	Qualitative	Qualitative Decrease in Emissions	0	Analysis to be performed to validate assumption.
606024	TAUNTON- RECONSTRUCTION OF ROUTE 44 (DEAN STREET), FROM ARLINGTON STREET TO ROUTE 104 (SOUTH MAIN STREET)	Quantified	Quantified Decrease in Emissions from Traffic Operational Improvement	2,415,341	
607339	ATTLEBORO- INTERSECTION IMPROVEMENTS AT ROUTE 1 (WASHINGTON STREET)/ROUTE 1A (NEWPORT AVENUE) AND ROUTE 123 (HIGHLAND AVENUE)	Quantified	Quantified Decrease in Emissions from Traffic Operational Improvement	21,349	
607822	NORTON- MANSFIELD- RAIL TRAIL EXTENSION (WORLD WAR II VETERANS TRAIL)	Quantified	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	174,826	
608049	FALL RIVER- CORRIDOR IMPROVEMENTS ON ROUTE 79/DAVOL STREET	Qualitative	Qualitative Increase in Emissions	0	Analysis to be performed to validate assumption.
609201	NEW BEDFORD- INTERSECTION IMPROVEMENTS ON ACUSHNET AVENUE AT PECKHAM ROAD/SASSAQUIN AVENUE	Qualitative	Qualitative Decrease in Emissions	0	Anticipating CMAQ eligibility, Analysis to be performed.
S12012	DISTRICT 5 - STORMWATER BASIN REHABILITATION AT VARIOUS LOCATIONS	Qualitative	No assumed impact/negligible impact on emissions	0	
Southeastern Mass			Total GHG Increase (kg/year)	2,611,516	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference	2,611,516	
2022			Total GHG Increase (kg/year)	2,611,516	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference	2,611,516	
2022			Total GHG Increase (kg/year)	2,611,516	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference	2,611,516	

# 2022 SE Mass Region Transportation Improvement Program

MassDOT/FTA Project ID ▼	MassDOT/FTA Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Total Cost ▼	Additional Information ▼	Fiscal Year of Contract Award (2015 and forward) ▼
RTD0009574	GATRA - BUY REPLACEMENT VAN - 8	\$528,000	Quantified	27,165	Quantified Decrease in Emissions from Bus Replacement	\$ 3		
RTD0009720	SRTA - BUY REPLACEMENT VAN - 1	\$25,000	Quantified	4,052	Quantified Decrease in Emissions from Bus Replacement	\$ 1		
RTD0010364 & RTD0009753	SRTA - BUY REPLACEMENT 35-FT BUS - 6	\$1,500,000	Quantified	11,697	Quantified Decrease in Emissions from Bus Replacement	\$ 11		





## 2023 Greenhouse Gas (GHG) Analysis Report

STIP: 2022 - 2026 (D)

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2023					
Southeastern Mass					
603796	MANSFIELD- BRIDGE REPLACEMENT, M-03-003 & M-03-045, BALCOM STREET OVER THE WADING RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
606527	NEW BEDFORD- SUPERSTRUCTURE REPLACEMENT, N-06-020, I-195 (EB & WB) RAMP C & F OVER ST 18, COUNTY STREET, STATE STREET, MASS COASTAL RAILROAD, PURCHASE STREET, WELD STREET, INCLUDES REPLACING N-06-046, I-195 (EB) RAMP F OVER WELD STREET	Qualitative	No assumed impact/negligible impact on emissions	0	
607871	DARTMOUTH- CORRIDOR IMPROVEMENTS ON ROUTE 6, FROM FAUNCE CORNER ROAD TO HATHAWAY ROAD	Qualitative	Qualitative Decrease in Emissions	0	Anticipating CMAQ Eligibility, Scope Change may require new analysis.
607979	MARION- SHARED USE PATH CONSTRUCTION (PHASE 1), FROM THE MARION-MATTAPOISETT T.L. TO POINT ROAD	Quantified	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	20,145	
608049	FALL RIVER- CORRIDOR IMPROVEMENTS ON ROUTE 79/DAVOL STREET	Qualitative	Qualitative Increase in Emissions	0	Analysis to be performed to validate assumption.
608230	REHOBOTH- INTERSECTION IMPROVEMENTS & RELATED WORK AT WINTHROP STREET (ROUTE 44) AND ANAWAN STREET (ROUTE 118)	Qualitative	Quantified Decrease in Emissions from Traffic Operational Improvement	25,403	
608535	NEW BEDFORD- CORRIDOR IMPROVEMENTS AND RELATED WORK ON COUNTY STREET FROM NELSON STREET TO UNION STREET	Qualitative	Qualitative Decrease in Emissions	0	Insufficient information to complete analysis at this time.
609063	ATTLEBORO- NORTH ATTLEBOROUGH- GUIDE AND TRAFFIC SIGN REPLACEMENT ON INTERSTATE 295		No assumed impact/negligible impact on emissions	0	
609165	ATTLEBORO- BRIDGE REPLACEMENT, A-16-062(3UL), INTERSTATE 295 RAMP OVER TEN MILE RIVER		No assumed impact/negligible impact on emissions	0	
609518	FAIRHAVEN- LEROY WOOD ELEMENTARY SCHOOL IMPROVEMENTS (SRTS)	Qualitative	No assumed impact/negligible impact on emissions	0	
610801	SOMERSET- STORMWATER IMPROVEMENTS ALONG ROUTE I-195 FOR MOUNT HOPE BAY	Qualitative	No assumed impact/negligible impact on emissions	0	
Southeastern Mass			Total GHG Increase (kg/year)	45,548	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference	45,548	
2023			Total GHG Increase (kg/year)	45,548	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference	45,548	
2023			Total GHG Increase (kg/year)	45,548	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference	45,548	

# 2023 SE Mass Region Transportation Improvement Program

MassDOT/FTA Project ID ▼	MassDOT/FTA Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Total Cost ▼	Additional Information ▼	Fiscal Year of Contract Award (2015 and forward) ▼
RTD0009580	<b>GATRA</b> - BUY REPLACEMENT VAN (8)	\$530,000	Quantified	27,165	Quantified Decrease in Emissions from Bus Replacement	\$ 3		
RTD0009734	<b>SRTA</b> - BUY REPLACEMENT VAN - 1	\$35,000	Quantified	4,052	Quantified Decrease in Emissions from Bus Replacement	\$ 1		
RTD0009735 & RTD0009726	<b>SRTA</b> - BUY REPLACEMENT 35-FT BUS - 4	\$2,000,000	Quantified	5,965	Quantified Decrease in Emissions from Bus Replacement	\$ 28		
RTD0009733	<b>SRTA</b> - BUY REPLACEMENT 35-FT BUS - 3	\$1,500,000	Quantified	5,965	Quantified Decrease in Emissions from Bus Replacement	\$ 21		



## 2024 Greenhouse Gas (GHG) Analysis Report

STIP: 2022 - 2026 (D)

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2024					
Southeastern Mass					
606527	NEW BEDFORD- SUPERSTRUCTURE REPLACEMENT, N-06-020, I-195 (EB & WB) RAMP C & F OVER ST 18, COUNTY STREET, STATE STREET, MASS COASTAL RAILROAD, PURCHASE STREET, WELD STREET, INCLUDES REPLACING N-06-046, I-195 (EB) RAMP F OVER WELD STREET	Qualitative	No assumed impact/negligible impact on emissions	0	
608049	FALL RIVER- CORRIDOR IMPROVEMENTS ON ROUTE 79/DAVOL STREET	Qualitative	Qualitative Increase in Emissions	0	Analysis to be performed to validate assumption.
608053	MANSFIELD- INTERSECTION & SIGNAL IMPROVEMENTS AT SR 140 (COMMERCIAL STREET) & SR 106 (CHAUNCEY STREET)	Qualitative	Quantified Decrease in Emissions from Other Improvements	0	Anticipating CMAQ eligibility. Analysis to be performed once more information is available.
608563	SWANSEA- IMPROVEMENTS ON ROUTE 6 (GRAND ARMY OF THE REPUBLIC HIGHWAY) AT GARDNERS NECK ROAD	Qualitative	No assumed impact/negligible impact on emissions	0	
608572	DARTMOUTH TO RAYNHAM- GUIDE AND TRAFFIC SIGN REPLACEMENT ON SECTIONS OF I-195 AND I-495	Qualitative	No assumed impact/negligible impact on emissions	0	
608753	TAUNTON- CORRIDOR IMPROVEMENTS AND RELATED WORK ON BROADWAY (ROUTE 138), FROM PURCHASE STREET TO JACKSON STREET (PHASE 2)	Qualitative	Qualitative Decrease in Emissions	0	Anticipating CMAQ eligibility. Analysis to be performed once more information is available.
608944	MANSFIELD- RECONSTRUCTION ON CHAUNCY STREET (ROUTE 106)	Qualitative	Qualitative Decrease in Emissions	0	Anticipating CMAQ eligibility. Analysis to be performed once more information is available.
610647	WAREHAM- CORRIDOR IMPROVEMENTS ON ROUTE 6 AT SWIFTS BEACH ROAD	Qualitative	Qualitative Decrease in Emissions	0	Anticipating CMAQ eligibility. Analysis to be performed once more information is available.
610802	SOMERSET- STORMWATER IMPROVEMENTS ALONG ROUTE 6, ROUTE 138, AND ROUTE 103 FOR TAUNTON RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
Southeastern Mass			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference	0	
2024			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference	0	
2024			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference	0	

# 2024 SE Mass Region Transportation Improvement Program

MassDOT/FTA Project ID ▼	MassDOT/FTA Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Total Cost ▼	Additional Information ▼	Fiscal Year of Contract Award (2015 and forward) ▼
RTD009586	GATRA - BUY REPLACEMENT VAN (8)	\$ 530,000	Quantified	25,834	Quantified Decrease in Emissions from Bus Replacement	\$ 3		
RTD009585	GATRA - BUY REPLACEMENT 35-FT BUS (2)	\$ 1,300,000	Quantified	3,481	Quantified Decrease in Emissions from Bus Replacement	\$ 31		
RTD0009746	SRTA - BUY REPLACEMENT VAN - 1	\$35,000	Quantified	4,052	Quantified Decrease in Emissions from Bus Replacement	\$ 1		
RTD0009747 & RTD0009745	SRTA - BUY REPLACEMENT 35-FT BUS - 5	\$2,500,000	Quantified	2,339	Quantified Decrease in Emissions from Bus Replacement	\$ 89		



## 2025 Greenhouse Gas (GHG) Analysis Report

STIP: 2022 - 2026 (D)

MassDOT Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2025					
Southeastern Mass					
606527	NEW BEDFORD- SUPERSTRUCTURE REPLACEMENT, N-06-020, I-195 (EB & WB) RAMP C & F OVER ST 18, COUNTY STREET, STATE STREET, MASS COASTAL RAILROAD, PURCHASE STREET, WELD STREET, INCLUDES REPLACING N-06-046, I-195 (EB) RAMP F OVER WELD STREET	Qualitative	No assumed impact/negligible impact on emissions	0	
606715	LAKEVILLE- RECONSTRUCTION AND RELATED WORK ON RHODE ISLAND ROAD (ROUTE 79), FROM THE TAUNTON CITY LINE TO CLEAR POND ROAD	Quantified	Quantified Decrease in Emissions from Other Improvements	375,381	
607825	WAREHAM- SHARED USE PATH CONSTRUCTION ADJACENT TO NARROWS ROAD AND MINOT AVENUE	Qualitative	Qualitative Decrease in Emissions	0	Anticipating CMAQ eligibility. Analysis to be performed once more information is available.
608049	FALL RIVER- CORRIDOR IMPROVEMENTS ON ROUTE 79/DAVOL STREET	Qualitative	Qualitative Increase in Emissions	0	Analysis to be performed to validate assumption.
608616	TAUNTON- BRIDGE REPLACEMENT, T-01-024, SCADDING STREET OVER SNAKE RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
608759	SWANSEA- TRAFFIC SIGNAL AND SAFETY IMPROVEMENTS AT THREE INTERSECTIONS ON ROUTE 6	Qualitative	Quantified Decrease in Emissions from Other Improvements	0	Anticipating CMAQ eligibility. Analysis to be performed once more information is available.
610715	FREETOWN TO TAUNTON- GUIDE AND TRAFFIC SIGN REPLACEMENT ON A SECTION OF ROUTE 140	Qualitative	No assumed impact/negligible impact on emissions	0	
612101	FALL RIVER- MARY FONSECA ELEMENTARY SCHOOL (SRTS)	Qualitative	No assumed impact/negligible impact on emissions	0	
Southeastern Mass			Total GHG Increase (kg/year)	375,381	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference	375,381	
2025			Total GHG Increase (kg/year)	375,381	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference	375,381	
2025			Total GHG Increase (kg/year)	375,381	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference	375,381	

# 2025 SE Mass Region Transportation Improvement Program

MassDOT/FTA Project ID ▼	MassDOT/FTA Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Total Cost ▼	Additional Information ▼	Fiscal Year of Contract Award (2015 and forward) ▼
RTD009598	<b>GATRA</b> - BUY REPLACEMENT VAN (8)	\$ 532,000	Quantified	25,834	Quantified Decrease in Emissions from Bus Replacement	\$ 3		
RTD009603	<b>GATRA</b> - BUY REPLACEMENT 35-FT BUS (2)	\$ 1,300,000	Quantified	3,481	Quantified Decrease in Emissions from Bus Replacement	\$ 31		
RTD0009764	<b>SRTA</b> - BUY REPLACEMENT VAN - 3	\$180,000	Quantified	4,052	Quantified Decrease in Emissions from Bus Replacement	\$ 6		
RTD0009761 & RTD0009762	<b>SRTA</b> - BUY REPLACEMENT 35-FT BUS - 5	\$2,500,000	Quantified	2,339	Quantified Decrease in Emissions from Bus Replacement	\$ 89		



## 2026 Greenhouse Gas (GHG) Analysis Report

STIP: 2022 - 2026 (D)

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2026					
Southeastern Mass					
606527	NEW BEDFORD- SUPERSTRUCTURE REPLACEMENT, N-06-020, I-195 (EB & WB) RAMP C & F OVER ST 18, COUNTY STREET, STATE STREET, MASS COASTAL RAILROAD, PURCHASE STREET, WELD STREET, INCLUDES REPLACING N-06-046, I-195 (EB) RAMP F OVER WELD STREET	Qualitative	No assumed impact/negligible impact on emissions	0	
607440	MATTAPOISETT- CORRIDOR IMPROVEMENTS AND RELATED WORK ON MAIN STREET, WATER STREET, BEACON STREET AND MARION ROAD.	Qualitative	No assumed impact/negligible impact on emissions	0	
608049	FALL RIVER- CORRIDOR IMPROVEMENTS ON ROUTE 79/DAVOL STREET	Qualitative	Qualitative Increase in Emissions	0	Analysis to be performed to validate assumption.
608750	PLAINVILLE- RECONSTRUCTION OF SOUTH STREET (ROUTE 1A), FROM SHARLENE LANE TO EVERETT STREET AND RELATED WORK	Qualitative	Qualitative Decrease in Emissions	0	Anticipating CMAQ eligibility. Analysis to be performed once more information is available.
609434	FALL RIVER- BRIDGE REPLACEMENT, F-02-114 (C0X), JEFFERSON STREET OVER SUCKER BROOK	Qualitative	No assumed impact/negligible impact on emissions	0	
611990	SOMERSET- SWANSEA- PAVEMENT PRESERVATION & RELATED WORK ON I-195	Qualitative	No assumed impact/negligible impact on emissions	0	
611996	NEW BEDFORD- PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 140	Qualitative	No assumed impact/negligible impact on emissions	0	
Southeastern Mass			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference	0	
2026			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference	0	
2026			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference	0	

# 2026 SE Mass Region Transportation Improvement Program

MassDOT/FTA Project ID ▼	MassDOT/FTA Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Total Cost ▼	Additional Information ▼	Fiscal Year of Contract Award (2015 and forward) ▼
RTD0010068	<b>GATRA</b> - BUY REPLACEMENT VAN (8)	\$532,000	Quantified	25,834	Quantified Decrease in Emissions from Bus Replacement	\$ 3		
RTD0010136	<b>SRTA</b> - BUY REPLACEMENT VAN - 3	\$180,000	Quantified	4,052	Quantified Decrease in Emissions from Bus Replacement	\$ 6		
RTD0010122 & RTD0010137	<b>SRTA</b> - BUY REPLACEMENT 35-FT BUS - 5	\$2,500,000	Quantified	2,339	Quantified Decrease in Emissions from Bus Replacement	\$ 89		



# **Attachment 3**

## **FFY 2017-2021**

### **Greenhouse Gas Monitoring & Evaluation Process & Summaries**

# SE Mass Region Transportation Improvement Program

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼	Fiscal Year of Contract Award (2015 and forward) ▼
605848	DARTMOUTH - IMPROVEMENTS ON GRAND ARMY OF THE REPUBLIC HIGHWAY (U.S. ROUTE 6) AND FAUNCE CORNER ROAD (PHASE 1)	\$2,736,112 CMAQ - (\$2,308,045)	Quantified	87,676	Quantified Decrease in Emissions from Traffic Operational Improvement		2015
605368	NORTH ATTLEBOROUGH - TRAFFIC SIGNAL AND INTERSECTION IMPROVEMENTS AT EAST WASHINGTON STREET (ROUTE 1), SOUTH WASHINGTON STREET AND HOPPIN HILL ROAD (ROUTE 120)	\$3,648,735 CMAQ - (\$1,843,146)	Quantified	7,025	Quantified Decrease in Emissions from Traffic Operational Improvement		2015
606910	NEW BEDFORD - CORRIDOR IMPROVEMENTS AND RELATED WORK ON COGGESHALL STREET, FROM PURCHASE STREET TO MITCHELL AVENUE	\$3,268,520 CMAQ - (\$1,000,000)	Quantified	153,826	Quantified Decrease in Emissions from Traffic Operational Improvement		2016
608124	MIDDLEBOROUGH - INTERIM IMPROVEMENTS AT ROUTES 18/28/44 (ROTARY)	\$1,268,874	Quantified	2,885,405	Quantified Decrease in Emissions from Traffic Operational Improvement		2017
608081	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	\$8,635,254 CMAQ - (\$1,809,121)	Quantified	721	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure		2017
607304	DARTMOUTH- INTERSECTION IMPROVEMENTS & RELATED WORK AT CHASE ROAD & OLD WESTPORT ROAD	\$1,026,305	Quantified	343,071	Quantified Decrease in Emissions from Traffic Operational Improvement		2018
607531	NORTON- CORRIDOR IMPROVEMENTS & RELATED WORK ON EAST MAIN STREET (ROUTE 123), FROM PINE STREET TO I-495	\$7,285,663 CMAQ - (\$5,600,000)	Quantified	1,728,175	Quantified Decrease in Emissions from Traffic Operational Improvement		2019
607392	SEEKONK- INTERSECTION IMPROVEMENTS & RELATED WORK AT FALL RIVER AVENUE (ROUTE 114A) AND COUNTY STREET	\$2,500,000	Quantified	1,161	Quantified Decrease in Emissions from Traffic Operational Improvement		2019
607572	TAUNTON- CORRIDOR IMPROVEMENTS & RELATED WORK ON BROADWAY (ROUTE 138), FROM LEONARD STREET NORTHERLY TO PURCHASE STREET (PHASE 1)	\$7,765,597 - TAP (\$492,430) / STBG (\$7,273,167)	Quantified	6,724	Quantified Decrease in Emissions from Complete Streets Project	Eligible Up to \$1,000,000 in CMAQ funds	2020
606718	NEW BEDFORD- INTERSECTION IMPROVEMENTS AT HATHAWAY ROAD, MOUNT PLEASANT STREET AND NAUSET STREET	\$3,677,384	Quantified	644,032	Quantified Decrease in Emissions from Traffic Operational Improvement		2020
	Expansion of Microtransit Pilot Program GATRA Go	\$269,360 CMAQ - \$215,488	Quantified	596	Quantified Decrease in Emissions from New/Additional Transit Service		2020
608267	RAYNHAM- RESURFACING AND RELATED WORK ON ROUTE 138	\$18,094,226 CMAQ - \$3,593,313	Quantified	2,094	Quantified Decrease in Emissions from Complete Streets Project		2021

# SE Mass Region Transportation Improvement Program

FTA Activity Line Item ▼	Transit Agency ▼	Project Description ▼	Total Cost ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼	Fiscal Year Programmed (2015 and forward) ▼
111204	GATRA	Buy replacement bus	\$1,240,000	Quantified	23,350	Quantified Decrease in Emissions from Bus Replacement		2015
111215	GATRA	Buy replacement vans	\$1,339,920	Quantified	47,644	Quantified Decrease in Emissions from Bus Replacement		2015
111215	SRTA	Buy replacement vans	\$120,800	Quantified	13,716	Quantified Decrease in Emissions from Bus Replacement		2015
111201	GATRA	Buy Replacement bus	\$1,240,000	Quantified	25,350	Quantified Decrease in Emissions from Bus Replacement		2016
111215	GATRA	Buy replacement vans	\$609,678	Quantified	47,564	Quantified Decrease in Emissions from Bus Replacement		2016
111215	SRTA	Buy replacement bus	\$300,303	Quantified	603	Quantified Decrease in Emissions from Bus Replacement		2016
RTD0004602	SRTA	Buy Replacement 35-FT Bus	\$2,076,465	Quantified	542,130	Quantified Decrease in Emissions from Bus Replacement		2017
RTD0005199, RTD0005200	GATRA	Buy replacement van	\$420,000	Quantified	399,783	Quantified Decrease in Emissions from Bus Replacement		2017
RDT0005201, RTD0005204, RTD 0005205, RTD0005203	GATRA	Buy Replacement Bus	\$1,240,000	Quantified	250,189	Quantified Decrease in Emissions from Bus Replacement		2017
RTD0004601	SRTA	BUY REPLACEMENT VAN	\$57,000.00	Quantified	635,951	Quantified Decrease in Emissions from Bus Replacement		2018
RTD0005206, RTD0004603	SRTA	BUY REPLACEMENT BUS	\$2,125,159.00	Quantified	109,818	Quantified Decrease in Emissions from Bus Replacement		2018
RTD0004473	GATRA	BUY REPLACEMENT VAN	\$375,000.00	Quantified	445,937	Quantified Decrease in Emissions from Bus Replacement		2018
RTD0005097, RTD0004474	GATRA	BUY REPLACEMENT BUS	\$325,000.00	Quantified	250,189	Quantified Decrease in Emissions from Bus Replacement		2018
RTD0006666	GATRA	BUY REPLACEMENT VAN - 6	\$475,000	Quantified	25,512	Quantified Decrease in Emissions from Bus Replacement		2019
RTD0006673	GATRA	BUY REPLACEMENT BUSES	\$1,000,000	Quantified	5,904	Quantified Decrease in Emissions from Bus Replacement		2019
RTD0006674	GATRA	BUY REPLACEMENT BUSES	\$225,000	Quantified	10,843	Quantified Decrease in Emissions from Bus Replacement		2019
RTD0006684	GATRA	BUY REPLACEMENT BUSES	\$1,000,000	Quantified	5,904	Quantified Decrease in Emissions from Bus Replacement		2019
RTD0006831	SRTA	BUY REPLACEMENT VAN	\$57,000	Quantified	4,052	Quantified Decrease in Emissions from Bus Replacement		2019
RTD0006680	GATRA	BUY REPLACEMENT 30-FT BUS - 2	\$1,000,000	Quantified	4,589	Quantified Decrease in Emissions from Bus Replacement		2020
RTD0006681	GATRA	BUY REPLACEMENT VAN - 5	\$260,000	Quantified	21,260	Quantified Decrease in Emissions from Bus Replacement		2020
RTD0006683	GATRA	BUY REPLACEMENT <30 FT BUS - 4	\$375,000	Quantified	15,238	Quantified Decrease in Emissions from Bus Replacement		2020
RTD0006841	SRTA	BUY REPLACEMENT VAN	\$182,301	Quantified	4,052	Quantified Decrease in Emissions from Bus Replacement		2020

## SE Mass Region Transportation Improvement Program

FTA Activity Line Item ▼	Transit Agency ▼	Project Description ▼	Total Cost ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼	Fiscal Year Programmed (2015 and forward) ▼
RTD0006823	SRTA	BUY REPLACEMENTS - CAPITOL BUS (	\$1,238,681	Quantified	16,003	Quantified Decrease in Emissions from Bus Replacement		2020
RTD0008494	GATRA	BUY REPLACEMENT VAN - 5	\$390,000	Quantified	27,165	Quantified Decrease in Emissions from Bus Replacement		2021
RTD0008498	GATRA	BUY REPLACEMENT 30-FT BUS - 2	\$1,000,000	Quantified	4,589	Quantified Decrease in Emissions from Bus Replacement		2021
RTD0006693	GATRA	BUY REPLACEMENT <30 FT BUS - 5	\$375,000	Quantified	8,992	Quantified Decrease in Emissions from Bus Replacement		2021
RTD0008639	SRTA	BUY REPLACEMENT VAN - 3	\$180,000	Quantified	4,052	Quantified Decrease in Emissions from Bus Replacement		2021
RTD0008645 & RTD0008649	SRTA	BUY REPLACEMENT 35-FT BUS - 5	\$2,500,000	Quantified	2,339	Quantified Decrease in Emissions from Bus Replacement		2021

# **Attachment 4**

**FFY 2022-2026**

**FEDERAL TRANSIT  
PROJECT LISTING**

**GATRA**

## Transportation Improvement Program (TIP)

### Project List (FY2022)

FTA Program	Project Number	Transit Agency	FTA Activity Line Item	Project Description	Carryover (unobligated)	Federal Funds	State Funds	TDC	Local Funds	Total Cost
<b>5307</b>										
5307	RTD0009572	Greater Attleboro-Taunton Regional Transit Authority	117C00	Greater Attleboro Taunton Regional Transit Authority/Non Fixed Route ADA Paratransit Operating		\$1,200,000	\$300,000	\$0	\$0	\$1,500,000
5307	RTD0009569	Greater Attleboro-Taunton Regional Transit Authority	117A00	Greater Attleboro Taunton Regional Transit Authority/Preventative Maintenance		\$3,920,000	\$980,000	\$0	\$0	\$4,900,000
5307	RTD0009592	Greater Attleboro-Taunton Regional Transit Authority	117L00	Greater Attleboro Taunton Regional Transit Authority/Mobility Management		\$140,000	\$35,000	\$0	\$0	\$175,000
5307	RTD0010205	Greater Attleboro-Taunton Regional Transit Authority	115204	Greater Attleboro Taunton Regional Transit Authority/Purchase AVL System		\$400,000	\$100,000	\$0	\$0	\$500,000
5307	RTD0009570	Greater Attleboro-Taunton Regional Transit Authority	300901	Greater Attleboro Taunton Regional Transit Authority/Fixed Route Operating Assistance		\$600,000	\$600,000	\$0	\$0	\$1,200,000
5307	RTD0009568	Greater Attleboro-Taunton Regional Transit Authority	442400	Greater Attleboro Taunton Regional Transit Authority/Short Range Transit Planning		\$80,000	\$20,000	\$0	\$0	\$100,000
5307	RTD0009571	Greater Attleboro-Taunton Regional Transit Authority	114220	Greater Attleboro Taunton Regional Transit Authority/Miscellaneous Support Equipment		\$80,000	\$20,000	\$0	\$0	\$100,000
					Subtotal	\$6,420,000	\$2,055,000	\$0	\$0	\$8,475,000
<b>5309</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5310</b>										
5310	RTD0010520	Greater Attleboro-Taunton Regional Transit Authority	300901	Med Wheels Operating		\$50,000	\$0	\$0	\$50,000	\$100,000
5310	RTD0010521	Greater Attleboro-Taunton Regional Transit Authority	111215	BUY REPLACEMENT VAN (4)		\$215,570	\$53,893	\$0	\$0	\$269,463
5310	RTD0010522	Greater Attleboro-Taunton Regional Transit Authority	111315	BUY VAN FOR SVC EXPANSION (6)		\$287,245	\$71,810	\$0	\$0	\$359,055
					Subtotal	\$552,815	\$125,703	\$0	\$50,000	\$728,518
<b>5311</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5337</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5339</b>										
5339	RTD0011586	Greater Attleboro-Taunton Regional Transit Authority	111202	BUY REPLACEMENT 35-FT BUS Electric Bus		\$863,250	\$0	\$0	\$215,813	\$1,079,063
					Subtotal	\$863,250	\$0	\$0	\$215,813	\$1,079,063
<b>5320</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>Other Federal</b>										
Other Federal	RTD0010564	Greater Attleboro-Taunton Regional Transit Authority	119105	Greater Attleboro-Taunton Regional Transit Authority - Eng/Design Pedestrian Access/ Walkways		\$117,600	\$0	\$0	\$29,400	\$147,000
Other Federal	RTD0010565	Greater Attleboro-Taunton Regional Transit Authority	119305	Greater Attleboro-Taunton Regional Transit Authority - Construct Ped Access/Walkways		\$765,280	\$0	\$0	\$191,320	\$956,600
					Subtotal	\$882,880	\$0	\$0	\$220,720	\$1,103,600

## Transportation Improvement Program (TIP)

### Project List (FY2022)

FTA Program	Project Number	Transit Agency	FTA Activity Line Item	Project Description	Carryover (unobligated)	Federal Funds	State Funds	TDC	Local Funds	Total Cost
Other Non-Federal										
Other Non-Federal	RTD0009574	Greater Attleboro-Taunton Regional Transit Authority	111215	Greater Attleboro Taunton Regional Transit Authority/Buy Replacement Vans - 8		\$0	\$0	\$0	\$528,000	\$528,000
Other Non-Federal	RTD0011454	Greater Attleboro-Taunton Regional Transit Authority	114210	Greater Attleboro Taunton Regional Transit Authority - ACQUIRE - MOBILE FARE COLL EQUIP		\$0	\$85,000	\$0	\$0	\$85,000
Other Non-Federal	RTD0011455	Greater Attleboro-Taunton Regional Transit Authority	111204	Greater Attleboro Taunton Regional Transit Authority - BUY REPLACEMENT <30 FT BUS		\$0	\$100,000	\$0	\$0	\$100,000
Other Non-Federal	RTD0011457	Greater Attleboro-Taunton Regional Transit Authority	114211	Greater Attleboro Taunton Regional Transit Authority - ACQUIRE - SUPPORT VEHICLES		\$0	\$16,000	\$0	\$0	\$16,000
Other Non-Federal	RTD0011460	Greater Attleboro-Taunton Regional Transit Authority	114402	Greater Attleboro Taunton Regional Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY		\$0	\$274,050	\$0	\$0	\$274,050
Other Non-Federal	RTD0011461	Greater Attleboro-Taunton Regional Transit Authority	114211	Greater Attleboro Taunton Regional Transit Authority - ACQUIRE - SUPPORT VEHICLES		\$0	\$75,000	\$0	\$0	\$75,000
Other Non-Federal	RTD0011459	Greater Attleboro-Taunton Regional Transit Authority	114102	Greater Attleboro Taunton Regional Transit Authority - ENG/DESIGN - MAINT FACILITY		\$0	\$100,000	\$0	\$0	\$100,000
Subtotal						\$0	\$650,050	\$0	\$528,000	\$1,178,050
Total						\$8,718,945	\$2,830,753	\$0	\$1,014,533	\$12,564,231

Funds listed under the Carry Over column are included in the Federal Amount

**Transportation Improvement Program (TIP)**  
**Project List (FY2023)**

FTA Program	Project Number	Transit Agency	FTA Activity Line Item	Project Description	Carryover (unobligated)	Federal Funds	State Funds	TDC	Local Funds	Total Cost
<b>5307</b>										
5307	RTD0009575	Greater Attleboro-Taunton Regional Transit Authority	442400	Greater Attleboro Taunton Regional Transit Authority/Short Range Transit Planning		\$80,000	\$20,000	\$0	\$0	\$100,000
5307	RTD0009576	Greater Attleboro-Taunton Regional Transit Authority	117A00	Greater Attleboro Taunton Regional Transit Authority/Preventative Maintenance	2022 - \$1,280,000	\$4,080,000	\$1,020,000	\$0	\$0	\$5,100,000
5307	RTD0009577	Greater Attleboro-Taunton Regional Transit Authority	300901	Greater Attleboro Taunton Regional Transit Authority/Fixed Route Operating Assistance		\$600,000	\$600,000	\$0	\$0	\$1,200,000
5307	RTD0009578	Greater Attleboro-Taunton Regional Transit Authority	117C00	Greater Attleboro Taunton Regional Transit Authority/Non Fixed Route ADA Paratransit Operating		\$1,200,000	\$300,000	\$0	\$0	\$1,500,000
5307	RTD0009593	Greater Attleboro-Taunton Regional Transit Authority	117L00	Greater Attleboro Taunton Regional Transit Authority/Mobility Management	2022 - \$140,000	\$140,000	\$35,000	\$0	\$0	\$175,000
5307	RTD0009604	Greater Attleboro-Taunton Regional Transit Authority	114220	Greater Attleboro Taunton Regional Transit Authority/Miscellaneous Support Equipment	2022 - \$80,000	\$80,000	\$20,000	\$0	\$0	\$100,000
					Subtotal	\$6,180,000	\$1,995,000	\$0	\$0	\$8,175,000
<b>5309</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5310</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5311</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5337</b>										
5337	RTD0009581	Greater Attleboro-Taunton Regional Transit Authority	123402	Greater Attleboro Taunton Regional Transit Authority/Rehab-Renovation Attleboro Area Commuter Rail Stations	2020 - \$1,013,370	\$1,013,370	\$0	\$0	\$253,343	\$1,266,713
					Subtotal	\$1,013,370	\$0	\$0	\$253,343	\$1,266,713
<b>5339</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5320</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>Other Federal</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>Other Non-Federal</b>										
Other Non-Federal	RTD0009580	Greater Attleboro-Taunton Regional Transit Authority	111215	Greater Attleboro Taunton Regional Transit Authority/Buy Replacement Vans - 8		\$0	\$0	\$0	\$530,000	\$530,000
					Subtotal	\$0	\$0	\$0	\$530,000	\$530,000
					Total	\$7,193,370	\$1,995,000	\$0	\$783,343	\$9,971,713

Funds listed under the Carry Over column are included in the Federal Amount



**Transportation Improvement Program (TIP)**  
**Project List (FY2024)**

FTA Program	Project Number	Transit Agency	FTA Activity Line Item	Project Description	Carryover (unobligated)	Federal Funds	State Funds	TDC	Local Funds	Total Cost
<b>5307</b>										
5307	RTD0009583	Greater Attleboro-Taunton Regional Transit Authority	114220	Greater Attleboro Taunton Regional Transit Authority/Miscellaneous Support Equipment	2023 - \$80,000	\$80,000	\$20,000	\$0	\$0	\$100,000
5307	RTD0009584	Greater Attleboro-Taunton Regional Transit Authority	442400	Greater Attleboro Taunton Regional Transit Authority/Short Range Transit Planning		\$80,000	\$20,000	\$0	\$0	\$100,000
5307	RTD0009585	Greater Attleboro-Taunton Regional Transit Authority	111202	Greater Attleboro Taunton Regional Transit Authority/Buy Replacement 35-FT Buses (2)	2023 - \$240,000	\$1,040,000	\$260,000	\$0	\$0	\$1,300,000
5307	RTD0009588	Greater Attleboro-Taunton Regional Transit Authority	117C00	Greater Attleboro Taunton Regional Transit Authority/Non Fixed Route ADA Paratransit Operating		\$1,280,000	\$320,000	\$0	\$0	\$1,600,000
5307	RTD0009589	Greater Attleboro-Taunton Regional Transit Authority	300901	Greater Attleboro Taunton Regional Transit Authority/Fixed Route Operating Assistance		\$650,000	\$650,000	\$0	\$0	\$1,300,000
5307	RTD0009590	Greater Attleboro-Taunton Regional Transit Authority	117A00	Greater Attleboro Taunton Regional Transit Authority/Preventative Maintenance		\$2,800,000	\$700,000	\$0	\$0	\$3,500,000
5307	RTD0009594	Greater Attleboro-Taunton Regional Transit Authority	117L00	Greater Attleboro Taunton Regional Transit Authority/Mobility Management	2022 - \$140,000	\$140,000	\$35,000	\$0	\$0	\$175,000
					Subtotal	\$6,070,000	\$2,005,000	\$0	\$0	\$8,075,000
<b>5309</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5310</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5311</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5337</b>										
5337	RTD0009582	Greater Attleboro-Taunton Regional Transit Authority	123402	Greater Attleboro Taunton Regional Transit Authority/Rehab-Renovation Attleboro Area Commuter Rail Stations	2021 - \$1,030,800	\$1,030,800	\$0	\$0	\$257,700	\$1,288,500
					Subtotal	\$1,030,800	\$0	\$0	\$257,700	\$1,288,500
<b>5339</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5320</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>Other Federal</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0

Transportation Improvement Program (TIP)  
 Project List (FY2024)

FTA Program	Project Number	Transit Agency	FTA Activity Line Item	Project Description	Carryover (unobligated)	Federal Funds	State Funds	TDC	Local Funds	Total Cost
Other Non-Federal										
Other Non-Federal	RTD0009586	Greater Attleboro-Taunton Regional Transit Authority	111215	Greater Attleboro Taunton Regional Transit Authority/Buy Replacement Vans - 8		\$0	\$0	\$0	\$530,000	\$530,000
					Subtotal	\$0	\$0	\$0	\$530,000	\$530,000
					Total	\$7,100,800	\$2,005,000	\$0	\$787,700	\$9,893,500

Funds listed under the Carry Over column are included in the Federal Amount

**Transportation Improvement Program (TIP)**  
**Project List (FY2025)**

FTA Program	Project Number	Transit Agency	FTA Activity Line Item	Project Description	Carryover (unobligated)	Federal Funds	State Funds	TDC	Local Funds	Total Cost
<b>5307</b>										
5307	RTD0009595	Greater Attleboro-Taunton Regional Transit Authority	117L00	Greater Attleboro Taunton Regional Transit Authority/Mobility Management	2023 - \$140,000	\$140,000	\$35,000	\$0	\$0	\$175,000
5307	RTD0009596	Greater Attleboro-Taunton Regional Transit Authority	117C00	Greater Attleboro Taunton Regional Transit Authority/Non Fixed Route ADA Paratransit Operating		\$1,320,000	\$330,000	\$0	\$0	\$1,650,000
5307	RTD0009597	Greater Attleboro-Taunton Regional Transit Authority	300901	Greater Attleboro Taunton Regional Transit Authority/Fixed Route Operating Assistance		\$650,000	\$650,000	\$0	\$0	\$1,300,000
5307	RTD0009599	Greater Attleboro-Taunton Regional Transit Authority	117A00	Greater Attleboro Taunton Regional Transit Authority/Preventative Maintenance	2020 - \$157,757; 2021 - \$16,571; 2022 - \$771,732; 2023 - \$389,288; 2024 - \$99,288	\$4,480,000	\$1,120,000	\$0	\$0	\$5,600,000
5307	RTD0009601	Greater Attleboro-Taunton Regional Transit Authority	442400	Greater Attleboro Taunton Regional Transit Authority/Short Range Transit Planning		\$80,000	\$20,000	\$0	\$0	\$100,000
					Subtotal	\$6,670,000	\$2,155,000	\$0	\$0	\$8,825,000
<b>5309</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5310</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5311</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5337</b>										
5337	RTD0009602	Greater Attleboro-Taunton Regional Transit Authority	123402	Greater Attleboro Taunton Regional Transit Authority/Rehab-Renovation Attleboro Area Commuter Rail Stations	2022 - \$1,048,530	\$1,048,530	\$0	\$0	\$262,133	\$1,310,663
					Subtotal	\$1,048,530	\$0	\$0	\$262,133	\$1,310,663
<b>5339</b>										
5339	RTD0009603	Greater Attleboro-Taunton Regional Transit Authority	111202	Greater Attleboro Taunton Regional Transit Authority/Buy Replacement 35-FT Buses (2)	2021 - \$284,224; 2022 - \$300,647; 2023 - \$312,162; 2024 - \$142,967	\$1,040,000	\$260,000	\$0	\$0	\$1,300,000
					Subtotal	\$1,040,000	\$260,000	\$0	\$0	\$1,300,000
<b>5320</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>Other Federal</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0

Transportation Improvement Program (TIP)  
 Project List (FY2025)

FTA Program	Project Number	Transit Agency	FTA Activity Line Item	Project Description	Carryover (unobligated)	Federal Funds	State Funds	TDC	Local Funds	Total Cost
Other Non-Federal										
Other Non-Federal	RTD0009598	Greater Attleboro-Taunton Regional Transit Authority	111215	Greater Attleboro Taunton Regional Transit Authority/Buy Replacement Vans - 8		\$0	\$0	\$0	\$532,000	\$532,000
					Subtotal	\$0	\$0	\$0	\$532,000	\$532,000
					Total	\$8,758,530	\$2,415,000	\$0	\$794,133	\$11,967,663

Funds listed under the Carry Over column are included in the Federal Amount

**Transportation Improvement Program (TIP)**  
**Project List (FY2026)**

FTA Program	Project Number	Transit Agency	FTA Activity Line Item	Project Description	Carryover (unobligated)	Federal Funds	State Funds	TDC	Local Funds	Total Cost
<b>5307</b>										
5307	RTD0010062	Greater Attleboro-Taunton Regional Transit Authority	117L00	Greater Attleboro Taunton Regional Transit Authority/Mobility Management		\$140,000	\$35,000	\$0	\$0	\$175,000
5307	RTD0010063	Greater Attleboro-Taunton Regional Transit Authority	442400	Greater Attleboro Taunton Regional Transit Authority/Short Range Transit Planning		\$80,000	\$20,000	\$0	\$0	\$100,000
5307	RTD0010064	Greater Attleboro-Taunton Regional Transit Authority	117A00	Greater Attleboro Taunton Regional Transit Authority/Preventative Maintenance		\$4,480,000	\$1,120,000	\$0	\$0	\$5,600,000
5307	RTD0010065	Greater Attleboro-Taunton Regional Transit Authority	117C00	Greater Attleboro Taunton Regional Transit Authority/Non Fixed Route ADA Paratransit Operating		\$1,320,000	\$330,000	\$0	\$0	\$1,650,000
5307	RTD0010066	Greater Attleboro-Taunton Regional Transit Authority	300901	Greater Attleboro Taunton Regional Transit Authority/Fixed Route Operating Assistance		\$750,000	\$750,000	\$0	\$0	\$1,500,000
5307	RTD0010069	Greater Attleboro-Taunton Regional Transit Authority	114220	Greater Attleboro Taunton Regional Transit Authority/Miscellaneous Support Equipment		\$80,000	\$20,000	\$0	\$0	\$100,000
					Subtotal	\$6,850,000	\$2,275,000	\$0	\$0	\$9,125,000
<b>5309</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5310</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5311</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5337</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5339</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5320</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>Other Federal</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>Other Non-Federal</b>										
Other Non-Federal	RTD0010068	Greater Attleboro-Taunton Regional Transit Authority	111215	Greater Attleboro Taunton Regional Transit Authority/Buy Replacement Vans - 8		\$0	\$0	\$0	\$532,000	\$532,000
					Subtotal	\$0	\$0	\$0	\$532,000	\$532,000
					Total	\$6,850,000	\$2,275,000	\$0	\$532,000	\$9,657,000

Funds listed under the Carry Over column are included in the Federal Amount

# **Attachment 5**

**FFY 2022-2026**

**FEDERAL TRANSIT  
PROJECT LISTING**

**SRTA**

**Transportation Improvement Program (TIP)**  
**Project List (FY2022)**

FTA Program	Project Number	Transit Agency	FTA Activity Line Item	Project Description	Carryover (unobligated)	Federal Funds	State Funds	TDC	Local Funds	Total Cost
<b>5307</b>										
5307	RTD0009724	Southeastern Regional Transit Authority	114220	Southeastern Regional Transit Authority / ACQUIRE - TRANSIT ENHANCEMENTS	2021 - \$8,000	\$8,000	\$2,000	\$0	\$0	\$10,000
5307	RTD0009750	Southeastern Regional Transit Authority	114220	Southeastern Regional Transit Authority / ACQUIRE - MISC OPS/MAINT SUPPORT EQUIPMENT	2021 - \$16,000	\$16,000	\$4,000	\$0	\$0	\$20,000
5307	RTD0009736	Southeastern Regional Transit Authority	111640	Southeastern Regional Transit Authority / LEASE ASSOC CAP MAINT ITEMS (Tire Lease)	2021 - \$72,000	\$72,000	\$18,000	\$0	\$0	\$90,000
5307	RTD0008654	Southeastern Regional Transit Authority	442400	Southeastern Regional Transit Authority / SHORT RANGE TRANSIT PLANNING	2021 - \$60,000	\$60,000	\$0	\$0	\$15,000	\$75,000
5307	RTD0009725	Southeastern Regional Transit Authority	114211	Southeastern Regional Transit Authority / ACQUIRE - OPS/MAINT SUPPORT VEHICLES (1)	2021 - \$32,000	\$32,000	\$42,393	\$0	\$0	\$74,393
5307	RTD0009771	Southeastern Regional Transit Authority	114207	Southeastern Regional Transit Authority / ACQUIRE - ADP HARDWARE / SOFTWARE (ITS)	2021 - \$200,000	\$200,000	\$71,590	\$0	\$0	\$271,590
5307	RTD0009751	Southeastern Regional Transit Authority	114100	Southeastern Regional Transit Authority / ENGINEERING & DESIGN - BUS SUPPORT EQUIP/FACIL	2021 - \$30,000	\$30,000	\$7,500	\$0	\$0	\$37,500
5307	RTD0009723	Southeastern Regional Transit Authority	300901	Southeastern Regional Transit Authority / UP TO 50% FEDERAL SHARE - Operating Assistance	2019 - \$719,538; 2020 - \$2,756,919	\$3,476,457	\$3,476,457	\$0	\$0	\$6,952,914
5307	RTD0011485	Southeastern Regional Transit Authority	114209	SRTA - ACQUIRE - MOBILE SURV/SECURITY EQUIP		\$19,940	\$4,985	\$0	\$0	\$24,925
5307	RTD0011494	Southeastern Regional Transit Authority	111202	SRTA - BUY REPLACEMENT BUS 35FT (3)		\$750,000	\$150,000	\$0	\$0	\$900,000
5307	RTD0011499	Southeastern Regional Transit Authority	111202	SRTA - BUY REPLACEMENT 35-FT BUS (3) -replacing project RTD0010364 mistakenly deleted		\$750,000	\$150,000	\$0	\$0	\$900,000
5307	RTD0011500	Southeastern Regional Transit Authority	114209	ACQUIRE - MOBILE SURV/SECURITY EQUIP		\$19,940	\$4,985	\$0	\$0	\$24,925
					Subtotal	\$5,434,337	\$3,931,910	\$0	\$15,000	\$9,381,247
<b>5309</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5310</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5311</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5337</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0

## Transportation Improvement Program (TIP)

### Project List (FY2022)

FTA Program	Project Number	Transit Agency	FTA Activity Line Item	Project Description	Carryover (unobligated)	Federal Funds	State Funds	TDC	Local Funds	Total Cost
<b>5339</b>										
5339	RTD0010123	Southeastern Regional Transit Authority	114400	Southeastern Regional Transit Authority / REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	2019 - \$124,000	\$124,000	\$31,000	\$0	\$0	\$155,000
5339	RTD0009720	Southeastern Regional Transit Authority	111215	Southeastern Regional Transit Authority / BUY REPLACEMENT VAN	2019 - \$20,000	\$20,000	\$5,000	\$0	\$0	\$25,000
Subtotal						\$144,000	\$36,000	\$0	\$0	\$180,000
<b>5320</b>										
Subtotal						\$0	\$0	\$0	\$0	\$0
<b>Other Federal</b>										
Other Federal	RTD0009752	Southeastern Regional Transit Authority	114400	Southeastern Regional Transit Authority / REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP - Rotating Small Urban 5339	2019 - \$339,566	\$339,566	\$26,899	\$0	\$0	\$366,465
Other Federal	RTD0009753	Southeastern Regional Transit Authority	111202	Southeastern Regional Transit Authority / BUY REPLACEMENT 35-FT BUS (3) Statewide 5339		\$450,000	\$152,010	\$0	\$0	\$602,010
Subtotal						\$789,566	\$178,909	\$0	\$0	\$968,475
<b>Other Non-Federal</b>										
Other Non-Federal	RTD0010545	Southeastern Regional Transit Authority	114210	SRTA - S&B Fare Collection Upgrades		\$0	\$334,722	\$0	\$0	\$334,722
Other Non-Federal	RTD0010451	Town of Dartmouth	111215	BUY REPLACEMENT VAN		\$0	\$53,191	\$0	\$13,298	\$66,489
Other Non-Federal	RTD0010504	People Incorporated	111300	BUY EXPANSION - CAPITOL BUS		\$0	\$53,191	\$0	\$13,298	\$66,489
Subtotal						\$0	\$441,104	\$0	\$26,596	\$467,700
Total						\$6,367,903	\$4,587,923	\$0	\$41,596	\$10,997,422

Funds listed under the Carry Over column are included in the Federal Amount



**Transportation Improvement Program (TIP)**  
**Project List (FY2023)**

FTA Program	Project Number	Transit Agency	FTA Activity Line Item	Project Description	Carryover (unobligated)	Federal Funds	State Funds	TDC	Local Funds	Total Cost
<b>5307</b>										
5307	RTD0009729	Southeastern Regional Transit Authority	114207	Southeastern Regional Transit Authority / ACQUIRE - ADP HARDWARE / SOFTWARE (ITS)	2022 - \$120,000	\$120,000	\$30,000	\$0	\$0	\$150,000
5307	RTD0009732	Southeastern Regional Transit Authority	114211	Southeastern Regional Transit Authority ACQUIRE - OPS/MAINT SUPPORT VEHICLES (1)	2022 - \$32,000	\$32,000	\$8,000	\$0	\$0	\$40,000
5307	RTD0009735	Southeastern Regional Transit Authority	111202	Southeastern Regional Transit Authority / BUY REPLACEMENT 35-FT BUS (2)	2021 - \$328,162; 2022 - \$171,838	\$500,000	\$500,000	\$0	\$0	\$1,000,000
5307	RTD0009737	Southeastern Regional Transit Authority	111640	Southeastern Regional Transit Authority / LEASE ASSOC CAP MAINT ITEMS (Tire Lease)	2022 - \$72,000	\$72,000	\$18,000	\$0	\$0	\$90,000
5307	RTD0009738	Southeastern Regional Transit Authority	114220	Southeastern Regional Transit Authority / ACQUIRE - TRANSIT ENHANCEMENTS	2022 - \$8,000	\$8,000	\$2,000	\$0	\$0	\$10,000
5307	RTD0009754	Southeastern Regional Transit Authority	114100	Southeastern Regional Transit Authority / ENGINEERING & DESIGN - BUS SUPPORT EQUIP/FACILITIES	2022 - \$30,000	\$30,000	\$7,500	\$0	\$0	\$37,500
5307	RTD0009755	Southeastern Regional Transit Authority	114220	Southeastern Regional Transit Authority / ACQUIRE - MISC OPS/MAINT SUPPORT EQUIPMENT	2022 - \$16,000	\$16,000	\$4,000	\$0	\$0	\$20,000
5307	RTD0009726	Southeastern Regional Transit Authority	111202	Southeastern Regional Transit Authority / BUY REPLACEMENT 35-FT BUS (2)	2022 - \$500,000	\$500,000	\$500,000	\$0	\$0	\$1,000,000
5307	RTD0009727	Southeastern Regional Transit Authority	442400	Southeastern Regional Transit Authority / SHORT RANGE TRANSIT PLANNING	2022 - \$60,000	\$60,000	\$0	\$0	\$15,000	\$75,000
5307	RTD0009731	Southeastern Regional Transit Authority	300901	Southeastern Regional Transit Authority / UP TO 50% FEDERAL SHARE - Operating Assistance	2019 - \$1,499,226; 2020 - \$4,184,281; 2021 - \$2,230,257; 2022 - \$2,289,593	\$10,203,357	\$10,203,357	\$0	\$0	\$20,406,714
5307	RTD0009734	Southeastern Regional Transit Authority	111215	Southeastern Regional Transit Authority / BUY REPLACEMENT VAN	2022 - \$28,000	\$28,000	\$7,000	\$0	\$0	\$35,000
Subtotal						\$11,569,357	\$11,279,857	\$0	\$15,000	\$22,864,214
<b>5339</b>										
5339	RTD0010198	Southeastern Regional Transit Authority	114400	Southeastern Regional Transit Authority / REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	2021 - \$144,000	\$144,000	\$36,000	\$0	\$0	\$180,000
Subtotal						\$144,000	\$36,000	\$0	\$0	\$180,000

**Transportation Improvement Program (TIP)**  
**Project List (FY2023)**

FTA Program	Project Number	Transit Agency	FTA Activity Line Item	Project Description	Carryover (unobligated)	Federal Funds	State Funds	TDC	Local Funds	Total Cost
<b>Other Federal</b>										
Other Federal	RTD0009733	Southeastern Regional Transit Authority	111202	Southeastern Regional Transit Authority / BUY REPLACEMENT 35-FT BUS (3) Statewide 5339		\$750,000	\$750,000	\$0	\$0	\$1,500,000
Other Non-Federal	RTD0011161	Southeastern Regional Transit Authority	441000	Southeastern Regional Transit Authority / STATE PLANNING & RESEARCH		\$0	\$80,185	\$0	\$0	\$80,185
					Subtotal	\$750,000	\$830,185	\$0	\$0	\$1,580,185
					Total	\$12,463,357	\$12,146,042	\$0	\$15,000	\$24,624,399

Funds listed under the Carry Over column are included in the Federal Amount

**Transportation Improvement Program (TIP)**  
**Project List (FY2024)**

FTA Program	Project Number	Transit Agency	FTA Activity Line Item	Project Description	Carryover (unobligated)	Federal Funds	State Funds	TDC	Local Funds	Total Cost
<b>5307</b>										
5307	RTD0009739	Southeastern Regional Transit Authority	442400	Southeastern Regional Transit Authority / SHORT RANGE TRANSIT PLANNING	2023 - \$60,000	\$60,000	\$0	\$0	\$15,000	\$75,000
5307	RTD0009741	Southeastern Regional Transit Authority	114207	Southeastern Regional Transit Authority / ACQUIRE - ADP HARDWARE / SOFTWARE (ITS)	2023 - \$120,000	\$120,000	\$30,000	\$0	\$0	\$150,000
5307	RTD0009743	Southeastern Regional Transit Authority	300901	Southeastern Regional Transit Authority / UP TO 50% FEDERAL SHARE - Operating Assistance	2020 - \$52,000; 2021 - \$3,971,663; 2022 - \$4,364,323; 2023 - \$2,946,095	\$11,334,081	\$11,334,081	\$0	\$0	\$22,668,162
5307	RTD0009744	Southeastern Regional Transit Authority	114211	Southeastern Regional Transit Authority / ACQUIRE - OPS/MAINT SUPPORT VEHICLES (1)	2023 - \$32,000	\$32,000	\$8,000	\$0	\$0	\$40,000
5307	RTD0009746	Southeastern Regional Transit Authority	111215	Southeastern Regional Transit Authority / BUY REPLACEMENT VAN	2023 - \$28,000	\$28,000	\$7,000	\$0	\$0	\$35,000
5307	RTD0009747	Southeastern Regional Transit Authority	111202	Southeastern Regional Transit Authority / BUY REPLACEMENT 35-FT BUS (2)	2023 - \$500,000	\$500,000	\$500,000	\$0	\$0	\$1,000,000
5307	RTD0009748	Southeastern Regional Transit Authority	114220	Southeastern Regional Transit Authority / ACQUIRE - TRANSIT ENHANCEMENTS	2023 - \$8,000	\$8,000	\$2,000	\$0	\$0	\$10,000
5307	RTD0009749	Southeastern Regional Transit Authority	111640	Southeastern Regional Transit Authority / LEASE ASSOC CAP MAINT ITEMS (Tire Lease)	2023 - \$72,000	\$72,000	\$18,000	\$0	\$0	\$90,000
5307	RTD0009756	Southeastern Regional Transit Authority	114100	Southeastern Regional Transit Authority / ENGINEERING & DESIGN - BUS SUPPORT EQUIP/FACILITIES	2023 - \$30,000	\$30,000	\$7,500	\$0	\$0	\$37,500
5307	RTD0009757	Southeastern Regional Transit Authority	114220	Southeastern Regional Transit Authority / ACQUIRE - MISC OPS/MAINT SUPPORT EQUIPMENT	2023 - \$16,000	\$16,000	\$4,000	\$0	\$0	\$20,000
					Subtotal	\$12,200,081	\$11,910,581	\$0	\$15,000	\$24,125,662
<b>5309</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5310</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5311</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5337</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0

Transportation Improvement Program (TIP)  
 Project List (FY2024)

FTA Program	Project Number	Transit Agency	FTA Activity Line Item	Project Description	Carryover (unobligated)	Federal Funds	State Funds	TDC	Local Funds	Total Cost
5339										
5339	RTD0010203	Southeastern Regional Transit Authority	114400	Southeastern Regional Transit Authority / REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	2022 - \$144,000; 2023 - \$36,000	\$144,000	\$36,000	\$0	\$0	\$180,000
					Subtotal	\$144,000	\$36,000	\$0	\$0	\$180,000
5320										
					Subtotal	\$0	\$0	\$0	\$0	\$0
Other Federal										
Other Federal	RTD0009745	Southeastern Regional Transit Authority	111202	Southeastern Regional Transit Authority / BUY REPLACEMENT 35-FT BUS (3) Statewide 5339		\$750,000	\$750,000	\$0	\$0	\$1,500,000
					Subtotal	\$750,000	\$750,000	\$0	\$0	\$1,500,000
Other Non-Federal										
					Subtotal	\$0	\$0	\$0	\$0	\$0
					Total	\$13,094,081	\$12,696,581	\$0	\$15,000	\$25,805,662

Funds listed under the Carry Over column are included in the Federal Amount

**Transportation Improvement Program (TIP)**  
**Project List (FY2025)**

FTA Program	Project Number	Transit Agency	FTA Activity Line Item	Project Description	Carryover (unobligated)	Federal Funds	State Funds	TDC	Local Funds	Total Cost
<b>5307</b>										
5307	RTD0009758	Southeastern Regional Transit Authority	114220	Southeastern Regional Transit Authority / ACQUIRE - MISC OPS/MAINT SUPPORT EQUIPMENT	2024 - \$16,000	\$16,000	\$4,000	\$0	\$0	\$20,000
5307	RTD0009759	Southeastern Regional Transit Authority	114100	Southeastern Regional Transit Authority / ENGINEERING & DESIGN - BUS SUPPORT EQUIP/FACILITIES	2024 - \$30,000	\$30,000	\$7,500	\$0	\$0	\$37,500
5307	RTD0009760	Southeastern Regional Transit Authority	114211	Southeastern Regional Transit Authority / ACQUIRE - OPS/MAINT SUPPORT VEHICLES (1)	2024 - \$32,000	\$32,000	\$8,000	\$0	\$0	\$40,000
5307	RTD0009761	Southeastern Regional Transit Authority	111202	Southeastern Regional Transit Authority / BUY REPLACEMENT 35-FT BUS (2)		\$500,000	\$500,000	\$0	\$0	\$1,000,000
5307	RTD0009763	Southeastern Regional Transit Authority	114220	Southeastern Regional Transit Authority / ACQUIRE - TRANSIT ENHANCEMENTS	2024 - \$8,000	\$8,000	\$2,000	\$0	\$0	\$10,000
5307	RTD0009765	Southeastern Regional Transit Authority	114207	Southeastern Regional Transit Authority / ACQUIRE - ADP HARDWARE / SOFTWARE (ITS)	2024 - \$120,000	\$120,000	\$30,000	\$0	\$0	\$150,000
5307	RTD0009766	Southeastern Regional Transit Authority	442400	Southeastern Regional Transit Authority / SHORT RANGE TRANSIT PLANNING	2024 - \$60,000	\$60,000	\$0	\$0	\$15,000	\$75,000
5307	RTD0009767	Southeastern Regional Transit Authority	111640	Southeastern Regional Transit Authority / LEASE ASSOC CAP MAINT ITEMS (Tire Lease)	2024 - \$72,000	\$72,000	\$18,000	\$0	\$0	\$90,000
5307	RTD0009769	Southeastern Regional Transit Authority	300901	Southeastern Regional Transit Authority / UP TO 50% FEDERAL SHARE - Operating Assistance	2023 - \$3,995,034; 2024 - \$7,576,290	\$12,293,324	\$12,293,324	\$0	\$0	\$24,586,648
5307	RTD0010204	Southeastern Regional Transit Authority	114400	Southeastern Regional Transit Authority / REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	2024 - \$9,947	\$28,000	\$7,000	\$0	\$0	\$35,000
					Subtotal	\$13,159,324	\$12,869,824	\$0	\$15,000	\$26,044,148
<b>5309</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5310</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5311</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5337</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0

**Transportation Improvement Program (TIP)**  
**Project List (FY2025)**

FTA Program	Project Number	Transit Agency	FTA Activity Line Item	Project Description	Carryover (unobligated)	Federal Funds	State Funds	TDC	Local Funds	Total Cost
<b>5339</b>										
5339	RTD0009764	Southeastern Regional Transit Authority	111215	Southeastern Regional Transit Authority / BUY REPLACEMENT VAN (3)	2023 - \$144,000	\$144,000	\$36,000	\$0	\$0	\$180,000
					Subtotal	\$144,000	\$36,000	\$0	\$0	\$180,000
<b>5320</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>Other Federal</b>										
Other Federal	RTD0009762	Southeastern Regional Transit Authority	111202	Southeastern Regional Transit Authority / BUY REPLACEMENT 35-FT BUS (3) Statewide 5339		\$750,000	\$750,000	\$0	\$0	\$1,500,000
					Subtotal	\$750,000	\$750,000	\$0	\$0	\$1,500,000
<b>Other Non-Federal</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
					Total	\$14,053,324	\$13,655,824	\$0	\$15,000	\$27,724,148

Funds listed under the Carry Over column are included in the Federal Amount

## Transportation Improvement Program (TIP)

### Project List (FY2026)

FTA Program	Project Number	Transit Agency	FTA Activity Line Item	Project Description	Carryover (unobligated)	Federal Funds	State Funds	TDC	Local Funds	Total Cost
<b>5307</b>										
5307	RTD0010122	Southeastern Regional Transit Authority	111202	Southeastern Regional Transit Authority / BUY REPLACEMENT 35-FT BUS (2)	2025 - \$500,000	\$500,000	\$500,000	\$0	\$0	\$1,000,000
5307	RTD0010138	Southeastern Regional Transit Authority	114100	Southeastern Regional Transit Authority / ENGINEERING & DESIGN - BUS SUPPORT EQUIP/FACIL	2025 - \$30,000	\$30,000	\$7,500	\$0	\$0	\$37,500
5307	RTD0010143	Southeastern Regional Transit Authority	114400	Southeastern Regional Transit Authority / REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	2025 - \$28,000	\$28,000	\$7,000	\$0	\$0	\$35,000
5307	RTD0010145	Southeastern Regional Transit Authority	114220	Southeastern Regional Transit Authority / ACQUIRE - TRANSIT ENHANCEMENTS	2025 - \$8,000	\$8,000	\$2,000	\$0	\$0	\$10,000
5307	RTD0010141	Southeastern Regional Transit Authority	114211	Southeastern Regional Transit Authority / ACQUIRE - SUPPORT VEHICLES (1)	2025 - \$32,000	\$32,000	\$8,000	\$0	\$0	\$40,000
5307	RTD0010144	Southeastern Regional Transit Authority	114208	Southeastern Regional Transit Authority / ACQUIRE - ADP SOFTWARE (ITS)	2025 - \$120,000	\$120,000	\$30,000	\$0	\$0	\$150,000
5307	RTD0010139	Southeastern Regional Transit Authority	442400	Southeastern Regional Transit Authority / SHORT RANGE TRANSIT PLANNING	2025 - \$60,000	\$60,000	\$0	\$0	\$15,000	\$75,000
5307	RTD0010142	Southeastern Regional Transit Authority	111640	Southeastern Regional Transit Authority / LEASE ASSOC CAP MAINT ITEMS (Tire Lease)	2025 - \$72,000	\$72,000	\$18,000	\$0	\$0	\$90,000
5307	RTD0010210	Southeastern Regional Transit Authority	114220	Southeastern Regional Transit Authority / ACQUIRE - MISC SUPPORT EQUIPMENT	2025 - \$16,000	\$16,000	\$4,000	\$0	\$0	\$20,000
5307	RTD0010211	Southeastern Regional Transit Authority	300901	Southeastern Regional Transit Authority / UP TO 50% FEDERAL SHARE - Operating Assistance	2025 - \$6,659,048	\$13,123,635	\$13,123,635	\$0	\$0	\$26,247,270
					Subtotal	\$13,989,635	\$13,700,135	\$0	\$15,000	\$27,704,770
<b>5309</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5310</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0

## Transportation Improvement Program (TIP)

### Project List (FY2026)

FTA Program	Project Number	Transit Agency	FTA Activity Line Item	Project Description	Carryover (unobligated)	Federal Funds	State Funds	TDC	Local Funds	Total Cost
5311					Subtotal	\$0	\$0	\$0	\$0	\$0
5337					Subtotal	\$0	\$0	\$0	\$0	\$0
5339										
5339	RTD0010136	Southeastern Regional Transit Authority	111215	Southeastern Regional Transit Authority / BUY REPLACEMENT VAN (3)	2024 - \$144,000	\$144,000	\$36,000	\$0	\$0	\$180,000
					Subtotal	\$144,000	\$36,000	\$0	\$0	\$180,000
5320					Subtotal	\$0	\$0	\$0	\$0	\$0
Other Federal										
Other Federal	RTD0010137	Southeastern Regional Transit Authority	111202	Southeastern Regional Transit Authority / BUY REPLACEMENT 35-FT BUS (3) Statewide 5339		\$750,000	\$750,000	\$0	\$0	\$1,500,000
					Subtotal	\$750,000	\$750,000	\$0	\$0	\$1,500,000
Other Non-Federal					Subtotal	\$0	\$0	\$0	\$0	\$0
					Total	\$14,883,635	\$14,486,135	\$0	\$15,000	\$29,384,770

Funds listed under the Carry Over column are included in the Federal Amount



# **Attachment 6**

**FFY 2022-2026**

**FEDERAL TARGET REPORTS**

**Transportation Improvement Program (TIP)  
Project List (FY2022)**

FTA Program	Project Number	Transit Agency	FTA Activity Line Item	Project Description	Carryover (unobligated)	Federal Funds	State Funds	TDC	Local Funds	Total Cost
<b>5307</b>										
5307	RTD0009724	Southeastern Regional Transit Authority	114220	Southeastern Regional Transit Authority / ACQUIRE - TRANSIT ENHANCEMENTS	2021 - \$8,000	\$8,000	\$2,000	\$0	\$0	\$10,000
5307	RTD0009750	Southeastern Regional Transit Authority	114220	Southeastern Regional Transit Authority / ACQUIRE - MISC OPS/MAINT SUPPORT EQUIPMENT	2021 - \$16,000	\$16,000	\$4,000	\$0	\$0	\$20,000
5307	RTD0009736	Southeastern Regional Transit Authority	111640	Southeastern Regional Transit Authority / LEASE ASSOC CAP MAINT ITEMS (Tire Lease)	2021 - \$72,000	\$72,000	\$18,000	\$0	\$0	\$90,000
5307	RTD0008654	Southeastern Regional Transit Authority	442400	Southeastern Regional Transit Authority / SHORT RANGE TRANSIT PLANNING	2021 - \$60,000	\$60,000	\$0	\$0	\$15,000	\$75,000
5307	RTD0009725	Southeastern Regional Transit Authority	114211	Southeastern Regional Transit Authority / ACQUIRE - OPS/MAINT SUPPORT VEHICLES (1)	2021 - \$32,000	\$32,000	\$8,000	\$0	\$0	\$40,000
5307	RTD0009771	Southeastern Regional Transit Authority	114207	Southeastern Regional Transit Authority / ACQUIRE - ADP HARDWARE / SOFTWARE (ITS)	2021 - \$200,000	\$200,000	\$50,000	\$0	\$0	\$250,000
5307	RTD0009751	Southeastern Regional Transit Authority	114100	Southeastern Regional Transit Authority / ENGINEERING & DESIGN - BUS SUPPORT EQUIP/FACIL	2021 - \$30,000	\$30,000	\$7,500	\$0	\$0	\$37,500
5307	RTD0009723	Southeastern Regional Transit Authority	300901	Southeastern Regional Transit Authority / UP TO 50% FEDERAL SHARE - Operating Assistance	2019 - \$719,538; 2020 - \$2,756,919	\$3,476,457	\$3,476,457	\$0	\$0	\$6,952,914
5307	RTD0011485	Southeastern Regional Transit Authority	114209	SRTA - ACQUIRE - MOBILE SURV/SECURITY EQUIP		\$19,940	\$4,985	\$0	\$0	\$24,925
5307	RTD0011499	Southeastern Regional Transit Authority	111202	BUY REPLACEMENT 35-FT BUS		\$750,000	\$150,000	\$0	\$0	\$900,000
Subtotal						\$4,664,397	\$3,720,942	\$0	\$15,000	\$8,400,339
<b>5309</b>										
Subtotal						\$0	\$0	\$0	\$0	\$0
<b>5310</b>										
Subtotal						\$0	\$0	\$0	\$0	\$0
<b>5311</b>										
Subtotal						\$0	\$0	\$0	\$0	\$0
<b>5337</b>										
Subtotal						\$0	\$0	\$0	\$0	\$0
<b>5339</b>										
5339	RTD0010123	Southeastern Regional Transit Authority	114400	Southeastern Regional Transit Authority / REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	2019 - \$124,000	\$124,000	\$31,000	\$0	\$0	\$155,000
5339	RTD0009720	Southeastern Regional Transit Authority	111215	Southeastern Regional Transit Authority / BUY REPLACEMENT VAN	2019 - \$20,000	\$20,000	\$5,000	\$0	\$0	\$25,000
Subtotal						\$144,000	\$36,000	\$0	\$0	\$180,000
<b>5320</b>										
Subtotal						\$0	\$0	\$0	\$0	\$0
<b>Other Federal</b>										
Other Federal	RTD0009752	Southeastern Regional Transit Authority	114400	Southeastern Regional Transit Authority / REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP - Rotating Small Urban 5339	2019 - \$339,566	\$339,566	\$84,892	\$0	\$0	\$424,458

**Transportation Improvement Program (TIP)  
Project List (FY2022)**

FTA Program	Project Number	Transit Agency	FTA Activity Line Item	Project Description	Carryover (unobligated)	Federal Funds	State Funds	TDC	Local Funds	Total Cost
Other Federal	RTD0009753	Southeastern Regional Transit Authority	111202	Southeastern Regional Transit Authority / BUY REPLACEMENT 35-FT BUS (3) Statewide 5339		\$450,000	\$150,000	\$0	\$0	\$600,000
Subtotal						\$789,566	\$234,892	\$0	\$0	\$1,024,458
<b>Other Non-Federal</b>										
Other Non-Federal	RTD0010545	Southeastern Regional Transit Authority	114210	SRTA - S&B Fare Collection Upgrades		\$0	\$334,722	\$0	\$0	\$334,722
Other Non-Federal	RTD0010561	Southeastern Regional Transit Authority	300900	Night Service/Intercity Express Extension		\$0	\$488,582	\$0	\$0	\$488,582
Subtotal						\$0	\$823,304	\$0	\$0	\$823,304
Total						\$5,597,963	\$4,815,138	\$0	\$15,000	\$10,428,101

Funds listed under the Carry Over column are included in the Federal Amount

Federal Fiscal Year 2023		STIP: 2022 - 2026 (D)		
		Obligation Authority (Fed Aid only)	Matching Funds	FFY 2023 (Proposed) (Fed Aid + Match)
Balance Obligation Authority		\$630,537,333		
Planned Redistribution Request		\$50,000,000		
<b>Total Non-earmarked Funding Available</b>		<b>\$680,537,333</b>	<b>\$226,845,778</b>	<b>\$907,383,111</b>
<b>Planning/Adjustments/Pass-throughs</b>		<b>\$138,458,426</b>	<b>\$11,802,279</b>	<b>\$150,260,705</b>
ABP GANS Repayment		\$89,510,000	\$0	\$89,510,000
Award Adjustments, Change Orders, etc.		\$12,383,176	\$2,938,744	\$15,321,920
Metropolitan Planning		\$10,008,876	\$2,502,219	\$12,511,095
State Planning & Research		\$20,431,055	\$5,107,764	\$25,538,819
Recreational Trails		\$1,186,729	\$296,682	\$1,483,411
Railroad Grade Crossings		\$2,000,000	\$222,222	\$2,222,222
SRTS Education		\$1,358,590	\$339,648	\$1,698,238
Transit Grant Program		\$1,580,000	\$395,000	\$1,975,000
<b>Regional Priorities</b>				
<b>Regional Share (%)</b>	<b>MPO</b>	<b>\$202,968,036</b>	<b>\$50,742,009</b>	<b>\$253,710,045</b>
3.5596	Berkshire Region	\$7,224,850	\$1,806,213	\$9,031,063
42.9671	Boston Region	\$87,209,479	\$21,802,370	\$109,011,849
4.5851	Cape Cod	\$9,306,287	\$2,326,572	\$11,632,859
8.6901	Central Mass	\$17,638,125	\$4,409,531	\$22,047,657
2.5397	Franklin Region	\$5,154,779	\$1,288,695	\$6,443,474
0.3100	Martha's Vineyard	\$629,201	\$157,300	\$786,501
4.4296	Merrimack Valley	\$8,990,672	\$2,247,668	\$11,238,340
4.4596	Montachusett	\$9,051,563	\$2,262,891	\$11,314,453
0.2200	Nantucket	\$446,530	\$111,632	\$558,162
3.9096	Northern Middlesex	\$7,935,238	\$1,983,810	\$9,919,048
4.5595	Old Colony	\$9,254,328	\$2,313,582	\$11,567,910
10.8100	Pioneer Valley	\$21,940,845	\$5,485,211	\$27,426,056
8.9601	Southeastern Mass	\$18,186,139	\$4,546,535	\$22,732,674
<b>Highway</b>		<b>\$339,110,872</b>	<b>\$77,990,959</b>	<b>\$417,101,831</b>
<b>Reliability</b>		<b>\$238,076,495</b>	<b>\$54,824,910</b>	<b>\$292,901,405</b>
	Bridge	\$148,571,246	\$37,142,812	\$185,714,058
	Bridge Inspections	\$0	\$0	\$0
	Bridge Systematic Maintenance	\$8,629,176	\$2,157,294	\$10,786,470
	Bridge On-system NHS	\$101,626,383	\$25,406,596	\$127,032,979
	Bridge On-system Non-NHS	\$9,815,687	\$2,453,922	\$12,269,609



# Program Target Report

Federal Fiscal Year 2023		STIP: 2022 - 2026 (D)		
	Bridge Off-system	\$28,500,000	\$7,125,000	\$35,625,000
	Interstate Pavement	\$21,984,865	\$2,442,763	\$24,427,628
	Non-Interstate Pavement	\$50,190,420	\$12,547,605	\$62,738,025
	Roadway Improvements	\$1,016,108	\$254,027	\$1,270,135
	Safety Improvements	\$16,313,856	\$2,437,703	\$18,751,559
<b><u>Modernization</u></b>		<b>\$75,331,630</b>	<b>\$16,740,362</b>	<b>\$92,071,992</b>
	ADA Retrofits	\$1,245,537	\$311,384	\$1,556,921
	Intersection Improvements	\$15,066,326	\$1,674,036	\$16,740,362
	Intelligent Transportation Systems	\$7,117,351	\$1,779,338	\$8,896,689
	Roadway Reconstruction	\$51,902,416	\$12,975,604	\$64,878,020
<b><u>Expansion</u></b>		<b>\$25,702,747</b>	<b>\$6,425,687</b>	<b>\$32,128,434</b>
	Bicycle and Pedestrian	\$25,702,747	\$6,425,687	\$32,128,434
	Capacity	\$0	\$0	\$0
<b>Grand Total</b>		<b>\$680,537,334</b>	<b>\$140,535,247</b>	<b>\$821,072,581</b>
<b>Difference from Funds Available</b>		<b>\$-1</b>	<b>\$86,310,531</b>	<b>\$86,310,530</b>

Federal Fiscal Year 2024		STIP: 2022 - 2026 (D)		
		Obligation Authority (Fed Aid only)	Matching Funds	FFY 2024 (Proposed) (Fed Aid + Match)
Balance Obligation Authority		\$643,686,929		
Planned Redistribution Request		\$50,000,000		
<b>Total Non-earmarked Funding Available</b>		<b>\$693,686,929</b>	<b>\$231,228,976</b>	<b>\$924,915,905</b>
<b>Planning/Adjustments/Pass-throughs</b>		<b>\$142,974,185</b>	<b>\$11,812,469</b>	<b>\$154,786,654</b>
ABP GANS Repayment		\$93,985,000	\$0	\$93,985,000
Award Adjustments, Change Orders, etc.		\$12,383,176	\$2,938,744	\$15,321,920
Metropolitan Planning		\$10,008,876	\$2,502,219	\$12,511,095
State Planning & Research		\$20,431,055	\$5,107,764	\$25,538,819
Freight Plan Flex to Rail & Transit		\$0	\$0	\$0
Recreational Trails		\$1,186,729	\$296,682	\$1,483,411
Railroad Grade Crossings		\$2,000,000	\$222,222	\$2,222,222
SRTS Education		\$1,399,349	\$349,837	\$1,749,186
Transit Grant Program		\$1,580,000	\$395,000	\$1,975,000
<b>Regional Priorities</b>				
<b>Regional Share (%)</b>	<b>MPO</b>	<b>\$205,628,284</b>	<b>\$51,407,071</b>	<b>\$257,035,355</b>
3.5596	Berkshire Region	\$7,319,544	\$1,829,886	\$9,149,430
42.9671	Boston Region	\$88,352,510	\$22,088,128	\$110,440,638
4.5851	Cape Cod	\$9,428,262	\$2,357,066	\$11,785,328
8.6901	Central Mass	\$17,869,303	\$4,467,326	\$22,336,629
2.5397	Franklin Region	\$5,222,342	\$1,305,585	\$6,527,927
0.3100	Martha's Vineyard	\$637,448	\$159,362	\$796,810
4.4296	Merrimack Valley	\$9,108,510	\$2,277,128	\$11,385,638
4.4596	Montachusett	\$9,170,199	\$2,292,550	\$11,462,749
0.2200	Nantucket	\$452,382	\$113,096	\$565,478
3.9096	Northern Middlesex	\$8,039,243	\$2,009,811	\$10,049,054
4.5595	Old Colony	\$9,375,622	\$2,343,905	\$11,719,527
10.8100	Pioneer Valley	\$22,228,417	\$5,557,104	\$27,785,522
8.9601	Southeastern Mass	\$18,424,500	\$4,606,125	\$23,030,625
<b>Highway</b>		<b>\$345,084,459</b>	<b>\$79,364,804</b>	<b>\$424,449,263</b>
<b>Reliability</b>		<b>\$242,270,228</b>	<b>\$55,790,652</b>	<b>\$298,060,880</b>
	Bridge	\$151,188,395	\$37,797,099	\$188,985,494
	Bridge Inspections	\$14,320,000	\$3,580,000	\$17,900,000
	Bridge Systematic Maintenance	\$8,756,680	\$2,189,170	\$10,945,850
	Bridge On-system NHS	\$89,650,991	\$22,412,748	\$112,063,739

Federal Fiscal Year 2024			STIP: 2022 - 2026 (D)	
	Bridge On-system Non-NHS	\$9,960,724	\$2,490,181	\$12,450,905
	Bridge Off-system	\$28,500,000	\$7,125,000	\$35,625,000
	Interstate Pavement	\$22,372,137	\$2,485,793	\$24,857,930
	Non-Interstate Pavement	\$51,074,457	\$12,768,614	\$63,843,071
	Roadway Improvements	\$1,034,007	\$258,502	\$1,292,509
	Safety Improvements	\$16,601,232	\$2,480,644	\$19,081,876
<b><u>Modernization</u></b>		<b>\$76,658,629</b>	<b>\$17,035,251</b>	<b>\$93,693,880</b>
	ADA Retrofits	\$0	\$0	\$0
	Intersection Improvements	\$15,331,726	\$1,703,525	\$17,035,251
	Intelligent Transportation Systems	\$7,137,266	\$1,784,317	\$8,921,583
	Roadway Reconstruction	\$54,189,637	\$13,547,409	\$67,737,046
<b><u>Expansion</u></b>		<b>\$26,155,602</b>	<b>\$6,538,901</b>	<b>\$32,694,503</b>
	Bicycle and Pedestrian	\$26,155,602	\$6,538,901	\$32,694,503
	Capacity	\$0	\$0	\$0
<b>Grand Total</b>		<b>\$693,686,928</b>	<b>\$142,584,344</b>	<b>\$836,271,272</b>
<b>Difference from Funds Available</b>		<b>\$1</b>	<b>\$88,644,632</b>	<b>\$88,644,633</b>

Federal Fiscal Year 2025

STIP: 2022 - 2026 (D)

		Obligation Authority (Fed Aid only)	Matching Funds	FFY 2025 (Proposed) (Fed Aid + Match)
Balance Obligation Authority		\$657,110,754		
Planned Redistribution Request		\$50,000,000		
<b>Total Non-earmarked Funding Available</b>		<b>\$707,110,754</b>	<b>\$235,703,585</b>	<b>\$942,814,339</b>
<b>Planning/Adjustments/Pass-throughs</b>		<b>\$171,174,185</b>	<b>\$11,812,469</b>	<b>\$182,986,654</b>
ABP GANS Repayment		\$122,185,000	\$0	\$122,185,000
Award Adjustments, Change Orders, etc.		\$12,383,176	\$2,938,744	\$15,321,920
Metropolitan Planning		\$10,008,876	\$2,502,219	\$12,511,095
State Planning & Research		\$20,431,055	\$5,107,764	\$25,538,819
Recreational Trails		\$1,186,729	\$296,682	\$1,483,411
Railroad Grade Crossings		\$2,000,000	\$222,222	\$2,222,222
SRTS Education		\$1,399,349	\$349,837	\$1,749,186
Transit Grant Program		\$1,580,000	\$395,000	\$1,975,000
<b>Regional Priorities</b>				
<b>Regional Share (%)</b>	<b>MPO</b>	<b>\$200,827,858</b>	<b>\$50,206,964</b>	<b>\$251,034,822</b>
3.5596	Berkshire Region	\$7,148,668	\$1,787,167	\$8,935,836
42.9671	Boston Region	\$86,289,907	\$21,572,477	\$107,862,383
4.5851	Cape Cod	\$9,208,158	\$2,302,040	\$11,510,198
8.6901	Central Mass	\$17,452,142	\$4,363,035	\$21,815,177
2.5397	Franklin Region	\$5,100,425	\$1,275,106	\$6,375,531
0.3100	Martha's Vineyard	\$622,566	\$155,642	\$778,208
4.4296	Merrimack Valley	\$8,895,871	\$2,223,968	\$11,119,838
4.4596	Montachusett	\$8,956,119	\$2,239,030	\$11,195,149
0.2200	Nantucket	\$441,821	\$110,455	\$552,277
3.9096	Northern Middlesex	\$7,851,566	\$1,962,891	\$9,814,457
4.5595	Old Colony	\$9,156,746	\$2,289,187	\$11,445,933
10.8100	Pioneer Valley	\$21,709,491	\$5,427,373	\$27,136,864
8.9601	Southeastern Mass	\$17,994,377	\$4,498,594	\$22,492,971
<b>Highway</b>		<b>\$335,108,710</b>	<b>\$77,070,514</b>	<b>\$412,179,224</b>
<b>Reliability</b>		<b>\$235,266,646</b>	<b>\$54,177,848</b>	<b>\$289,444,494</b>
	Bridge	\$146,817,820	\$36,704,455	\$183,522,275
	Bridge Inspections	\$0	\$0	\$0
	Bridge Systematic Maintenance	\$7,992,276	\$1,998,069	\$9,990,345
	Bridge On-system NHS	\$101,234,330	\$25,308,583	\$126,542,913
	Bridge On-system Non-NHS	\$9,091,214	\$2,272,804	\$11,364,018





# Program Target Report

Federal Fiscal Year 2025			STIP: 2022 - 2026 (D)	
	Bridge Off-system	\$28,500,000	\$7,125,000	\$35,625,000
	Interstate Pavement	\$21,725,400	\$2,413,933	\$24,139,333
	Non-Interstate Pavement	\$49,597,989	\$12,399,497	\$61,997,486
	Roadway Improvements	\$1,004,116	\$251,029	\$1,255,145
	Safety Improvements	\$16,121,321	\$2,408,933	\$18,530,254
<b><u>Modernization</u></b>		<b>\$74,442,571</b>	<b>\$16,542,793</b>	<b>\$90,985,364</b>
	ADA Retrofits	\$1,230,836	\$307,709	\$1,538,545
	Intersection Improvements	\$14,888,514	\$1,654,279	\$16,542,793
	Intelligent Transportation Systems	\$6,930,941	\$1,732,735	\$8,663,676
	Roadway Reconstruction	\$51,392,280	\$12,848,070	\$64,240,350
<b><u>Expansion</u></b>		<b>\$25,399,493</b>	<b>\$6,349,873</b>	<b>\$31,749,366</b>
	Bicycle and Pedestrian	\$25,399,493	\$6,349,873	\$31,749,366
	Capacity	\$0	\$0	\$0
<b>Grand Total</b>		<b>\$707,110,753</b>	<b>\$139,089,947</b>	<b>\$846,200,700</b>
<b>Difference from Funds Available</b>		<b>\$1</b>	<b>\$96,613,638</b>	<b>\$96,613,639</b>



# Program Target Report

Federal Fiscal Year 2026

STIP: 2022 - 2026 (D)

		Obligation Authority (Fed Aid only)	Matching Funds	FFY 2026 (Proposed) (Fed Aid + Match)
Balance Obligation Authority		\$670,814,528		
Planned Redistribution Request		\$50,000,000		
<b>Total Non-earmarked Funding Available</b>		<b>\$720,814,528</b>	<b>\$240,271,509</b>	<b>\$961,086,037</b>
<b>Planning/Adjustments/Pass-throughs</b>		<b>\$182,609,185</b>	<b>\$11,812,469</b>	<b>\$194,421,654</b>
ABP GANS Repayment		\$133,620,000	\$0	\$133,620,000
Metropolitan Planning		\$10,008,876	\$2,502,219	\$12,511,095
State Planning & Research		\$20,431,055	\$5,107,764	\$25,538,819
Recreational Trails		\$1,186,729	\$296,682	\$1,483,411
Railroad Grade Crossings		\$2,000,000	\$222,222	\$2,222,222
SRTS Education		\$1,399,349	\$349,837	\$1,749,186
Transit Grant Program		\$1,580,000	\$395,000	\$1,975,000
Awards Adjustments Change Orders, etc.		\$12,383,176	\$2,938,744	\$15,321,920
<b>Regional Priorities</b>				
<b>Regional Share (%)</b>	<b>MPO</b>	<b>\$195,612,737</b>	<b>\$48,903,184</b>	<b>\$244,515,922</b>
3.5596	Berkshire Region	\$6,963,031	\$1,740,758	\$8,703,789
42.9671	Boston Region	\$84,049,120	\$21,012,280	\$105,061,401
4.5851	Cape Cod	\$8,969,040	\$2,242,260	\$11,211,300
8.6901	Central Mass	\$16,998,942	\$4,249,736	\$21,248,678
2.5397	Franklin Region	\$4,967,977	\$1,241,994	\$6,209,971
0.3100	Martha's Vineyard	\$606,399	\$151,600	\$757,999
4.4296	Merrimack Valley	\$8,664,862	\$2,166,215	\$10,831,077
4.4596	Montachusett	\$8,723,546	\$2,180,886	\$10,904,432
0.2200	Nantucket	\$430,348	\$107,587	\$537,935
3.9096	Northern Middlesex	\$7,647,676	\$1,911,919	\$9,559,594
4.5595	Old Colony	\$8,918,963	\$2,229,741	\$11,148,703
10.8100	Pioneer Valley	\$21,145,737	\$5,286,434	\$26,432,171
8.9601	Southeastern Mass	\$17,527,097	\$4,381,774	\$21,908,871
<b>Highway</b>		<b>\$342,592,606</b>	<b>\$78,791,710</b>	<b>\$421,384,316</b>
<b>Reliability</b>		<b>\$240,520,793</b>	<b>\$55,387,786</b>	<b>\$295,908,579</b>
	Bridge	\$150,096,662	\$37,524,166	\$187,620,828
	Bridge Inspections	\$14,320,000	\$3,580,000	\$17,900,000
	Bridge Systematic Maintenance	\$5,619,593	\$1,404,898	\$7,024,491
	Bridge On-system NHS	\$94,900,000	\$23,725,000	\$118,625,000
	Bridge On-system Non-NHS	\$6,757,069	\$1,689,267	\$8,446,336

Federal Fiscal Year 2026		STIP: 2022 - 2026 (D)		
	Bridge Off-system	\$28,500,000	\$7,125,000	\$35,625,000
	Interstate Pavement	\$22,210,588	\$2,467,843	\$24,678,431
	Non-Interstate Pavement	\$50,705,648	\$12,676,412	\$63,382,060
	Roadway Improvements	\$1,026,540	\$256,635	\$1,283,175
	Safety Improvements	\$16,481,355	\$2,462,731	\$18,944,086
<b><u>Modernization</u></b>		<b>\$76,105,078</b>	<b>\$16,912,240</b>	<b>\$93,017,318</b>
	ADA Retrofits	\$0	\$0	\$0
	Intersection Improvements	\$15,221,016	\$1,691,224	\$16,912,240
	Intelligent Transportation Systems	\$7,085,728	\$1,771,432	\$8,857,160
	Roadway Reconstruction	\$53,798,334	\$13,449,584	\$67,247,918
<b><u>Expansion</u></b>		<b>\$25,966,735</b>	<b>\$6,491,684</b>	<b>\$32,458,419</b>
	Bicycle and Pedestrian	\$25,966,735	\$6,491,684	\$32,458,419
	Capacity	\$0	\$0	\$0
<b>Grand Total</b>		<b>\$720,814,528</b>	<b>\$139,507,363</b>	<b>\$860,321,892</b>
<b>Difference from Funds Available</b>		<b>\$0</b>	<b>\$100,764,146</b>	<b>\$100,764,145</b>

# **Attachment 7**

**FFY 2022-2026**

**SUPPLEMENTAL PROJECT LIST**

### FFY2022-2026 TIP Supplemental Project List

Project ID	Project Proponent	Project	FFY2022 Cost	FFY2023 (Cost with 4% Inflation)	FFY2024 (Cost with 8% Inflation)	FFY2025 (Cost with 12% Inflation)	FFY2026 (Cost with 16% Inflation)	Evaluation Criteria Score / Status
610929	Fall River	FALL RIVER- BEDFORD STREET CORRIDOR IMPROVEMENTS Proponent- Fall River	\$12,003,401	\$12,483,537	\$12,963,673	\$13,443,809	\$13,923,945	58 / Pre 25% No Design Schedule on File with SRPEDD
608530	Middleborough	MIDDLEBOROUGH- RECONSTRUCTION AND RELATED WORK ON WAREHAM STREET AND WOOD STREET Proponent- Middleborough	\$4,000,800	\$4,160,832	\$4,320,864	\$4,480,896	\$4,640,928	58 / Pre 25% Status Unknown
609442	MassDOT	SEEKONK- INTERSECTION IMPROVEMENTS AND RESURFACING ON ROUTE 44 (TAUNTON AVENUE) FROM RI LINE TO PECK STREET INCLUDING ROUTE 114A/FALL RIVER AND ARCADE AVE INTERSECTIONS Proponent- MassDOT	\$7,990,051	\$8,309,653	\$8,629,255	\$8,948,857	\$9,268,459	56 / Pre 25% (25% Design Due 11.18.20)
609193	Norton	NORTON- INTERSECTION IMPROVEMENTS AT WEST MAIN STREET (ROUTE 123), NORTH WORCESTER STREET AND SOUTH WORCESTER STREET Proponent- Norton	\$3,121,000	\$3,245,840	\$3,370,680	\$3,495,520	\$3,620,360	48 / Pre 25% (25% Design Due 06.25.21)
609255	Mansfield	MANSFIELD- CORRIDOR IMPROVEMENTS AND RELATED WORK ON SCHOOL ST, FROM SPRING ST TO WEST ST Proponent- Mansfield	\$2,825,000	\$2,938,000	\$3,051,000	\$3,164,000	\$3,277,000	40 / Pre 25% (25% Design Due 02.26.21)
607820	Dartmouth	DARTMOUTH- RECONSTRUCTION & RELATED WORK OF FAUNCE CORNER ROAD, FROM OLD FALL RIVER ROAD SOUTHERLY TO THE MASSDOT OWNED RAILROAD CROSSING Proponent- Dartmouth	\$7,311,930	\$7,604,407	\$7,896,884	\$8,189,362	\$8,481,839	35 / Pre 25% (25% Design Due 10.11.21)
610669	Dartmouth	DARTMOUTH- CROSS ROAD CORRIDOR IMPROVEMENTS Proponent- Dartmouth	\$2,525,000	\$2,626,000	\$2,727,000	\$2,828,000	\$2,929,000	35 / Pre 25% No Design Schedule on File with SRPEDD
610798	New Bedford	NEW BEDFORD- INTERSECTION IMPROVEMENTS AT MOUNT PLEASANT STREET AND NASH ROAD Proponent- New Bedford	\$3,104,701	\$3,228,889	\$3,353,077	\$3,477,265	\$3,601,453	35 / Pre 25% No Design Schedule on File with SRPEDD
608586	Dartmouth	DARTMOUTH- CORRIDOR IMPROVEMENTS ON DARTMOUTH STREET AND PROSPECT STREET Proponent- Dartmouth	\$4,168,046	\$4,334,768	\$4,501,489	\$4,668,212	\$4,834,933	33 / Pre 25% (25's Received 10-11-19) <b>REVISED PLANS SUBMITTED</b>
610927	Westport	WESTPORT- INTERSECTION IMPROVEMENTS AT ROUTE 177 AND ROBERTS ROAD/TICKLE ROAD Proponent- Westport	\$3,089,301	\$3,212,873	\$3,336,445	\$3,460,017	\$3,583,589	26 / Pre 25% No Design Schedule on File with SRPEDD

# **Attachment 8**

**FFY 2020**

**OBLIGATED PROJECTS**



# Annual Listing of Federally Funded Obligated Projects for Federal Fiscal Year 2020

**December 2020**

In accordance with 23 CFR § 450.334, Southeastern Regional Planning & Economic Development District (SRPEDD) is making the Federal Fiscal Year (FFY) 2020 annual listing of obligated projects available for public review.

Metropolitan Planning Organizations (MPOs) are required, under the authorized transportation bill, Fixing America's Surface Transportation (FAST) Act, to publish an annual listing of projects which funds have been obligated in the preceding year as a record of project delivery and progress report for public information and disclosure.

Obligation is defined as the Federal government's legal commitment to pay the Federal share of a project's cost. An obligated project is one that has been authorized by the federal agency and funds have been obligated. Projects for which funds have been obligated are not necessarily initiated or completed in the program year, and the amount of the obligation will not necessarily equal the total cost of the project.

Prepared by Southeastern Regional Planning & Economic Development District (SRPEDD)

Prepared in cooperation with The Massachusetts Department of Transportation (MassDOT), Greater Attleboro Taunton Regional Transit Authority (GATRA), and Southeastern Regional Transit Authority (SRTA)

Agency	ProjInfo_ID	MassDOT _Project Description ▼	Obligation Date	FFY 2020 Programmed Federal Fund	FFY 2020 Obligated Federal Fund	Remaining Advance Construction Fund

## REGION : SOUTHEASTERN MASSACHUSETTS

MassDOT Highway	<b>605888</b>	TAUNTON- INTERCHANGE IMPROVEMENTS AT ROUTES 24 & 140, INCLUDING REPLACING T-01-045 AND T-01-046	07-Aug-20	\$34,309,698.00	\$34,245,374.12	\$72,911,953.49
MassDOT Highway	<b>606718</b>	NEW BEDFORD- INTERSECTION IMPROVEMENTS AT HATHAWAY ROAD, MOUNT PLEASANT STREET AND NAUSET STREET	03-Mar-20	\$2,941,907.00	\$2,990,741.01	
MassDOT Highway	<b>607572</b>	TAUNTON- CORRIDOR IMPROVEMENTS & RELATED WORK ON BROADWAY (ROUTE 138), FROM LEONARD STREET NORTHERLY TO PURCHASE STREET (PHASE 1)	07-May-20	\$6,212,478.00	\$6,212,477.78	
MassDOT Highway	<b>607719</b>	MIDDLEBOROUGH- INTERSECTION IMPROVEMENTS & RELATED WORK AT JOHN GLASS SQUARE	02-Jul-20	\$2,000,359.00	\$2,127,794.96	
MassDOT Highway	<b>608499</b>	DIGHTON- TAUNTON- RESURFACING AND RELATED WORK ON ROUTE 44	19-Mar-20	\$4,636,800.00	\$4,612,914.88	
MassDOT Highway	<b>608825</b>	MIDDLEBOROUGH - PAVEMENT PRESERVATION AND RELATED WORK ON I-495	05-Feb-20	\$2,548,800.00	\$2,781,366.75	
MassDOT Highway	<b>609299</b>	FALL RIVER- WESTPORT- INSTALLATION OF SIGN PANELS AND SUPPORTS AT EIGHT LOCATIONS ON I-195 AND ROUTE 24	18-Mar-20	\$900,000.00	\$881,928.00	
MassDOT Highway	<b>WTG021</b>	Expansion of Microtransit Pilot Program GATRA Go	24-Sep-20	\$215,488.00	\$215,488.00	

SOUTHEASTERN MASSACHUSETTS REGION TOTAL :

\$53,765,530.00

\$54,068,085.50



Transit Agency	FTA Activity Line Item	Project Description	Obligation Date	FFY2020 Programmed Federal Funds	State Funds	TDC	Local Funds	Total Cost	Grant #	Obligated Amount
Greater Attleboro-Taunton Regional Transit Authority	442400	SHORT RANGE TRANSIT PLANNING	9/2/2020	\$80,000	\$20,000	\$0	\$0	\$100,000	MA-2020-034	\$100,000
Greater Attleboro-Taunton Regional Transit Authority	300901	OPERATING ASSISTANCE	5/15/2020	\$600,000	\$600,000	\$0	\$0	\$1,200,000	MA-2020-015	\$1,200,000
Greater Attleboro-Taunton Regional Transit Authority	114200	ACQUIRE - MISC SUPPORT EQUIPMENT	9/2/2020	\$60,000	\$15,000	\$0	\$0	\$75,000	MA-2020-034	\$75,000
Greater Attleboro-Taunton Regional Transit Authority	117A00	PREVENTIVE MAINTENANCE	5/15/2020	\$2,800,000	\$700,000	\$0	\$0	\$3,500,000	MA-2020-015	\$3,500,000
Greater Attleboro-Taunton Regional Transit Authority	117C00	NON FIXED ROUTE ADA PARA SERV	5/15/2020	\$1,200,000	\$300,000	\$0	\$0	\$1,500,000	MA-2020-015	\$1,500,000
Greater Attleboro-Taunton Regional Transit Authority	117L00	MOBILITY MANAGEMENT	9/2/2020	\$140,000	\$35,000	\$0	\$0	\$175,000	MA-2020-034	\$175,000
Greater Attleboro-Taunton Regional Transit Authority	123402	REHAB/RENOV - RAIL STATION	8/11/2020	\$943,837	\$0	\$0	\$235,959	\$1,179,796	MA-2020-038	\$391,521

Transit Agency	FTA Activity Line Item	Project Description	Federal Funds	State Funds	Local Funds	Total Cost	Grant #	Date Obligated	Obligated Amount Federal	Obligated Amount RTACAP	Obligated Amount SCA/Local	Obligated Amount Total
Southeastern Regional Transit Authority	442400	SHORT RANGE TRANSIT PLANNING	\$96,000	\$0	\$24,000	\$120,000	5002-2019-018	8/1/2019	\$40,000	-	\$10,000	\$50,000
Southeastern Regional Transit Authority	300901	UP TO 50% FEDERAL SHARE	\$5,380,765	\$5,741,233	\$0	\$11,121,998	5002-2019-018	8/1/2019	\$9,000,000	-	\$9,000,000	\$18,000,000
Southeastern Regional Transit Authority	300900	ADA Assistance	\$160,000	\$40,000	\$0	\$200,000	5002-2019-018	8/1/2019	\$160,000	-	\$40,000	\$200,000
Southeastern Regional Transit Authority	117A00	PREVENTIVE MAINTENANCE	\$800,000	\$200,000	\$0	\$1,000,000	5002-2019-018	8/1/2019	\$800,000	-	\$200,000	\$1,000,000
Southeastern Regional Transit Authority	111215	BUY REPLACEMENT VAN	\$145,841	\$36,460	\$0	\$182,301	5002-2019-018	8/1/2019	\$145,841	\$2,293	-	\$148,134
Southeastern Regional Transit Authority	111640	LEASE ASSOC CAP MAINT ITEMS	\$72,000	\$18,000	\$0	\$90,000	5002-2019-018	8/1/2019	\$72,000	\$18,000	-	\$90,000
Southeastern Regional Transit Authority	111200	BUY REPLACEMENTS - CAPITOL BUS (5)	\$1,047,574	\$191,107	\$0	\$1,238,681	5002-2019-018 (5307)	8/1/2019	\$995,520	\$226,500	-	\$1,222,020
Southeastern Regional Transit Authority	111200	BUY REPLACEMENTS - CAPITOL BUS (5)					5002-2020-029 (5339)	6/24/2020	\$906,000	\$248,880	-	\$1,154,880

# **Attachment 9**

**FFY 2021-2025**

**MassDOT Operation &  
Maintenance Expenditures**

Operating and Maintenance Expenditures as of April 2021						
Statewide and District Contracts plus Expenditures within MPO boundaries						
Program Group/Sub Group	Est SFY 2021 Spending	Est SFY 2022 Spending	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	
<b>Part 1: Non-Federal Aid</b>						
<b>Section I - Non Federal Aid Maintenance Projects - State Bondfunds</b>						
<b>01 - ADA Retrofits</b>						
New Sidewalks and Curbing	\$ 374,915	\$ 77,526	\$ 115,304	\$ 38,435	\$ -	
<b>02 - Bicycles and pedestrians program</b>						
Bikeway/Bike Path Construction	\$ -	\$ -	\$ -	\$ -	\$ -	
<b>03 - Bridge</b>						
Bridge Maintenance	\$ 50,530,642	\$ 38,042,142	\$ 17,926,495	\$ 2,636,969	\$ -	
Bridge Maintenance - Deck Repairs	\$ 8,768,432	\$ 6,573,425	\$ 3,751,868	\$ 1,656,076	\$ 155,826	
Bridge Maintenance - Joints	\$ 1,155,000	\$ 2,287,026	\$ 1,516,850	\$ 460,985	\$ 71,388	
Bridge Preservation	\$ 4,252,063	\$ 4,518,597	\$ 1,646,318	\$ -	\$ -	
Bridge Reconstruction/Rehab	\$ -	\$ 175,570	\$ 526,709	\$ 526,709	\$ 43,892	
Drawbridge Maintenance	\$ 7,557,601	\$ 6,380,659	\$ 2,434,718	\$ -	\$ -	
Painting - Structural	\$ 6,641,700	\$ 5,373,228	\$ 542,013	\$ -	\$ -	
Structures Maintenance	\$ 1,828,780	\$ 225,000	\$ 130,601	\$ -	\$ -	
<b>04 - Capacity</b>						
Hwy Reconstr - Added Capacity	\$ -	\$ -	\$ -	\$ -	\$ -	
<b>05 - Facilities</b>						
Vertical Construction (Ch 149)	\$ 10,306,212	\$ 3,605,059	\$ 2,272,733	\$ 695,293	\$ -	
<b>07 - Intersection Improvements</b>						
Traffic Signals	\$ 3,023,006	\$ 2,194,146	\$ 444,178	\$ 144,000	\$ -	
<b>08 - Interstate Pavement</b>						
Resurfacing Interstate	\$ -	\$ -	\$ -	\$ -	\$ -	
<b>09 - Intelligent Transportation Systems Program</b>						
Intelligent Transportation System	\$ -	\$ -	\$ -	\$ -	\$ -	
<b>10 - Non-interstate DOT Pavement Program</b>						
Milling and Cold Planing	\$ -	\$ 489,886	\$ 839,805	\$ 209,951	\$ -	
Resurfacing	\$ 10,466,353	\$ 4,796,360	\$ 3,271,364	\$ 696,316	\$ -	
Resurfacing DOT Owned Non-Interstate	\$ 8,495,515	\$ 3,639,973	\$ 1,657,155	\$ -	\$ -	
<b>11 - Roadway Improvements</b>						
Asbestos Removal	\$ -	\$ 1,246,592	\$ -	\$ -	\$ -	
Catch Basin Cleaning	\$ 1,786,357	\$ 1,529,801	\$ 1,350,344	\$ 285,946	\$ -	
Contract Highway Maintenance	\$ 4,636,076	\$ 2,012,347	\$ 634,879	\$ 69,639	\$ -	
Crack Sealing	\$ 2,415,593	\$ 1,371,677	\$ 425,506	\$ -	\$ -	
Culvert Maintenance	\$ 496,297	\$ 588,151	\$ -	\$ -	\$ -	
Culvert Reconstruction/Rehab	\$ 444,173	\$ -	\$ -	\$ -	\$ -	
Drainage	\$ 8,178,326	\$ 5,030,169	\$ 3,473,204	\$ 524,839	\$ -	
Guard Rail & Fencing	\$ 6,443,072	\$ 2,462,423	\$ 1,440,851	\$ 425,823	\$ -	
Highway Sweeping	\$ 973,750	\$ 1,128,020	\$ 1,224,735	\$ 160,245	\$ -	
Landscaping	\$ 799,028	\$ -	\$ -	\$ -	\$ -	
Mowing and Spraying	\$ 2,705,380	\$ 2,790,093	\$ 1,240,827	\$ 126,229	\$ -	
Sewer and Water	\$ 11,200	\$ 583	\$ 1,100	\$ 733	\$ -	
Tree Trimming	\$ 3,834,965	\$ 3,443,210	\$ 2,634,418	\$ 449,600	\$ -	
<b>12 - Roadway Reconstruction</b>						
Hwy Reconstr - Restr and Rehab	\$ 2,402,766	\$ 558,020	\$ 222,630	\$ -	\$ -	
<b>13 - Safety Improvements</b>						
Electrical	\$ 1,026,290	\$ 262,366	\$ -	\$ -	\$ -	
Impact Attenuators	\$ 823,156	\$ 870,993	\$ 1,086,817	\$ 634,834	\$ 254,897	
Lighting	\$ 2,163,221	\$ 1,881,231	\$ 421,297	\$ 81,000	\$ -	
Pavement Marking	\$ 3,757,747	\$ 3,227,399	\$ 983,304	\$ 194,783	\$ -	
Safety Improvements	\$ 619,617	\$ 225,000	\$ 33,595	\$ -	\$ -	
Sign Installation/Upgrading	\$ 249,246	\$ 361,674	\$ 498,880	\$ 227,526	\$ -	
Structural Signing	\$ 773,069	\$ 237,152	\$ 119,607	\$ -	\$ -	
<b>Section I Total:</b>	<b>\$ 157,939,547</b>	<b>\$ 107,605,498</b>	<b>\$ 52,868,105</b>	<b>\$ 10,245,930</b>	<b>\$ 526,003</b>	
<b>Section II - Non Federal Aid Highway Operations - State Operating Budget Funding</b>						
<b>Snow and Ice Operations &amp; Materials</b>						
	\$ 73,700,000	\$ 45,000,000	\$ 45,000,000	\$ 45,000,000	\$ 45,000,000	
<b>District Maintenance Payroll</b>						
Mowing, Litter Mgmt, Sight Distance Clearing, Etc.	\$ 33,575,810	\$ 34,583,084	\$ 35,620,577	\$ 36,689,194	\$ 37,789,870	
<b>Section II Total:</b>	<b>\$ 107,275,810</b>	<b>\$ 79,583,084</b>	<b>\$ 80,620,577</b>	<b>\$ 81,689,194</b>	<b>\$ 82,789,870</b>	
<b>Grand Total NFA:</b>	<b>\$ 265,215,357</b>	<b>\$ 187,188,583</b>	<b>\$ 133,488,682</b>	<b>\$ 91,935,124</b>	<b>\$ 83,315,873</b>	

## Operating and Maintenance Expenditures as of April 2021

## Statewide and District Contracts plus Expenditures within MPO boundaries

Program Group/Sub Group	Est SFY 2021 Spending	Est SFY 2022 Spending	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending
<b>Part 2: Federal Aid</b>					
<b>Section I - Federal Aid Maintenance Projects</b>					
<b>01 - ADA Retrofits</b>					
New Sidewalks and Curbing	\$ 25,063	\$ -	\$ -	\$ -	\$ -
<b>02 - Bicycles and pedestrians program</b>					
Bikeway/Bike Path Construction	\$ -	\$ -	\$ -	\$ -	\$ -
<b>03 - Bridge</b>					
Bridge Maintenance	\$ 1,278,445	\$ 3,428,044	\$ 770,671	\$ 2,357,142	\$ -
Bridge Maintenance - Deck Repairs	\$ -	\$ -	\$ -	\$ 265,653	\$ 243,515
Bridge Maintenance - Joints	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Preservation	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
Drawbridge Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Painting - Structural	\$ 2,337,724	\$ 2,748,097	\$ 276,981	\$ -	\$ -
Structures Maintenance	\$ 374,553	\$ -	\$ -	\$ -	\$ -
<b>04 - Capacity</b>					
Hwy Reconstr - Added Capacity	\$ -	\$ -	\$ -	\$ -	\$ -
<b>05 - Facilities</b>					
Vertical Construction (Ch 149)	\$ -	\$ -	\$ -	\$ -	\$ -
<b>07 - Intersection Improvements</b>					
Traffic Signals	\$ 5,391	\$ -	\$ -	\$ -	\$ -
<b>08 - Interstate Pavement</b>					
Resurfacing Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
<b>09 - Intelligent Transportation Systems Program</b>					
Intelligent Transportation System	\$ -	\$ -	\$ -	\$ -	\$ -
<b>10 - Non-interstate DOT Pavement Program</b>					
Milling and Cold Planing	\$ -	\$ -	\$ -	\$ -	\$ -
Resurfacing	\$ -	\$ -	\$ -	\$ -	\$ -
Resurfacing DOT Owned Non-Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
<b>11 - Roadway Improvements</b>					
Asbestos Removal	\$ -	\$ -	\$ -	\$ -	\$ -
Catch Basin Cleaning	\$ -	\$ -	\$ -	\$ -	\$ -
Contract Highway Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Crack Sealing	\$ -	\$ -	\$ -	\$ -	\$ -
Culvert Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Culvert Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
Drainage	\$ 102,976	\$ -	\$ -	\$ -	\$ -
Guard Rail & Fencing	\$ -	\$ -	\$ -	\$ -	\$ -
Highway Sweeping	\$ -	\$ -	\$ -	\$ -	\$ -
Landscaping	\$ -	\$ -	\$ -	\$ -	\$ -
Mowing and Spraying	\$ -	\$ -	\$ -	\$ -	\$ -
Sewer and Water	\$ -	\$ -	\$ -	\$ -	\$ -
Tree Trimming	\$ -	\$ -	\$ -	\$ -	\$ -
<b>12 - Roadway Reconstruction</b>					
Hwy Reconstr - Restr and Rehab	\$ 463	\$ -	\$ -	\$ -	\$ -
<b>13 - Safety Improvements</b>					
Electrical	\$ -	\$ -	\$ -	\$ -	\$ -
Impact Attenuators	\$ -	\$ -	\$ -	\$ -	\$ -
Lighting	\$ 6,701,881	\$ 5,667,317	\$ 1,142,516	\$ 10,155	\$ -
Pavement Marking	\$ -	\$ -	\$ -	\$ -	\$ -
Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ -
Sign Installation/Upgrading	\$ 795,825	\$ -	\$ -	\$ -	\$ -
Structural Signing	\$ 858,527	\$ 180,823	\$ -	\$ -	\$ -
<b>Section I Total:</b>	<b>\$ 12,480,848</b>	<b>\$ 12,024,280</b>	<b>\$ 2,190,167</b>	<b>\$ 2,632,950</b>	<b>\$ 243,515</b>

<b>Grand Total Federal Aid:</b>	<b>\$ 12,480,848</b>	<b>\$ 12,024,280</b>	<b>\$ 2,190,167</b>	<b>\$ 2,632,950</b>	<b>\$ 243,515</b>
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Operating and Maintenance Expenditures as of April 2021						
Statewide and District Contracts						
Program Group/Sub Group	Est SFY 2021 Spending	Est SFY 2022 Spending	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	
Part 1: Non-Federal Aid						
Section I - Non Federal Aid Maintenance Projects - State Bondfunds						
01 - ADA Retrofits						
New Sidewalks and Curbing	\$ 374,915	\$ 77,526	\$ 115,304	\$ 38,435	\$ -	
02 - Bicycles and pedestrians program						
Bikeway/Bike Path Construction	\$ -	\$ -	\$ -	\$ -	\$ -	
03 - Bridge						
Bridge Maintenance	\$ 43,428,981	\$ 26,794,121	\$ 16,077,531	\$ 2,636,969	\$ -	
Bridge Maintenance - Deck Repairs	\$ 8,768,432	\$ 6,573,425	\$ 3,751,868	\$ 1,656,076	\$ 155,826	
Bridge Maintenance - Joints	\$ 1,155,000	\$ 2,287,026	\$ 1,516,850	\$ 460,985	\$ 71,388	
Bridge Preservation	\$ 2,493,922	\$ 600,348	\$ -	\$ -	\$ -	
Bridge Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	
Drawbridge Maintenance	\$ 7,557,601	\$ 6,380,659	\$ 2,434,718	\$ -	\$ -	
Painting - Structural	\$ 5,297,610	\$ 4,630,975	\$ 542,013	\$ -	\$ -	
Structures Maintenance	\$ 1,828,780	\$ 225,000	\$ 130,601	\$ -	\$ -	
04 - Capacity						
Hwy Reconstr - Added Capacity	\$ -	\$ -	\$ -	\$ -	\$ -	
05 - Facilities						
Vertical Construction (Ch 149)	\$ 4,291,871	\$ 2,605,059	\$ 2,272,733	\$ 695,293	\$ -	
07 - Intersection Improvements						
Traffic Signals	\$ 3,023,006	\$ 2,194,146	\$ 444,178	\$ 144,000	\$ -	
08 - Interstate Pavement						
Resurfacing Interstate	\$ -	\$ -	\$ -	\$ -	\$ -	
09 - Intelligent Transportation Systems Program						
Intelligent Transportation System	\$ -	\$ -	\$ -	\$ -	\$ -	
10 - Non-interstate DOT Pavement Program						
Milling and Cold Planing	\$ -	\$ 489,886	\$ 839,805	\$ 209,951	\$ -	
Resurfacing	\$ 10,466,353	\$ 4,796,360	\$ 3,271,364	\$ 696,316	\$ -	
Resurfacing DOT Owned Non-Interstate	\$ 4,792,047	\$ 3,639,973	\$ 1,657,155	\$ -	\$ -	
11 - Roadway Improvements						
Asbestos Removal	\$ -	\$ -	\$ -	\$ -	\$ -	
Catch Basin Cleaning	\$ 1,786,357	\$ 1,529,801	\$ 1,350,344	\$ 285,946	\$ -	
Contract Highway Maintenance	\$ 4,636,076	\$ 2,012,347	\$ 634,879	\$ 69,639	\$ -	
Crack Sealing	\$ 2,415,593	\$ 1,371,677	\$ 425,506	\$ -	\$ -	
Culvert Maintenance	\$ 496,297	\$ 588,151	\$ -	\$ -	\$ -	
Culvert Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	
Drainage	\$ 8,098,326	\$ 4,940,500	\$ 3,473,204	\$ 524,839	\$ -	
Guard Rail & Fencing	\$ 6,443,072	\$ 2,462,423	\$ 1,440,851	\$ 425,823	\$ -	
Highway Sweeping	\$ 973,750	\$ 1,128,020	\$ 1,224,735	\$ 160,245	\$ -	
Landscaping	\$ 799,028	\$ -	\$ -	\$ -	\$ -	
Mowing and Spraying	\$ 2,705,380	\$ 2,790,093	\$ 1,240,827	\$ 126,229	\$ -	
Sewer and Water	\$ 11,200	\$ 583	\$ 1,100	\$ 733	\$ -	
Tree Trimming	\$ 3,834,965	\$ 3,443,210	\$ 2,634,418	\$ 449,600	\$ -	
12 - Roadway Reconstruction						
Hwy Reconstr - Restr and Rehab	\$ 2,402,766	\$ 558,020	\$ 222,630	\$ -	\$ -	
13 - Safety Improvements						
Electrical	\$ 1,026,290	\$ 262,366	\$ -	\$ -	\$ -	
Impact Attenuators	\$ 823,156	\$ 870,993	\$ 1,086,817	\$ 634,834	\$ 254,897	
Lighting	\$ 2,163,221	\$ 1,881,231	\$ 421,297	\$ 81,000	\$ -	
Pavement Marking	\$ 3,757,747	\$ 3,227,399	\$ 983,304	\$ 194,783	\$ -	
Safety Improvements	\$ 619,617	\$ 225,000	\$ 33,595	\$ -	\$ -	
Sign Installation/Upgrading	\$ 249,246	\$ 361,674	\$ 498,880	\$ 227,526	\$ -	
Structural Signing	\$ 773,069	\$ 237,152	\$ 119,607	\$ -	\$ -	
<b>Section I Total:</b>	<b>\$ 137,493,673</b>	<b>\$ 89,185,143</b>	<b>\$ 48,846,114</b>	<b>\$ 9,719,221</b>	<b>\$ 482,110</b>	
Section II - Non Federal Aid Highway Operations - State Operating Budget Funding						
Snow and Ice Operations & Materials						
	\$ 73,700,000	\$ 45,000,000	\$ 45,000,000	\$ 45,000,000	\$ 45,000,000	
District Maintenance Payroll						
Mowing, Litter Mgmt, Sight Distance Clearing, Etc.	\$ 33,575,810	\$ 34,583,084	\$ 35,620,577	\$ 36,689,194	\$ 37,789,870	
<b>Section II Total:</b>	<b>\$ 107,275,810</b>	<b>\$ 79,583,084</b>	<b>\$ 80,620,577</b>	<b>\$ 81,689,194</b>	<b>\$ 82,789,870</b>	
<b>Grand Total NFA:</b>	<b>\$ 244,769,483</b>	<b>\$ 168,768,228</b>	<b>\$ 129,466,691</b>	<b>\$ 91,408,415</b>	<b>\$ 83,271,980</b>	

## Operating and Maintenance Expenditures as of April 2021

Statewide and District Contracts								
Program Group/Sub Group	Est SFY 2021 Spending		Est SFY 2022 Spending		Est SFY 2023 Spending		Est SFY 2024 Spending	Est SFY 2025 Spending
Part 2: Federal Aid								
Section I - Federal Aid Maintenance Projects								
01 - ADA Retrofits								
New Sidewalks and Curbing	\$	25,063	\$	-	\$	-	\$	-
02 - Bicycles and pedestrians program								
Bikeway/Bike Path Construction	\$	-	\$	-	\$	-	\$	-
03 - Bridge								
Bridge Maintenance	\$	461,411	\$	2,340,702	\$	770,671	\$	-
Bridge Maintenance - Deck Repairs	\$	-	\$	-	\$	-	\$	-
Bridge Maintenance - Joints	\$	-	\$	-	\$	-	\$	-
Bridge Preservation	\$	-	\$	-	\$	-	\$	-
Bridge Reconstruction/Rehab	\$	-	\$	-	\$	-	\$	-
Drawbridge Maintenance	\$	-	\$	-	\$	-	\$	-
Painting - Structural	\$	2,336,224	\$	2,748,097	\$	276,981	\$	-
Structures Maintenance	\$	112,207	\$	-	\$	-	\$	-
04 - Capacity								
Hwy Reconstr - Added Capacity	\$	-	\$	-	\$	-	\$	-
05 - Facilities								
Vertical Construction (Ch 149)	\$	-	\$	-	\$	-	\$	-
07 - Intersection Improvements								
Traffic Signals	\$	5,391	\$	-	\$	-	\$	-
08 - Interstate Pavement								
Resurfacing Interstate	\$	-	\$	-	\$	-	\$	-
09 - Intelligent Transportation Systems Program								
Intelligent Transportation System	\$	-	\$	-	\$	-	\$	-
10 - Non-interstate DOT Pavement Program								
Milling and Cold Planing	\$	-	\$	-	\$	-	\$	-
Resurfacing	\$	-	\$	-	\$	-	\$	-
Resurfacing DOT Owned Non-Interstate	\$	-	\$	-	\$	-	\$	-
11 - Roadway Improvements								
Asbestos Removal	\$	-	\$	-	\$	-	\$	-
Catch Basin Cleaning	\$	-	\$	-	\$	-	\$	-
Contract Highway Maintenance	\$	-	\$	-	\$	-	\$	-
Crack Sealing	\$	-	\$	-	\$	-	\$	-
Culvert Maintenance	\$	-	\$	-	\$	-	\$	-
Culvert Reconstruction/Rehab	\$	-	\$	-	\$	-	\$	-
Drainage	\$	102,976	\$	-	\$	-	\$	-
Guard Rail & Fencing	\$	-	\$	-	\$	-	\$	-
Highway Sweeping	\$	-	\$	-	\$	-	\$	-
Landscaping	\$	-	\$	-	\$	-	\$	-
Mowing and Spraying	\$	-	\$	-	\$	-	\$	-
Sewer and Water	\$	-	\$	-	\$	-	\$	-
Tree Trimming	\$	-	\$	-	\$	-	\$	-
12 - Roadway Reconstruction								
Hwy Reconstr - Restr and Rehab	\$	463	\$	-	\$	-	\$	-
13 - Safety Improvements								
Electrical	\$	-	\$	-	\$	-	\$	-
Impact Attenuators	\$	-	\$	-	\$	-	\$	-
Lighting	\$	-	\$	-	\$	-	\$	-
Pavement Marking	\$	-	\$	-	\$	-	\$	-
Safety Improvements	\$	-	\$	-	\$	-	\$	-
Sign Installation/Upgrading	\$	124,116	\$	-	\$	-	\$	-
Structural Signing	\$	858,527	\$	180,823	\$	-	\$	-
Section I Total:	\$	4,026,377	\$	5,269,622	\$	1,047,651	\$	-
Grand Total Federal Aid:	\$	4,026,377	\$	5,269,622	\$	1,047,651	\$	-

Operating and Maintenance Expenditures as of April 2021						
Southeastern Mass						
Program Group/Sub Group	Est SFY 2021 Spending	Est SFY 2022 Spending	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	
Part 1: Non-Federal Aid						
Section I - Non Federal Aid Maintenance Projects - State Bondfunds						
01 - ADA Retrofits						
New Sidewalks and Curbing	\$ -	\$ -	\$ -	\$ -	\$ -	
02 - Bicycles and pedestrians program						
Bikeway/Bike Path Construction	\$ -	\$ -	\$ -	\$ -	\$ -	
03 - Bridge						
Bridge Maintenance	\$ 3,257,798	\$ 4,444,626	\$ 1,281,019	\$ -	\$ -	
Bridge Maintenance - Deck Repairs	\$ -	\$ -	\$ -	\$ -	\$ -	
Bridge Maintenance - Joints	\$ -	\$ -	\$ -	\$ -	\$ -	
Bridge Preservation	\$ -	\$ -	\$ -	\$ -	\$ -	
Bridge Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	
Drawbridge Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	
Painting - Structural	\$ -	\$ -	\$ -	\$ -	\$ -	
Structures Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	
04 - Capacity						
Hwy Reconstr - Added Capacity	\$ -	\$ -	\$ -	\$ -	\$ -	
05 - Facilities						
Vertical Construction (Ch 149)	\$ -	\$ -	\$ -	\$ -	\$ -	
07 - Intersection Improvements						
Traffic Signals	\$ -	\$ -	\$ -	\$ -	\$ -	
08 - Interstate Pavement						
Resurfacing Interstate	\$ -	\$ -	\$ -	\$ -	\$ -	
09 - Intelligent Transportation Systems Program						
Intelligent Transportation System	\$ -	\$ -	\$ -	\$ -	\$ -	
10 - Non-interstate DOT Pavement Program						
Milling and Cold Planing	\$ -	\$ -	\$ -	\$ -	\$ -	
Resurfacing	\$ -	\$ -	\$ -	\$ -	\$ -	
Resurfacing DOT Owned Non-Interstate	\$ -	\$ -	\$ -	\$ -	\$ -	
11 - Roadway Improvements						
Asbestos Removal	\$ -	\$ -	\$ -	\$ -	\$ -	
Catch Basin Cleaning	\$ -	\$ -	\$ -	\$ -	\$ -	
Contract Highway Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	
Crack Sealing	\$ -	\$ -	\$ -	\$ -	\$ -	
Culvert Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	
Culvert Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	
Drainage	\$ -	\$ -	\$ -	\$ -	\$ -	
Guard Rail & Fencing	\$ -	\$ -	\$ -	\$ -	\$ -	
Highway Sweeping	\$ -	\$ -	\$ -	\$ -	\$ -	
Landscaping	\$ -	\$ -	\$ -	\$ -	\$ -	
Mowing and Spraying	\$ -	\$ -	\$ -	\$ -	\$ -	
Sewer and Water	\$ -	\$ -	\$ -	\$ -	\$ -	
Tree Trimming	\$ -	\$ -	\$ -	\$ -	\$ -	
12 - Roadway Reconstruction						
Hwy Reconstr - Restr and Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	
13 - Safety Improvements						
Electrical	\$ -	\$ -	\$ -	\$ -	\$ -	
Impact Attenuators	\$ -	\$ -	\$ -	\$ -	\$ -	
Lighting	\$ -	\$ -	\$ -	\$ -	\$ -	
Pavement Marking	\$ -	\$ -	\$ -	\$ -	\$ -	
Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	
Sign Installation/Upgrading	\$ -	\$ -	\$ -	\$ -	\$ -	
Structural Signing	\$ -	\$ -	\$ -	\$ -	\$ -	
Section I Total:	\$ 3,257,798	\$ 4,444,626	\$ 1,281,019	\$ -	\$ -	
Section II - Non Federal Aid Highway Operations - State Operating Budget Funding						
Snow and Ice Operations & Materials						
	\$ -	\$ -	\$ -	\$ -	\$ -	
District Maintenance Payroll						
Mowing, Litter Mgmt, Sight Distance Clearing, Etc.	\$ -	\$ -	\$ -	\$ -	\$ -	
Section II Total:	\$ -	\$ -	\$ -	\$ -	\$ -	
Grand Total NFA:	\$ 3,257,798	\$ 4,444,626	\$ 1,281,019	\$ -	\$ -	



## Operating and Maintenance Expenditures as of April 2021

		Southeastern Mass				
Program Group/Sub Group	Est SFY 2021 Spending	Est SFY 2022 Spending	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	
Part 2: Federal Aid						
Section I - Federal Aid Maintenance Projects						
01 - ADA Retrofits						
New Sidewalks and Curbing	\$ -	\$ -	\$ -	\$ -	\$ -	
02 - Bicycles and pedestrians program						
Bikeway/Bike Path Construction	\$ -	\$ -	\$ -	\$ -	\$ -	
03 - Bridge						
Bridge Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	
Bridge Maintenance - Deck Repairs	\$ -	\$ -	\$ -	\$ -	\$ -	
Bridge Maintenance - Joints	\$ -	\$ -	\$ -	\$ -	\$ -	
Bridge Preservation	\$ -	\$ -	\$ -	\$ -	\$ -	
Bridge Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	
Drawbridge Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	
Painting - Structural	\$ -	\$ -	\$ -	\$ -	\$ -	
Structures Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	
04 - Capacity						
Hwy Reconstr - Added Capacity	\$ -	\$ -	\$ -	\$ -	\$ -	
05 - Facilities						
Vertical Construction (Ch 149)	\$ -	\$ -	\$ -	\$ -	\$ -	
07 - Intersection Improvements						
Traffic Signals	\$ -	\$ -	\$ -	\$ -	\$ -	
08 - Interstate Pavement						
Resurfacing Interstate	\$ -	\$ -	\$ -	\$ -	\$ -	
09 - Intelligent Transportation Systems Program						
Intelligent Transportation System	\$ -	\$ -	\$ -	\$ -	\$ -	
10 - Non-interstate DOT Pavement Program						
Milling and Cold Planing	\$ -	\$ -	\$ -	\$ -	\$ -	
Resurfacing	\$ -	\$ -	\$ -	\$ -	\$ -	
Resurfacing DOT Owned Non-Interstate	\$ -	\$ -	\$ -	\$ -	\$ -	
11 - Roadway Improvements						
Asbestos Removal	\$ -	\$ -	\$ -	\$ -	\$ -	
Catch Basin Cleaning	\$ -	\$ -	\$ -	\$ -	\$ -	
Contract Highway Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	
Crack Sealing	\$ -	\$ -	\$ -	\$ -	\$ -	
Culvert Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	
Culvert Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	
Drainage	\$ -	\$ -	\$ -	\$ -	\$ -	
Guard Rail & Fencing	\$ -	\$ -	\$ -	\$ -	\$ -	
Highway Sweeping	\$ -	\$ -	\$ -	\$ -	\$ -	
Landscaping	\$ -	\$ -	\$ -	\$ -	\$ -	
Mowing and Spraying	\$ -	\$ -	\$ -	\$ -	\$ -	
Sewer and Water	\$ -	\$ -	\$ -	\$ -	\$ -	
Tree Trimming	\$ -	\$ -	\$ -	\$ -	\$ -	
12 - Roadway Reconstruction						
Hwy Reconstr - Restr and Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	
13 - Safety Improvements						
Electrical	\$ -	\$ -	\$ -	\$ -	\$ -	
Impact Attenuators	\$ -	\$ -	\$ -	\$ -	\$ -	
Lighting	\$ -	\$ -	\$ -	\$ -	\$ -	
Pavement Marking	\$ -	\$ -	\$ -	\$ -	\$ -	
Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	
Sign Installation/Upgrading	\$ -	\$ -	\$ -	\$ -	\$ -	
Structural Signing	\$ -	\$ -	\$ -	\$ -	\$ -	
Section I Total:	\$ -	\$ -	\$ -	\$ -	\$ -	
Grand Total NFA:	\$ -	\$ -	\$ -	\$ -	\$ -	

# **APPENDIX A**

## **Evaluation Criteria**

# Transportation Evaluation Criteria

In the early 2000s, the Southeastern Massachusetts Metropolitan Planning Organization (SMMPO) determined that the selection of highway projects for funding in southeastern Massachusetts should be based on clear, easy to document “Evaluation Criteria.” As a result, the SMMPO directed the SRPEDD Transportation Planning Staff and the Joint Transportation Planning Group (JTPG) to develop and maintain a process for selecting transportation projects to be included in the regional Transportation Improvement Program (TIP). SRPEDD staff now reviews each project to determine its impacts from the following perspectives, or categories:

- **Community Impact & Support** – This section explores the extent of public support for a project and its impacts on the community.
- **Maintenance & Infrastructure** – These questions determine if a project is correcting documented physical defects within the project’s traveled way.
- **Safety & Security** – These questions determine the extent to which a project improves safety and security for all users. *Safety is the highest priority of the SMMPO.*
- **Mobility & Congestion** – These questions help to determine if a project addresses congestion issues.
- **Livability & Sustainable Development** – This section takes a broad look at potential impacts to surrounding land uses, neighborhoods, and communities.
- **Environmental & Resiliency** – These questions examine a project’s positive or negative environmental impacts.

Applying these standardized evaluation criteria allows SRPEDD to assign a 0 to 100-point score to each project. In turn, this score gives the SMMPO a way to prioritize and to properly fund projects under the fiscal constraints of the TIP. The scoring process also assembles documentation to explain assumptions, measures of effectiveness, data sources, potential impacts, and proof of public outreach and support. Finally, the evaluation process also helps communities, state agencies, and project proponents to understand how the SMMPO prioritizes spending.

Since its development, the SMMPO’s Evaluation Criteria has been revised several times. In 2016, SRPEDD received a Strategic Highway Research Program (SHRP2) grant to update the evaluation criteria based on FHWA’s [PlanWorks Decision Guide](#). Results from this analysis played a major role in the most recent update in late 2018/early 2019. In addition to the results of the SHRP2 analysis, a thorough review and update was conducted through the Evaluation Review Committee, a subcommittee of the Joint Transportation Planning Group. In addition to updated question text and weighting, a scoring rubric was also developed to clearly outline how points are awarded.

[Please note that this document does not evaluate transit projects for the Southeastern Regional Transit Authority (SRTA) and the Greater Attleboro Taunton Regional Transit Authority (GATRA), bridge projects, or major transit investments to be implemented by the Massachusetts Department of Transportation (MassDOT)].

The SMMPO, through SRPEDD, operates its programs, services, and activities in compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and all related statutes and regulations. Title VI prohibits discrimination on the grounds of race, color, national origin (including limited English proficiency), as well as on the grounds of age, gender, or disability. Additionally, related federal and/or state laws provide similar protections on the basis of a person's religion, sexual orientation, veteran's status, and other protected characteristics and requires that no one be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity or service receiving federal assistance.

## **COMMUNITY IMPACT & SUPPORT (14 Total Points Possible)**

Within this section, questions determine if the project has the support of the community, including residents and business owners, as well as federal, state, or local elected officials and designated representatives of the municipality and its residents. It requests documentation as proof of this support by documenting public participation and outreach and/or discussions with the affected surrounding residents and businesses. It also asks for determination on the impact of surrounding land uses and impact on Environmental Justice populations.

In addition to operating programs, services, and activities in compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and all related statutes and regulations, the evaluation of every project must also consider Environmental Justice (EJ) principles as defined by the U.S. Department of Transportation and the SMMPO's Public Participation Program. These principals are designed to:

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

An important measure for meeting the community impact and support criteria will be documentation of a public participation process *early in the planning of a project and as it progresses from the concept stage to an accepted project by MassDOT*. A review of the proponent's efforts to inform all affected parties will be considered and the community support or opposition will be duly noted.

The scoring rubric for this section is displayed in Table 1 on the following page.

Table 1: Community Impact and Support Category Scoring Rubric

COMMUNITY IMPACT & SUPPORT (14 Total Points)		Scoring Breakdown	Point Range
1	Has the project been identified as a need in the Regional Transportation Plan or is it part of a planning or engineering study?	+2 - Identified in RTP +2 - Identified in a Planning or Engineering Study (corridor study, safety study, technical memo, road safety audit) OR +4 - Identified in Both 0 - None	0 to 4
2	Has there been adequate public outreach performed?	+1 - Minimal Outreach (i.e. a public meeting in accordance with guidelines) +1 - Additional Outreach (i.e. reaching out to surrounding businesses) 0 - None	0 to 2
3	If the project falls within or near an Environmental Justice area, has the proponent made adequate efforts to reach the affected populations?	+1 - Contacted or Spoken with Surrounding Abutters (with translations) +1 - Distributed (Translated) Notices about Project +1 - Hosted Neighborhood Informational Meetings (with translators) 0 - There are no EJ areas within the project limits -1 - No Public Outreach attempted -3 - Significant Opposition	-3 to +3
4	Does the project negatively or positively affect an Environmental Justice area?	<b>Max of 5 points</b> +2 - Improves Air Quality (Lessens traffic with bicycle / pedestrian facilities or better mitigates traffic) +1 - Adds traffic calming measures (bump-outs, narrower lanes, speed hump, etc.) +1 - Adds Specific measures to address noise pollution +1 - Adds beautification / enhancement components (including traffic calming measures) 0 - There are no EJ areas within the project limits -2 - Worsens air quality or increases traffic -1 - Does not address an identified air pollution problem -1 - Proposed measures increase ability to speed	-5 to +5
<b>Total COMMUNITY IMPACT &amp; SUPPORT Points</b>			<b>14</b>

## MAINTENANCE & INFRASTRUCTURE (12 Total Points Possible)

Within this section, questions determine if a project is correcting documented physical defects within the project's traveled way. This could entail pavement conditions, drainage or culverts, or signal equipment. A pavement condition survey may be required. In the absence of a municipally prepared survey, information gathered by SRPEDD or MassDOT can be used. The survey rating process should consider various types of pavement distresses (longitudinal, transverse, alligator and edge cracking, surface rutting, and drainage issues, etc.). The survey should include the extent of pavement deterioration that is used to recommend a repair strategy. The proposed improvement should be consistent with the recommended repair strategy from a Pavement Management Program or engineering evaluation.

The scoring rubric for this section is displayed in Table 2.

Table 2: Maintenance and Infrastructure Category Scoring Rubric

MAINTENANCE & INFRASTRUCTURE (13 Points Total)		Scoring Breakdown	Point Range
1	Does the project improve substandard pavement conditions?	Identified Repair Category: +4 - Reconstruction Required +3 - Rehabilitation Required +2 - Routine Maintenance Required +1 - Preventative Maintenance Required 0 - None	0 to 4
2	Does a Pavement Management Program identify this as a needed project?	+2 - Identified by SRPEDD, Consultant or Highway Department 0 - Has Not Been Identified or No Pavement Improvements proposed	0 to 2
3	Does the project improve traffic control devices?	+2 - Replaces and Improves Older Equipment & Operations (including OptiCom for emergency response) +1 - Replaces Older Equipment 0 - No Consideration is given to upgrading or replacing outdated equipment	0 to 2
4	Does the project address drainage/ stormwater management issues?	+5 - Structures Identified by SRPEDD, MEPA, other documented study <b>or identified during design</b> +2 - Improvements to structures that maintain adequate drainage 0 - Does not improve structures that have been identified as a problem	0 to 5
Total MAINTENANCE & INFRASTRUCTURE Points			13

## **SAFETY & SECURITY (25 Total Points Possible)**

Safety is traditionally the most important element of a project's impact in the SRPEDD region. The SMMPO's Regional Transportation Plan currently considers safety problems as pre-existing conditions that merit maximum consideration for corrective measures. The project must address the documented safety problem. For example, paving a corridor that has a high crash problem will not score high if specific relevant safety improvements are not also planned. In order to substantiate the predominant safety problem(s), the proponent must provide SRPEDD with the results of a safety analysis.

The project should identify all improvements to be made to the corridor or intersection that impact the element of safety. It should take into account utility improvements, drainage or stormwater improvements, traffic signals, and bicycle and pedestrian accommodations. It should also document how they will improve safety.

The scoring rubric for this section is displayed in Table 3 on the following page.

Table 3: Safety and Security Category Scoring Rubric

SAFETY & SECURITY (25 Points Total)			Point Range
1	Is the project identified on High Crash Listings from SRPEDD or MassDOT or does current crash numbers exceed regional crash thresholds?	Listed on SRPEDD's TOP 100: +6 - Top 1 through 16 +5 - Top 17 through 33 +4 - Top 34 through 50 +3 - Top 51 through 67 +2 - Top 68 through 84 +1 - Top 85 through 100 <b>OR +3</b> Exceeds statewide average crash rates and is identified in the Regional Transportation Plan or a state level source (HSIP, Top 200)	<b>0 to 6</b>
2	Does the design address the primary safety concerns identified through safety analysis?	+6 - Addresses concerns presented in a Safety Study or RSA completed by SRPEDD, MassDOT, or an engineering firm 0 - Project has no documented safety issues but claims to improve safety <b>OR</b> Project is not addressing safety concerns outlined in a study	<b>0 to 6</b>
3	Does the project negatively or positively affect bicycle and pedestrian safety?	+6 - Project includes new facilities or improvements to address identified pedestrian and/or bicycle safety issues (sidewalks, bike lanes, pavement markings, etc.) +3 - Project includes new or improved accommodations but there is no identified safety issues 0 - Not applicable -3 - Project does not address identified pedestrian and/or bicycle safety issues -6 - Project worsens pedestrian and/or bicycle safety	<b>-6 to +6</b>
4	Does the project improve an emergency evacuation route or access to emergency facilities?	+4 - Project limits fall within an identified community or regional evacuation route and improves identified safety issues 0 - The project falls within an identified community or regional evacuation route and does not address safety concerns	<b>0 to 4</b>
5	Is the project on an existing freight route AND does the project improve State or SMMPO documented freight related safety issues?	+3 - Does the project include enhancements that would improve documented safety issues related to the movement of freight (improvements to alignment and/or layout, greater clearance on bridges, greater turning radi at intersections, new traffic controls) 0 - The project does not address any documented safety issues related to the movement of freight	<b>0 to 3</b>
Total SAFETY & SECURITY Points			<b>25</b>

**MOBILITY & CONGESTION (20 Total Points Possible)**



Traffic congestion adversely impacts the movement of people and goods. Congestion is measured based on traffic volume and its impact on the road or intersection's ability to handle that volume. It is calculated in terms of volume to capacity (v/c) ratio and travel delay. Congestion is normally expressed as level of service from A through F ("A" being free-flow conditions and "F" being congested).

Traffic congestion can be either an existing measurable condition or it can be a projected future condition. Within the SRPEDD region, we generally consider conditions to warrant attention if the volume to capacity ratio of a corridor is at or above 0.8. This is calculated using the regional Travel Demand Forecasting Model, which determines v/c ratios for all major roadways in a base year and future years.

SRPEDD generally addresses intersections through a detailed capacity analysis that determines the level of service (LOS) and delay for the intersection as a whole or in fine detail by specific turning movement. Generally, a location with a LOS D or worse is considered to have a congestion problem. Any changes in traffic controls must be determined by a detailed analysis of the overall characteristics of the intersection. An appropriate warrants analysis should be used as an important component in the ultimate decision to change or install traffic controls.

In addition to the v/c ratio and the LOS, the intersection delay will be evaluated to determine how valuable the project was through the Performance Measure evaluation.

The scoring rubric for this section is displayed in Table 4 on the following page.

Table 4: Mobility/Congestion Scoring Rubric

MOBILITY/CONGESTION (20 Points Total)			Point Range
1	Does the project address an existing or projected congestion problem ( <i>Bottlenecks</i> )?	Project improves delay per vehicle: +6 - 30 or more seconds +4 - 20-29 seconds +2 - 10-19 seconds 0 - no improvement or not applicable	<b>0 to 6</b>
2	Do the improvements to the location extend beyond the community and improve regional mobility, connectivity or access?	Improvements are being made at a location within close proximity to: +1 - highway interchange +1 - industrial park +1 - employment center +1 - commercial corridor 0 - Not in proximity or not applicable	<b>0 to 4</b>
3	Does the project improve mobility, connectivity or access for multi modes of travel?	+2 - Project improves access to park & ride lots, ferry parking, multi-modal hubs and/or transit connections +2 - Enables ridesharing or carpooling +2 - Enhances pedestrian & bicycle connections and facilities 0 - None or Not Applicable	<b>0 to 4</b>
4	Is the project on an existing freight route AND does it address issues identified by a State or SMMPO documented Freight Plans?	+3 - Does the project improve documented mobility issues along an existing freight route (i.e. improves turning radius) 0 - Project does not address documented mobility issues along an existing freight route or not applicable	<b>0 to 3</b>
5	Does the project improve reliability for Transit/Emergency Vehicles and/or includes pre-emptive technologies (ITS)?	Project includes ITS elements (max of +3): +1 - Pre-emption for Emergency Vehicles +1 - Pre-emption for Transit Vehicles +1 - Adaptive signal controls +1 - Variable message boards 0 - Project does not include ITS elements	<b>0 to 3</b>
<b>Total MOBILITY/CONGESTION Points</b>			<b>20</b>

## LIVABILITY / SUSTAINABLE DEVELOPMENT EFFECTS (20 Total Points Possible)

All transportation projects have impacts that extend beyond the roadway itself. More often than not, a project has a positive impact due to enhanced safety, mobility, or access. However, some projects can have negative impacts – for example, if a new roadway isolates neighborhoods from the rest of the community or it degrades a neighborhood’s overall aesthetics. Questions in this section look at a project’s impact from the perspective of Complete Streets, access to transportation options including Transit Oriented Development (TOD), quality of life, land uses, and Priority Areas for economic development.

The scoring rubric for this section is displayed in Table 5.

Table 5: Livability/Sustainable Development Category Scoring Rubric

LIVABILITY / SUSTAINABLE DEVELOPMENT (14 Points Total)			Point Range
1	Does the project meet all of the Complete Streets criteria and reduce auto dependency?	+1 - Project includes accommodations for Pedestrians +1 - Project includes accommodations for Bicyclists +2 - Project includes accommodations for Transit / Transit Users 0 - Project does not include accommodations	0 to 4
2	Does the project improve residential effects or Quality of Life?	+1 - Improves access to residential areas +1 - Reduces traffic (discouraging cut-through traffic) +2 - Enhances modes of alternative transportation 0 - No improvements	0 to 4
3	Does the project provide or improve multimodal access <b>to/from/within</b> Economic Target Areas, Economic Opportunity Areas, Priority Development Areas, 43D sites, Transit Oriented Developments (TOD's) or <b>Environmental Justice areas</b> ?	Improves access to-from-within one of the identified areas for: +1 - Pedestrians +1 - Bicycles +1 - Transit +1 - Motor Vehicle 0 - Project does not improve access to-from-within one of the identified areas or not applicable	0 to 4
4	Does the project have a negative or positive impact on access to Historical/Cultural Resources?	+2 - Positive impacts either directly or through mitigation to: historical (bridges, buildings, neighborhoods), cultural (buildings, locations, structures), scenic (highways, rivers & ponds, trails, wildlife refuges), recreational (beaches, parks, campgrounds) resources 0 - No Impacts or Not Applicable -2 - Negative impacts either directly or through mitigation to historical , cultural , scenic , and recreational resources	-2 to +2
<b>Total LIVABILITY / SUSTAINABLE DEVELOPMENT EFFECTS Points</b>			<b>14</b>

## ENVIRONMENTAL & RESILIENCY (10 Total Points Possible)

In addition to impacts on surrounding land uses, the overall environmental impact of a project is an important consideration. For example, MassDOT's GreenDOT policy requires a 25% reduction in air pollutants by 2020. SRPEDD's Geographic Roadway Runoff Inventory Program (GRRIP) identifies drainage or stormwater problems on federally eligible roadways. There is also growing evidence that climate change and tidal rise are beginning to impact infrastructure along the coastal communities as documented in SRPEDD's Flood Hazard Reduction study of 2012. More than ever before, these particular issues pertaining to the environment need consideration during project development.

The scoring rubric for this section is displayed in Table 6.

Table 6: Environment and Resiliency Category Scoring Rubric

ENVIRONMENTAL & RESILIENCY (14 Points Total)			Point Range
1	Does the project have a negative or positive impact on Air Quality?	Reduces Overall Air Pollutants by: +2 - 16% or greater +1 - 0-15% 0 - Not Applicable -2 Project does not Improve Air Quality	-2 to +2
2	Does the project have a negative or positive impact on Water Quality?	+5 - Improves Structures influencing Water Quality +2 - Replicates or Repairs Structures influencing Water Quality 0 - No known impacts -2 - No Improvements planned where there is a known issue	-5 to +5
3	Does the project have a negative or positive impact on Habitat/Wildlife?	+2 - Positively impacts Habitat or Wildlife 0 - No known impacts -2 - Negatively Impacts Habitat or Wildlife	-2 to +2
4	Does the project have a negative or positive impact on an identified flooding and/or sea level rise area?	+5 - Project addresses an identified flooding problem by either SRPEDD or MassDOT 0 - No flooding problem identified by either SRPEDD or MassDOT -5 - Project does not addresses an identified flooding problem by either SRPEDD or MassDOT	-5 to +5
Total ENVIRONMENTAL & CLIMATE CHANGE Points			14

# **APPENDIX B**

## **Highway FFY 22-26 Project Descriptions**

# 2022

## **ATTLEBORO– INTERSECTION IMPROVEMENTS AT ROUTE 1 (WASHINGTON STREET)/ROUTE 1A (NEWPORT AVENUE) AND ROUTE 123 (HIGHLAND AVENUE)**

### **Project 607339**

This project is planned to be funded in 2022 through the FFY 2022-2026 Transportation Improvement Program.

#### **Project Description:**

Work on this project includes traffic signal upgrades, geometric improvements and improved bicycle and pedestrian accommodation at the Routes 1/1A/123 intersections.

**Construction is expected to begin Spring 2022**

607339 ATTLEBORO– INTERSECTION IMPROVEMENTS AT ROUTE 1 (WASHINGTON STREET)  
ROUTE 1A (NEWPORT AVENUE) AND ROUTE 123 (HIGHLAND AVENUE)



## **NEW BEDFORD- INTERSECTION IMPROVEMENTS ON ACUSHNET AVENUE AT PECKHAM ROAD/SASSAQUIN AVENUE**

### **Project 609201**

This project is planned to be funded in 2022 through the FFY 2022-2026 Transportation Improvement Program.

#### **Project Description:**

Intersection improvements at the intersection of Acushnet Avenue (Route 18) at Peckham Road and Sassaquin Avenue including signalization, bicycle lanes, and pedestrian improvements.

**Construction is expected to begin Spring 2022**





## **TAUNTON- RECONSTRUCTION OF ROUTE 44 (DEAN STREET), FROM ARLINGTON STREET TO ROUTE 104 (SOUTH MAIN STREET)**

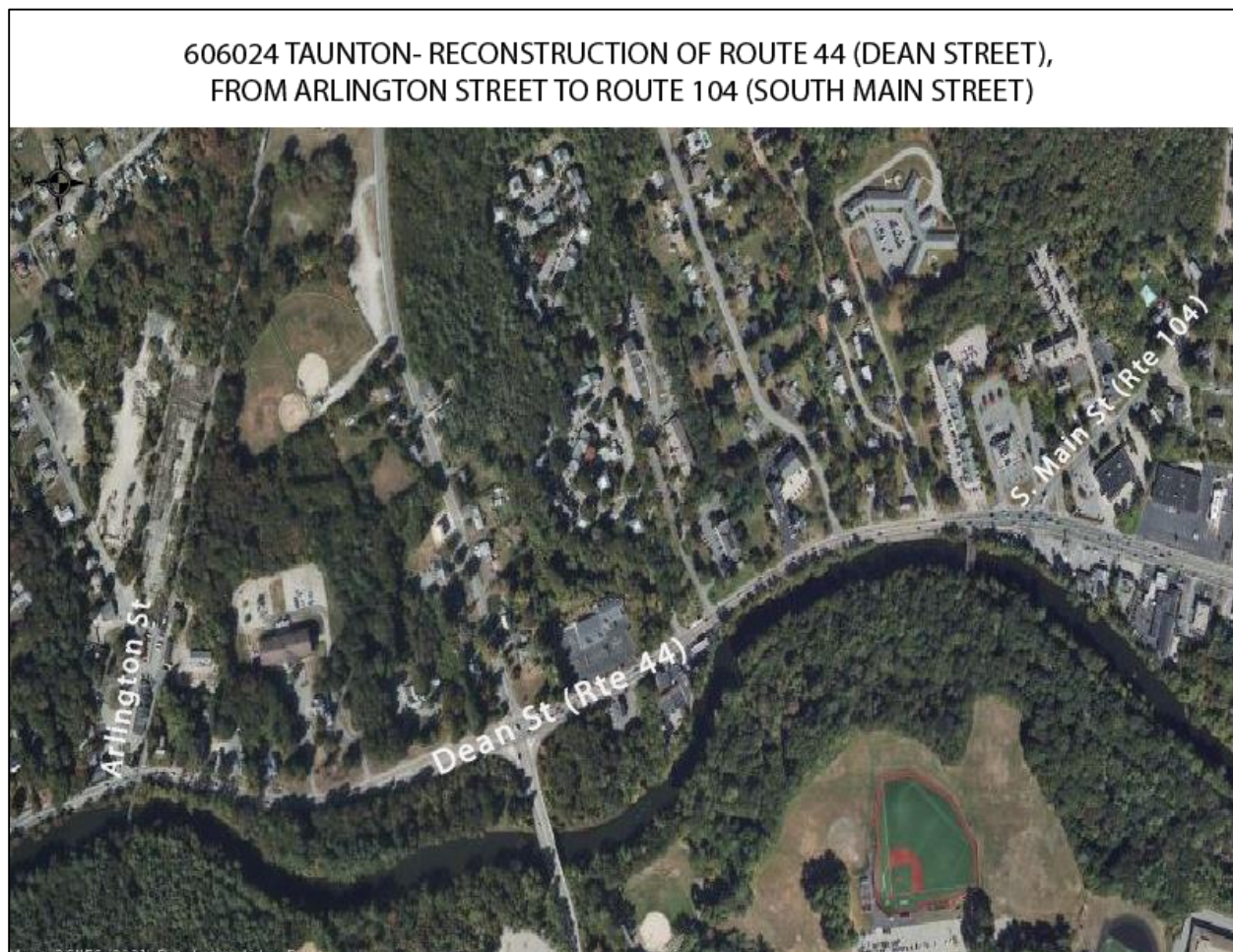
### **Project 606024**

This project is planned to be funded in 2022 through the FFY 2022-2026 Transportation Improvement Program.

#### **Project Description:**

Work on this project consists of roadway improvements along Route 44 (Dean Street) just east of Arlington Street and continue easterly to just west of the intersection with Route 104. Also included will be intersection improvements and the replacement of the existing traffic signals at Longmeadow Road / Gordon Owen Parkway, reconstruction of sidewalks, and drainage improvements.

Construction is expected to begin Spring 2022.



# 2023

## **REHOBOTH- INTERSECTION IMPROVEMENTS & RELATED WORK AT WINTHROP STREET (ROUTE 44) AND ANAWAN STREET (ROUTE 118)**

### **Project 608230**

#### **Project Description:**

Work on this project consists of traffic signal and geometric improvements at the intersection of Route 44 and Route 118. This location has been identified by SRPEDD as one of the 100 Most Dangerous Intersections in the Southeast Region. The skew of the Route 118 Northbound approach creates difficulties for opposing vehicles making left-hand turns from Route 44. In addition to geometric improvements and signals, additional safety improvements will be made for bicycle and pedestrian accommodation.

This project is planned to be funded in 2023 through the FFY 2022-2026 Transportation Improvement Program.





## **NEW BEDFORD- CORRIDOR IMPROVEMENTS AND RELATED WORK ON COUNTY STREET FROM NELSON STREET TO UNION STREET**

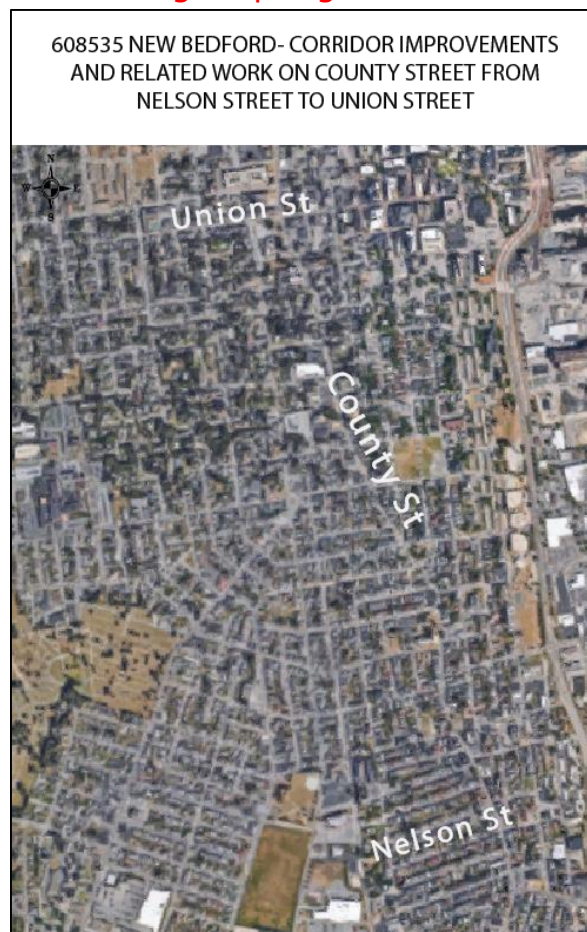
### **Project 608535**

#### **Project Description:**

Work on this project includes roadway milling and resurfacing as well as sidewalk reconstruction and improvements for bicycle accommodation/ This project is intended to address multi-modal accommodation and safety. Bike lanes and upgraded sidewalks that are compliant with the Americans with Disability Act (ADA) are proposed along the project limits. Ground mounted traffic signals along the corridor shall be upgraded with pedestrian activation and emergency pre-emption. Curbing, ramps and crosswalks are also proposed to be improved. New street lighting and drainage maintenance/improvements are also proposed.

This project is planned to be funded in 2023 through the FFY 2022-2026 Transportation Improvement Program.

**Construction is expected to begin Spring 2023**



## **DARTMOUTH – CORRIDOR IMPROVEMENTS ON ROUTE 6, FROM FAUNCE CORNER ROAD TO HATHAWAY ROAD**

### **Project 607871**

#### **Project Description:**

Work on this project includes signal improvements at the State Road and Tucker Road intersection, signalization of the Hathway Road intersection and bicycle and pedestrian improvements.

Note: Project Description Change

This project is planned to be funded in 2023 through the FFY 2022-2026 Transportation Improvement Program.

**Construction is expected to begin Spring 2023**



# 2024



## **SWANSEA- IMPROVEMENTS ON ROUTE 6 (GRAND ARMY OF THE REPUBLIC HIGHWAY) AT GARDNERS NECK ROAD**

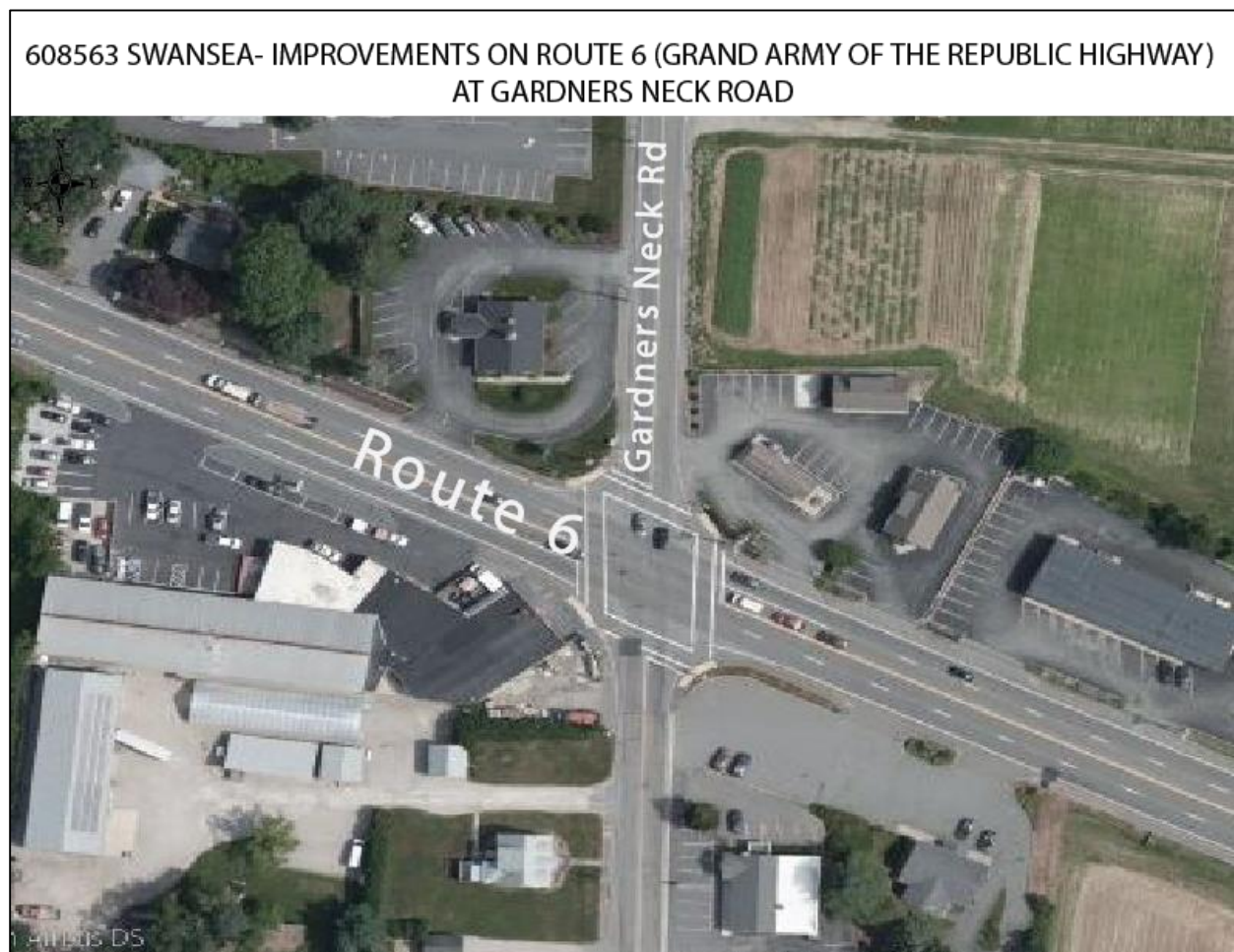
### **Project 608563**

#### **Project Description:**

Work on this project consists of traffic signal upgrades, geometric improvements, improved bicycle and pedestrian accessibility, signs, pavement markings, and/or geometric modifications. The intent of the project is to address safety concerns at this high crash location. Recommendations from the Road Safety Audit will be basis for design.

This project is planned to be funded in 2024 through the FFY 2022-2026 Transportation Improvement Program.

**Construction begins Spring 2024**



## **TAUNTON- CORRIDOR IMPROVEMENTS AND RELATED WORK ON BROADWAY (ROUTE 138), FROM PURCHASE STREET TO JACKSON STREET (PHASE 2)**

### **Project 608753**

#### **Project Description:**

Work on this project includes roadway reconstruction, sidewalk reconstruction, installation of ADA compliant curb ramps, drainage upgrades, pavement marking and sign upgrades on Route 138 for a length of 3/4 mile. This project proposes to improve multimodal accommodation, accessibility and mobility along the corridor. In addition, traffic signals at Route 138/East/West Britannia Street and the Route 138/Purchase Street will be reconstructed. This is the second phase of corridor improvements proposed on Route 138 (Broadway) in the City of Taunton.

This project is planned to be funded in 2024 through the FFY 2022-2026 Transportation Improvement Program.

**Construction begins Spring 2024**





## WAREHAM-CORRIDOR IMPROVEMENTS ON ROUTE 6 AT SWIFTS BEACH ROAD

### Project 610647

#### Project Description:

This project proposes improvements to the Route 6 corridor in the vicinity of Swifts Beach Road. Addition of a signalized intersection is proposed at Swifts Beach Road, with bicycle and pedestrian improvements throughout the project limits.

This project is planned to be funded in 2024 through the FFY 2022-2026 Transportation Improvement Program.

Construction begins Spring 2024



## **MANSFIELD- RECONSTRUCTION ON CHAUNCY STREET (ROUTE 106)**

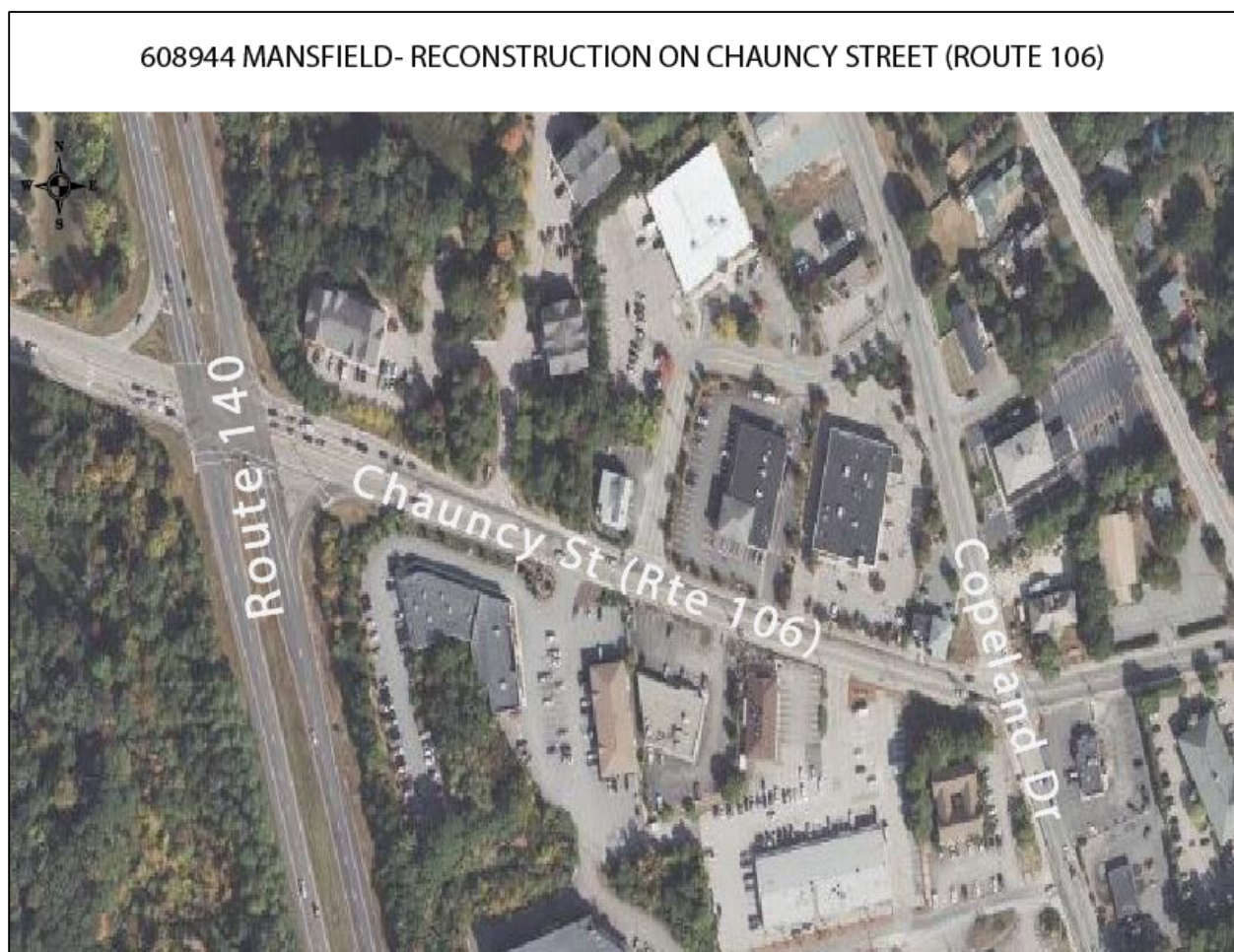
### **Project 608944**

#### **Project Description:**

This project is proposed to improved traffic flow and provide multimodal accommodation from east of Route 140 to east of Copeland Drive. Turning lanes to help with congestion management and safety operations are included.

This project is planned to be funded in 2024 through the FFY 2022-2026 Transportation Improvement Program.

**Construction begins Spring 2024**



# 2025



## **WAREHAM-CONSTRUCTION OF BIKE LANES ALONG NARROWS ROAD AND A SHARED USE PATH ADJACENT TO MINOT AVENUE INCLUDING RELATED WORK**

### **Project 607825**

#### **Project Description:**

This project is intended to address the need to provide improved bicycle and pedestrian accommodation along the Minot Avenue/Narrows Road corridor with the addition of a separate use path.

This project is planned to be funded in 2025 through the FFY 2022-2026 Transportation Improvement Program.



## **LAKEVILLE- RECONSTRUCTION AND RELATED WORK ON RHODE ISLAND ROAD (ROUTE 79), FROM THE TAUNTON CITY LINE TO CLEAR POND ROAD**

### **Project 606715**

#### **Project Description:**

Work on this project consists of corridor improvements along Route 79 including bicycle lanes, a sidewalk, drainage upgrades and intersection improvements - specifically at the Route 79/Route 18 intersection and the Route 79/Precinct Street intersection. The roadway will be milled and overlaid with box cut widening proposed.

This project is planned to be funded in 2025 through the FFY 2022-2026 Transportation Improvement Program.



# 2026



## **MATTAPOISETT- CORRIDOR IMPROVEMENTS AND RELATED WORK ON MAIN STREET, WATER STREET, BEACON STREET AND MARION ROAD**

### **Project 607440**

#### **Project Description:**

This project is intended to improve multimodal accommodation through potential minor widening of roadway segments, reconstruction of sidewalks, and upgrading of pavement markings and signage. Drainage improvements are also planned.

This project is planned to be funded in 2026 through the FFY 2022-2026 Transportation Improvement Program.



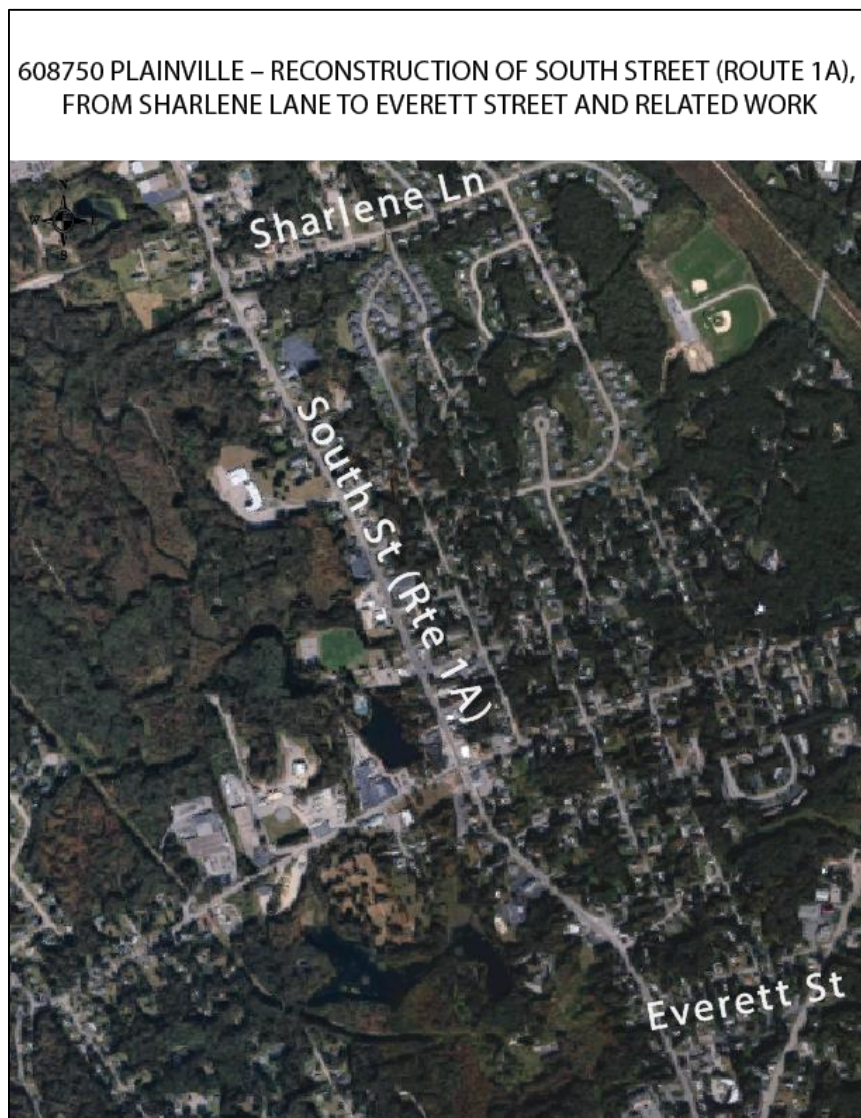
## **PLAINVILLE – RECONSTRUCTION OF SOUTH STREET (ROUTE 1A), FROM SHARLENE LANE TO EVERETT STREET AND RELATED WORK**

### **Project 608750**

#### **Project Description:**

Work on this project consists of roadway rehabilitation, minor widening sidewalk construction and reconstruction, installation of ADA compliant curb ramps and drainage upgrades along Route 1A for a length of 1.2 miles. In addition, the Route 1A/Route 106 will be reviewed for potential traffic signal and geometric improvements.

This project is planned to be funded in 2026 through the FFY 2022-2026 Transportation Improvement Program.





# **APPENDIX C**

## **ACRONYMS**

**ACS – American Community Survey (Census)**

The ACS is an ongoing survey, conducted by the U.S. Census that provides new data every year by a random sampling of addresses in every state, the District of Columbia, and Puerto Rico.

**ADA- American with Disabilities Act**

The ADA is a civil rights law that prohibits discrimination against individuals with disabilities in all areas of public life, including jobs, schools, transportation, and all public and private places that are open to the general public. The purpose of the law is to make sure that people with disabilities have the same rights and opportunities as everyone else.

**CFR - Code of Federal Regulations**

The Code of Federal Regulations (CFR) is the codification of the general and permanent rules published in the Federal Register by the executive departments and agencies of the Federal Government. It is divided into 50 titles that represent broad areas subject to Federal regulation.

**CIP – Capital Investment Plan**

The CIP is multi-billion dollar investment portfolio and includes all MassDOT highway and bridge projects, regional airports, rail and transit, including Massachusetts Bay Transportation Authority (MBTA) and Regional Transit Authorities as well as the Registry of Motor Vehicles.

**CMAQ – Congestion Mitigation / Air Quality**

This is a funding category (80% federal / 20% non-federal) for **TIP** projects that will contribute to the attainment of national air quality standards, lessen congestion or both.

**CMR - Code of Massachusetts Regulations**

The Code of Massachusetts Regulations (CMR) is the established collection of regulations publicized by various agencies of the Commonwealth of Massachusetts. It is the state counterpart to the national Code of Federal Regulations (CFR).

**DEP - Department of Environmental Protection**

DEP serves the Commonwealth by enforcing laws that protect our air, land and water. They help cities and towns with local environmental issues and write permits that support natural resources, public health and our economy. They also inspect contaminated sites and ensure proper cleanup.

## **EJ – Environmental Justice**

EJ is the Executive Order that makes part of our mission identifying and addressing any adverse effects (noise, air or water pollution, economic vitality, destruction of natural resources, property values) that may impact minority or low-income populations or neighborhoods **more than** other populations or neighborhoods.

"Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."  
- *Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, 1994.*

## **EPA- Environmental Protection Agency**

The EPA is an independent federal agency, created in 1970, that sets and enforces rules and standards that protect the environment and control pollution.

## **FAST Act - Fixing America's Surface Transportation Act**

Transportation legislation signed into law by President Obama in 2015 as a long-term authorization of approximately \$305 billion nationally over five years for all modes of transportation. FAST Act follows the guidance developed in MAP-21 and adds new funding sources for a National Highway Freight Program.

## **FAPRO - Federal Aid Programming and Reimbursement Office**

The Federal Aid Programming and Reimbursement Office is responsible for submission of the request for Federal funding to the Federal Highway Administration. When FAPRO receives the complete PS&E packages for Federal Aid Projects from the responsible Project Manager, the office certifies that the project is in compliance with Federal regulations and determines availability of funds. When funding is determined to be available and all applicable regulations are met, the FAPRO Director approves the project and obtains FHWA authorization. State funded Non-Federal Aid (NFA) projects are approved by the FAPRO Director after adequate funds and appropriate authorizations are in place. The PS&E Packages are then forwarded to the Construction Contracts Office for advertising.

## **FFY - Federal Fiscal Year**

The type of year the advertising programs runs in which is from October 1 to September 30 (Different than the state fiscal year [SFY] or calendar year [CY]).

**FHWA – Federal Highway Administration**

This is the federal agency that oversees the nation's surface transportation system (highways and roads). It provides 80% of transportation funds for our region through **MassDOT**. These funds are authorized by Congress to assist the state, including each MPO region, in providing for planning, construction, reconstruction, and improvement of the highways and bridges on eligible Federal-Aid roads and other special purpose programs and projects.

**FTA – Federal Transit Administration**

This is the federal agency that oversee the nation's public transportation system. It provides transit funding to the Regional Transit Agencies (RTAs). These funds help to operate, maintain, and improve existing systems as well as develop new transit connections through buses, subways, light rail, commuter rail, trolleys and ferries.

**GATRA – Greater Attleboro Taunton Regional (Transit) Authority**

GATRA is the **RTA** that serves the cities of Attleboro and Taunton, and the towns of Berkley, Carver, Dighton, Lakeville, Mansfield, Middleborough, North Attleboro, Norton, Plainville, Raynham, Rehoboth, Seekonk, and Wareham in the SRPEDD region. GATRA provides a variety of services including fixed route, Dial-a-Ride (**DAR**) and commuter shuttles. GATRA is a member of the **SMMPO**.

**GHG – Greenhouse Gas**

A **greenhouse gas (GHG)** is a gas that absorbs and emits radiant energy within the thermal infrared range, causing the greenhouse effect.

**GIS- Geographic Information System**

A geographic information system (GIS) is a framework for gathering, managing, and analyzing data. Rooted in the science of geography, GIS integrates many types of data. It analyzes spatial location and organizes layers of information into visualizations using maps and 3D scenes.

**JTPG - The Joint Transportation Planning Group**

The JTPG is the advisory committee to the **SMMPO** for all transportation related issues. Voting members include the chief elected officials from each SMMPO community in the region or their designees; and all at-large SMMPO Commissioners that represent low-income and minority persons and groups. Non-voting members include **FHWA; FTA; MassDOT; SRTA; GATRA;** transportation interest groups; neighborhood groups; any interested member of the public; and SMMPO transportation staff. The JTPG is the forum for public involvement in transportation plans and programs and its

responsibilities include: prioritizing the list of projects within each **TIP** funding category; advising the SMMPO regarding endorsements of the **TIP**, **UPWP** and **RTP**; and voting to make adjustments to the TIP.

### **LEP - Limited English Proficiency**

LEP refers to individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English.

### **LOS – Level of Service**

Level of service (LOS) is a measure used to correlate the quality of motor vehicle traffic service on roadways and intersections.

### **MEPA- Massachusetts Environmental Protection Act**

The **Massachusetts** Environmental Policy Act (**MEPA**) requires that state agencies study the environmental consequences of their actions, including permitting and financial assistance. It also requires them to take all feasible measures to avoid, minimize, and mitigate damage to the environment.

### **MAP-21 - Moving Ahead for Progress in the 21st Century Act**

Transportation Legislation signed into law by President Obama in 2012 to address improvements to the U.S. transportation system.

### **MARPA - Massachusetts Association of Regional Planning Agencies**

The Massachusetts Association of Regional Planning Agencies is a formal organization with established bylaws. The association consists of the state's 13 regional development organizations, known as regional planning agencies in the state. The Pioneer Valley Planning Commission provides administrative support and the Metropolitan Area Planning Council, located in the state capital, provides legislative research and advocacy support. Committees are formed on an as-needed basis.

### **MassDOT – The Massachusetts Department of Transportation**

SRPEDD receives funding from the Federal Highway Administration (**FWHA**) and the Federal Transit Administration (**FTA**) through MassDOT to maintain a comprehensive, cooperative, and continuing (3C) planning process for the region. Stephanie Pollack, Transportation Secretary and CEO of MassDOT, is the chair for the **SMMPO**.

### **MOU - Memorandum of Understanding**

A memorandum of understanding is a document that describes an agreement that two or more parties have reached. MOUs communicate the mutually accepted expectations of all of the parties involved in a negotiation.

### **MPO - Metropolitan Planning Organization**

MPOs are responsible for transportation policy and federal resource allocation decisions throughout Massachusetts. Created by the United States Congress in the 1980s, MPOs were developed for urbanized areas that met or exceeded 200,000 in population. MPOs receive funding from the United States DOT (USDOT) through the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) and work in conjunction with federal, state and municipalities on transportation planning activities. There are thirteen (13) MPOs within Massachusetts that essentially follow the borders of the RPAs.

### **NHS - National Highway System**

The National Highway System (NHS) is a network of strategic highways within the United States, including the Interstate Highway System and other roads serving major airports, ports, rail or truck terminals, railway stations, pipeline terminals and other strategic transport facilities. Altogether, it constitutes the largest highway system in the world.

### **OTP - Office of Transportation Planning**

The Office of Transportation Planning within the Massachusetts Department of Transportation provides services in support of excellent customer service and safety for all who travel in the Commonwealth.

### **PIF – Project Initiation Form**

Following the approval of the **PNF**, the PIF requires more detailed project information including project type and description, project management responsibility and a public outreach plan. The **PRC** reviews the project, based on the PIF, at this point in the process.

### **PNF – Project Need Form**

One of the first steps in the **TIP** process, the PNF lists pertinent info such as location, project need, cost estimates, etc. A PNF must be submitted to the MassDOT District 5 office and SRPEDD for initial review. At this point, the project will: be dismissed; be required to provide more info or alternatives; move into the design phase.

### **PPP – Public Participation Program**

In accordance with state and federal requirements, the PPP is developed with the ultimate goal of allowing every person in the region, regardless of race, color, national origin, age, gender, gender identity or expression, disability, religion, ancestry or ethnicity, sexual orientation or veteran's status, an equal opportunity to become active participants in the planning

and decision-making process guiding every issue, project, program or service. These efforts will, in no way, exclude persons who are low-income, minority, Limited English Proficient (LEP) or have a disability.

### **PRC – Project Review Committee**

This committee, comprised of staff from MassDOT and chaired by the chief engineer, meets quarterly to review and assess the merits of each proposed **TIP** project, based on the **PIF**. Following a project's approval by the **PRC** it is assigned a project number, reviewed for Transportation Evaluation Criteria by SRPEDD staff and then placed on the TIP.

### **RSA – Road Safety Audit**

A Road Safety Audit (RSA) is a formal safety review of an existing, or planned road or intersection. During the audit, an independent, multidisciplinary team identifies potential safety issues and opportunities for safety improvements.

### **RTA – Regional Transit Authority**

The agency that oversees and coordinates public transportation in a region. In our region, **GATRA** oversees 15 member communities (and 13 additional communities outside of the SRPEDD region) in the greater Attleboro-Taunton area and **SRTA** oversees the 10 communities in the greater New Bedford-Fall River area.

### **RTP – Regional Transportation Plan**

A 25-year long range Transportation Plan for the southeastern Massachusetts region that is financially constrained and within the projected federal funds available. It is a comprehensive inventory and assessment of the region's highway and transit resources and needs and is updated every 4 years. (Also see Transit Acronyms for RTP- Regional Transit Plan)

**SAFETEA-LU - Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users** - Transportation Legislation signed into law by President Bush in 2005 with funding for highways, highway safety, and public transportation totaling \$244.1 billion and at the time, represented the largest surface transportation investment in US history.

### **SGR – State of Good Repair**

The condition in which a capital asset is able to operate at a full level of performance. Meaning that the asset: performs its designed function, does not pose a known unacceptable safety risk, and its' lifecycle investments have been met or recovered.

### **SIP – State Implementation Plan**

A State Implementation Plan (SIP) is a plan to identify compliance with the federal Clean Air Act, administered by the Environmental Protection Agency (EPA).

### **SMMPO - The Southeastern Massachusetts Metropolitan Planning Organization**

The SMMPO is responsible for transportation policy and federal resource allocation decisions in the region. Signatories include the SRPEDD Commission, the mayors of our 4 cities (Attleboro, Fall River, New Bedford and Taunton), selectmen from four of the region's 23 towns, the Administrator of SRTA, the Administrator of GATRA, the Highway Administrator of MassDOT and the Transportation Secretary and CEO of MassDOT.

The SMMPO is the body that is responsible for Transportation Planning Program Development and is responsible for the endorsement of the **TIP**, the **UPWP**, the **RTP** and the **PPP**. The SMMPO also certifies the planning process. SRPEDD is the staff to the SMMPO.

**SRPEDD – Southeastern Regional Planning and Economic Development District** – SRPEDD is the Regional Planning Agency (RPA) that represents twenty-seven (27) municipalities in southeastern Massachusetts. SRPEDD is involved with Comprehensive Land Use and Community Development, Economic Development, Homeland Security Planning and Transportation Planning and Programming for member communities. SRPEDD communities following the same boundaries and make up the SMMPO.

### **SRTA – Southeastern Regional Transit Authority**

SRTA is the **RTA** that provides fixed route and Demand Response (**DR**) service to 10 communities in Southeastern Massachusetts, including Acushnet, Dartmouth, Fairhaven, Fall River, Freetown, Mattapoisett, New Bedford, Somerset, Swansea and Westport. SRTA is a member of the **SMMPO**.

### **SRTS- Safe Routes to School**

The Massachusetts Safe Routes to School (SRTS) Program is a federally funded initiative of the Massachusetts Department of Transportation (MassDOT) that encourages elementary and middle school students to safely walk and bike to/from school. The program provides a variety of services to public and charter schools including infrastructure funding through the TIP, technical assistance with events including but not limited to pedestrian and



bike safety trainings, bike rodeos, arrival/dismissal observations, and walk assessments as well as marketing and promotional materials.

### **STIP – State Transportation Improvement Program**

The STIP is a staged, multi-year, statewide intermodal program of transportation projects, consistent with the statewide transportation plan and planning processes as well as metropolitan plans, transportation improvement programs (TIPs), and planning processes.

### **TAM Plan – Transit Asset Management Plan**

Any agency that owns, operates, or manages capital assets used to provide public transportation and receives federal financial assistance under 49 U.S.C. Chapter 53 as a recipient or sub recipient must complete a TAM Plan. TAM Plans should: outline how people, processes, and tools come together to address asset management policy and goals, provide accountability and visibility for furthering understanding of leveraging asset management practices and support planning, budgeting, and communications to internal and external stakeholders.

### **Title VI**

Title VI is the federal law that ensures that any program, issue, project or service is provided without regard to anyone's race, color, or national origin, as well as age, gender or disability. We need to promote the opportunity for all persons to participate in any part of the planning process including persons who are LEP, low-income and minority.

"No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

- *Title VI of the Civil Rights Act of 1964*

### **TIP – Transportation Improvement Program**

The TIP is the document that identifies projects scheduled in each fiscal year for construction with state and federal funds. The TIP lists projects over a 5-year period for our region. It is continually adjusted and amended to keep pace with costs and project readiness.

### **TOD – Transit Oriented Development**

TOD is a type of community development that includes a mixture of housing, office, retail and/or other amenities integrated into a walkable neighborhood and located within a half-mile of quality public transportation.

**ULB – Useful Life Benchmark**

Useful Life Benchmark (ULB) is the expected lifecycle of a capital asset for a particular transit agency's operating environment, or the acceptable period of use in service for a particular transit agency's operating environment.

**UPWP - Unified Planning Work Program**

This document provides a description of the overall transportation planning activities ongoing and anticipated within the region, including funding sources and agency responsibilities for the upcoming federal fiscal year.

**VMT - Vehicle Miles Traveled**

Vehicle miles traveled is a measure of travel used for all vehicles in a geographic region over a one-year period. It is calculated as the sum of the number of miles traveled by each vehicle.

**VOC - Volatile Organic Compound**

Volatile organic compounds (VOCs) are emitted as gases from certain solids or liquids. VOCs include a variety of chemicals, some of which may have short- and long-term adverse health effects.